

Terri Cude, *Chair*
Daniel Miller, *First Vice Chair*
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Antony Wong, *Treasurer*
Keen Berger, *Secretary*
Erik Coler, *Assistant Secretary*

COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE
NEW YORK, NY 10012-1899

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Greenwich Village ∨ Little Italy ∨ SoHo ∨ NoHo ∨ Hudson Square ∨ Chinatown ∨ Gansevoort Market

November 23, 2018

Polly Trottenberg, Commissioner
Department of Transportation
55 Water Street
New York, NY 10041

Andy Byford, President
MTA New York City Transit
2 Broadway
New York, NY 10004

Dear Commissioner Trottenberg and President Byford:

At its Full Board meeting November 20, 2018, Community Board #2, adopted the following resolution:

Resolution supporting air quality monitoring of bus emissions for the duration of the L-train/Canarsie Tunnel Reconstruction Project

Whereas 80+ additional buses in the peak hour in the peak direction will be crossing the Williamsburg Bridge into our downtown Manhattan neighborhoods, and at least 53 will be traversing the streets of Community Board No. 2, Manhattan (CB2) during the L-train/Canarsie Tunnel Reconstruction Project, to provide an alternative mass transit option to those who use the L-train to travel into Manhattan from Brooklyn (a route that won't operate with the Tunnel closed for repairs) and to avoid heavy traffic congestion from single occupancy vehicle use during the project; and

Whereas almost all of these buses will be diesel fuel operated (only a few will be electric (5) or hybrid diesel (10)), adding polluting exhaust to CB2's streets that produces significant health hazards: The Union of Concerned Scientists states that "*Diesel-powered vehicles and equipment account for nearly half of all nitrogen oxides (NOx) and more than two-thirds of all particulate matter (PM) emissions*" and that "*Particulate matter irritates the eyes, nose, throat, and lungs, contributing to respiratory and cardiovascular illnesses and even premature death*" (Source: Union of Concerned Scientists website), a matter of great concern to the community; and

Whereas in response to and representing the concerns of all the communities that will be impacted by this diesel emissions influx, 21 NY City, State and Federal elected officials wrote MTA-NYC Transit (MTA-NYCT) calling for air quality monitoring along the bus routes during the full shutdown period, for incorporating advance time to establish baseline readings, and for providing monitor readings data to the public in a timely manner; and

Whereas MTA-NYCT has responded with assurances that they are "committing to monitor the air for particulates typically caused by diesel emissions, known as PM2.5 and making results publicly available"; and

Whereas diesel exhaust includes harmful emissions other than PM2.5, such as nitrogen oxides, carbon dioxide, hydrocarbons and ozone pollution; and

Whereas pollution levels vary from location to location, from season to season and by time of day, as well as with frequency of buses in use; and

Whereas clearly laid-out procedures and rules are needed as a guide in monitoring emissions as well as for mitigation approaches should monitoring show that adjustments need to be made; and

Whereas 15 articulated electric buses are planned for the M14 SBS route in the 4th quarter of 2019, but no plan has been put forth to replace the high number of added diesel buses that will be used during the reconstruction project with any electric buses; and

Whereas MTA-NYCT has indicated that an environmental quality plan is in the works, emergency scenarios are being prepared, and that more information will be available in a subsequent update to the community within the next two months;

Therefore be it resolved that CB2 gratefully thanks our elected officials for their support in helping protect the health, safety and welfare of our community by calling for air quality monitoring along the L-train/Canarsie Tunnel project's added bus routes during the full shutdown period and for asking for advance baseline readings, as well as for calling for timely issuance to the public of monitor readings data; and

Be it further resolved that CB2 thanks MTA-NYCT for "committing to do PM2.5 air quality monitoring and making results publicly available"; and

Be it further resolved CB2 asks that MTA-NYCT also include in their monitoring other harmful emissions such as nitrogen oxide and hydrocarbons throughout the project; and

Be it further resolved that CB2 recommends that baseline readings be done in varying impact locations, times and, if possible, seasonal manifestations, to closely approximate current conditions, and urges that the readings be started right now; and

Be it further resolved that CB2 urges that air quality monitoring be done frequently and comprehensively in several locations along the added buses routes throughout the community with particular attention to monitoring at rush hours and other times of the heaviest bus activity; and

Be it further resolved that CB2 suggests that serious consideration be given to employing mobile air quality monitoring such as the van mounted AQM 65 from Aeroqual, used and tested by the New York City Department of Environmental Protection (DEP), which DEP's case study in 2016 showed to be a quicker, more efficient, yet less expensive way to provide flexibility and needed coverage "to conduct neighborhood-specific air quality monitoring"; and

Be it further resolved that CB2 is of the strong opinion that a clear, concise plan is needed that lays out the procedure for air quality monitoring before and during the L-train/Canarsie Tunnel project, including what equipment will be used and where it will be placed with a map of the locations, how often readings will be made and reported to the community, as well as mitigation approaches in the

event of a contingency, and requests that this be done as soon as possible and shared with the community; and

Be it further resolved that CB2 encourages MTA-NYCT to do everything possible wherever possible to substitute electric buses for the additional diesel buses assigned for the duration of the Canarsie Tunnel closure and arrange for the storage facilities that these non-diesel buses require; and

Be it finally resolved that CB2 once again thanks MTA-NYCT for acknowledgement of community concerns and for their assurance that they will be back to CB2 within the next two months with more information and with a more fleshed out plan for addressing air pollution concerns, which CB2 looks forward to receiving.

Vote: Unanimous, with 35 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

TC/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velázquez, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Brian Kavanagh, NY State Senator
Hon. Yuh-line Niou, Assembly Member
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Corey Johnson, Council Speaker
Hon. Margaret Chin, Council Member
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Polly Trottenberg, Commissioner
Department of Transportation
55 Water Street
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Andy Byford, President
MTA New York City Transit
2 Broadway
New York, NY 10004

Dear Commissioner Trottenberg and President Byford:

At its Full Board meeting November 20, 2018, Community Board #2, adopted the following resolution:

Resolution in Response to L-Train/Canarsie Tunnel Reconstruction Update 11/01/2018

Whereas MTA-NYC Transit (NYCT) and the NYC Dept. of Transportation (DOT) presented the latest details on the L-Train/Canarsie Tunnel Reconstruction project (full closure slated to begin April 27, 2019), including information on implementation activities already underway, scheduling for upcoming activities, plans for construction coordination, enforcement staging and strategy in the works, expected service changes, with assurances of additional updates to come, as more develops; and

Whereas implementation of the 12th St. and 13th St. bicycle lanes is underway for a curbside bike lane on the south side of 13th St. and north side of 12th St., with one 8 ft. parking lane, one 11 ft. travel lane, a 4-9 ft. buffer, and a 6 ft. bike lane, and the streets' current layout would constrain moving auto traffic when double parking occurs; and

Whereas DOT is continuing to propose making Kenmare St. one-way westbound btw. Cleveland Pl. and Lafayette St. by adding pedestrian space next to Petrosino Sq. to stop vehicles driving in the wrong eastbound Kenmare lane to make a left turn to Lafayette, however the local community has great concerns about the proposed closure interfering with accessibility for fire trucks from Ladder 20 to eastbound Kenmare; and

Whereas Captain Andrew Serra of Ladder 20 expressed his concern in a letter to John Sudnik, the FDNY Chief of Operations, that making Kenmare St. one-way btw. Cleveland Pl. and Lafayette "with traffic allowed only in the westbound direction" would interfere with "Ladder 20's ability to respond anywhere south and east of the firehouse, forcing Ladder 20 to go all the way to Grand St." and "would

create serious increases to response times....” He also indicated that Ladder 20 "was not included in any discussion of planning"; and

Whereas Community Board No. 2 Manhattan (CB2) is pleased to learn that an Environmental Quality Plan is in the works for both buses and construction sites mitigation, but notes that no information has yet been forthcoming on either the routes of the buses being used to their depots (and where their depots are) or on their makes and models; and

Whereas CB2 welcomes the news that DOT is working collaboratively with the NYC Dept. of Buildings (DOB) "to identify and minimize disruption from projects along L train corridors that already have been granted permits" and that "DOB has committed to implementing a system for review of future projects along L train corridors," but CB2 still has concerns about the impact of numerous construction projects as well as film shoots occurring throughout the community both which often block and/or slow down traffic, adding other congestion-causing conditions; and

Whereas CB2 welcomes MTA-NYCT's and DOT's plans to return to CB2 within the next two months with a further updated plan and their willingness to fine-tune changes to respond to community concerns as best they can;

Therefore be it resolved that CB2 thanks MTA-NYCT and DOT for their continued attention to community concerns and for keeping the community up to date on the L-Train/Canarsie Tunnel Reconstruction project as it progresses; and

Be it further resolved that CB2 recommends that in order to avoid double parking on 12th and 13th Sts. that "No Standing" rules on the open curbs be put into effect from 9:00 am to 6:00 pm with overnight parking only, or at least that provision be made for setting aside parking space for deliveries, drop-offs and pickups; and

Be it further resolved that CB2 urges DOT to work together with the Ladder 20 local fire department on access needs, including how to accommodate movement eastbound on Kenmare St. btw. Cleveland Pl. and Lafayette St.; and

Be it further resolved that CB2 asks for information on the routes of the buses in use to their depots and on the depot locations, as well as on the makes and models of these buses, including the number of buses per type and their respective EPA emission standards; and

Be it further resolved that CB2 reiterates its previous request to suspend construction permits and consider a moratorium on film shoots in advance of the project, while disallowing new construction and curtailing any construction activities wherever possible for the project's duration; and

Be it finally resolved that CB2 looks forward to the next update on the L-Train/Canarsie Tunnel Reconstruction project and to the further refinements of the plan that DOT and NYCT are contemplating.

Vote: Unanimous, with 35 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

TC/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velázquez, Congresswoman
Hon. Brad Hoylman, NY State Senator
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November 23, 2018

Edward Pincar Jr.
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Borough Commissioner Pincar:

At its Full Board meeting November 20, 2018, Community Board #2, adopted the following resolution:

Resolution requesting reconstruction of Clarkson St. from West St. to Greenwich St., including repair and replacement of Belgian blocks, along with installation of a granite bicycle strip.

Whereas Clarkson St. is a main eastbound thoroughfare from the Hudson River Park at West St. leading to 7th Ave. S./Varick St. where it connects with Carmine St. heading further east and then further east on Bleecker St.; and

Whereas Clarkson St. is the only thoroughfare for 1500 feet to the north after Canal St. with an exit from the Hudson River Park (HRP) esplanade and bicycle path to the street in Community Board 2, Manhattan (CB2); and

Whereas because Clarkson St. serves as a link between the HRP bicycle paths and the residential area to the east, it is used extensively as a bicycle way, although there is no bike lane on Clarkson btw. West St. and Greenwich St. (with a Belgian block street bed), but there is a bike lane on the asphalt portion of Clarkson btw. Greenwich and Varick Sts., which continues onto Carmine and then Bleecker St.; and

Whereas the Belgian block street bed on Clarkson St. btw. West St. and Greenwich St. is in extremely bad condition with loose, broken, scattered and missing blocks, large uncovered spaces, exposed manholes, deep ridges, made even worse by recent construction, and sorely in need of repair; and

Whereas the 160 Leroy Street condominium structure was recently completed and maintained and repaired the area immediately adjacent to the building, roughly one quarter of Clarkson St. btw. West St. and Washington St., still the remaining three quarters of the block is in disrepair; and

Whereas the broken up, uneven, scattered surface of the Belgian blocks on Clarkson St. btw. West St. and Greenwich St. is not only a major hazard for pedestrians, people in wheelchairs, those with strollers and other wheeled conveyances and even a hindrance to motor vehicles, it is also particularly bumpy and grating for bicyclists, who opt to use the sidewalk instead; and

Whereas there are constant reports of plentiful and continuous bicycle riding on Clarkson St.'s sidewalks btw. West and Greenwich Sts., putting pedestrians in grave danger of colliding with the cyclists, with some already being injured. A glaring example occurred there just a few months back in May 2018, when a bicyclist riding on the south side Clarkson sidewalk crashed into a young girl 12 years of age named Luca Katzen, who was returning from softball practice at Pier 40. Luca Katzen was walking on the sidewalk, and the cyclist knocked her down, which resulted in the girl suffering a broken leg. Luca missed the remainder of the school season and her summer plans to play competitive softball were disrupted; and

Whereas bicyclists coming from the HRP bikeway onto Clarkson St. go right to the sidewalk and ride on it until they get past Greenwich St. where they go directly onto the bike lane in the asphalt paved street (which is where the bike lane starts), showing that were a suitable bike lane installed in the West to Greenwich St. Belgian block street bed, it would be used instead of the sidewalk, with cyclists transitioning from there to the striped painted lane in the asphalt pavement; and

Whereas a continuous, connected bike lane on Clarkson St. would provide direct and safe bicycling access east that is very much needed in that area; and

Whereas the NYC Dept. of Transportation (DOT) has developed a new bikeway design to use in Belgian block streets and blend with their historical character that consists of a 2 1/2 -ft.-wide, 6-in.-deep granite strip inlaid into the existing paving blocks. This type of bikeway has been installed successfully on Varick St. btw. Canal and Laight Sts.; and

Whereas a similar granite strip treatment has been installed on Gansevoort St. as part of the Meatpacking District Reconstruction project; and

Whereas Clarkson btw. West St. and Greenwich St. is not in a designated historic district, but its Belgian block street bed is a historic feature. CB2's Landmarks Committee previously was asked for input on the use of the Varick St. granite strip type of bike lane and agreed unanimously that it would provide needed pedestrian safety and had no objection to its installation if efforts were made to blend the granite strip with the Belgian blocks so as to maintain historical character as much as possible, including elimination of inappropriate painted signage; and

Whereas this type of granite strip bike lane has already undergone extensive review and been approved by the Landmarks Preservation Commission for use in historic districts such as DUMBO and Vinegar Hill in Brooklyn; and

Whereas historic photographs show long granite slabs being used with Belgian blocks in NYC streets in similar configurations to the proposed granite strip bike lane (source: *Toward Accessible Historic Streetscapes: A Study of New York City's Belgian Block Heritage*, Prepared for the Historic Districts Council, April 2017, Cover, pp. 13, 14 &15); and

Whereas the methodology for removing and replacing Belgian blocks individually in streets is flawed and results in irregularly laid configurations that are not only unattractive and historically incorrect, but also exceptionally dangerous for pedestrians and bicyclists; and

Whereas as more and more bicycle lanes are created, with many extending into streets with Belgian blocks (both in and out of historic districts), and ADA requirements for adapting Belgian block streets to accommodate disabled access and pedestrian safety will call for historically appropriate adaptations; a granite strip bicycle lane on Clarkson btw. West and Greenwich Sts. can serve as a pilot to evaluate for future designs;

Therefore be it resolved that CB2 urges that Clarkson St. from West St. to Greenwich St. be reconstructed, including with complete repair and/or replacement (where necessary) of Belgian blocks; and

Be it further resolved that CB2 requests that a granite strip bicycle lane, the same as (or similar to) the one already installed on Varick St. btw. Canal and Laight Sts. be installed on Clarkson St. btw. West St. and Greenwich St.; and

Be it further resolved that CB2 strongly advises that the original Belgian blocks on this stretch of Clarkson be reused as much as possible in reconstruction and that when replacements are needed that they are of a high quality, close color and historic match; and

Be it further resolved that CB2 urges that Belgian blocks be removed and replaced in an array that maintains alignment and consistency and includes the use of a specific process and infrastructure; and

Be it further resolved that CB2 cautions that strong safety features need to be included in the Belgian blocks installation and asks for surfaces with safe textures and thermal finishes to provide slip resistance, as well as avoidance of large, steep gaps between paving stones; and

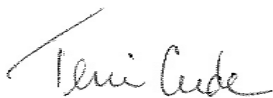
Be it further resolved that CB2 would appreciate that utmost care be given to the placement and use of the granite strip bicycle lane, so that it blends with the Belgian blocks to preserve as much historic integrity and character as possible; and

Be it finally resolved that CB2 asks that signage be installed which is designed to prohibit bikes on public sidewalks but that any signage to the roadway respect the historical veracity at the Belgian blocks roadway.

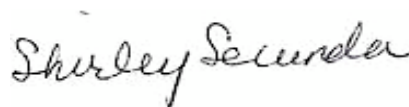
Vote: Unanimous, with 35 Board Members in favor.

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Community Board #2, Manhattan



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