



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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JEFFREY LEFRANCOIS
Chair

JESSE R. BODINE
District Manager

April 19, 2022

Jamie Torres-Springer
President
MTA Construction & Development
2 Broadway
New York, NY 10004

Re: Platform Doors and Track Intrusion Detection Systems

Dear President Torres-Springer:

Manhattan Community Board 4 (MCB4) at its April 6th Full Board meeting voted 41 in favor, 0 opposed, 0 abstaining, and 1 present but not eligible to vote, to request that a knowledgeable representative from the MTA's Track Trespassing Task Force appear in front of the Board's Transportation Committee to assist the community in gaining a better understanding of its Platform Screen Door Pilot Project and any other track intrusion technology that may be under consideration.

As you know, the MTA recently announced that it intends to install protective barriers at three subway stations as part of a pilot program to address an uptick in track incidents, including the tragic death of Michelle Alyssa Go. One of the stations that the Task Force has recommended that platform doors be placed is at Times Square-42nd Street station, on the Number 7 line. That station falls within MCB4. Several questions have arisen about the Pilot Program, including but not limited to, how the program will be rolled out, and how it may impact other MTA projects, if at all.

The approximately 4,000-page report on *System-Wide Platform Screen Door Feasibility* is an enormously helpful primer in understanding the constraints in installing barrier doors at stations across the city, but given our community's particular needs, questions arose about the work planned for the Times Square station. For example, when, and what specific type/model of platform barrier does the MTA anticipate installing? Why was that model chosen? We understand that the Task Force chose the three stations based on high ridership, the type of platform configuration, and geography, but did the MTA consider, among the "eligible" stations, where the highest incidents of trespassing, or serious injuries and deaths have occurred? Also, is the MTA open to community feedback regarding its decision to use the Times Square, Number 7 line, versus another "eligible" station in the MCB4 area?

The Report states that the Platform Screen Door option could cost \$7.01 billion, and the Automatic Platform Gate alternative \$6.53 billion. The annual maintenance is anticipated at \$119.16 million. Since this costly project is subject to “funding availability”, has the MTA determined from where in the budget the monies will come?

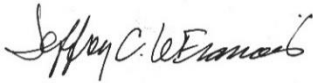
The MTA has also reportedly been looking into new high-tech ways to spot intrusions on the subway track using Track Intrusion Detection Systems (“TIDS”). Has the MTA found these TIDS less costly and equally effective? And, if so, does the MTA anticipate installing any of these technologies in MCB4 subway stations? If so, where, and when?

Finally, we would like to know if funding for these track intrusion projects will reduce monies allocated to improving ADA accessibility in the subway. It has been a major priority for us to make our subways accessible for our entire community. We’d therefore also like to know whether the Platform Screen Door Pilot Program, or any other TIDS pilot program under consideration, will have an adverse impact, or delay in any way, on work being done for the disabled among us.

We appreciate the MTA continuing to work toward a solution for those living, and suffering from mental health issues, in our subways. We look forward to continuing to work closely with you on all these pressing issues.

Thank you for your consideration and for sending someone to meet with us.

Sincerely,



Jeffrey LeFrancois
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning Committee



Dale Corvino
Co-Chair
Transportation Planning Committee