OUTLINE

• Background
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BACKGROUND
SANDY DAMAGE

- The Canarsie Tube was inundated with saltwater during Superstorm Sandy causing corrosion of cabling, circuit breakers and power and track equipment.
- The duct bank alongside the track, which houses cabling and provides walkway for emergency egress, sustained heavy damage and had one partial collapse.
- Minor and emergency repairs have been conducted.
- **The tunnel needs a complete overhaul**
MYRTLE VIADUCT REHABILITATION

- During the Canarsie work, it is critical that the line be available to carry displaced riders.
- July 1, 2017 to September 1, 2017
  - Suspended between Metropolitan Av and Myrtle Av/Broadway
  - Replacement bus service
- September 2, 2017 to April 30, 2018
  - Rail shuttle between Metropolitan Av and Myrtle-Wyckoff Avs
  - Shuttle bus between Myrtle-Wyckoff Avs and Myrtle Av/Broadway
- Outreach presentations given to Brooklyn and Queens Community Boards
CHALLENGE OF SERVING L CUSTOMERS

• A total of 400,000 daily riders use the L:
  – 225,000 use the Canarsie Tube under East River
    o Comparable to LIRR ridership to/from Penn Station
    o Nearly as many passengers during the AM peak hour as all six East River bridges and tunnels move vehicles
  – 50,000 travel solely in Manhattan – more than the 35,000 on M14
  – 125,000 travel solely in Brooklyn
• Large number of L riders travel to 14th Street stations, including 1 Av, which is not easily reached by other subway lines
WHAT WE’VE BEEN DOING
CONTRACT UPDATE

- Contract awarded April 2017
- **15 Month Closure**, beginning April 2019
- Bonus for early completion
- Financial penalties for delays ($400k/day)
WEBSITE UPDATE

MTA website has been updated with:

• Details on improvements post-construction
• Primer on planning process, transit and traffic modeling
• Listing of community engagement events
• FAQ
• Comment form

web.mta.info/sandy/rebuildingCanarsieTunnel.html
WHAT WE’VE LEARNED
PUBLIC WORKSHOPS

• In February and March, NYCDOT & MTA hosted two workshops in Manhattan and two in Brooklyn
• Participants interacted directly with representatives from NYCDOT, MTA, NYC Small Business Services about transportation, business, community, and accessibility concerns
• 550 participants from all over the City
• Participants shared preferences on types of alternative transit and street designs
PUBLIC WORKSHOPS

Overwhelming desire for agencies to take aggressive action

Most frequent comments:
- Buses need dedicated lanes
- Provide multiple options, including ferry
- Simple, direct inter-borough bus routing, connecting to subways
- Bike lanes should be physically separated
- Street treatments should take emergency vehicle and delivery access needs into consideration
- Manhattan residents fear traffic spillover on narrow, mostly residential side streets
CROSS RIVER TRAFFIC ANALYSIS

Travel Between Manhattan and Brooklyn

• Shuttle buses will be an essential link for some neighborhoods affected by L closure

• If we do nothing:
  – Buses would be stuck in traffic on Williamsburg Bridge and local streets
  – Some riders with shorter cross-river commutes could shift to for-hire vehicles, further burdening street network
  – Added street congestion would slow emergency vehicles, trucks and local deliveries

AM Traffic on Williamsburg Bridge
MANHATTAN CROSSTOWN TRAFFIC ANALYSIS

Travel on 14th St

• Currently:
  – 35,000 weekday bus passengers
  – 21,000 people in autos or taxis
  – Over 50,000 pedestrians per hour

• During 14th Street closure:
  – Bus service will carry more than 70,000 daily riders across 14th St
  – Bus service will need to more than double to carry that demand
  – Pedestrian volumes will increase dramatically
  – Traffic management solutions will be essential

14th Street at Union Square
MANHATTAN CROSSTOWN TRAFFIC ANALYSIS

If we do nothing:

• Widespread traffic impacts on 14th Street, Manhattan avenues and parallel streets
• Pedestrian safety/comfort decreases
• Loading at curb and garage access becomes more difficult

Without aggressive transit priority and street redesign, the additional buses and pedestrians could lead to gridlock
DRAFT CONCEPT PLAN
DRAFT CONCEPT PLAN

- More subway service
- New bus service (200 additional dedicated buses)
- New ferry service
- More bike and pedestrian infrastructure
DRAFT CONCEPT PLAN: TRANSIT SERVICE OVERVIEW

Served by alternate subways (3 4 A C G J M), may need to add frequency to some feeder bus routes

Served by ferry, bus or subway (G J M)

Served by subway (G J M) or bus, depending on destination

Two-Tracks Closed for 15 months

No ⁰ trains between 8 Av and Bedford Av
 ⁰ service operates between Rockaway Pkwy and Bedford Av
⁰ makes all stops between Myrtle Av and Marcy Av

Bus and ferry options under review and subject to discussion with partner agencies.
DRAFT CONCEPT PLAN: SUBWAY SERVICE

- Subway service increased on G J M Z
- JZ trains run local from Myrtle Av to Marcy Av to handle additional demand at South Williamsburg stations
- Free MetroCard transfers between:
  - Broadway G and Lorimer St J M Z
  - Junius St 3 and Livonia Av L
- Weekends and Overnights, M runs to 96 St / 2nd Av
DRAFT CONCEPT PLAN: SUBWAY STATIONS

• Passenger flow improvements at Marcy Av J M Z, and Court Sq G stations
• Reopening station entrance at Flushing Av J M Z at Fayette Street
• Additional station improvements and entrance reopenings under evaluation

Closed Entrance at Flushing Av Station
DRAFT CONCEPT PLAN:
CROSS RIVER TRAFFIC ANALYSIS

Fast and reliable bus service across Williamsburg Bridge will be critical to overall plan

Potential Williamsburg Bridge Bus Priority Strategies:

- Traffic designated to specific parts of the bridge (e.g., outer roadway limited to bus/truck only)
- Bus lanes on bridge approaches and exits to ensure shuttle buses can operate reliably in both directions
- High Occupancy Vehicle (HOV) policies

Modeling effort measuring:

- Bus travel time
- Effects on regional traffic
- Effects on local street network near bridge entrances
HOV on the Williamsburg Bridge would reduce traffic, improving both bus and auto speeds, but requires further analysis:

- HOV on WBB creates risk of significant traffic shifts to other East River Bridges and their approaches
- L train effects will not be limited to just Williamsburg, but will be felt throughout the city.
DRAFT CONCEPT PLAN: INTER-BOROUGH BUS ROUTING
Simple, Direct Connections Across East River

- Limited stop, high frequency service
- Streamlined route design to maximize bus capacity with a limited supply of vehicles
- Targeted to L markets where buses could be faster than using alternate subway lines
- Currently planning three routes, but this could change based on public input

- **Route 1:** N. Williamsburg – S. Williamsburg – Delancey St/ Essex St FJMJZ – Spring St 6 / Prince St RW / Broadway-Lafayette St BDFM / Bleecker St 6
- **Route 2:** Grand St L – Delancey St/ Essex St FJMJZ – 1 Av/14 St
- **Route 3:** Grand St L – Delancey St/ Essex St FJMJZ – Spring St 6 / Prince St RW

Broadway-Lafayette St BDFM / Bleecker St 6
14TH STREET CORRIDOR DESIGN
TRANSIT PRIORITY OPTIONS

Under evaluation:
1. Standard Select Bus Service – Full Corridor
2. Enhanced Select Bus Service – Full Corridor
   • Includes Additional Turn and Curb Restrictions
3. Exclusive Bus Way in Core, SBS elsewhere
4. Exclusive Bus Way – Full Corridor
   • Both bus way options include additional pedestrian space

Modeling results measuring:
• Bus travel time
• General traffic effects on adjacent streets and avenues
• Pedestrian effects on transit network

Curb access for deliveries/loading will be a key consideration
DRAFT CONCEPT PLAN: 14TH STREET SBS BUS ROUTING

Western terminal based on bus priority
DRAFT CONCEPT PLAN: 14TH STREET SBS BUS ROUTING

New 14th Street SBS Route
- Overlay in addition to existing M14A, M14D Service
- Bus Priority / Potential Bus Lanes
- Off-Board fare collection on SBS route
- Traditional on-board fare collection on M14A and M14D
- Western terminus will be determined based on level of bus priority on 14 St
- Route: Stuyvesant Cove (20 St & Av C) – 1 Av – 3 Av – Union Sq 4 5 6 N Q R W – 6 Av F M 1 2 3 – 8 Av A C E
DRAFT CONCEPT PLAN: FERRY

- Temporary ferry service between N. 6th St. and E. 20th St.
- Up to 8 boats per hour (every 7.5 minutes) – maximum docking capacity
- Capacity for approximately 1,200 riders per hour (about the capacity of one L train or 22 standard length buses)
- Fare will be integrated into M14 SBS and M23 SBS system
- Some customers may take NYC Ferry, particularly people going to the East 30s or Wall St
- MTA, NYCEDC and NYCDOT are working together to provide this service
DRAFT CONCEPT PLAN: FERRY HOURS OF OPERATION

• Proposed Hours:
  − Weekdays/Sunday: 6 AM – Midnight
  − Friday/Saturday: 6 AM – 2 AM
• Potential noise concerns with late night operation
  • USCG requires use of horn at every departure
• Need for community input before final decision
Goals

• Bike network upgrades on either side of Williamsburg Bridge

• Separating bikes from buses allows for safer operations and more efficient bus services

• Provide protected facility where possible to provide an attractive, safe option for increased number of cross-river and crosstown cyclists
DRAFT CONCEPT PLAN: BIKE AND PED MITIGATIONS

- Bike network expansion
- Potential high capacity bike parking
- Potential CitiBike expansion
- Targeted pedestrian safety improvements, including at Vision Zero priorities and subway entrances
DRAFT CONCEPT PLAN: ANTICIPATED RIDERSHIP BY MODE

- 75-85% to other subway lines
  - Target share is 75% to keep subway crowding to manageable levels
  - Need attractive bus mode to reduce subway share
- 5-15% to shuttle buses (12,000-36,000 riders per day)
  - 15% bus share only achievable with aggressive transit priority
- 3-5% to ferry
  - Ferry capacity limited to 5% of \( L \) market
- 5-7% to bikes, taxis, other (e.g., cars, Uber, etc.)
PRELIMINARY WORK
PRELIMINARY STREET WORK TO BEGIN IN JUNE

- 14th St & Av A
- Bedford Av & N 7th St
Ave A North & South Side Street Works

1st Ave North ADA - 136' x 15'

1st Ave South ADA - 136' x 18'

Supermarket

Parking
N 7th Street between Bedford Av and Driggs Av
NEXT STEPS

• June 2017
  – Community Board Briefings

• Summer – Fall 2017
  – Meet again in the Fall
  – Refine Plan
  – Next round of public engagement

• Winter 2017
  – Share Service Plan
Fixing the L Line’s Canarsie Tunnel