

West 135th Street Comments

First Name	Last Name	On Behalf of
Carrie	A.	
David	Atkind	
Christina	Burks Lee	
Carmello	Candido	
Abby	Cook-Mack	for State Senator Eric Schneiderman
Jay and Jessica	Datema	
David	Evans	
Betty	Fincher	
Gail	Fingado Brawner	
Aisha	Karriem	
Hajjah	Karriem	
Gwinn	Lovelynn	
David A.	Paterson	
Cynthia	Reed	
Joseph A.	Risico	
Eric T.	Schneiderman	Dep. Minority Leader, Senator 31st District
Steve	Strauss	
Roxanna	Thomas	State Senate Democratic Leader David A. Paterson
Richard	Thomas	
Hugo	Torres	
Sheila	Weinstein	
Geoffrey	Wiener	Columbia University



COMMENT SHEET

FOR THE PROPOSED WEST 135TH STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): Carrie A.

Agency/Organization (Resident) Mother who lives right around 135th st.

Address: _____

Email: _____

I would like to be added to your mailing list.

Please provide written comments on this sheet and drop into the comment box or mail to*:

New SWMP Comments
c/o Ecology and Environment, Inc.
90 Broad Street, Suite 1906
New York, NY 10004

***All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.**

COMMENTS: I am a resident of this community. I am very angry with the inhumane plans to reopen the Marine Transfer Station of 135th st.

I'm not just talking about the health effects it will have on myself and my husband, but our child, who is now 14 mos. old. Being a mother, this was reason enough for the potential prospect of this happening, to scare the living out of me thinking of my 14 mos. old daughter. Let's not forget all of the other people who live, work, and attend school in the area. By the way, there is a huge number of children who live all around 135th st. and the surrounding area. This station should not and must not

(include cancer and asth)



COMMENT SHEET

FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): _____

Agency/Organization/Resident: _____

David Atkind
200 East End Ave, Apt. 5-H
New York, NY 10128

Address: _____

Email: _____

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COMMENTS: _____

I purchased my co-op at Gracie Point for one over-riding reason: the recreational environment. I traded convenience (20 minutes to the nearest subway station) for the chance to do my daily jog or walk under the trees in Carl Shurz Park and along the East River. I can think of nothing that would spoil the unique character of this neighborhood more effectively than having garbage trucks lined up around the clock, waiting to disgorge their noxious cargo. The inevitable odors, noise and effects of deisel emissions should not be permitted to invade any residential neighborhood, least of all one which hosts thousands of children at play monthly at the Asphalt Green. There is such a dearth of playing fields and recreational areas in Manhattan, it would be a crime to despoil such an inviting, much utilized area as Gracie Point.

STATEMENT OF CHRISTINA BURKS LEE On
DRAFT SCOPING DOCUMENT for DRAFT ENVIRONMENTAL IMPACT
STATEMENT For
New York City Solid Waste Management Plan.

June 16, 2004

My name is Christina Burks Lee. I am a longtime resident of Hamilton Heights. I sit on the Community Board but do not represent it here tonight. I also sit on the Manhattan Solid Waste Advisory Board but do not represent it here tonight either.

I have read the Draft Scoping Document for the Draft EIS on the new SWMP, and believe it must be revised and rethought.

First, it is clear that the Department of Sanitation made no effort whatsoever to identify and consider any sites in Manhattan other than the three existing sites. This is inappropriate

- the use which Sanitation expects to make of the three newly built MTS facilities is a waterborne use, and Sanitation itself controls a number of piers in the Southern end of the Island of Manhattan which it uses for parking, not a water dependent use. It should have given full consideration to these alternative sites which it controls, and whose use as an MTS would not be a nonconforming use under the Waterfront Plans.

-the concentration of the three MTSs north of Fifty Eighth Street creates a wholly unnecessary flow of truck traffic from the central and southern parts of the Island with incidental air pollution and traffic congestion.

-the Fair Share doctrine which governs siting of new buildings has simply not been used in the case of 135th Street, which is right next to an already problematic wastewater treatment plant whose stench pollutes the area already. Since wholly new construction is required, new sites should have been identified and considered which did not concentrate both garbage and sewage in the same census tracts. This is especially so when the Mayor's housing plans indicate that both of these two facilities will be processing substantially more than they have historically, another factor not considered by Sanitation.

Second, Sanitation must also be required to view the 135th Street MTS in full context. It

should have no right, as it has in the past, to say that its own little facility will not singlehandedly destroy the neighborhood, so that it should be allowed to go forward with another smelly station, when it well knows that the problem is the aggregate impact of various City facilities all very near this site on that same neighborhood, and that what it must do is examine whether its additional impact, taken over and above the bus stations and the railroad and the sewage plant and the highway, will tip the neighborhood into intolerability, together, not whether it alone will do so if it were sitting in an empty farm field miles away from anything else. It isn't.

Third, the Draft Scoping document uses the wrong study area. The maps in the Draft indicate that the area proposed to be studied expressly *excludes* the residential census tracts which are closest to the site, those above 133rd Street and immediately east of Riverside Drive where there are many densely occupied residential apartment buildings, on which the effects and odors of the prior MTS were pronounced. It is, to put it bluntly, cheating, to exclude nearby residential areas for study while including parts of General Grant Houses south of 125th Street and off Amsterdam Avenue, and the Hamilton Heights Historic District, east of Amsterdam, as if the Department were deliberately rigging the scope to exclude areas which they knew would be affected adversely which are closer to the site than the Historic District and General Grant Houses.

The study also fails to take into account the presence of Riverside Park and of Riverbank State Park, one a mere fifty feet away from the site and the other slightly farther, but less than four hundred feet away.

Fourth, it fails to take into account the present development status of the 135th Street area. In allowing itself to study the area as a light manufacturing area only with 142 residents, it is deliberately refusing to take into account development already in construction and planned and zoning changes long in the works, so that it is already clear that what is proposed to be studied is not the area as it will exist at the time the environmental impacts become relevant, but a status already in the near past and receding farther away with each passing day, so that what is studied is like studying the impact of the plant on the dodo or the passenger pigeon, not on the community

in which the proposed MTS would exist and operate.

- that area is in the process of a substantial rezoning process incident to the conversion of virtually all of it into a new Columbia University Quadrangle in the next few years with a mixed commercial strip on 12th Avenue. This zoning change has been some time in the works. The Draft Scoping Document ignores the matter entirely, although the quadrangle will apparently have on the order of eight thousand employees and residents, with incident parking and related problems, through which the Department will be sending dozens of trucks every single day and having those trucks wait in queue with engines running while the slower compaction process empties them.

-the Hudson waterfront development is producing a new public park from 125th Street to 133rd Street, and a bicycle path running straight through the access road to the proposed MTS., and in all probability an entirely new access ramp arrangement to the Henry Hudson Expressway at 134th Street and 12th Avenue. There are already sent through the Community Board plans for a retail facility and restaurant at 135th and 12th Avenue to serve the bicyclers, with attendant parking. As I understand the matter, there will be a kayaking center on the north end which may operate out of the old police station on 135th West of 12th Avenue. Construction on the new park is set to begin this summer.

It will not be done by the time the EIS is, but will be in the works or done by the time construction begins, if it does at all, on the MTS, and will be a constant problem thereafter if these matters are not considered now in the scoping document and in the EIS to come.

Fifth, the traffic study plan indicated is simply and grossly inadequate and virtually guaranteed to miss all of the relevant use patterns by its insistence of using only weekday business hours, when neither the garbage trucks nor the local residents operate at those hours. In order properly to consider the environmental effect of a new MTS, what must be studied is the area as it will exist when the MTS does, not a past era which is dying to the eye as we sit here. A study plan like the one disclosed in the Draft Scoping Document which prefers Tuesday afternoons at 2 PM intentionally misses all of the relevant and existing high use periods, as well as those which may be projected when the park and the Quadrangle are under construction and then in use.

The balance of the area near 12th Avenue is occupied by a grocery facility called Fairway and parking for its thousands of customers each week. The traffic issues created by this huge autoborne facility and the trucks which supply it are absent from the scoping document and will predictably be missed if the Department is permitted to select use periods for its convenience and for the minimum possible effect of all those available to check. A facility with huge evening and weekend traffic simply cannot be adequately studied on weekdays during business hours only.

Sixth, the Scoping document should not consider generic state of the art equipment allegations in considering odor and noise abatement, but should study the actual equipment proposed to be used. Those of us who live in Hamilton Heights know only too well that DEP promised unspecified state of the art odor control for the sewage treatment plant, and what we got is stench night and day. That may in fact be 'state of the art' but it sickens us on a regular basis. DSNY cannot be allowed to assume that 'state of the art' unspecified equipment will solve these problems as it and other City agencies have done in the past. The actual equipment should be specified and evaluated.

Seventh, the EIS must study the effect on the community of the breakdown of the compacting equipment or closure of one of the planned MTSs. The technical studies done previously have indicated that one major concern about compacting equipment is that it processes garbage more slowly than the old method, and does have a breakdown rate which must be taken into account. Upon any breakdown, not only will processing slow but there may be diversions from one Manhattan MTS to another, which must also be taken into account and studied as well as the 'everything works perfectly' scenario. This is New York. Nothing works perfectly.

Eighth, given the proven tendency of Sanitation not to think ahead, the EIS now should study what the effect may be if the City does not build a separate system for Manhattan commercial waste and runs that through these same three MTSs or perhaps only one or two of them. IT is already known uptown that unlike the other two MTSs, Sanitation has created plans intended to increase grossly the throughput through 135th Street. The effect of that increased

throughput should be studied thoroughly at this time, since DSNY will not disavow the possibility that such throughput might occur.



COMMENT SHEET

FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): CARMELO CANTINO

Agency/Organization/Resident: 1700 YORK AVE
N.Y. 10128, N.Y.

Address: _____

Email: _____
 I would like to be added to your mailing list.

Please provide written comments on this sheet and drop into the comment box or mail to*:
New SWMP Comments
c/o Ecology and Environment, Inc.
90 Broad Street, Suite 1906
New York, NY 10004

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COMMENTS: _____

*I am living at this address over 35 yrs
I fought for Murphy Center.
When they had heavy garbage trucks on York
I developed Bronchitis conditions. I never smoked
before from trucks was a factor. All complaints I made
were overlooked. Its a good progress making new
duplexer, but its a health hazard to seniors and
children at center. If they have banners for asbestos
proper years ago, if proven then I might look into it
to see if fumes from trucks cause hazard.*

*Thank you,
Carmelo Cantino*



COMMENT SHEET

FOR THE PROPOSED WEST 135TH STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): Jay + Jessica Datema

Agency/Organization/Resident: Resident

Address: 620 West 138th St. # 2B
NY NY 10031

Email: jdatema@stny.rr.com

I would like to be added to your mailing list.

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90 Broad Street, Suite 1906
New York, NY 10004

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COMMENTS: We would like to protest the
conversion and activation of the marine
transfer station in our neighborhood (West 135th St).
We request the waste be taken to
other neighborhoods since our area
already hosts two sewage treatment plants,
a major (diesel) bus depot on ^w133,
and confirmed asthma rates that are
five times higher than other Manhattan
neighborhoods. The trash dumping should
take place elsewhere since this
neighborhood does its share already.

Testimony by David Evans

at the Department of Sanitation Hearing on the proposed rebuilding and expansion of the Marine Transfer Station held June 16, 2004 at Roberto Clemente School

My name is David Evans. I live in this community and work as a professor of public health at Columbia University Medical Center at 168th street in the Department of Pediatrics. My specialty is research to help control pediatric asthma, and I served on the first expert panel that developed Federal guidelines for the diagnosis and treatment of asthma [1].

I oppose building the Marine Transfer Station in Northern Manhattan because there is evidence that the diesel emissions from garbage trucks will cause additional cases of asthma and existing cases of asthma worse.

First, asthma is already a major health problem in the Harlem community.

- Childhood asthma rates of 25% have been documented in the Harlem Children's Zone Study, among the highest rates recorded in the United States.
- Asthma hospitalization rates in children are 3 times higher in Harlem and East Harlem (12.7 and 17.2 per 1,000 population respectively) than in the rest of Manhattan [NYC Department of Health and Mental Hygiene website]

Second, diesel exhaust has been directly linked to asthma and other lung health problems. Here are some facts about diesel exhaust:

- Exposure to diesel exhaust is going up nationwide: diesel fuel sales for on-road vehicles doubled between 1984 and 2001.
- There are five studies showing that children who live or go to school near freeways with high truck and auto traffic are more likely to have:
 - Symptoms of asthma (such as cough and wheeze)
 - Decreased lung function (how much air you can breathe out in 1 second)
 - Hospitalizations due to asthma
 - Allergy symptoms [2-6].
- Next, diesel exhaust is more than just an irritant—many studies have shown that diesel exhaust particles make the immune system more sensitive to inhaled allergens (like pollen or mold). So breathing diesel exhaust makes an asthma sufferer more likely to have asthma attacks triggered by allergens [7-10]
- Finally, diesel exhaust is a local problem. A study of four Harlem intersections by researchers at Columbia's School of Public Health showed that the more trucks that passed by, the higher the levels of air pollution (PM_{2.5} and elemental carbon) [11].

The Northern Manhattan and South Bronx communities already have an excessive amount of asthma and an excessive exposure to diesel exhaust:

- 6 of 7 NYC transit bus depots are located in Northern Manhattan
- Two sewage plants with diesel generators
- Garbage truck depots are located near homes, schools, and hospitals.

Trucks driving to the Marine Transfer Station will add significantly to this community's exposure to diesel exhaust and will add to the already high level of asthma in the Harlem and South Bronx communities. For this reason, I recommend that the station not be opened, and that alternatives be sought that will significantly reduce diesel emissions in our community.



COMMENT SHEET

FOR THE PROPOSED WEST 135TH STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): Adrienne Funcher

Agency/Organization/Resident: West Harlem Community

Address: 98 Morrisville Ave #01
Truax Park West

Email: adrienne.funcher@gmail.com

I would like to be added to your mailing list.

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New SWMP Comments
c/o Ecology and Environment, Inc.
90 Broad Street, Suite 1906
New York, NY 10004

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COMMENTS: The Barge should not be opened
due to many issues in this
neighborhood health, and other things
we have enough of.

June 25, 2004

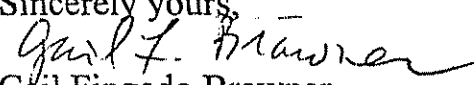
To: New SWMP Comments
c/o Ecology & Environment
90 Broad Street
Suite 1906
New York, N.Y. 10004

From: Gail Fingado Brawner
417 West 148th Street
New York, N.Y. 10031

I have been living in the Hamilton Heights section of Harlem since 1980. As a long-term resident, I would like to express my opposition to the opening of the 135th Street Marine Transfer Station. That neighborhood already has a huge bus depot adding to the area's air pollution problem. Ten blocks above it at Riverbank Park, we have a sewage treatment plant that is being overutilized and also contributing to the problem. It was not so many years ago that a malfunction in the design for this plant blanketed the area with a horrible toxic odor. The Marine Transfer Station will handle garbage sent from areas below Harlem, forcing us to deal with yet another potentially toxic or, at best, unpleasant and unhygienic situation.

Harlem, with the highest asthma rate in the city, already has its share of pollution-generating facilities and does not deserve to have any more located here. Please do not dump any more of the city's problems on this community. Find some way to distribute the burden more equitably.

Sincerely yours,


Gail Fingado Brawner

Cc: Mayor Michael Bloomberg
Gifford Miller, City Council President



COMMENT SHEET

FOR THE PROPOSED WEST 135TH STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): Lovelynn Gwin

Agency/Organization/Resident: 630 West 138th street #1
New York, NY 10031

Address: 630 West 138th st #1
New York, NY 10031

Email: Lougitbb@Excite.com

I would like to be added to your mailing list.

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c/o Ecology and Environment, Inc.
90 Broad Street, Suite 1906
New York, NY 10004

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COMMENTS: I oppose the reopening of the Marine
Transfer Station. It will ruin the neighborhoods
we have work so hard to change and make into family
friendly - owner occupied residential neighborhood.
We had the highest Asthma rates in the city, we do
not need anymore Air pollution~~ers~~.



COMMENT SHEET

FOR THE PROPOSED WEST 135TH STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): Aisha Karriem

Agency/Organization/Resident: We-Act - PARTICIPANT

Address: 307 West 117th Street #2-I
New York, N.Y. 10026

Email: _____

I would like to be added to your mailing list.

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COMMENTS: _____

I AM opposed to the City demolishing
and re-opening expanded garbage marine transfer
station (MTS) at West 135th Street.

This action is a direct health crisis in our
community which is already a high risk
for our children and senior citizens not
to mention pregnant women and citizens
of this neighborhood, we are tired plus
very sick due to the rise in Asthma, Air
Pollution. Diesel Fuel. Why keep
dumping on our neighborhood. This
Environmental Racism!



COMMENT SHEET

FOR THE PROPOSED WEST 135TH STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): Hajjah Karriem

Agency/Organization/Resident: WE ACT-(participant/trainee)

Address: 307 West 117th Street, New York, N.Y. 10026 # 2I

Email: _____

I would like to be added to your mailing list.

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COMMENTS: I am ~~is~~ extremely opposed to the city demolishing and re-opening ^{the} expanded garbage marine transfer station (mts) on West 135th Street. I am a young adult with heart ailments and respiratory problems. I have many friends who suffer from asthma, and building another marine transfer station will only worsen ^{our} ~~their~~ health matters. We want to live in a healthy environment in our own neighborhood!!!!



COMMENT SHEET

FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): Peter Lencsis + Lillian Lencsis

Agency/Organization/Resident: Resident

Address: 1725 York Avenue

Apt. 34A

NY, NY 10128

Email: madau89@aol.com

I would like to be added to your mailing list.

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90 Broad Street, Suite 1906
New York, NY 10004

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COMMENTS: This location is not appropriate

for use as a garbage facility. It is

adjacent to a recreational/athletic facility

and many residential buildings. The

city will be exposed to liability for

noise, pollution, and even auto accidents.

PETER M. LENCISIS
1725 York Avenue, Apt. 34A
New York, N.Y. 10128

June 28, 2004

TO WHOM IT MAY CONCERN:

We have resided at the above address for many years.

We are strongly opposed to the re-opening of the garbage facility at Asphalt Green, 90th Street and York Avenue. We will vote against any elected official who supports or allows this project to go forward.

Peter M. Lencsis

Peter M. Lencsis

Lillian B. Lencsis

Lillian B. Lencsis

Ginger Lencsis

Ginger Lencsis

ORAL TESTIMONY PRESENTED BY
ROXANNA THOMAS ON BEHALF OF
STATE SENATE DEMOCRATIC LEADER DAVID A. PATERSON

NEW YORK CITY
WEDNESDAY, JUNE 16, 2004 - 6:00PM
WE ACT - PUBLIC HEARING

Good evening. My name is Roxanna Thomas, Community Liaison for the 30th Senatorial District Office, and I am testifying on behalf of New York State Senate Democratic Leader David A. Paterson. Thank you for providing us with this opportunity.

Children who reside in Harlem, East Harlem and Washington Heights are at a very high risk of developing chronic respiratory disease, at a rate of 22 times that of children who reside in lower Manhattan. In Harlem alone, one in four children has asthma.

Along with exposure to known triggers of asthma such as molds, insecticides and pet dander, children residing in these predominantly low income communities are also living in areas that exceed federal standards for toxic air pollutants.

And the results of over a dozen studies have proven conclusively that the current level of air pollution is directly responsible for significant spikes in respiratory diseases and rates of hospital admissions for residents of my district.

In the Harlem and Washington Heights community there are six Metropolitan Transit Authority Bus Depots, several diesel sanitation vehicle garages and two of the city's largest Sewage Treatment Plants, one located right next to the Riverbank State Park.

It is this over saturation of known facilities that contribute to the increase in asthma -- a disease that kills 5,000 Americans a year -- that is an unfair burden for our community

to bear. Our children are being disproportionately exposed to air pollutants, which hinders their otherwise productive and energetic way of life.

The proposed reopening and expansion of the 135th Street Marine Transfer Station would only increase exposure to these harmful environmental pollutants - from the garbage and the diesel trucks that haul it.

We understand that the closure of Freshkills Landfill in Staten Island in 2001 caused a waste crisis in the city and that there is a need to create alternative ways of dealing with the city's waste. However, Harlem and Washington Heights are already plagued with housing two of the city's largest waste management plants. The smell and fumes from these sewage plants and Bus Depots have already wrecked havoc on the health of this community.

Harlem and Washington Heights are thriving, resurgent communities at risk of being transformed into wastelands. Reopening and expanding the 135th Street Transfer Station will only further expose children to harmful pollutants, hindering their potential for healthy growth and development. As opposed to children spending their days in school, they will be spending more time in hospitals.

We must create a plan that does not disproportionately expose one community to health hazards. All must share the burden equally.

We must protect the health and well-being of our children, our families, and our community.

Thank you.

News from

David A. Paterson

New York State Senate Democratic Leader

Contact Michael Jones-Bey: 646-294-7230 or 518-455-2415

June 16, 2004

Paterson Condemns Trash Station Plan, Calls for Environmental Justice

State Senate Democratic Leader David Paterson today said the plan to reopen and expand a Harlem waterfront trash station “presents a grave danger to the health and safety of the 35,000 residents in and around the 135th Street site.”

He called on Mayor Bloomberg and the sanitation department to “seek out another solution to the City’s trash crisis, rather than simply burdening the people of Harlem with yet another environmental hazard.”

Harlem, Paterson said, has for too long suffered the effects of environmental discrimination. “Our community is already saddled with a disproportionately high number of toxic sites, including two of the City’s largest sewage treatment plants and six diesel bus depots.” As a result, the children of Harlem suffer high rates of asthma and bronchitis.

Having hundreds of garbage trucks rolling through Harlem’s narrow streets, spewing diesel exhaust, would pose another threat to children and pedestrians in the community, he said.

The plan to reopen and expand the 135th Street Marine Transfer Station is especially ill-conceived in light of a planned waterfront park in the community. “Just as we’re about to take a great step forward in beautifying the Harlem waterfront, the Mayor proposes we take two steps back,” Paterson said. “The trash station would cast an ugly shadow over the park.”

“We can do better,” Paterson said, noting that opposition to the trash station had brought together a diverse group of religious, environmental and business groups. “Hopefully, we will have an opportunity to work with the sanitation department and the Mayor to find a solution that is fair to all the people of our City.”

July 6, 2004

New SWMP Comments
C/O Ecology and Environment Inc.
90 Broad Street, Suite 1906
New York, NY 10004

To Whom It May Concern:

I am writing you to document my opposition to the Marine Transfer Station proposed for 135th Street. I am opposed to any **additional diesel-polluting** facilities like the 135th Street MTS entering this community because of the devastating impact that the many facilities that are already here (6 out of 7 diesel bus depots, 2 sewage treatment plants, and 4 sanitation truck depots) has had on the health of the residents in this community.

There is a stark disparity between the numbers of facilities in Northern Manhattan vs. Downtown.

Moving garbage by **water instead of on the roads** is the better course of action, but the health burden borne by Northern Manhattan is too great for us to play host to yet another diesel-polluting facility – these facilities belong in Downtown Manhattan.

With respect to the Draft Environmental Impact Statement (DEIS), that will evaluate the environmental impact of converting existing MTS' (including the one on 135th Street) into a containerized facility from which containers of garbage would be barged for disposal, please note the following:

- Because of the concentration of existing pollution facilities in our area, pollution from the operation of the MTS, and the trucks bringing garbage to the MTS should not be assessed in isolation, but rather cumulatively in the context of already elevated levels of background pollution from other sources of pollution in the area.
- Dept of Sanitation has determined that none of the 4 additional sites evaluated in the Commercial Waste Study are suitable for export of garbage containers. However, the 135th St. MTS' would also not be suitable if Dept. of Sanitation were to apply the same criteria used to disqualify the other four. The DEIS **must** disclose the technical, legal and other parameters that led Dept. of Sanitation to plan on using existing MTS' only, and no other sites.
- Detailed drawings and descriptions of converted MTS' should be included in DEIS for public review. Features of the design that will contain and mitigate noise and odors, as well as how truck queuing on local streets will be prevented should also be clearly described.
- Odor impacts from the sanitation trucks, which were a problem at previous levels of sanitation truck traffic, should also be evaluated at the anticipated volumes of Dept of Sanitation managed trucks deliveries as well as the potential truck deliveries.

- Worst-case scenarios of private waste hauler vehicle pollution should be included in anticipated impacts from inclusion of commercial waste in the stream handled by the MTS.
- The location to which the containerized garbage will be barged must be determined and disclosed – the last thing anyone wants is containers of garbage sitting on the Hudson River!

Thank you for your attention to this matter.

Sincerely,



Cynthia Reed
188 West 134th Street, #1
New York, NY 10030

July 6, 2004

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C/O Ecology and Environment Inc.
90 Broad Street, Suite 1906
New York, NY 10004

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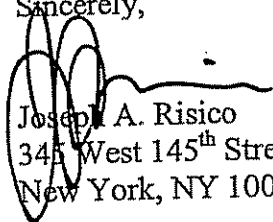
- Because of the concentration of existing pollution facilities in our area, pollution from the operation of the MTS, and the trucks bringing garbage to the MTS should not be assessed in isolation, but rather cumulatively in the context of already elevated levels of background pollution from other sources of pollution in the area.
- Dept of Sanitation has determined that none of the 4 additional sites evaluated in the Commercial Waste Study are suitable for export of garbage containers. However, the 135th St. MTS' would also not be suitable if Dept. of Sanitation were to apply the same criteria used to disqualify the other four. The DEIS **must** disclose the technical, legal and other parameters that led Dept. of Sanitation to plan on using existing MTS' only, and no other sites.
- Detailed drawings and descriptions of converted MTS' should be included in DEIS for public review. Features of the design that will contain and mitigate noise and odors, as well as how truck queuing on local streets will be prevented should also be clearly described.
- Odor impacts from the sanitation trucks, which were a problem at previous levels of sanitation truck traffic, should also be evaluated at the anticipated

volumes of Dept of Sanitation managed trucks deliveries as well as the potential truck deliveries.

- Worst-case scenarios of private waste hauler vehicle pollution should be included in anticipated impacts from inclusion of commercial waste in the stream handled by the MTS.
- The location to which the containerized garbage will be barged must be determined and disclosed – the last thing anyone wants is containers of garbage sitting on the Hudson River!

Thank you for your attention to this matter.

Sincerely,



Joseph A. Risico
345 West 145th Street, Apt. No. 3A2
New York, NY 10031



THE SENATE
STATE OF NEW YORK
ALBANY

COMMITTEES
CODES
EDUCATION
ELECTIONS
INVESTIGATIONS &
GOVERNMENT OPERATIONS
JUDICIARY
MENTAL HEALTH &
DEVELOPMENTAL DISABILITIES
RULES

ERIC T SCHNEIDERMAN
DEPUTY MINORITY LEADER
SENATOR, 31ST DISTRICT

June 22, 2004

John J. Doherty
Commissioner
NYC Department of Sanitation
Central Correspondence Unit
346 Broadway, 10th Floor
New York, NY 10013.

Dear Mr. Doherty:

I am writing to express my concern over the "reopening" of the 135th street marine transfer station (MTS). I am concerned that putting this particular MTS back into operation will have an extremely negative impact on the neighborhood that I represent.

While I understand the city's dire need for a place to load its garbage, I cannot endorse a plan that will place yet another burden on a community that already bears far more than its fair share of the city's operational infrastructure. Northern Manhattan is currently the home to over one-third of the entire city's public bus fleet, one-half of the Manhattan Port Authority bus terminals, three sanitation diesel truck depots and one outdoor parking lot that also serves the Upper East Side. Moreover, the North River Sewage Treatment Plant, located between 135th and 145th Streets on the Hudson River treats all of Manhattan's sewage north of Bank Street in Greenwich Village. The addition of an MTS to this already extensive list would be unjust and unwarranted.

The omnipresence of these facilities has had a deleterious affect on Northern Manhattan's residents. Pediatric hospitalization admission rates for asthma in Northern Manhattan neighborhoods are disproportionately high when compared to neighborhoods around the city. Indeed, they are the highest in Manhattan and the second highest in the city (next to the JFK Airport area). Moreover, according to a recent Columbia University/West Harlem Environmental Action study, air pollution in this region is causing negative birth outcomes like low birth weight and size.

I see no reason why this particular community should be asked to take on yet another burden. Though an MTS structure already exists on 135th Street, this is not a case of saving capital dollars by building upon already existing facilities. Instead, the existing

NEW YORK STATE SENATE
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(518) 455-2041
FAX (518) 426-6847

NEW YORK STATE SENATE
NEW YORK, NEW YORK 10033
(212) 928-5578
FAX (212) 928-0396

3107 KINGSBRIDGE AVENUE
BRONX, NEW YORK 10463-5942
(718) 549-4541
FAX (718) 796-0694



structure will be demolished to make way for a new, larger and more technologically advanced station. If the situation is such that new buildings are to be constructed, there is no reason whatsoever that the station must be built in this part of Manhattan. In fact, according to the selection criteria developed by the Department of Sanitation's own consultants, Heningson, Durham and Richardson, 135th street is not a suitable site. Moreover, the Scoping document fails to adequately explore the use of the proposed Ganesvortt site, which, when the criteria are applied, should be considered preferable to the 135th street station.

Northern Manhattan already does its part helping our city to function. It is time that other parts of the city step up to take on some of the burden. I look forward to discussing this issue with you further.

Sincerely,

A handwritten signature in black ink, appearing to read "E.T.S.", with a long horizontal flourish extending to the right.

Eric T. Schneiderman

Cc: Michael E. McMahon, City Council Member, Chair of the Sanitation and Solid Waste Management Committee
Jordi Reyes-Montblanc, Community Board 9 Chairperson
Larry McClean, Community Board 9 District Manager
Cecil Corbin-Mark, West Harlem Environmental Action
Anne Rocker, North River Community Environmental Review Board

Eric T. Schneiderman
Deputy Minority Leader
31st District



THE SENATE
STATE OF NEW YORK
ALBANY

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ALBANY, NEW YORK 12247
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Statement of New York State Senator and Deputy Minority Leader Eric T. Schneiderman

Regarding the 135th Street Marine Transfer Station
Wednesday June 16, 2004

Good evening. My name is Abby Cook-Mack and I am testifying on behalf of State Senator Eric Schneiderman who is in legislative session today and is unable to attend this hearing. Senator Schneiderman represents the 31st Senate District, which includes parts of the Upper West Side, West Harlem, Washington Heights, Inwood in Manhattan and Riverdale in the Bronx.

I am concerned that putting this particular MTS back into operation will have an extremely negative impact on this neighborhood. While I understand the city's dire need for places to load its garbage, I cannot endorse a plan that will place yet another burden squarely upon the shoulders of a predominantly minority community that already bears far more than its fair share of the city's operational infrastructure.

In April, 2003 the Department of Environmental Conservation addressed this issue by developing an environmental justice policy. In its policy, the DEC defined environmental justice as:

...Fair treatment and meaningful involvement of all people regardless of race, color, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group, should bear a disproportionate share of the negative environmental consequences resulting from...municipal operations... (DEC website).

Unfortunately, Northern Manhattan residents have been forced to do just that. Northern Manhattan is currently the home to over one-third of the entire city's public bus fleet, one-half of the Manhattan Port Authority bus terminals, three sanitation diesel truck depots and one outdoor parking lot that also serves the Upper East Side. Moreover, the North River Sewage Treatment Plant, located between 135th and 145th Streets on the Hudson River treats all of Manhattan's sewage north of Bank Street in Greenwich Village. The addition of an MTS to this already extensive list would be unjust and unwarranted.

The omnipresence of these facilities has had a deleterious affect on Northern Manhattan's residents. Pediatric hospitalization admission rates for asthma in Northern Manhattan neighborhoods are disproportionately high when compared to neighborhoods around the city. Indeed, they are the highest in Manhattan and the second highest in the city (next to the JFK Airport area). Moreover, according to a recent Columbia University/West Harlem Environmental Action study, air pollution in this region is causing negative birth outcomes like low birth weight and size.

I see no reason why this particular community should be asked to take on yet another burden. Though an MTS structure already exists on 135th Street, the proposed plan would not save capital dollars by building upon already existing facilities. Instead, the existing structure will be demolished to make way for a new, larger and more technologically advanced station. If the situation is such that new buildings are to be constructed, there is no reason whatsoever that the station must be built in this part of Manhattan. Northern Manhattan already does its part helping our city to function. It is time that we ask other parts of the city step up to take on some of the burden.

Steve Strauss
245 West 104th Street, apt. 16F
New York, NY 10025-4280

NYC Department of Sanitation
Comprehensive Solid Waste Management Plan
DEIS Scoping Hearing
June 21, 2004

- I. Marine Transfer Stations must be equitably distributed around the City.

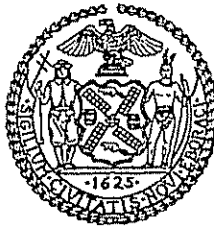
- II. City must maintain non-residential zones in all boroughs, including Manhattan.
 - A. A 24/7 city must have places for non-desirable, but necessary services such as bus depots, marine transfer stations, UPS delivery garages.
 - B. Residential uses must be kept an appropriate distance from these uses.
 - C. For equity, transportation and redundancy reasons these uses cannot all be outside of Manhattan.

- III. The West 59th Street site is a reasonable site given its current and past use for Sanitation Department functions and the adjoining non-residential uses. It must be expanded in coordination with the other two proposed Manhattan transfer sites.

- IV. The Department of Sanitation's current recycling and waste reduction programs are woefully inadequate.
 - A. The City should support legislation in Albany promoting recyclable materials, expansion of the "bottle bill" to include bottled water and liquor containers and incentives for manufacturers to use recyclable plastics.
 - B. The City should support legislation requiring manufacturers to identify the type of plastics used in their products to promote recycling.
 - C. The City should promote source separation recycling at large traffic generators such as commuter terminals, large parks and baseball stadiums and at street fairs.
 - D. The DOS should properly revise collection routes so that crews work a full day regardless of whether they are picking up "trash" or recyclables.
 - E. The City should expand programs for the collection of yard waste and provide more composting opportunities.

Charles S. Warren
Chair

Elizabeth McKee
District Manager



505 Park Avenue
Suite 620
New York, N.Y. 10022
(212) 758-4340
(212) 758-4616 (Fax)
CB8M@aol.com - E-Mail
www.cb8m.com - Website

**The City of New York
Manhattan Community Board 8**

June 21, 2004

New SWMP Comments
C/o Ecology and Environment Inc.
90 Broadway, Suite 1906
New York, NY 10004

To Whom It May Concern:

Please accept this resolution as a comment and recommendation on the Draft Scoping document for the New Comprehensive Solid Waste Management Plan. The resolution was passed by a vote of 36 in favor, 0 opposed and 0 abstentions at the Full Board meeting of Community Board on June 16th, 2004.

Thank you very much for your on-going efforts in outreach to the community.

Yours sincerely,

A handwritten signature in cursive script that reads "Richard Thomas".

Richard Thomas
Community Assistant.



COMMENT SHEET

FOR THE PROPOSED EAST 91ST STREET CONVERTED MARINE TRANSFER STATION

Name (Please Print): SHERICA WEINSTEIN

Agency/Organization/Resident: _____

Address: 1755 YORK AVE APT 26 B
NY, NY 10128

Email: _____

I would like to be added to your mailing list.

Please provide written comments on this sheet and drop into the comment box or mail to*:

New SWMP Comments
c/o Ecology and Environment, Inc
90 Broad Street, Suite 1906
New York, NY 10004

*All mailed comments must be postmarked by July 9th, 2004 or delivered by 5:00pm on July 11th, 2004.

COMMENTS: I cannot imagine why the City
Government would put back in order the
Marine transfer station - adding to commercial
waste as well. We are a residential neighborhood
and an historic one as well. If the Mayor
lived in Grace Manor, I wonder how
well he'd enjoy the noise (his dog project)
and the smell of rotting garbage.
You must not do this. Find a site
that is commercial and do it there
Please.

COLUMBIA UNIVERSITY

IN THE CITY OF NEW YORK

FACILITIES PLANNING AND SPACE MANAGEMENT

Date: 7/12/04
To: HARRY SZARPANSKI, DOS
From: GEOFFREY WIENER

COLUMBIA UNIVERSITY
IN THE CITY OF NEW YORK



GEOFFREY WIENER

Assistant Vice President
Facilities Planning & Space Management

B-230 East Campus
410 West 118th Street, MC 3403
New York, NY 10027
212-854-6874 Fax 212-854-3780 grw3@columbia.edu

- for your reply
- for your recommendation
- for your appropriate action
- for your information
- for your signature
- for your review
- at your request
- for your file

Attached please find
a hard copy version of
the comments to the
Draft Public Scoping
Document re: the MTS
at 135th Street, in addition
to the faxed version
sent on Friday, 7/9/04.

JOELLEN K. BAGAYOKO

East Campus, Room B-230 Mail Code 3407
212-854-1115 Fax 212-854-3780 jk843@columbia.edu

COLUMBIA UNIVERSITY

IN THE CITY OF NEW YORK

FACILITIES PLANNING AND SPACE MANAGEMENT

July 9, 2004

New SWMP Comments
c/o Ecology and Environment, Inc.
90 Broad Street, Suite 1906
New York, NY 10004

RE: Comments on the Draft Scope for the Draft Environmental Impact Statement (DEIS) for the new 20-year Solid Waste Management Plan (SWMP)

Below are Columbia University's comments to the Draft Public Scoping Document for the proposed reuse of the Marine Transfer Station at 135th Street and the Hudson River. Columbia is eager to work with the NYC Department of Sanitation (DSNY) to ensure that its DEIS is as thorough and complete as possible with regard to the potential impacts of the Proposed Action and Alternatives. We also want to be sure that all alternatives that might mitigate any negative impacts are evaluated.

Columbia University is concerned with these issues for good reasons. In general, we are concerned about the quality of life in Northern Manhattan and the West Harlem community, which is already burdened by high rates of certain diseases, notably asthma. More specifically, the New York City Department of City Planning is about to consider a proposed major re-zoning from 125th to 133rd Street, from 12th Avenue to Broadway. In conjunction with the rezoning, Columbia University plans to develop a number of educational, research, residential and administrative facilities in the area. Over the next 25-30 years, it is anticipated that the area could accommodate approximately six million square feet of new campus and non-campus development.

1. Basis for MTS Evaluation

As a general comment, it appears that the DEIS is going to be performed on tonnage and truck throughputs at the MTS are far less than the design capacity. The draft scope refers to 1,416 tons per day as the average peak delivery for DSNY-managed waste and a corresponding 222 trucks per day. However, the facility's design capacity is 4,290 tons/day. The DEIS should examine a worst-case scenario assuming full utilization.

2. Impact Analysis Methodology

There are a number of areas where we believe the impact analyses described in the draft scope can be improved.

- 135th Street's intersections with Riverside and Broadway
- Broadway and 125th Street
- 138th Street between Broadway and Riverside Drive

2.6. The draft scope indicates that the CO screening threshold is lower for midtown than for Northern Manhattan. Given the concentration of heavy duty vehicle facilities in West Harlem (such as garages, depots and terminals), the CO threshold for the 135th Street MTS evaluation should be as high as that for any part of Manhattan.

3. Alternative Fuels

The draft scope appears not to include an assessment of alternative fuels for trucks, on-site equipment or tugs. Even if DSNY has made a major commitment to ultra-low sulfur fuels, given the long term nature of the SWMP and impact of fuel type on air quality, we recommend the DEIS include an evaluation of alternative fuels, including CNG and bio-diesel blends. This analysis should include DSNY collection trucks and other waste transportation vehicles that might use the facility, as well as on-site heavy equipment, such as cranes and front-end loaders, and marine vessels.

4. Tonnage and Truck Allocations

Assuming comparable generation rates across the City and using 2000 population data, it appears that 135th is handling a disproportionately large amount of waste compared to the other Manhattan MTSs under consideration. The following table summarizes key data.

MTS	Districts Served	Population (2000)	Avg Peak Day Delivery of DSNY Managed Waste*	Peak Day DSNY Collection Vehicles*
135 th St	9, 10, 12	427,247	1,416	222
91 st St	5, 8, 11	378,834	1,093	130
59 th St	1, 2, 3, 4, 6, 7	723,276	1,068	124

* From Draft Scope

DSNY should re-examine its planned tonnage allocations. If 135th Street is slated to receive an additional burden of non-DSNY collected waste, such as waste from institutions or other City agencies, this should be reallocated accordingly. In any case, DSNY should explain the tonnage and truck discrepancies between MTSs.

5. Commercial Waste

The scoping document is very vague as to how commercial waste is to be handled under any of the scenarios, and what alternatives for its management will be evaluated. It identifies use of the MTSs as an option, but does not identify volumes.

We are aware commercial waste is a major issue for the City and especially Manhattan. According to the recent Commercial Waste Study, Manhattan produces approximately 4,200 tons/day of commercial waste. The same Study concluded there were no feasible sites for new commercial waste export facilities in Manhattan, and draft scope identifies limited capacity for commercial waste at the 59th Street MTS (1,077 tons/day vs. 2,874

2.1. Development that could occur under the proposed rezoning should be taken into account as part of the study. This DEIS should also take into consideration the following traffic changes that both New York City EDC and Columbia have proposed for the area:

- Three street direction changes (133rd Street one-way westbound west of Broadway, 132nd Street one-way eastbound west of Broadway, and 125th Street one-way westbound between Marginal and 12th Avenue).
- Three new traffic signals (St. Clair Pl. @ 12th Ave., 125th St. @ 129th St., and Marginal @ 132nd St.)
- Signal timing modifications (to be determined)
- Henry Hudson Parkway northbound on-ramp relocation from 133rd Street @ Marginal to 134th Street west of 12th Avenue. This is a long-term change (5+ years), but the design process should happen in the short term.

2.2. The impact of truck queuing on traffic should be considered in addition to intersection delay impacts. Where does queuing occur, and what is the duration and extent of the queue?

2.3. The draft scope indicates that during the peak hour, 30 truck trips are expected to be generated to/from the site. Converted to pce's (passenger car equivalents), this is 45 trips. Any employee trips to the site (the number of these is unclear in the scoping document) would be added to this number. CEQR indicates that projects that exceed 50 peak hour trips require a detailed traffic study. Since the 135th Street MTS is expected to generate close to 50 trips and due to the sensitive nature of the surrounding land use and the fact that the study area faces a number of complicated traffic issues related to Columbia's planned development, a detailed traffic study should be performed regardless of CEQR thresholds. In preparing and conducting a detailed study, Columbia would be pleased to work with DSNY to ensure that traffic analysis points and times are appropriate and adequate.

2.4. The City's "Interim Plan" for waste export – the current system of trucking Manhattan's trash to a waste-to-energy plant in Newark -- did not undergo a full environmental assessment when it was implemented. This system is now being considered as a long term alternative to the Proposed Action. The draft scope is unclear as to how the truck-based system will be addressed, but this alternative should be thoroughly evaluated in the DEIS. This should include calculations of Vehicle Miles Traveled (VMT) and their relative impacts on air quality and congestion. The final scope should identify the traffic analysis points for the alternative of ongoing trucking, which should include key points in Northern Manhattan that receive George Washington Bridge-bound DSNY trucks.

2.5. The DEIS should include, but not be limited to, the following locations as measurement points for traffic, air quality, noise and odor:

- 133rd Street's intersections with Marginal, 12th Avenue, and Broadway
- 132nd Street's intersections with Marginal, 12th Avenue, and Broadway

tons/day at 135th Street). For these reasons and to ensure the DEIS addresses the full potential impact of the alternatives (as mentioned in #1 above) the DEIS should evaluate the 135th Street MTS under the scenario where it is operating at or close to its full the design capacity of 4,290 tons/day. In addition, the evaluation of commercial waste truck impacts must include conservative estimates on the adoption of EPA-compliant truck engines and fuel types by commercial waste haulers.

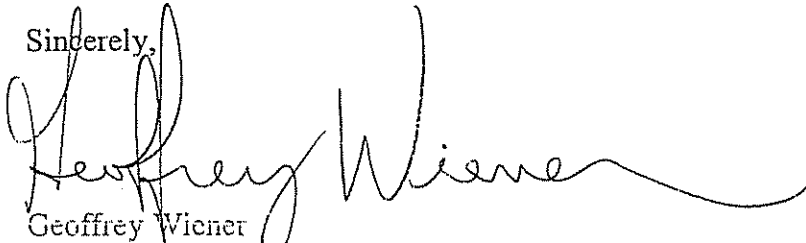
6. Alternatives at the MTS

There are possible facility modifications beyond those described in the draft scope that we believe may mitigate impacts. A study of these options would enhance the EIS and SWMP process, as the City attempts to identify the best long-term solution. These alternatives should be examined in connection with both the Proposed Action and the alternative whereby the MTS is used in its current configuration with hopper barges.

6.1. A new "flyover" for vehicles to access the 135th Street MTS more directly. The flyover would connect 135th Street at Riverside Drive to the MTS, via a dedicated bridge for DOS vehicles over both the Amtrak rail line and the Henry Hudson Parkway. A more detailed description and two graphic illustrations of this concept are attached.

We reiterate that Columbia University stands ready to work with DSNY to evaluate the proposed impacts. We look forward to hearing from you. If you have any questions, feel free to contact me at (212) 854-6874.

Sincerely,



Geoffrey Wiener
Assistant Vice President
Facilities Planning and Space Management
Columbia University

cc: Robert Kasdin
Loretta Ucelli
Larry Dais
Jeremiah Stoldt
Warren Whitlock

Alternative Access to 135th Street MTS

If the MTS is reopened, there is a possible alternative to the local Manhattanville street network as the means of accessing the MTS. 135th Street is a wide, two-way thoroughfare that connects Broadway with Riverside Drive east of the 135th Street MTS. The segment of 135th Street where the MTS is located is on a lower elevation and does not connect with the portion of 135th Street east of 12th Avenue. However, a new ramp over the Henry Hudson Parkway connecting 135th Street at Riverside with the MTS facility would remove MTS-related traffic and queuing from Manhattanville's interior network, particularly on 12th Avenue, and 125th, 133rd, and 138th Streets. Figure 3.2 shows a cross section of the location. Figure 3.3 shows an aerial view.

Figure 3.2: Cross Section of Proposed 135th Street Flyover Access Ramp

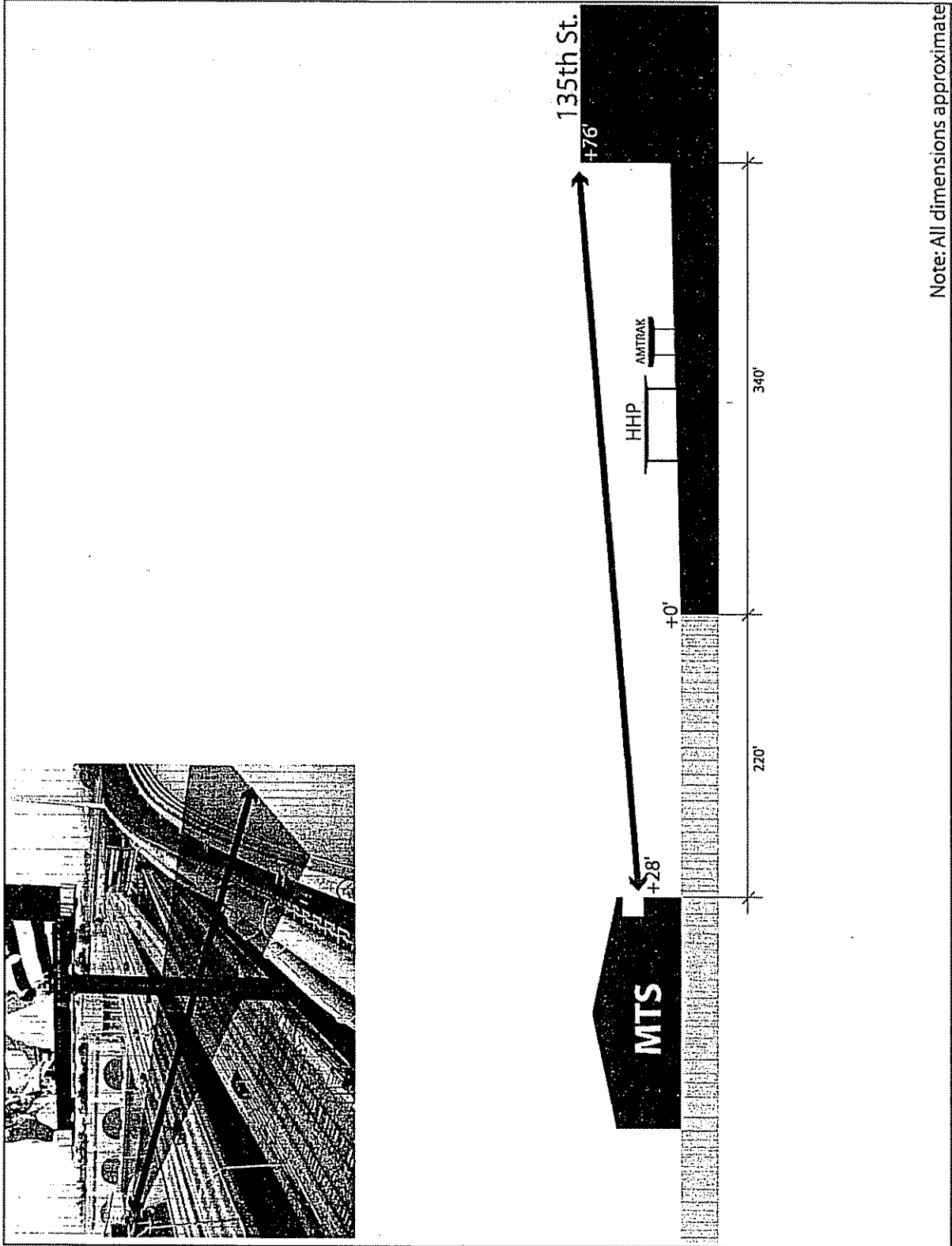
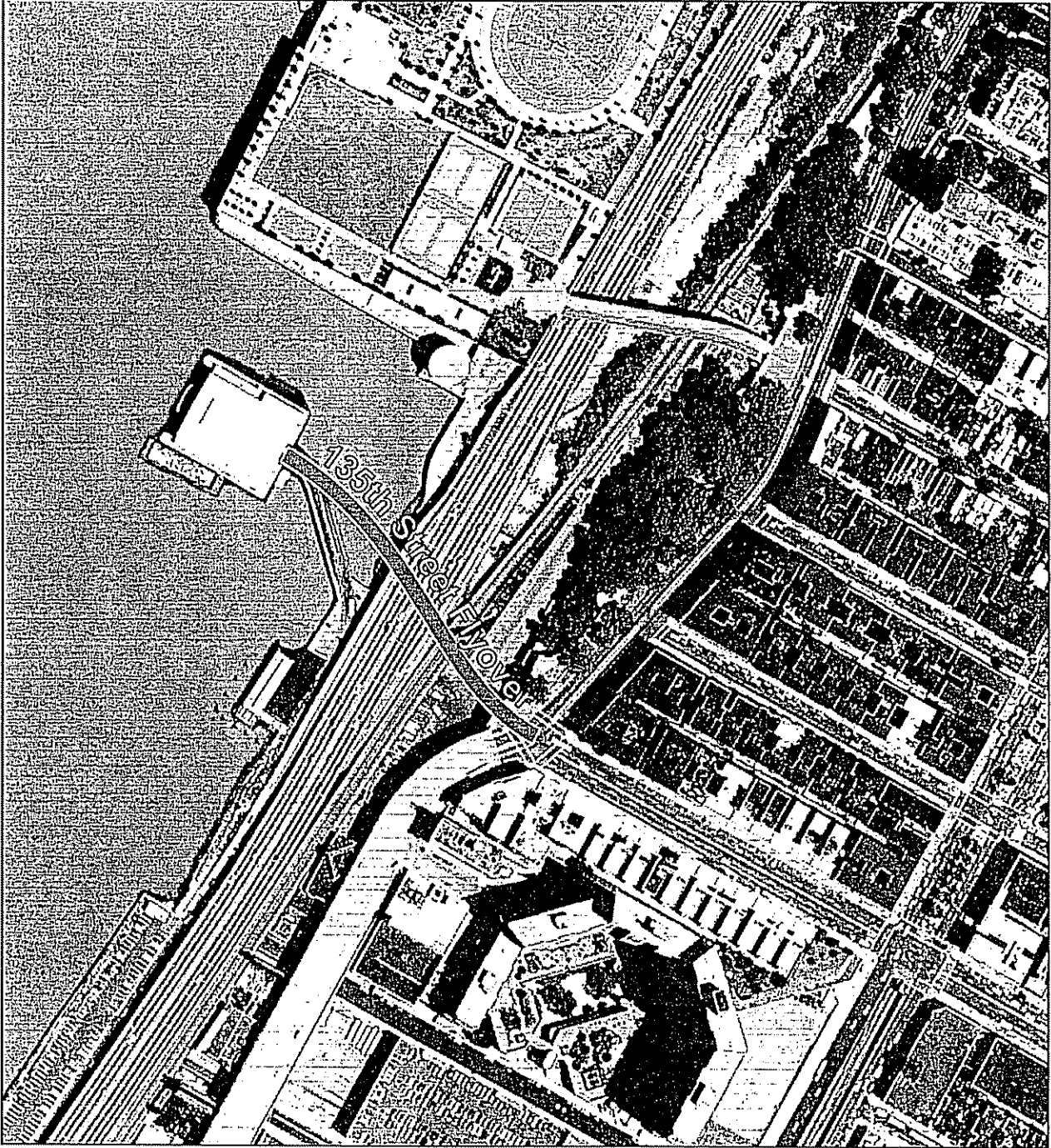


Figure 3.3: Aerial View of Proposed 135th Street Flyover Access Ramp



Facilities Planning and Space Management
410 West 118th Street, Mall Code 3407, New York, NY 10027
Phone (212) 854-6874 Fax (212) 854-3780

Columbia University

Fax

To: 212-269-0788 - NYC Department of Sanitation 212-742-1718 - Ecology & Environment, Inc.	From: 212-854-3780 Geoffrey Wiener	Date: 07/09/04
Re: Comments on Draft Scope for DEIS of SWMP	Pages: 7 including cover sheet	

Urgent For Review Please Comment Please Reply FYI

● **Comments:**

Attached please find Comments on the Draft Scope for the Draft Environmental Impact Statement (DEIS) for the new 20-year Solid Waste Management Plan (SWMP).

COLUMBIA UNIVERSITY

IN THE CITY OF NEW YORK

FACILITIES PLANNING AND SPACE MANAGEMENT

July 9, 2004

New SWMP Comments
c/o Ecology and Environment, Inc.
90 Broad Street, Suite 1906
New York, NY 10004

RE: Comments on the Draft Scope for the Draft Environmental Impact Statement (DEIS) for the new 20-year Solid Waste Management Plan (SWMP)

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5. Commercial Waste

The scoping document is very vague as to how commercial waste is to be handled under any of the scenarios, and what alternatives for its management will be evaluated. It identifies use of the MTSs as an option, but does not identify volumes.

We are aware commercial waste is a major issue for the City and especially Manhattan. According to the recent Commercial Waste Study, Manhattan produces approximately 4,200 tons/day of commercial waste. The same Study concluded there were no feasible sites for new commercial waste export facilities in Manhattan, and draft scope identifies limited capacity for commercial waste at the 59th Street MTS (1,077 tons/day vs. 2,874

tons/day at 135th Street). For these reasons and to ensure the DEIS addresses the full potential impact of the alternatives (as mentioned in #1 above) the DEIS should evaluate the 135th Street MTS under the scenario where it is operating at or close to its full the design capacity of 4,290 tons/day. In addition, the evaluation of commercial waste truck impacts must include conservative estimates on the adoption of EPA-compliant truck engines and fuel types by commercial waste haulers.

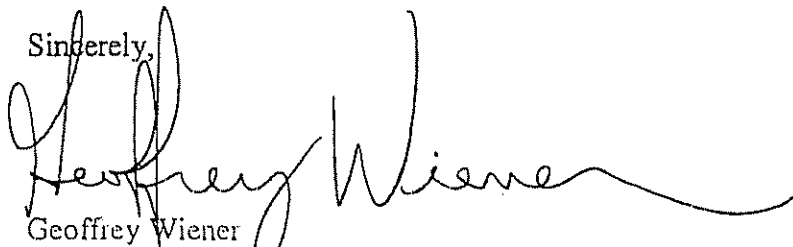
6. Alternatives at the MTS

There are possible facility modifications beyond those described in the draft scope that we believe may mitigate impacts. A study of these options would enhance the EIS and SWMP process, as the City attempts to identify the best long-term solution. These alternatives should be examined in connection with both the Proposed Action and the alternative whereby the MTS is used in its current configuration with hopper barges.

6.1. A new "flyover" for vehicles to access the 135th Street MTS more directly. The flyover would connect 135th Street at Riverside Drive to the MTS, via a dedicated bridge for DOS vehicles over both the Amtrak rail line and the Henry Hudson Parkway. A more detailed description and two graphic illustrations of this concept are attached.

We reiterate that Columbia University stands ready to work with DSNY to evaluate the proposed impacts. We look forward to hearing from you. If you have any questions, feel free to contact me at (212) 854-6874.

Sincerely,



Geoffrey Wiener
Assistant Vice President
Facilities Planning and Space Management
Columbia University

cc: Robert Kasdin
Loretta Ucelli
Larry Dais
Jeremiah Stoldt
Warren Whitlock

Alternative Access to 135th Street MTS

If the MTS is reopened, there is a possible alternative to the local Manhattanville street network as the means of accessing the MTS. 135th Street is a wide, two-way thoroughfare that connects Broadway with Riverside Drive east of the 135th Street MTS. The segment of 135th Street where the MTS is located is on a lower elevation and does not connect with the portion of 135th Street east of 12th Avenue. However, a new ramp over the Henry Hudson Parkway connecting 135th Street at Riverside with the MTS facility would remove MTS-related traffic and queuing from Manhattanville's interior network, particularly on 12th Avenue, and 125th, 133rd, and 138th Streets. Figure 3.2 shows a cross section of the location. Figure 3.3 shows an aerial view.

Figure 3.2: Cross Section of Proposed 135th Street Flyover Access Ramp

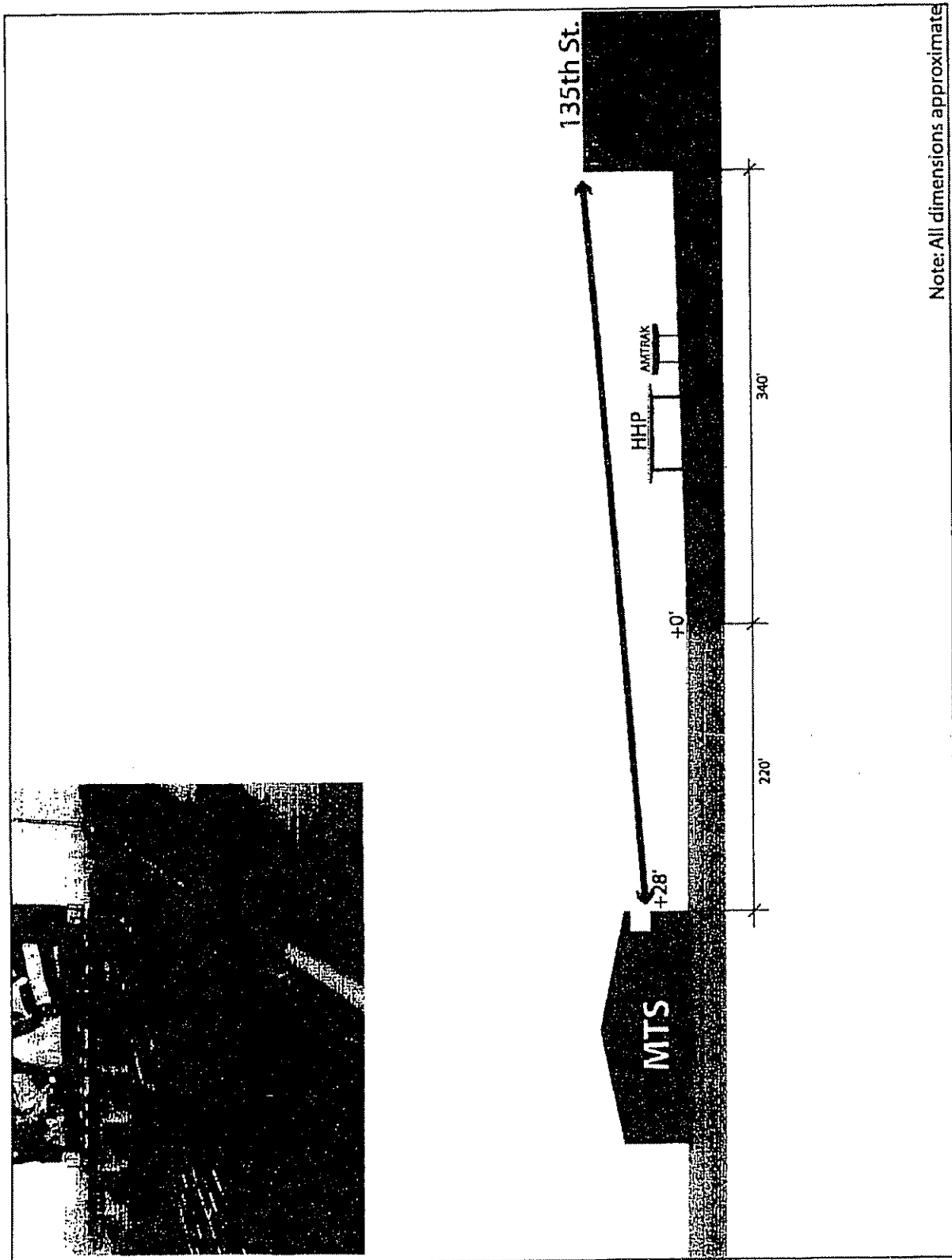


Figure 3.3: Aerial View of Proposed 135th Street Flyover Access Ramp

