Fixing the L Line’s Canarsie Tunnel

Manhattan CB6
11/5/2018
80+ buses in the peak hour in the peak direction over the Williamsburg Bridge
Projected to carry 17% of riders
Bus Priority Plan

14th Street Busway
Buses and Local Access Only
Eastbound: Ninth Av to Third Av
Westbound: Third Av to Eighth Av
5 AM to 10 PM, every day

Proposed
- Williamsburg Bridge
  Buses, Trucks & HOV 3+ Only
- Busway
  Buses & Local Access Only
- Bus Priority
- SBS Route & Stop
- Shuttle Route & Stop

Existing
- Bus Lane

Williamsburg Bridge
Buses, Trucks & HOV 3+ Only
Manhattan-Bound & Brooklyn-Bound
5 AM to 10 PM, every day
Williamsburg Bridge HOV3+

**HOV 3+ Policy:**
5 AM to 10 PM, every day
- Buses, Trucks & HOV 3+ Only
- Manhattan- and Brooklyn-Bound
- All Lanes

**Key benefits**
- 5 AM start discourages early morning congestion before regulation goes into effect
- HOV supports period of highest projected bus ridership demand
- DOT coordinating with NYPD on enforcement staging, strategy
14th Street Busway

- Implementation is underway
- Work will be complete before the L train tunnel closure
14th Street Busway Design

Existing

Proposed (at stops)

Proposed (midblock)
14th Street Busway Hours

5 AM to 10 PM, every day
- Buses
- Emergency Vehicles
- Local access for deliveries, private parking garages, pickups and drop-offs

- Busway hours support period of highest traffic demand on 14th Street
- Bus lane camera enforcement and NYPD presence will deter through traffic
- Busway operation without a midday gap allows for clear messaging and enforcement
- DOT will monitor traffic conditions on 14th Street and wider traffic network throughout the closure period
M14 Bus Service

M14A/D stops relocated to improved stop locations to align with new street markings:

- Eastbound 5<sup>th</sup> Ave stop moved to other end of block
- Eastbound University Pl stop moved across University Pl stop to remain until April 2019
Interborough Bus Service

- Manhattan turnaround for L1, L4 moved from 15th St to 17th St
20th Street Bike Lane & Street Improvements

Route Details

**Existing:** Standard bike lanes

**Proposed:** Upgrade bike lanes to two-way protected path

**Proposed:** At bus stops

Implementation

- Bus boarding island & markings implementation is ongoing
- Temporary parking restriction is in place to accommodate riders during bus island construction
- Additional markings, signal timing update, and other elements are forthcoming, and will clarify the new roadway configuration
Construction

- Project is on track
- Using weekend service closures so tunnel work can begin right away
- Work hours and other details are posted online: http://mta.info/sandy/worksitecommitment
Construction

**NOW**

- **Complete:** Jet grouting operation between 1st Ave. and Ave. A
- **In-progress:** Excavation for new station entrance and elevator between 1st Ave. and Ave. A
- **In-progress:** Jet grouting work between Ave. A and Ave. B
- Current site configuration should remain largely the same through the end of the year

**LOOK-AHEAD**

- **Mid-Nov. 2018:** Sidewalk to become continuous in front of businesses between 1st and Ave A on south side of 14th
- **Dec. 2018:** Elevator shaft and steel structure construction, excavation for substation to begin between 1 Av and Av A
- **Jan. 2019:** Site footprint reduced between 1st Ave. and Ave. A and hours to reduce at Ave. A
Construction

We’re listening and making improvements

Changes we’ve made to mitigate to date include:
1. Installed white noise backup alarms on as many trucks as possible
2. Swapped diesel-powered equipment with electric-powered where possible (example: all of the light towers are now electric-powered)
3. Purchased and installed custom light shields on the electric-powered light towers to shield light from residents
4. Coordinating with Con Ed, DEP, DOT and others to escalate and fix issues, such as a manhole between Ave A and Ave B on 14th Street
5. Installed sound blankets on all possible fences to absorb noise
6. Enclosed noisy equipment with sound barriers (example: cement pig)
7. Added lights along pedestrian walkways to ensure safety
8. Created a more frequent schedule for hosing down the worksite
9. Assigned two team leads to do walk-throughs at the end of the evening shift to ensure the job is fully closed down (lights off, machines off, etc.)
10. Truncated work schedule so last part of working hours (10-11 p.m.) is used for cleanup only, pending unforeseen circumstances
Environmental Quality Plan

Service Plan
- Buses
  - 5 electric and 10 hybrid diesel-electric buses by April 2019 for the interborough routes
  - 15 articulated electric buses to follow in Q4 2019 for M14 SBS
- PM2.5 Monitoring
  - Best tool to monitor for diesel and related particulates
  - Securing monitoring equipment sites to establish baseline as soon as possible
  - Results will be made publicly available

Construction Sites
- Dust and Silica Monitoring
  - Dust control plan in place for PM10 and silica
  - Mitigation plan is also underway, including a custom filtration system used underground
  - No exceedances of PM10 at street-level; silica worker exposure assessment will be conducted; monitoring will be ongoing
- Asbestos:
  - Removed prior to construction
Communications/Marketing in the Works

**Goal:** to educate and inform that you have travel options, sell people on the new travel options, present one source of information between MTA NYCT and NYCDOT.

**Content**
- Overview project and service plan brochure
- Station-specific brochures
- Mini-newsroom to create weekly newsletters and other content

**Tools**
- Trip planning with zone-based map (Nov – Winter 2019)
- MyMTA app (late Winter 2019)

**Channels**
- Four MTA/DOT open houses in Brooklyn and Manhattan in January, February, March
- Weekly pop-ups via mobile information centers, street team outreach, community events participation
- Website

Additional marketing plan with targeted business; outreach underway
Mobile Information Centers

Beginning in January, we will be stationing mobile information centers at various locations to reach communities impacted by the L Tunnel Reconstruction Project.

We will be at locations like the following:

**Brooklyn:**
- Bedford Avenue/N. 7th Street: (outside Bedford Avenue L station)
- Grand Street/Bushwick Avenue (outside Grand Avenue L station)
- Myrtle Avenue/Wyckoff Avenue (outside Myrtle-Wyckoff Aves. L M complex)
- Metropolitan Avenue/Lorimer Street G L station

**Manhattan:**
- 14th Street near Union Sq, 6th Ave, 8th Ave, and 11th Ave
- Spring Street near the 6 train
- Near Delancey-Essex Street Station
- Near Bleecker St Bway Lafayette Station
Street-level implementation:
- Fare machines
- Street markings (lane lines, bike lanes, bus lane paint)
- Bus boarder
- Metropolitan Ave. paving
- Signage updates

Communications
- Mobile information center roll-out
- Open houses
- Street team

Service changes:
No L service on weekends and weeknights

Saturday, April 27, 2019:
L tunnel is closed (last day of service is April 26)

Post, April 27, 2019:
L also closed some weekends from Bedford Av to Bway Junction for substation/station work

Service changes:
No L service overnights and six weekends

Regular service on the L

Street-level implementation:
- Bus-only markings
- Install bus lane, HOV signage
- Ferry operations

Sunday, April 21, 2019:
- Bus and Ferry Service Begins

Ongoing: Communications - attend Community Board meetings, community events, distribute newsletter, update website and Twitter account, etc.
More information

MTA.info/LTunnelReconstruction

NYC.gov/LTrainClosure