

EXCERPTS FROM COMMUNITY BOARDS'
"STATEMENTS ON THE PRELIMINARY BUDGET"
FOR FISCAL YEAR 2016

Reactions to Agency Responses listed in the FY '16 Register of Community Board Budget Requests are collectively listed under Agency Subheading

Transit Authority

BRONX 5

Tracking Code **New York City Transit Authority/ Metropolitan Transit Authority**

105200501C **Request:** Install an Escalator at the IRT #4 Burnside Avenue Station.

Explanation: The IRT #4 Burnside Avenue Station is heavily used by transit riders in Bronx Community Board 5. It is an elevated train station having three levels of stairs before a transit rider arrives at the mezzanine level. Disabled individuals, people with carriages/strollers and seniors have a difficult time getting to the platform of this train station. Also, this station serves Bronx Community College, Roberto Clemente State Park, Morris Heights Health Center and other institutions in our district. The community has signed a petition with over 1000 signatures for an escalator at this station.

Responsible Agency: Transit Authority

Agency Response: This request is not recommended for funding.

Board Response: Bronx Community Board #5 continues to support this request. The Burnside Avenue train station meets the requirements for ADA compliances Burnside Avenue train station i.e. North, South, East, West Bus routes, Metro North connection, the D line and other major institutions, transit ridership. Therefore, the Board is requesting that New York City Transit initiate a feasibility review of the Burnside train station as one of the proposed ADA stations.

BRONX 6

Re: Tracking Code 106201301C

The West Farms/East Tremont Avenue elevated train station is the entryway to the West Farms community. It is located in what is the fastest growing section of the Bronx

Community Board Six district. Housing projects that are currently being advanced by developers such as Phipps Houses, the Archdioceses of New York, and Signature Urban Properties will soon bring thousands of new permanent residents and visitors to West Farms. Many of them will be elderly, frail and/or handicapped individuals who cannot make the mountainous climb up the steps to the train station's platform. This vulnerable population requires safe, unimpeded access. This access can most easily be provided through the installation of an elevator such as those that are in use at other train stations across the city.

MTA-New York City Transit should "do the right thing" in this instance by funding the installation of a minimum of one (1) passenger elevator at the West Farms/East Tremont Avenue elevated train station.

BRONX 7

The Board will follow-up with the agency regarding tracking code 107201108C which requests the creation of commercial real estate space at the Fordham Road D Train Station. The station is heavily utilized and we continue to believe that new commercial space at the station would provide much-needed services for commuters, as well as enhancing safety and providing revenue for the agency.

BROOKLYN 1

Transportation Issues – We are opposed to any service cuts to the District's bus or train services, including the closure of manned service booths. We continue to advocate for the retention of the "G" line's full route into Queens, and were encouraged that the temporary extension of G line in Brooklyn was made permanent. We seek that the Greenpoint Avenue station be upgraded and include an announcement system like those at the "L" line. Improved and safe services for our commuters remain a major priority for the district, and our subway stations must be manned during all hours of operation. Areas of Community Board No. 1 (such as the waterfront and industrial blocks) are underserved by public transportation. We continue to encourage the MTA and other public transportation providers to expand access. The utilization of our local transportation is growing and complaints have escalated about overcrowding at the stations, especially at Bedford Avenue on the "L" train. We support the continued ferry service access in our community and welcome the new bus service that covers our waterfront and provides a connection into Long Island City.

BROOKLYN 3

Maintenance for Franklin Avenue Train Station. This station is a major transportation hub and should be treated as one. We are demanding that this station receive two power washes a month just like other major transportation hubs. There should also be a station cleaner for every shift since this is a 24 hour station. Daily maintenance should also occur on the outside portion of the station as well.

BROOKLYN 9

Subway Station Renovations

We request the Transit Authority, along with our elected officials to fund necessary improvements to the following subway stations: President Street; Winthrop Street; Parkside

Avenue; and Prospect Park Stations. These stations show signs of serious deterioration and should be renovated and upgraded to meet standards projected for the rest of the subway system.

We are pleased that some work was undertaken at the Parkside Avenue and Prospect Park stations. While we appreciate that the station will see renovations to the platforms, canopies and staircases; however, we feel that these will be just temporary fixes and would like to see major renovations to the full interior and exterior of these stations.

Problems at the President Street Station include leaks in the walls and ceilings; the escalator is constantly breaking down creating a hardship for riders, especially senior citizens. Accordingly, the Winthrop Street station is heavily utilized by students, faculty, staff and patients at nearby Kings County Hospital and SUNY Downstate Medical Center, and can benefit from a renovation project. We strongly urge the agency to provide funding for the complete rehabilitation of these subway stations according to the individual station needs.

The Board is disappointed that the community's request for the installation of an elevator at the Kingston Avenue Subway Station is not recommended for funding. The station brings thousands of visitors to the Jewish Children's Museum as well as the World Headquarters of the Lubavitch, both located at Kingston Avenue and Eastern Parkway. We implore the agency to reconsider, and will work with the agency and elected officials to discuss this matter further.

BROOKLYN 14

The Church Avenue station on the "Q" Brighton Line is among the oldest in our district. It requires rehabilitation work on the platforms, tracks and other components of the station. Brighton Line station rehabs have been immensely successful at other stations. The board is sorry to see that funding is not recommended for this important project.

The Brooklyn College/Junction station on the IRT requires rehabilitation work on the platforms, tracks and other components of the station. The board is sorry to see that funding is not recommended for this important project.

The board is gratified that the installation of security cameras at subway stations is being explored. We urge the Authority to consult with the board and look forward to positive determinations at specific locations.

BROOKLYN 17

Under Tracking Code# 217201508C, the Board was informed that "Project(s) to address deficient station components at the Newkirk Avenue Subway Station are funded in the current capital program". However, the station is not recommended for additional funding in the next program. This eye-sore in the community must be fully funded for total rehabilitation and security measures put in place especially at the back entrance of the subway to provide safety and quality service to commuters.

MANHATTAN 6

We once again voice our support for the full-build of the Second Avenue Subway. We ask that the Transit Authority and supporting agencies and elected representatives work to find creative funding solutions to complete it, in light of the MTA's alarming capital budget situation. Please help ensure the East Side of Manhattan will be served by this new subway line in a reasonable timeframe and for its entire planned route.

CS: 306200302C – Second Avenue Subway

QUEENS 7

We are not happy that our 15th budget request to expand the #7 line mezzanine further west is not recommended for funding. This request has been in our budget for the past thirteen (13) years. The Community Board membership several years ago passed a zoning change for which we are seeing a surge of new development west of Main Street, in addition to several projects presently on the drawing board. A new entrance/exit is needed to accommodate these additional residents who presently are, or will be using the Main Street station. The existing platform east of Main Street is extremely crowded, and in the future will not be able to handle this additional ridership.