

## Public Hearing and Online Comments and Responses

### Online Comments

Reference #	First Name	Last Name	City	State	Text
<b>68th Street - Hunter College Station Improvements Environmental Assessment, 04/26/2016 05:00 PM (6 items)</b>					
160408-000681	Eric	Andersen	Suffern	NY	As a commuter who travels to this station 2-3 times per week, I will tell you that it is a tough station to get in and out of. I applaud the MTA for their tireless work in making our transit system better.
		Response			MTA NYCT appreciates the comment.
160418-000454	Karen	Gold	Manhatl	NY	Station is major hub for patients and workers getting to some of NYCs major hospitals. Station is dangerous due to hanging debris in ceilings, often overcrowded, impossible to enter train at rush hours. Station is also filthy, stairs impassible during rush. Handicapped people, ill patients and people with carriages, suitcases, baggage cannot use this station. This station needs major overhaul including the elevators. Please do not allow selfish residents to further block this project.
		Response			MTA NYCT appreciates the comment and would like to assure Ms. Gold that we are doing and will continue to do everything practicable to improve the appearance and the function of the 68th Street/Hunter College Subway Station.
160419-000345	Esther	Altaras Meyers	New Yor	NY	Please restore the M1, M5 and M6 bus routes to the pre 2010 routes. Most important, please be sure that the M5 and other buses will continue a direct non transfer route to points below 14th Street.
		Response			Please shift the M1 to Park Avenue/Broadway route so can again have service on Broadway in the Union Square /14th Street Corridor. The 23 rd Street bike lanes and pedestrian plazas have cause enormous backups and Dangerous conditions . The problems caused by the complete breakdown of traffic with in the area of the 23 rd Street Pedestrian plaza causes terrible traffic and impossible for emergency vehicles ( ambulances, fire trucks, police cars) to travel.
		Response			MTA NYCT appreciates the comment. However, this forum is reserved for comments pertaining to the 68th Street/Hunter College Subway Station Improvement project. Comments regarding MTA bus service should be directed to MTA NYCT. Contact information is available at <a href="http://www.mta.info/">http://www.mta.info/</a> .
160419-000501	Adrian	Untermyer	Bronx	NY	Thank you for taking on the overcrowded and ADA-inaccessible conditions at the 68th Street - Hunter College station on the Lexington Avenue Line.
		Response			The proposal in question is a substantive and important one, and I do not wish to diminish it by raising what may appear to be a purely aesthetic concern. However, I ask that the renovation preserve the stainless-steel custom signage that was installed in this station during the last renovation.
		Response			The signs in question feature the word "Subway" in cursive script, and include an arrow attached to the "S." Though the design is undoubtedly dated and goofy, the signs serve as interesting visual artifacts of another era.
		Response			Whether preserved in place or reincorporated into the new station, these signs should continue lending a bit of history -- and aesthetic whimsy -- to an otherwise functional design.
		Response			Thank you again for your dedication to improving our rapid transit network. I wish you the best of luck throughout the construction process.
		Response			Adrian Untermyer
		Response			MTA NYCT acknowledges Mr. Untermyer's appreciation of the Subway sign. NYCT will preserve the sign if possible.
160424-000091	Christoph	Greif	Brooklyr	NY	I support elevator 68 St easy to get on 6 train both direction
		Response			MTA NYCT appreciates the support for this important project.
160425-000033	Jason	Saldana	Bronx	NY	I would like to state my support for the renovation of the 68th street-hunter college station. The state of the platforms and the main waiting floor is terrible. Ceiling paint is peeling, wall tiles are cracking apart, track dust is everywhere, and staircase steps are sunken in at the middle. To exit or enter the station during rush hours one must wait on a line that grows larger and larger every day. For the number of people that use this station regularly, modifications and renovations have been long overdue. Entrances to hunter college are very convenient, and should stay that way. wooden round benches in the waiting area are numerous, but ugly and uncomfortable. A station should represent those that use it every day. It should reflect its official name, and the area it serves. I hope this renovation proposal passes.
		Response			MTA NYCT appreciates the comment and notes that the proposed project will ameliorate the issues noted.

### Record

### Public Hearing Comments

Referen ce #	First Nai Last Name	City	State	Text
01	David Kupferberg	na	na	General support for the project.
		Response		MTA NYCT appreciates the support for this important project.
02	Pedro Valdez Jr.	na	na	General support for the project, however: Consider and protect the historic district during design and construction.
		Response		MTA NYCT will incorporate all appropriate measures into the design and construction of the project to preserve and protect the Upper East Side Historic District
03	Pedro Valdez Jr.	na	na	Consider additional turnstiles within the station to reduce congestion.

		Response			MTA has evaluated conditions at the station and has determined that the congestion stems from inadequate capacity at the platform and street stairs
04	David-Pau Gerber	na	na	na	Support for the ADA aspect of the project.
		Response			MTA NYCT appreciates the support for this important project.
05	David-Pau Gerber	na	na	na	MTA should also place priority on other project as well.
		Response			MTA NYCT appreciates the concern for rehabilitation of other MTA facilities.
06	Jason Pineiro	na	na	na	General support for the project.
		Response			MTA NYCT appreciates the support for this important project.
07	Omar Vera	na	na	na	General support for this project and ADA projects at East 63rd Street and South Ferry
		Response			MTA NYCT appreciates the support for this important project.
08	Juan Castillo	na	na	na	Would support similar project at Fordham Road station in The Bronx and other stations.
					MTA NYCT appreciates the comments.

### Public Hearing Written Comments

Reference #	First Name	Last Name	City	State	Text
01	Thaddeus	Walkowicz	NY	NY	"...I believe that the document does NOT address adequately certain required section of the EA, nor can I locate any specific mention (within the EA) of the proposed New entrance to the station on the southwest corner of 69 <sup>th</sup> Street & Lexington Avenue in correspondence relating to the Proposed Section 4(f) De Minimis Impact Finding."
		Response			Both the Proposed Project and the Proposed Project with Option E1 include the street stair station entrance on the southwest corner of East 69th Street and Lexington Avenue. This street stair would not require the use of a Section 4(f) resource, i.e., Thomas Hunter Hall. Furthermore, as stated in the EA (Section 12.4: Section 4(f) De Minimis Finding), details of the Proposed Project and the Proposed Project with Option E1 were submitted to SHPO in a series of correspondence letters dated June 2, 2011, July 19, 2012, October 19, 2012, and March 5, 2015. As stated in its letter to MTA NYCT dated August 29, 2012, regarding the Proposed Project, including the louver in the light well of Thomas Hunter Hall, SHPO concurred that there would be "no adverse effect" on historic resources, provided the following condition is met: A construction protection plan be developed and implemented for all historic buildings within 90 feet of the proposed construction activities.
02	Thaddeus	Walkowicz	NY	NY	3.6.3.4 – Mitigation (p.3-13): Although the EA reads "Moreover, the design of the station entrances would be sensitive to the surrounding architectural context...", elsewhere in the EA (Executive Summary, p. 5-31) a similar description/narrative reads "The new subway entrances would be similar to those currently found throughout the City".
		Response			The new subway entrance located adjacent to the north side of Thomas Hunter Hall would be similar in design to the existing subway entrance on the northwest corner of East 68th Street and Lexington Avenue, which is also adjacent to Thomas Hunter Hall and also within the boundaries of the Upper East Side Historic District. This type of subway entrance design is similar to other street entrances in the City.
03	Thaddeus	Walkowicz	NY	NY	Most residents of New York understand that there are a wide variety of subway entrance designs throughout the City, and in light of the fact that this proposed new entrance appears to receive no 'protections' (nor even a mention, see later) associated with being located within the Upper East Side Historic District, more concrete 'mitigation' should be required to ensure that any new entrance conforms with the visual sensibilities of the appropriate (architectural) representatives of the Upper East Side Historic District and in 'in sync' with both Thomas Hunter Hall and the building directly across 69 <sup>th</sup> Street (129 East 69 <sup>th</sup> Street).
		Response			See response to comment 02 and comment 05.
04	Thaddeus	Walkowicz	NY	NY	4.4.2.2 – Historic Resources (p.4-4): It is unclear from this section (and later in Chapter 12) whether the proposed new subway entrance at the northwest entrance of 69 <sup>th</sup> Street and Lexington Avenue has been considered, specifically, for its impact on the Upper East Side Historical [sic] District.
		Response			See response to comment 05.
05	Thaddeus	Walkowicz	NY	NY	12.2 – Identification and Description of Section 4(f) Resources. It is perplexing that this section addresses all relevant components of the proposed action EXCEPT THE PROPOSED NEW ENTRANCE ON THE SOUTHWEST CORNER OF 69 <sup>TH</sup> STREET AND LEXINGTON AVENUE which is proposed to be within the Upper East Side Historical [sic] District. Reference is made on p. 12-3 to the to-be-renovated entrance on the northwest corner of 68 <sup>th</sup> Street and Lexington Avenue, which is currently within the boundaries of the Upper East Side Historic District, but no reference is made to the proposed new entrance on the southwest corner of 69 <sup>th</sup> Street, which would be constructed within the Upper East Side Historic District. In fact it is not clear from the Appendices that any specific reference to the proposed new entrance was included in correspondence to and/or from the US DOT/FTA or NYS Office of Parks, Recreation and Historic Preservation, on August 29, 2012, April 2, 2015 or on any other date.

				<p>This aspect was addressed in previous correspondence between NYCT and SHPO. In a letter to SHPO dated June 2, 2011, NYCT identified the proposed project as envisioned at that time. The letter specifically identified the street stairs on East 69th Street both east and west of Lexington Avenue, as well as the increase in sidewalk width, and the ADA elevators. The letter included photographs of the existing conditions and plans for the future condition. The letter states the following regarding the design of the street stair located in the Upper East Side Historic District: "Transit's standard stair railings, signage and station entrance globes will be used." In a reply letter dated June 28, 2011, SHPO stated "We concur that the 68th Street/Hunter College Station is located within the Upper East Side Historic District which is listed on the National Register of Historic Places. Based upon our review of the proposed ADA elevators and the new subway entrance, it is the SHPO's opinion that the proposed work will have No Adverse Effect upon historic resources provided the following conditions is met:" The letter then refers to a construction protection plan for historic building within 90 feet of construction activities as per "Technical Policy Procedure Notice #10/88". The FONSI makes note of these specific aspects associated with the street stairs on the south side of E 69th Street, west of Lexington Avenue and references the specific correspondence, which is included in the Administrative Record.</p>
06	Thaddeus Walkowicz	NY	NY	<p>Indeed the projected AM Peak performance of the P4 (north) platform stair P4 (north) off the northbound tracks AFTER completion of the proposed action will 'improve' to a clearance time of 88 seconds from 121 seconds (P.2-32). As such, the proposed action's expected outcome for platform stair P4 is to render a condition that will (still) be inferior to the 'no build' AM Peak condition of platform stair P3 off the southbound tracks (clearance time of 82 seconds).</p> <p>Performance of the street stairs parallels (more or less) those at the platform level, with severe congestion occurring mostly on the northbound train (east) side of Lexington Avenue. Again, a new entrance for southbound trains at the northwest corner of 69th Street and Lexington Avenue may be inevitable, but the current conditions/performances of the existing, west-side-of-Lexington Avenue (southbound) points of egress don't appear to be so egregious as to warrant its construction.</p> <p>Moreover and notwithstanding LOS and platform/stair clearance time guidelines, the expense of this proposed new entrance seems out of proportion with the expected 'gain' (AM Peak improvement of 34 seconds at P3), especially within the context of travel times (with or without delays) that many (or even most) commuters in New York face each and every day.</p>
				<p>As mentioned in the comment, the proposed project would result in a 27% reduction - a big improvement - in P4 AM peak hour clearance time between future No-Build and future Build conditions. Comparing P4 clearance times to that of P3 is not entirely valid since the two stairs serve different platforms and therefore different customer flow patterns. Since the northbound platform handles the majority of station exits (70% of station exits during the AM peak), it is not illogical that a northbound platform stair (P4) would have a higher clearance time than would a stair serving the southbound platform. Flow on the northbound platform is primarily characterized by densely packed detraining surges, which put the most pressure on platform stairs; flow on the southbound platform is comprised of more entry flow, which tends to be more uniform than surged flow. Also note that all existing street stairs serve both platforms. To maximize the improved performance of the existing street stairs and the southbound platform stairs with new 69th Street entrances, a portion of both northbound and southbound passengers would need to be diverted to the north end of the station. Providing a new entrance that would only serve the northbound platform would therefore result in smaller benefits at the existing street stairs and existing southbound platform stairs.</p>
07	Thaddeus Walkowicz	NY	NY	<p>5.2.4 – Build Conditions (p.5-5): The EA states that Traffic conditions for the 2020 Build condition would be almost identical to the 2020 No-build condition, with all movements projected to operate at LOS C or better. I disagree with this conclusion. It is highly likely that certain vehicle traffic patterns will worsen at the intersection of 69th Street and Lexington Avenue because of a large increase in peak pedestrian circulation, thereby causing a reduction in 'performance' below LOS C to LOS D or worse (significant adverse change).</p>
				<p>The traffic analysis considered changes to pedestrian circulation as a result of the Proposed Project in significant detail, as explained on Pages 30-37 of the Transportation Study located in Appendix C of the EA.</p>
08	Thaddeus Walkowicz	NY	NY	<p>If indeed the renovated station is to be operated as a welcome hub for [mobility constrained] individuals, what traffic patterns and influences would emerge as a function of the associated 'drop-off/pick-up' vehicles (SUVs, mini-buses etc)?</p> <p>This may indeed be insignificant, but there is no mention whatsoever of the likely change and no suggestion of potential mitigation (designated, parking-space-related drop-off/pick-up areas nearest to the street locations of the elevators?)</p>
				<p>As the commenter suggests, we agree that any potential increase in pick-up/drop-off activity at the station as a direct result of making it ADA accessible would be insignificant. Furthermore, designating curbside space for such activity would likely require the elimination of additional parking spaces and is not recommended.</p>
09	Thaddeus Walkowicz	NY	NY	<p>5.5 Parking - The proposed new entrance at the northwest corner of 69th Street and Lexington Avenue would result in the loss of four (4) parking spaces. True. Nonetheless, the methodology/observation period/sample set that drives the EA's statement (p.5-21) that "On-street parking capacity within the parking study area would therefore be adequate to accommodate the projected demand through 2020 during all three peak hours" is likely flawed, irrelevant or inaccurate. Clearly, the loss of these parking spaces is significant, and as such, some sort of 'mitigation' might be warranted, perhaps in the form of some relaxed/alterd parking restrictions on a few of the spaces further west on the south side of 69th Street.</p>
				<p>It is unclear what aspects of the parking analysis the commenter believes are "likely flawed, irrelevant or inaccurate." The analysis follows even more conservative guidelines than referenced in the CEQR Technical Manual, as explained in Section 5.5.1.2 (Analysis Methodology) on Page 5-19, and determined that the loss of four parking spaces would not result in a significant adverse parking impact. Therefore, mitigation is not required.</p>