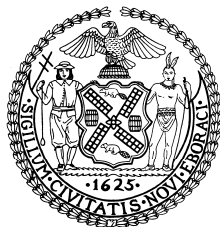


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The City of New York
Manhattan Community Board 8

SECOND AVENUE SUBWAY TASK FORCE

Manhattan Community Board 8
Monday, September 30, 2013
Lenox Hill Hospital, Einhorn Auditorium
131 East 76th Street (Lexington-Park)
6:30 PM

Present: Barbara Chocky, James Clynes, Susan Evans, Scott Falk, Rita Popper, Margaret Price, David Rosenstein, Barry Schneider, Judy Schneider. Timothy Yeo

The meeting was called to order at 6:30 PM

1. Construction Updates

Presented by Tom Peyton, Program Director for the Second Avenue Subway Construction

The complete PowerPoint presentation is available at:

http://www.mta.info/capconstr/sas/pdf/SAS%202013_September%2030th_%20CB8%20Const%20update%20Final.pdf

2. Questions & Answers

The discussion following the PowerPoint presentation produced a number issues, including commercial and residential garbage pickup, the bump out at E. 69/E.70th Streets, muck house removal at E. 69/E. 70th Streets, lighting on the east side of E. 86/86th Streets as well as on the west side of E. 69/E. 70th Streets. The answer from MTA Capital Construction should be received in the Board office on or about October 15th and will be posted on the Community Board's website.

Note: Audio recordings of all committee meetings are maintained in the office of Manhattan Community Board 8 and may be listened to by appointment.

Respectfully submitted, James Clynes and M. Barry Schneider, SAS TF Co-Chairs

MTACC recently presented a Second Avenue Subway construction update at the Community Board 8 Second Avenue Subway Task-Force meeting on September 30, 2013. During that meeting there were several questions raised by residents and/or task-force members. MTACC agreed to investigate these inquiries and respond to the CB8 SAS Task-Force in writing, within 10-14 days with their findings.

Below please find a synopsis of those questions, and the corresponding MTACC answers.

Q. Resident raised concerns about noise emanating from a work zone on the south east corner of 86th Street and 2nd Avenue (in front of the Viand Diner)?

A. MTACC: This structure houses an air compressor for pneumatic equipment. The compressor is in an enclosed structure to reduce noise emissions. The Contract Management team is working with the contractor to make sure the machinery is running properly and that noise levels are within limits.

Q. When will the 86th Street Elevator shaft work be complete?

A. Based on the current pace of work on the north side of 86th Street, the contractor anticipates moving to the south side sometime in November to begin work on the elevator shaft. Once there they expect that work will take about a year to complete.

Q. Resident questioned projected ridership numbers for the Second Avenue Subway upon completion of Phase1.

A. The Environmental Impact Study (EIS) shows weekday ridership of 202,000 for phase 1, but this number was revised to 213,000 (with a 2030 forecast year). That number would grow to 560,000 for the full build out of the Second Avenue Subway for all four phases.

Q. A resident raised concerns over a recent Metro North suspension of service due to issues with a Con Edison Feeder. Con Edison will also be providing power to the Second Avenue Subway, how will a similar issue be prevented on the Second Avenue Subway?

A. MTACC deferred to Con Edison on this issue.

Q. A resident raised lighting and safety concerns about the walkway on the east side of Second Avenue between 86th & 87th Streets (in front of the closed Food Emporium).

A. A lighting survey was recently conducted and it was determined that there is sufficient lighting there. MTACC's Contract Management Team will speak with Yorkshire Towers management about the capability of adding a CCTV camera to be connected to the Yorkshire CCTV system.

Q. A resident inquired if there would be cellular service in all of the new stations?

A. Space was included in the design of the stations for public cellular service and all new stations will be cellular service ready. New York City Transit is expected to contract with outside vendors to provide this service once they take over operation of the stations.

Q. A Task force member expressed concerns over the condition of the sidewalk between 69th & 70th Streets, as well as a perceived lack of lighting in this area.

A. A lighting survey was done this summer and will be reviewed to see if there are any deficiencies in this area. The sidewalk between 69th and 70th Streets was repaired over the summer it is not scheduled for additional repair until street restoration commences. Since the meeting the crosswalk at 233 E. 69th Street has been improved to have one continuous pedestrian ramp.

Q. A resident suggested that the noise at 86th Street appeared to be getting louder.

A. The mechanical excavation has moved under decking and noise associated with this work has been significantly reduced. MTACC's environmental engineers have been monitoring this noise and the most current readings taken on Oct 1st at the Yorkshire lot line show the readings to be in compliance. As an aside, there have been several days of Con Edison work going on above ground at the intersection of 86th Street and Second Avenue that could be contributing to what residents hear.

Q. A resident expressed concern over construction machinery being parked in front of fire hydrants.

A. The contractor was informed that this is not an acceptable practice. As we have not received any complaints on this in real time we will make spot checks to ensure compliance.

Q. An 86th Street resident asked if noise level readings can be placed online similar to Air Quality monitoring?

A. Noise readings are taken any time there is a concern about exceedences. In addition to construction noise, many exceedences are caused by buses or trucks in close proximity to the monitors, or someone shouting, etc. The only way to know if it is truly project related is to have audiotapes reviewed and all non-construction noise filtered out. This time consuming process would not address the immediate impacts and concerns in real time.

Q. A resident asked about the status of the 69th Street muck house removal?

A. Work has begun inside of the structure to prepare it for removal beginning in November. While progress may not be visible to residents, work has begun.

Q. A Task-force member asked if the Entrance at 63rd/3rd can be opened in advance of project completion?

A. Potentially. This work will be completed in advance of the entire project completion. New York City Transit would need to authorize opening this entrance.

Q. A resident inquired as to the level of noise output from the ventilation rooms (Ancillary) at 93rd Street, as well as any air emissions?

A. The ancillary structures house ventilation equipment for both the stations and tunnels. The air exhausted from the facilities will not be appreciably different than the air that is emitted through the sidewalk grates found all over NYC. The station ventilation system includes relatively small fans that are operated when needed to cool the stations during hot weather. The exhaust from this system is the same breathable air found in the stations. The tunnel ventilation system includes large fans that will operate if there is an emergency situation both providing air intake or exhaust -- to clear a smoke condition, for example, and allow emergency responders to gain access to the tunnel. This would be for short-term emergencies and the smoke would disperse quickly from the vent at the top of the building. The tunnel ventilation system would also be operated if there are trains backed up in the tunnels creating high temperatures. Since the trains are electric and not diesel, there would be no significant source of air pollution emitted during this operation.

All fans in the ancillary buildings are equipped with noise attenuators and the buildings are designed to meet New York City Noise Code requirements (external noise will not exceed 45 dBA(Leq 20-minute) when measured inside the nearest residence with the windows fully opened). A noise assessment, which compares future conditions with and without the Second Avenue Subway can be found in the FEIS (see last paragraph on page 12-32 and Table 12-10 on the next page). The analysis indicates that the Project will cause less than a 1 dBA increase in ambient noise levels. This is not a noticeable noise increase as most people can only perceive a change in noise levels of 3 dBA or more.

The entire Final Environmental Impact Study can be found here; <http://www.mta.info/capconstr/sas/feis.htm>

Q. A resident asked what the Second Avenue Streetscape will look like when Phase 1 is completed.

A. The design of the Second Avenue streetscape is presently under discussion. Once a final design is reached it will be shared with the public.