



RESOLUTION:

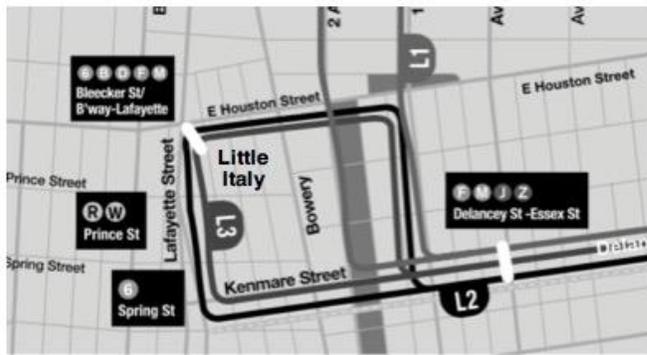
BE IT RESOLVED THAT the Downtown Independent Democrats calls upon the DOT, the NYCTA and the MTA and all other relevant agencies and elected officials to take the following actions respecting the L-Train Mitigation Plan's "Kenmare Little Italy Loop" (the L-2 & L-3 Shuttle Bus Routes):

- a) Work closely with local residents and businesses as well as Manhattan Community Boards #2 and #3, in order to develop a more viable plan, backed up by relevant data, than what is currently proposed for the Kenmare Little Italy Loop of L-2 and L-3 shuttle buses during the L-Train Shutdown.
- b) Proactively outreach the residents and businesses that will be impacted by the Kenmare Little Italy Loop of buses, as was done for the 14th Street community more than a year ago.
- c) Coordinate among various other City agencies - including DOB, DDC, MOME, SAPO and DCA - to minimize construction and use conflicts within the area.
- d) Seek viable alternate routes that would provide the L-2 and L-3 shuttle bus passengers access to the subway system without traversing the congested and populated areas that are found in and around the Kenmare Little Italy Loop neighborhoods.
- e) Reduce unnecessary congestion and conflict below Houston Street by taking all necessary steps, with the aid of our elected federal officials, to eliminate, suspend, or reverse the one-way toll on the Verrazano-Narrows Bridge during the L-Train Shutdown, thus encouraging vehicles and trucks with no destination in Manhattan to exit the City through Staten Island rather than the Holland Tunnel.

AND FURTHER RESOLVED THAT the DID recognizes that the repair work on the Canarsie Tunnel is necessary and that it is vital that the City establish a viable plan to move the hundreds of thousands of New Yorkers who use the L-Train on a daily basis.

AND FURTHER RESOLVED THAT the DID issue a letter to the relevant agencies and elected officials calling upon them to do everything within their power, leading up to and during the L-Train Shutdown, to ensure that they establish the best way to mitigate the inevitable negative impacts on the quality of life and economic well-being of those downtown residents and businesses in the vicinity of the Kenmare Little Italy Loop area.

BACKGROUND re L-Train Shutdown and Shuttle Buses on the Kenmare Little Italy Loop



The L2 & L3 Shuttle Bus Route Plan

To run across the Williamsburg Bridge, from Brooklyn into Manhattan, circling around Little Italy along the Kenmare Little Italy Loop

The current plan respecting the L-Train Shutdown, set to be put into effect in April 2019, includes shuttle buses crossing the Williamsburg Bridge and then entering the Little Italy neighborhood along Kenmare Street, with 55 buses an hour in the AM peak, 45 in the PM peak, 25 midday and nights, and 4 overnight, all basically encircling 12 blocks of Little Italy. There will be two bus stops: one on Cleveland Place between Spring St. and Kenmare St., and a second (a layover stop) on Lafayette St. between Jersey St. and Prince St. Pickup for the return trip will be at Houston St., between Mott St. and Mulberry St. The only planned mitigation is to require all passenger cars traversing the Williamsburg Bridge to have 3 people in them (HOV3).

According to the DOT and the NYCTA, the plan is not backed up by any studies or analysis of the Kenmare Little Italy Loop area.

Approximately 5,000 people live within those 12 blocks of Little Italy. It is a mixed-use neighborhood with many small retail businesses that, in the current climate of high rents and internet competition, are struggling to survive. There are also some industrial businesses within the Loop, which rely on the ability to take deliveries during the day. Along Kenmare St., there are multiple new restaurants with sidewalk cafes. People living in the tenement buildings along Cleveland Place, many of which are still rent-regulated, will be at ground zero for noise and air pollution. Jersey Street is the entry to the popular Mulberry St. Library.

Kenmare Street is a through route for trucks, cars and other vehicles going to the Holland Tunnel, even though Kenmare has only one effective driving lane in each direction. At Cleveland Place, where the buses are to turn north, there is frequent gridlock during the day and almost continuous gridlock during rush hours, where northbound traffic on Cleveland/Centre Streets and westbound traffic on its way to Lafayette/Broome/Holland Tunnel compete over use of the intersection. Even the DOT agrees that their plan will not work with present gridlock conditions.

A consortium of local business and resident associations, including members of the DID, met with DOT and NYCTA this month and learned that these agencies have no completed studies at all for the neighborhood. The agencies had no data respecting vehicular and pedestrian traffic, sidewalk capacity, the capacity on subway stairs or platforms or on anything else. They are not considering electric buses. They did promise to meet with the consortium again, in late summer or early fall, when they expect to have data to share. Meanwhile, local residents and businesses are faced with uncertainty.