

New York State Legislature

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State Senator Liz Krueger
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United States Congress

Congresswoman Carolyn B. Maloney



City of New York

Borough President Gale Brewer
Council Member Keith Powers
Council Member Carlina Rivera

February 22, 2019

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

Commissioner Polly Trottenberg
Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Dear President Byford and Commissioner Trottenberg:

We write today on behalf of our constituents and neighbors who live on the East Side of Manhattan near 14th Street. While we are grateful that the full shutdown of the L train has been averted, serious questions remain about the overall plans for this project. Following last week's briefing, the MTA and DOT must address the following areas of concern: the operation of the crosstown M14 bus, the subway stations east of Union Square, and the construction site on 14th Street between 1st Avenue and Avenue B.

Crosstown Bus Service on 14th Street

It was discouraging to learn that the start date for the M14-Select Bus Service (SBS) is delayed to an undetermined date in the second half of 2019. Quite sensibly, the M14-SBS was supposed to start operation just as the L train shutdown began to ensure crosstown public transit could continue as much as possible. We are already hearing from our constituents along 14th Street that the current M14A and M14D bus capacity is not enough during the weekend L train stoppages occurring in January and February. It is imperative that the M14-SBS is available as an alternate crosstown transit route before the full L train service reduction begins.

Innovative solutions to ensure expeditious transit must accompany the necessary expansion of crosstown bus service. Currently, the M14A and M14D are two of the slowest bus routes across New York City, with average speeds of approximately 4 miles per hour. Changes to 14th Street to help facilitate crosstown bus service are necessary regardless of any L train disruption, but implementing those improvements now is even more critical. A fully functional and dedicated bus lane on 14th Street, made possible through appropriate levels of enforcement must be in place before the L train service reduction begins.

East Side L Train Subway Stations

For the rest of the L train corridor, the shutdown has thankfully evolved into merely a slowdown. Nevertheless, the specter of a shutdown still looms for the East Village and Stuyvesant Town until there is a commitment to keeping the 1st Avenue and 3rd Avenue stations entirely open. Many of our constituents are troubled by the reports that the 1st Avenue and 3rd Avenue stations could be converted to "exit only" on weekends and at night. We ask that you do not localize the L train shutdown to the East Side of Manhattan by closing the entrances at the 1st Avenue and 3rd Avenue stations.

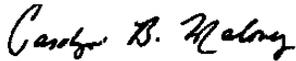
New York City Transit and the Department of Transportation already proposed and planned several alternatives that could alleviate potential safety concerns in the previous iteration of the project. We believe that investing in alternate measures that reduce overcrowding on the L train during these periods of maximum constraint would be the best option.

Reducing the Hours of Construction on 14th Street

In addition to concerns over bus and subway operations, we have heard from scores of our constituents about the state of the L train construction site between 1st Avenue and Avenue B on 14th Street. We are grateful that you were able to meet us at the construction site in 2018, but many of the issues we raised previously persist. Chief among those complaints are the extensive hours of construction, which still extend late into the night. Our constituents must contend with construction noise as loud as jackhammers at 10:00 PM or 11:00 PM. We hope that the new plan provides a new opportunity to revisit those hours of operation and reduce them so that our constituents in Stuyvesant Town and the East Village may rest easy at night.

Thank you for all of your work on behalf of New Yorkers. We hope that New York City Transit and the Department of Transportation will take these issues and recommendations seriously. I hope that we can work together to resolve these challenges before April 27. If you have any questions, please contact Ben Jacobs in Council Member Powers' office at 212-818-0580.

Sincerely,



Carolyn Maloney
Congress Member



Keith Powers
Council Member



Gale Brewer
Manhattan Borough President



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Council Member



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Assembly Member



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