Appendix P: Community Board Resolutions and Motions

LIST OF COMMUNITY BOARD RESOLUTIONS AND MOTIONS

1) Manhattan Community Board 3, June 27, 2003, Motion regarding shaft site locations, displacement compensation, ancillary facilities, and Americans with Disabilities Act access

2) Manhattan Community Board 2, March 25, 2003, Resolution supporting the Second Avenue Subway

3) Manhattan Community Board 1, January 15, 2002, Resolution regarding Second Avenue Subway alternatives

4) Manhattan Community Board 3, Resolution regarding Water Street alignment

5) Manhattan Community Board 3, November 30, 2001, Motion regarding bus plans

6) Manhattan Community Board 6, May 2002, Resolution regarding proposed 14th Street Station on the Second Avenue Subway

7) Manhattan Community Board 6, January 2002, Resolution regarding Second Avenue Subway station alignment in the vicinity of 23rd Street

8) Manhattan Community Board 6, January 2002, Resolution regarding Second Avenue Subway station alignment in the vicinity of 34th Street

9) Manhattan Community Board 6, January 2002, Resolution regarding Second Avenue Subway station alignment in the vicinity of 42nd Street

10) Manhattan Community Board 6, December 2001, Resolution regarding Second Avenue Subway alignment recommendation in the 54th Street vicinity

11) Manhattan Community Board 8, January 17, 2002, Resolution regarding Second Avenue Subway station locations

12) Manhattan Community Board 8, January 17, 2002, Resolution regarding condemnation of private property for subway access

13) Manhattan Community Board 11, October 2, 2001, Resolution regarding station in the 116th Street vicinity
June 27, 2003

Mr. Lawrence G. Reuter, President
MTA New York City Transit
370 Jay Street
Brooklyn, New York 11201

Dear Mr. Reuter:

At its June 2003 monthly meeting, Community Board #3 passed the following motion:

To submit the following comments regarding the "Second Avenue Subway - Supplemental Draft Environmental Impact Statement."

(1) Shaft sites for the removal of spoils (dirt and rocks) should be located only at each end of the system -- Pier 6 at the south and 126th Street at the north -- to minimize disruptions by locating shafts in mainly residential neighborhoods.

(2) Residents and businesses whose buildings are acquired for ancillary structures must be fully compensated and relocated in the same community if they choose. They must also be informed of all consequences, including tax consequences, of buyouts. This includes the future impact on businesses, which are forced to close temporarily. These notifications must be made in a timely manner.

(3) Ancillary structures at stations should be combined wherever possible to minimize the onerous impact on residents, businesses and institutions.

(4) ADA entrances and elevators should be located at consistent ends of the station (i.e., north or south). Also, at the 14th Street station, the ADA elevators for the L and 2nd Avenue lines should be conveniently situated in the same area.

If you have any questions, please do not hesitate to call.

Sincerely,

[Signature]

Harvey Epstein
Chair, Community Board #3

TOTAL P. 02
CITY OF NEW YORK
COMMUNITY BOARD NO. 2, MANHATTAN

Aubrey Lees
Chair

Arthur W. Strickler
District Manager

Carol Yankay
201 Varick Street, Suite 669
New York, NY 10014

Hon. Jerrold Nadler

Hon. Hillary Rodham Clinton
780 3rd Avenue
New York, NY 10017

1st Vice-Chair

Ann Arlen
2nd Vice-Chair

Honor. Charles E. Schumer
757 Third Avenue, Room 17-02
New York, NY 10017

Lawrence G. Reuter, President
MTA NYC Transit Authority
370 Jay Street
Brooklyn, New York 11201

Jeanne Kazel (Wilcke)
Treasurer

Robert Rinaolo
Secretary

Martin Tessler
Assistant Secretary

March 25, 2003

Dear Congressmember Nadler, State Senators Clinton and Schumer and Mr. Reuter:

At its Full Board meeting on March 20, 2003, Community Board #2, Manhattan (CB#2-Man.), adopted the following resolution

2nd Avenue Subway Resolution

WHEREAS; the East Side of Manhattan, New York is historically and currently underserved by local public transportation and the only subway line, the Lexington Avenue 4, 5, and 6 trains, currently operates with passenger loads that exceed New York City Transit guidelines and the overcrowded conditions are expected to increase, and

WHEREAS; the proposed 2nd Avenue Subway project is intrinsically connected to the redevelopment of Lower Manhattan as the increased accessibility would promote growth in Lower Manhattan, and

WHEREAS; a 2nd Avenue Subway would provide a viable alternative for Metro North commuters disembarking at the 125th Street station instead of the over-crowded Grand Central Terminal, and

WHEREAS; already $1.05 billion have been earmarked in the 2000-2004 MTA Capital Program and are currently being used for the design and engineering of the proposed 2nd Avenue Subway line, and

WHEREAS; the Metropolitan Transportation Authority has adopted an aggressive schedule, with initial construction scheduled for 2004.
THEREFORE BE IT RESOLVED that, Manhattan Community Board 2 believes that the construction of the 2nd Avenue Subway is vital to the accessibility of the East Side of Manhattan as well as Lower Manhattan, and be it further

THEREFORE BE IT RESOLVED that we petition the United States Senate and House of Representatives to give the proposed 2nd Avenue Subway construction project top priority and provide the necessary funding, and

THEREFORE BE IT FURTHER RESOLVED that we encourage the United States Senate and House of Representatives to reauthorize the TEA-21 legislation, which has been responsible for the successful upgrade of transportation infrastructure across the country.

Vote: Unanimous, with 38 Board members in favor.

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

Sincerely,

Aubrey Lees, Chair
Community Board #2, Manhattan

David Reck, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

cc: Hon. Thomas K. Duane, NYS Senator – via fax
Hon. Deborah Glick, NYS Assemblymember – via fax
Hon. Alan J. Gerson, Councilmember- via fax
Hon. Margarita Lopez, Councilmember
Hon. Christine Quinn, Councilmember – via fax
Hon. C. Virginia Fields, Man. Borough President – via fax
Commissioner Jonathan Greenspun, CAU – via fax
Bradford Sussman, Community Liaison, MBPO – via fax
Margaret Forgione, Manhattan Borough Commissioner, NYC Dept. of Transportation
COMMUNITY BOARD #1 MANHATTAN
RESOLUTION

DATE: JANUARY 15, 2002

COMMITTEES OF ORIGIN: SEAPORT/CIVIC CENTER AND
FINANCIAL DISTRICT

COMMITTEE VOTE: 13 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED
BOARD VOTE: 41 IN FAVOR 1 OPPOSED 0 ABSTAINED 0 RECUSED

RE: 2nd Avenue Subway Water St. alternatives

WHEREAS: NYC Transit is now in the early stages of designing the new Second
Avenue subway line and is seeking Community Board input regarding
certain issues, and

WHEREAS: The intention of the Second Avenue subway line has been to provide
subway transportation along the east-side of Manhattan and to relieve
congestion on the Lexington Avenue line, and

WHEREAS: In Lower Manhattan, providing subway service along the Water Street
corridor would be most beneficial in light of the dense development and
large population of people who live and work in this area, and

WHEREAS: The specific location and depth of future stations will depend upon factors
such as existing subway tunnels and other infrastructure, the desire to
allow for the extension of this line into Brooklyn, as well as guidelines
governing distances between stations, now

THEREFORE
BE IT
RESOLVED
THAT: CB #1 recommends that the new Second Avenue subway line run along
the Pearl Street/Water Street corridor in Lower Manhattan with stations
located at Fulton Street and Wall Street (extended south as far as possible
to serve the southern tip of our district), and

BE IT
FURTHER
RESOLVED
THAT: CB #1 recommends that wherever feasible, these new stations feature
underground walkways to connect them with nearby stations for the N &
R, A & C and the 1 & 9 and 4 & 5 lines.
Resolution of the 2nd Avenue Subway Task Force

To write to the Transit Authority stating the following:

Community Board #3 strongly prefers the Water Street Alignment for the Second Avenue Subway. This Alignment clearly provides the greatest overall improvement to the transit environment in our community, by the addition of an entirely new line below Houston Street not just the connection with existing tracks on the MIZ lines. We see the following additional benefits of the Water Street Alignment:

- More easterly orientation of the Water Street option
- Increased LES subway ridership and reduction in overcrowding on bus lines
- Superior bus connections and connections to other transportation modes such as ferries
- Fewer disturbances to existing service during the construction process
- Possibility of future connection to Brooklyn.

In evaluating the four options for the Water Street Alignment, we agree with the Transit Authority that the Bowery option is not satisfactory. Our reasons for rejecting this option include such negative impacts as the required demolition of buildings on Delancey Street, and the huge disruptions that would occur on the highly trafficked and commercially vibrant Bowery corridor.

Based on the incomplete engineering information that is currently available to us, we prefer the Forsythe Street option over the Chrystie Street options. We are very concerned that particularly the Shallow Chrystie option will have major impacts on the Sara Delano Roosevelt Park, and that both Chrystie Street options will probably have more serious impacts on the surrounding buildings than the Forsythe Street option. Further, Forsythe Street is the most easterly route, thereby reducing somewhat the distance those on the eastern edge of the widest part of Manhattan Island must travel to get to the subway. Forsythe Street is also the least trafficked street among the alternatives making construction there less disruptive.

We also want to go on record as strongly supporting a connection between the F train at Houston Street and the new line. Further, we favor a thorough evaluation of the possibility of connecting the new line with the MIZ at Delancey Street, possibly by extending the station which connects with the BDQ at Grand Street northward. This investigation should include the use of new technologies including “people movers”.

We restate our strong interest in seeing that the TA make accessible existing stations on other lines that connect with the new line. Doing the minimum necessary to comply with the law does not seem either cost effective or just when construction is underway at these locations.

We are not currently prepared to state a preference for the exact location of the Chatham Square stop on the new line, but we will be doing more evaluation on this matter and will get back to you.
We also urge the TA to carefully evaluate the use of the Confucius Plaza tunnel as a pedestrian walkway to ease the dangerous conditions at the entrance to the Manhattan Bridge. This highly traveled pedestrian area is one of the most dangerous in the City of New York and every possible means should be considered to lessen the danger of crossing Canal St. at the bridge entrance.

Lastly we urge the TA to consider all of our recommendations in the context of our concern for the overall betterment of mass transit in our community. This cannot be accomplished without an equal emphasis on the surface transit issues that are so crucial on the Lower East Side. Bus lines must be increased not curtailed since CB #3 is underserved and has lost crucial services in the recent past. Notable among these losses is the Grand Street Cross-town bus, which will be a vital link for the new Second Avenue Subway at Grand Street, for the F and MJZ lines at Essex and Delancey Street, and for the M14, M15, and Bowery bus lines. We urge you again to both consider and improve the surface transportation options in your plans and to immediately implement the bus recommendations sited in the MESA study including the Grand Street Cross-town as well as to continue and improve the service on the M-21 bus line.
November 30, 2001

Mr. Lawrence G. Reuter, President
MTA New York City Transit
370 Jay Street
Brooklyn, New York 11201

Dear Mr. Reuter:

At its November 2001 monthly meeting, Community Board #3 passed the following motion:

That Community Board #3 reiterate its past support of a full length Second Avenue Subway and that any final design MUST INCLUDE a comprehensive bus solution, such as the MESA Alternative Bus Plan which we have already requested be immediately implemented, so people can be transported to and from the subways in transportation deprived and underserved communities such as ours. (see attached)

If you have any questions, please do not hesitate to call.

Sincerely,

LISA KAPLAN, CHAIR, COMMUNITY BOARD #3

cc: MBP Fields’ 2nd Avenue Task Force
MANHATTAN COMMUNITY BOARD SIX
866 United Nations Plaza – Ste. 308, New York, NY 10017
Phone: (212) 319-3750 Fax: (212) 319-3772
E-mail CB6MGOV@aol.com

MAY 2002

RE: Proposed 14th St. Station on the Second Avenue Subway

WHEREAS, the Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) has requested the opinion of Community Board 6, Manhattan, on the alignment of a station within the board area, in the vicinity of East 14th Street for the proposed Second Avenue subway, for the Draft Environmental Impact Statement (DEIS), now in preparation; and

WHEREAS, this station on the new subway line is expected to have a construction impact from 800 to 1000 feet and platform of about 650 feet (three to four blocks long); and

WHEREAS, East 14th Street and Second Avenue is a significant cross-town surface transportation and pedestrian artery, a commercial and residential hub including local and regional economic activity, hospitals and medical facilities, and is both a point of origin and destination, essentially 24 hours a day; and

WHEREAS, there is a substantial residential population immediately north of 14th Street and east of First Avenue; and

WHEREAS, this station will serve as a transfer to/from the Canarsie (L) line of the BMT, a major part of the subway system; and

WHEREAS, Stuyvesant Square Park, a designated New York City landmark, is on the north side of 15th Street, from Nathan D. Perlman to Rutherford Places; and

WHEREAS, policy and issues concerning access to the Second Avenue subway on the south side of, and south of, East 14th Street is for the deliberations of our colleagues on Community Board 3; now

THEREFORE, be it

RESOLVED, that Community Board 6, Manhattan, urges the Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) to provide access to the proposed Second Avenue subway on the north side of 14th Street on both sides of Second Avenue; and be it further

RESOLVED, that similarly, access to the Second Avenue Subway should be provided from the south side of 15th Street from both sides of Second Avenue; and be it further

RESOLVED, design and construction of this station, and with all stations and components of the Second Avenue subway, will meet or exceed the standards of the Americans With Disabilities Act and will focus aggressively on issues of passenger safety and security.

PASSED: 38 in Favor, 1 Opposed, 1 Abstention, 0 Not Entitled
January 2002

RE: 2ND AVENUE SUBWAY STATION ALIGNMENT IN THE VICINITY 23rd STREET

WHEREAS, the Metropolitan Transportation Authority / New York City Transit (MTA/NYCT) has requested the opinion of Community Board 6, Manhattan, on the alignment of a station within the board area, in the vicinity of East 23rd Street, for the proposed Second Avenue subway, for the Draft Environmental impact Statement, now in preparation; and

WHEREAS, 23rd Street is a major cross-town surface transportation and pedestrian artery; and

WHEREAS, east of Second Avenue has major residential concentrations both north and south of 23rd Street; and

WHEREAS, north of 23rd Street has a high density of medical and health care facilities running north along First Avenue and which should be accessible 24 hours a day, seven days a week; and

WHEREAS, between Second and Third Avenues, on and around 23rd Street, has a major concentration of educational institutions; now

THEREFORE, be it

RESOLVED, that the 23rd Station of the proposed Second Avenue subway be accessible from all four corners; and be if further

RESOLVED, that the north end of the station be as close to 27th Street as is practicable, so as to accommodate the 27th Street pedestrian way serving Bellevue Hospital; and be it further

RESOLVED, that in the design and construction of this station, and with all stations and components of the Second Avenue subway, that standards of the Americans With Disabilities Act will be complied with and similarly design will focus aggressively on passenger safety and security.

PASSED: 36 in Favor, 0 Opposed, 1 Abstentions, 0 Not Eligible
CITY OF NEW YORK
COMMUNITY BOARD SIX MANHATTAN
866 United Nations Plaza–Ste. 308 Phone: (212) 319-3750 Fax: (212) 319-3772 E-mail CB6GOV@AOL.COM
New York, NY 10017

January 2002

RE: 2ND AVENUE SUBWAY STATION ALIGNMENT IN THE VICINITY 34th STREET

WHEREAS, the Metropolitan Transportation Authority / New York City Transit (MTA/NYCT) has requested the opinion of Community Board 6, Manhattan, on the alignment of a station within the board area, in the vicinity of East 34th Street, for the proposed Second Avenue subway, for the Draft Environmental impact Statement (DEIS), now in preparation, and

WHEREAS, 34th Street is a major surface transportation pedestrian artery; and

WHEREAS, there is a substantial existing and growing residential population and significant medical and hospital uses along 34th Street east of Second Avenue; now

THEREFORE, be it

RESOLVED, that the 34th Street Station of the proposed Second Avenue subway have a major, center loading station, on the southeast corner of East 34th Street, and access from all four corners; and be it further

RESOLVED, that in the design and construction of this station, and with all stations and components of the Second Avenue subway, that standards of the Americans With Disabilities Act will be met and design will focus aggressively on passenger safety and security.

PASSED: 36 in Favor, 0 Opposed, 1 Abstentions, 0 Not Eligible
CITY OF NEW YORK
COMMUNITY BOARD SIX MANHATTAN
866 United Nations Plaza–Ste. 308 Phone: (212) 319-3750 Fax: (212) 319-3772 E-mail CB6MGOV@AOL.COM
New York, NY 10017

January 2002

RE: 2ND AVENUE SUBWAY STATION ALIGNMENT IN THE VICINITY 42nd ST.

WHEREAS, the Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) has requested the opinion of Community Board 6, Manhattan, on the alignment of a station within the board area, in the vicinity of East 42nd Street for the proposed Second Avenue subway, for the Draft Environmental Impact Statement (DEIS), now in preparation; and

WHEREAS, each of the stations on the new subway line are to be about 650 feet (between three to four blocks long); and

WHEREAS, East 42nd Street and Second Avenue is a major surface cross-town transportation artery, a major commercial and residential hub, including the United Nations Secretariat complex, and is both a point or origin and destination, essentially 24 hours a day; and

WHEREAS, there is an enormous residential population immediately north and south of 42nd Street and, in the near future, the expected addition of a major residential and/or office population south of 40th Street along First Avenue; and

WHEREAS, this station will serve as an access to Grand Central Terminal and as a connection to the 7 line of the Interborough Rapid Transit (IRT), both major elements of the City's rail transportation network; now

THEREFORE, be it

RESOLVED, that Community Board 6, Manhattan urges the Metropolitan Transportation Authority / New York City Transit (MTA/NYCT) to plan the southern most access to the 42nd Street station of the proposed Second Avenue subway on the south side of East 41st Street (between 40th and 41st Streets) on both sides of Second Avenue; and be it further

RESOLVED, that all four corners at 42nd Street and Second Avenue have access to the station; and be it further

RESOLVED, that the northern most access to the 42nd Street station be between 44th and 45th Streets, as close to 45th Street as is practicable, and accessible from both sides of Second Avenue; and be it further

RESOLVED, that direct access to Grand Central Terminal be examined, with special attention being directed to some form of “people mover” and a transfer to the 7 line of the Interborough Rapid Transit; and be it further

RESOLVED, that in the design and construction of this station, and with all stations and components of the Second Avenue subway, that standards of the Americans With Disabilities Act will be met and design will focus aggressively on passenger safety and security.

PASSED: 36 in Favor, 0 Opposed, 1 Abstentions, 0 Not Eligible
December 2001

RE: 2nd Avenue Subway Alignment Recommendation --54th Street Vicinity

WHEREAS, New York City Transit (NYCT) has requested the opinion of Community Board 6, Manhattan on the alignment of a station, in the vicinity of East 54th Street, for the proposed Second Avenue subway, now at the stage of preparation of the Draft Environmental Impact Statement; and

WHEREAS, both alternative options, "A" and "B", include a passenger transfer to/from the East 53rd - Lexington Avenue station of the Independent subway line; and

WHEREAS, option B (exclusively) makes possible service not only from northern Manhattan but also by trains coming through the East 63rd Street tunnel, potentially doubling the level of service at this station; and

WHEREAS, the "54th Street" station, which would extend from just south of East 53rd Street for about 615 feet northward, and is expected to be accessible from a mezzanine at the north and south ends of the station; and

WHEREAS, East 57th Street is a major, and heavily congested east-west transportation and pedestrian artery in mid-Manhattan; and

WHEREAS, the nearest station to the north is expected to be East 72nd Street (approximately from 69th to 72nd Streets); and

WHEREAS, there is a substantial distance between stations in this configuration; now

THEREFORE, be it

RESOLVED, that Option "B", which includes eventual service through the 63rd Street tunnel from Queens to the "54th Street" station, within Community Board 6, Manhattan, is the preferred option for the alignment of the proposed Second Avenue Subway, with the following additional recommendations:

a. The 54th Street station have four access points at East 53rd Street (one at each corner of the intersection);

b. The station be accessible from the four corners of East 55th Street, either by an island mezzanine or directly from the street level;

c. The four corners of East 57th Street and Second Avenue have access to the station through an extended mezzanine; and be it further
RESOLVED, that in the design and construction of this station, and all stations and components of the Second Avenue subway, standards of the Americans With Disabilities Act will be complied with and similarly design will focus aggressively on passenger safety and security.

PASSED: 37 in Favor, 0 Opposed, 0 Abstentions, 0 Not Eligible
January 17, 2002

Mr. Lawrence G. Reuter, President
MTA/NYC Transit
370 Jay Street
Brooklyn, NY 11201

Re: Second Avenue Subway Station Locations

Dear Mr. Reuter:

At the January 16, 2001 Full Board meeting, Community Board 8M adopted the following resolution by a vote of 36 in favor, 0 opposed and 1 abstentions:

WHEREAS the MTA has presented to the community the proposed station locations in our district and requested our recommendations for station access; and

WHEREAS the community was concerned that the proposed stations provide convenient access to the greatest number of residents/riders; and

THEREFORE BE IT RESOLVED that Community Board 8M regard that it is imperative that access to the proposed station stops in Community District 8M be as follow:

72nd Street Station-access at 68th and 72nd Streets
86th Street Station-access at 83rd and 86th Streets
96th Street Station-access at 96th Street

AND BE IT FURTHER RESOLVED that it is imperative than an additional station be located between East 72nd Street and East 86th Streets.

Please advise this office of any action taken regarding this matter.

Sincerely,

[Signature]
Kenneth M. Moltner
Chair

[Signature]
M. Barry Schneider and Charles Warren
M. Barry Schneider and Charles Warren
Co-Chairs, Transportation Committee

cc: Alissa Kosowsky, NYC Transit, Government and Community Relations
The City of New York  
Manhattan Community Board 8  

January 17, 2002

Mr. Lawrence G. Reuter, President  
MTA/NYC Transit  
370 Jay Street  
Brooklyn, NY 11201  

Dear Mr. Reuter:

At the January 16, 2001 Full Board meeting, Community Board 8M adopted the following resolution by a vote of 34 in favor, 2 opposed and 1 abstentions:

WHEREAS the MTA has discussed the possibility of condemning private property for the purpose of locating station access for the Second Avenue Subway where easements do not exit, therefore

BE IT RESOLVED that Community Board 8M strongly opposes any condemnation of private property by the MTA for the purpose of providing subway access.

Please advise this office of any action taken regarding this matter.

Sincerely,

Kenneth M. Moltner  
Chair

M. Barry Schneider and Charles Warren  
Co-Chairs, Transportation Committee

cc: Alissa Kosowsky, NYC Transit, Government and Community Relations
MTA-N.Y.C. Transit  
Government & Community Relations  
130 Livingston Street – RM. 3010E  
Brooklyn, N.Y. 11201

Via Fax (718) 694-5500  
and regular U.P.S. Mail

To Whom It May Concern:

Whereas, Manhattan Community Board Eleven, supports the construction of a "Second Avenue Subway", and
Whereas, Community Board Eleven supports a Second Avenue Subway Station at or near East 116th Street and Second Avenue, and
Whereas, We support a Subway Station on 125th Street between Lexington Avenue and Park Avenue, connected to the existing 125th Street-IRT Station (4, 5, & 6 Lines), and
Whereas, MTA-NYC Transit has provided the option and of these stations at our 7/31/01 Special Community Board Meeting and at a presentation to our Public Safety / Transportation Committee on 9/4/01, Now therefore be it

Resolved, that Community Board Eleven at it's Monthly Meeting on Tuesday, September 18, 2001, voted to select the MTA – NYC option 4, to Construct Subway Stations at our near 116ths St. & 2nd Avenue and 125th Street.

David E. Givens  
Chair  
Community Board Eleven – Manhattan

Date 10/2/01