



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**  
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**Burt Lazarin**  
Chair

**Jesse R. Bodine**  
District Manager

July 30, 2018

Andrew Byford  
President  
New York City Transit  
2 Broadway  
New York, NY 10004

Edward Pincar, Jr.  
Acting Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Floor  
New York, NY 10037

**Re: MCB4 Response to L Train Tunnel Reconstruction Mitigation Plans**

Dear President Byford and Acting Commissioner Pincar,

Manhattan Community Board 4 (CB4) would like to sincerely thank the New York City Transit (NYCT) and the Department of Transportation (DOT) for responding to our community's concerns and suggestions related to the 15-month closure of the L line during the Canarsie tunnel rehabilitation, and for agreeing to engage in additional consultation to address our remaining concerns outlined below.

We are very pleased to learn of the following:

- The Williamsburg Bridge will be open only to High Occupancy Vehicles with 3 occupants or more (HOV3+) from 5 AM-10 PM, seven days a week, for the duration of the shutdown. This will free up space for buses and reduce significantly the influx of vehicles entering the district, alleviating some of our concerns related to traffic congestion on adjacent streets.
- The DOT is reaching out to both big-box retailers and small businesses in seeking to shift deliveries throughout the affected area to off-peak hours
- The DOT is meeting with developers to require them to strictly limit the use of streets to operate during construction, and is coordinating with the Department of Buildings (DOB) to limit when possible the installation of sidewalk sheds on 14<sup>th</sup> Street.

Many constructive suggestions were made by the community. At its July 25<sup>th</sup> Full Board meeting, MCB4 voted with 28 in favor, 0 against, 1 abstaining and 0 present but not eligible to vote to request that the following measures be investigated and that you return to our committee to share your findings:

- Expand the effort to reduce sidewalk sheds to the surrounding area.
- Expand the capacity of the highly successful NYC Ferry Service to include a route between Brooklyn and the West Side Pier 57, which would alleviate the pressure on the replacement bus system.
- We anticipate that mixed fare collection methods (on-board and SBS) along the 14<sup>th</sup> Street busway will lead to delays. While we acknowledge that converting all the routes which will be using the busway to SBS will potentially lead to difficulty in verifying fare payment along the local bus routes, we believe this is a better approach. Alternately, we would ask the MTA board to consider suspending fare collection along the 14<sup>th</sup> Street Busway during the shutdown as a means of mitigating delays.
- Acting on one of the proposed items of the 14<sup>th</sup> Street Coalition, we ask you to coordinate with our elected officials to develop a strategy to relocate sidewalk vendors off of 14<sup>th</sup> Street during the shutdown. We will engage vendors in seeking alternative locations—acknowledging that some have the Street Vendor License issued mainly to veterans—so that they can continue to pursue a living while easing the anticipated pedestrian congestion on the corridor. Section 20-465(k) of the NYC Administrative Code explicitly contemplates such issues.<sup>1</sup>
- We recommend an area-wide restriction on tour buses during the shutdown, through the affected area and side streets, to leave maximum capacity to commuters.
- Congestion on the side streets continue to be of utmost concern to the community, especially illegal truck traffic that has been plaguing the streets north of 14<sup>th</sup> Street for years. In spite of repeated requests, this condition has never been properly enforced by NYPD.
  - We request that DOT ensure that all these streets have signage indicating “No Through Truck Traffic/Local Deliveries Only.”
  - We would like DOT to study the implementation of designated turn lanes onto the avenues from the side streets, as well as neck downs at the entrance of the streets
  - We encourage the implementation of loading zones along these side streets with restricted delivery hours and camera enforcement.
- Finally, we request that you share again the methodology used to extrapolate trips from the collected swipe data.

We would like to amplify the community’s call for the NYPD, in concert with the DOT, to make publicly available its enforcement plan during the shutdown, specifically addressing enforcement of the 14<sup>th</sup> Street closure to local traffic, and the ongoing problem of through-truck traffic on the

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<sup>1</sup> “Where exigent circumstances exist and a police officer or other authorized officer or employee of any city agency gives notice to a general vendor to temporarily move from any location such general vendor shall not vend from such location. For the purposes of this subdivision, exigent circumstances shall include, but not be limited to, unusually heavy pedestrian or vehicular traffic, existence of any obstructions in the public space, an accident, fire or other emergency situation, a parade, demonstration or other such event or occurrence at or near such location.”

side streets (15<sup>th</sup>, 16<sup>th</sup>, 17<sup>th</sup>, and 18<sup>th</sup> Streets). Testing such enforcement of truck traffic in advance of the closure would bring much needed credibility to the plan.

We appreciate the complexity of the project, and the substantive planning and outreach you have undertaken.

Sincerely,



Burt Lazarin,  
Chair  
Manhattan Community  
Board 4



Christine Berthet  
Co-Chair  
Transportation Planning  
Committee



Dale Corvino  
Co-Chair  
Transportation Planning  
Committee

cc: Hon. Corey Johnson, Speaker, NYC Council