



BURT LAZARIN
Chair

JESSE R. BODINE
District Manager

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.nyc.gov/mcb4

June 12, 2019

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10037

Andy Byford
President
Metropolitan Transportation Authority
2 Broadway
New York, NY 10004

Re: 14th Street – Transit and Truck Priority Corridor Pilot

Dear Borough Commissioner Pincar and President Byford,

Manhattan Community Board 4 (MCB4) thanks the Department of Transportation (DOT) and Metropolitan Transportation Authority (MTA) for their presentation on the Transit and Truck Priority Corridor Pilot that will take place from June 2019 to December 2020 on 14th Street from Third to Eighth Avenues.

Without the inclusion of a comprehensive traffic mitigation plan for the adjacent residential streets (West 15th, West 16th, West 17th, and West 18th Streets from Sixth to Eighth Avenues), MCB4, at its June 5, 2019 Full Board meeting, voted by 45 in favor, 0 against, 0 abstaining, and 0 present but not eligible to vote, to oppose this project. MCB4 has been asking for such a plan in each of our letters in January, March and again in July 2018. We are asking you to come back to present a mitigation plan that is critical to the success of this project.

The mitigation plan should include neck downs, turn lanes, split LPIs and delivery bays, loading regulations and a pro-active communication plan with taxis and Ubers.

We also recommend that:

- The pilot start in July 2019 to avoid conflict with large events and take advantage of the summer to sort out any early problems
- LPI's or split LPIs¹ be installed at each right turn bay to protect pedestrians from turning vehicles

We were pleased to hear that:

- This is a pilot (July 2019 to January 2021) and that performance measurements will be collected by consultants and made available to the public on a frequent basis. A portal should be created as was the case in the Toronto trial with the same data and the same frequency.
- The M7 will be returned to 14th Street as soon as the corridor is installed, with a dedicated left turn at Sixth Avenue and the layover on Sixth Avenue and
- The curbside regulation in front of the Vermeer will be returned to “Loading and Unloading.”

The characteristics of this new corridor are as follow:

- There are four lanes: one lane of traffic going each way and a wide loading lane on each side.
- Buses, large trucks, and emergency vehicles can use the traffic lane and make the through trip from Third to Eighth Avenues, all other vehicles are permitted in the traffic lane but do have to turn right at the next intersection. Tourist buses and long-distance buses will be permitted to use the corridor end to end.
- The proposed hours for use restriction are from 5 a.m. to 10 p.m.
- Most of the left turns are prohibited. Right turn bays are being provided for right turning vehicles.
- Curb side regulations will be “loading and unloading” only – with a maximum duration of 30 minutes.
- Camera enforcement will be provided at fixed posts and on the buses.
- No delivery time constraints.
- No level boarding is provided for People with Disabilities – it is unfortunate as the deployment of ramps significantly slows down bus boarding.
- No HOV lane on the bridges – DOT expects that Congestion pricing will reduce the volumes sufficiently.
- No Run-As-Directed buses will be dedicated to this project. We understand that four such vehicles were deployed during the Toronto pilot and helped improve the punctuality of the buses. MTA indicated that they have such buses in the system but none will be dedicated.

MCB4 would appreciate receiving the data we already requested, related to the current 14th Street traffic, including the percent of private vehicle traffic that travels on more than one block on the corridor.

¹ Lead Pedestrian Interval extends the red light for through traffic allowing pedestrians to establish themselves in the crosswalk parallel to the flow.

We'd like this project to succeed and see the bus riders benefit from better service on this corridor. A solid mitigation plan for the side street will contribute immensely to its success. We look forward to that presentation.

Sincerely,



Burt Lazarin
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning Committee



Dale Corvino
Co-Chair
Transportation Planning Committee