



Village Independent Democrats
26 Perry Street
New York, New York 10014

March 8, 2018

Resolution Demanding Increased Cooperation and Transparency in L-Train Shutdown and Mitigation

WHEREAS Hurricane Sandy damage to the Canarsie Tunnel requires extensive repairs and disruption or suspension of L train service, affecting 400,000 daily commuters;

WHEREAS in 2016 the MTA began discussing repair plans with affected communities;

WHEREAS community support for the shorter but more intrusive 15-month closure of the Canarsie Tunnel depended on MTA promises of adequate mitigation for rerouting commuters and disrupted services;

WHEREAS, between 2016 and December 2017, the MTA and DoT extensively discussed a mitigation strategy with elected officials but did not present a detailed mitigation plan to the community until December 2017;

WHEREAS the MTA/DOT December 2017 mitigation plan differed substantially from the plan previously discussed with elected officials and community leaders;

WHEREAS the MTA/DOT has done extensive analysis and modeling of traffic and other effects of its mitigation plan and of alternate mitigation plans;

WHEREAS since December 2017 the MTA and DoT have publicly explained their mitigation plan to the community, taken input from community boards, and committed to alter the plan in light of community board input;

WHEREAS the MTA and DoT have failed to answer key substantive questions regarding their mitigation plan, including but not limited to:

1. How will emergency vehicles traveling off of 14th be affected by the plan?
2. How will noise and air pollution increase on 12th and 13th streets, and how will traffic, noise, and air pollution increase in the neighborhood of Kenmare Street, in response to the plan?
3. How will the MTA and DoT ensure the safety of pedestrians in response to the proposed two-way bike lane on 13th street?
4. During what hours will 14th street be closed to vehicular traffic?
5. How will construction and unexpected repair work on surface roads and streets affect performance of the mitigation plan?
6. How will the MTA successfully run buses on timetables that seem implausible to community members?



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WHEREAS street design and traffic rerouting changes such as those proposed in the mitigation plan require procedural community engagement if they are permanent, and some such permanent changes might require an environmental impact statement;

WHEREAS the MTA and DoT have committed to calling all changes temporary and constructing them in a temporary fashion but have not closed the door to making the changes permanent at a later date;

WHEREAS a substantial amount of the mitigation plan is to be implemented in the Summer and Fall of 2018, because of challenges making the changes during the Winter;

THEREFORE BE IT RESOLVED that Village Independent Democrats calls upon the MTA and DoT to:

1. Engage collaboratively with the community on the mitigation plan, during which time they should remain open to altering the existing mitigation plan in response to community concerns;
2. Clarify missing details of the plan, including all open questions raised above;
3. Complete and publish, as soon as possible, a study of the most efficient amount of time to limit vehicular traffic on 14th street, including assessing the effects of such limits on traffic, noise, and air quality on nearby streets, and propose specific hours where vehicular traffic on 14th street will be limited as part of an updated mitigation plan;
4. specifically dividing the proposed two-way 13th street bike lane into two one-way lanes going with traffic on 12th and 13th streets;
5. specifically engaging with State lawmakers to restore the 2-way Verrazano Bridge toll at least temporarily to provide needed traffic mitigation for the duration of the project;
6. specifically instituting free boarding and all-door boarding on all 14th St. bus routes and shuttles during the project;
7. obtaining the maximum number of high-capacity, low-emission electric or recycled natural gas buses as part of the mitigation plan;
8. Engage collaboratively with the Department of Buildings, Sanitation Department, and Police Department to assure the community that the mitigation plan is capable of reacting to construction, expected and unexpected repair work, emergencies, and



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more;

9. Engage specifically with the Department of Buildings to limit construction certificates that could impact the effectiveness of the mitigation plan;
10. Listen to community complaints related to impacts of construction and construction permits on traffic, transportation, and safety during the duration of the Canarsie Tunnel shutdown, and create a specific procedure (e.g. a hotline) to expedite and simplify community input on such issues;
11. Obtain approval of the mitigation plan by Community Boards 2 and 3 prior to the April 2019 closure of the Canarsie Tunnel in April 2019 and implementation of the mitigation plan in the Summer of 2018, and, failing that, refrain from either project until such approvals have been obtained;
12. Ensure mitigation of adverse effects of the Canarsie Tunnel shutdown to the satisfaction of the community, and if a satisfactory mitigation plan for a full 15-month shutdown cannot be found, as the MTA originally promised the community in 2015, the MTA should re-evaluate whether to shut down the Canarsie Tunnel in two sections over a 36-month period;
13. Commit to complying with legal procedures before making any alterations permanent, including conducting an Environmental Impact Statement if permanent changes rise to the level that one is required.