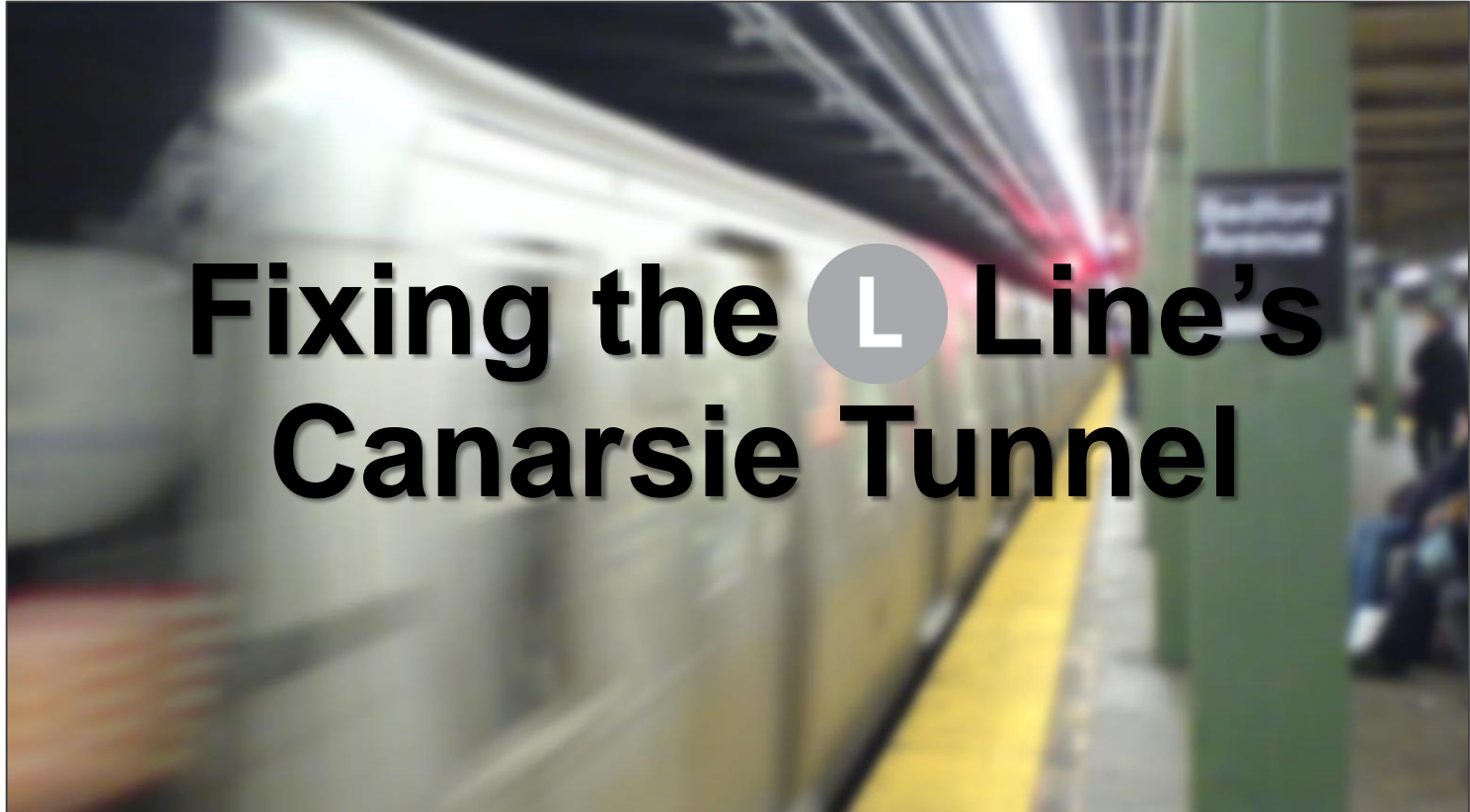


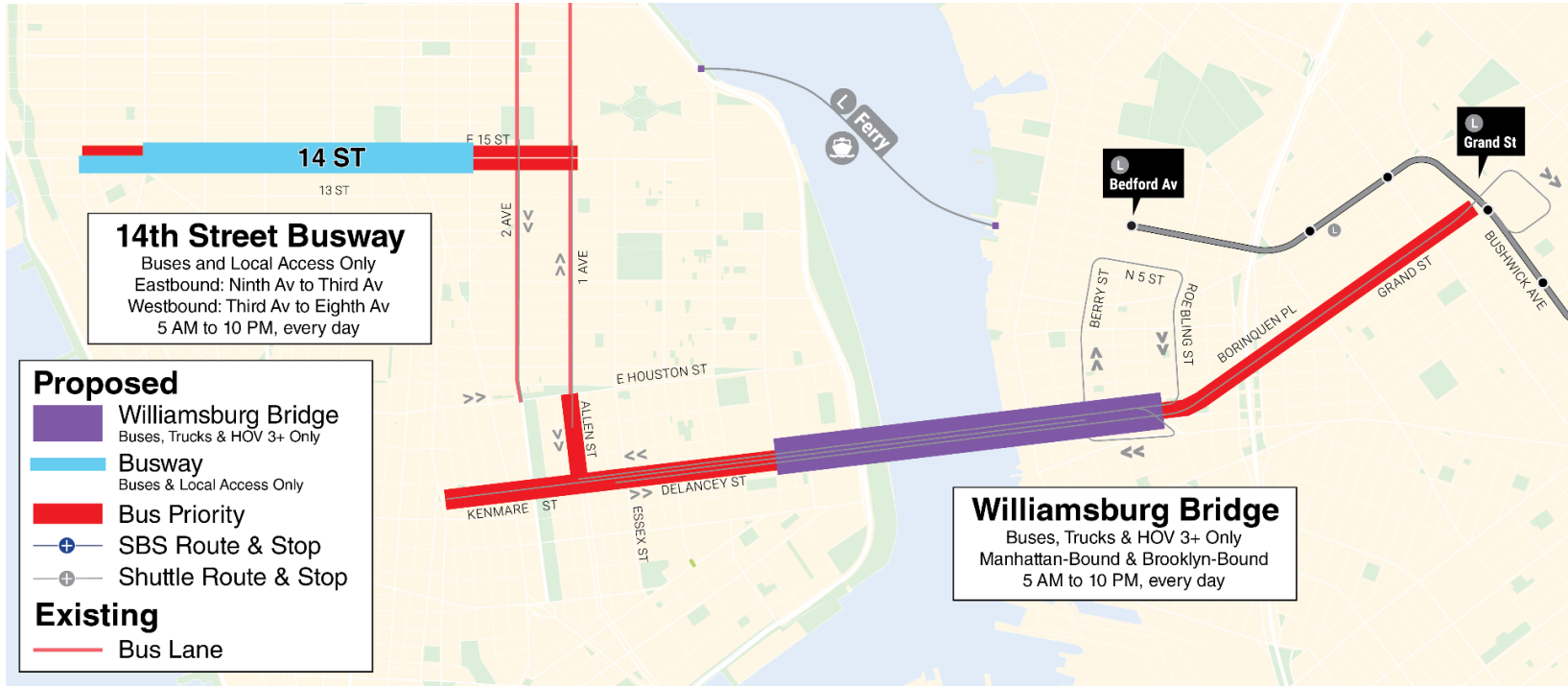


# Fixing the Line's Canarsie Tunnel





# Bus Priority Plan





# Williamsburg Bridge HOV3+

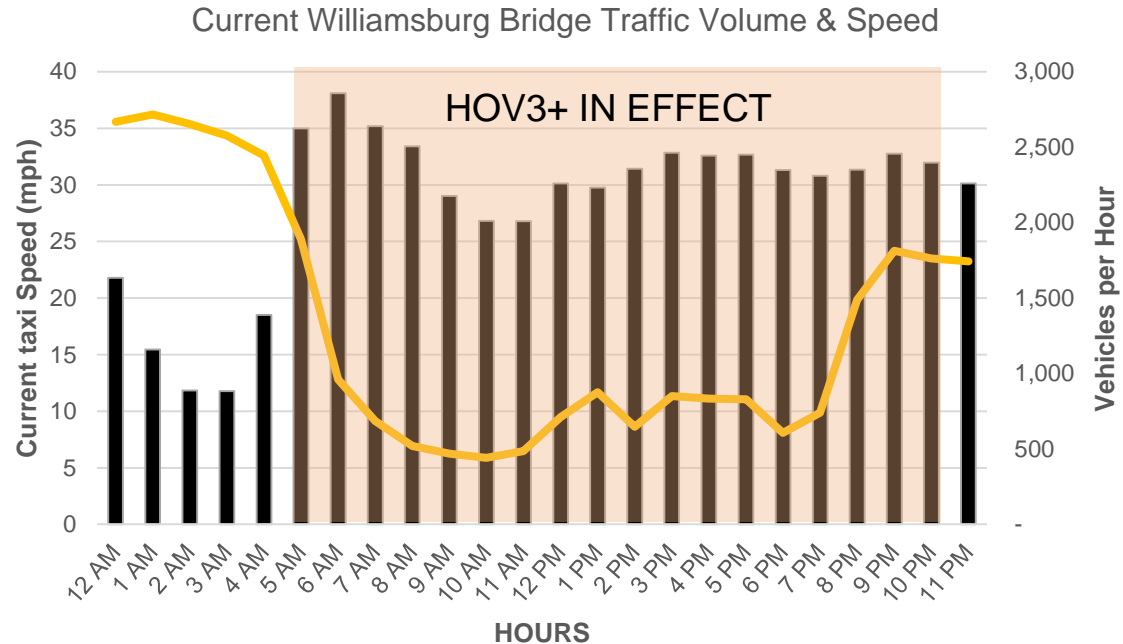
## HOV 3+ Policy:

**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



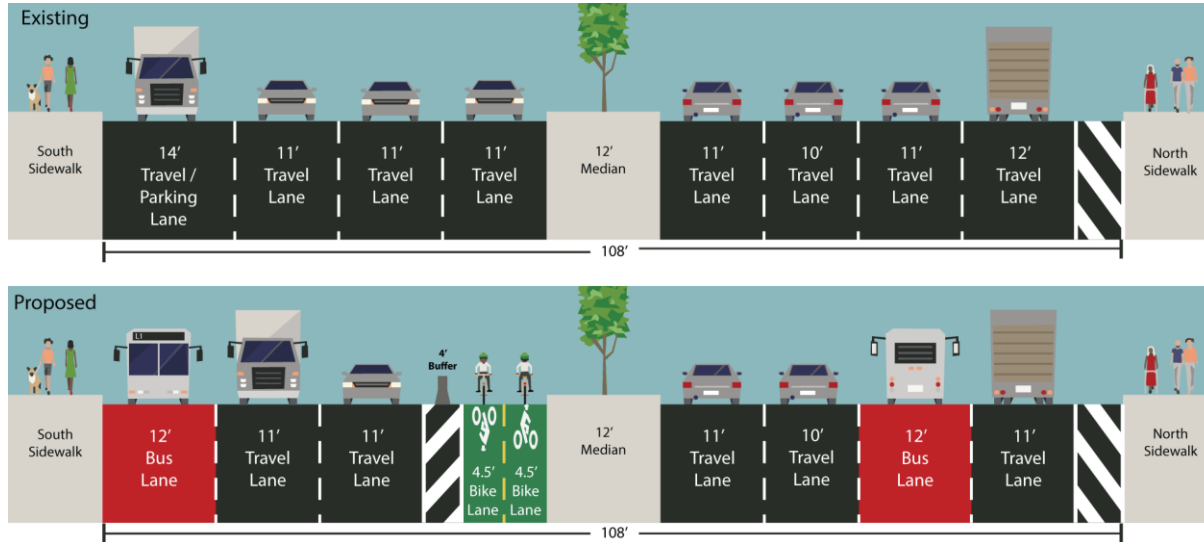


# HOV3+ Enforcement



- HOV enforcement will take place on Delancey St
- DOT is working with PD to assign space to enforcement
- Right Turns from Clinton St onto the Bridge will be banned
- Turn ban will allow all HOV enforcement to take place on Delancey St

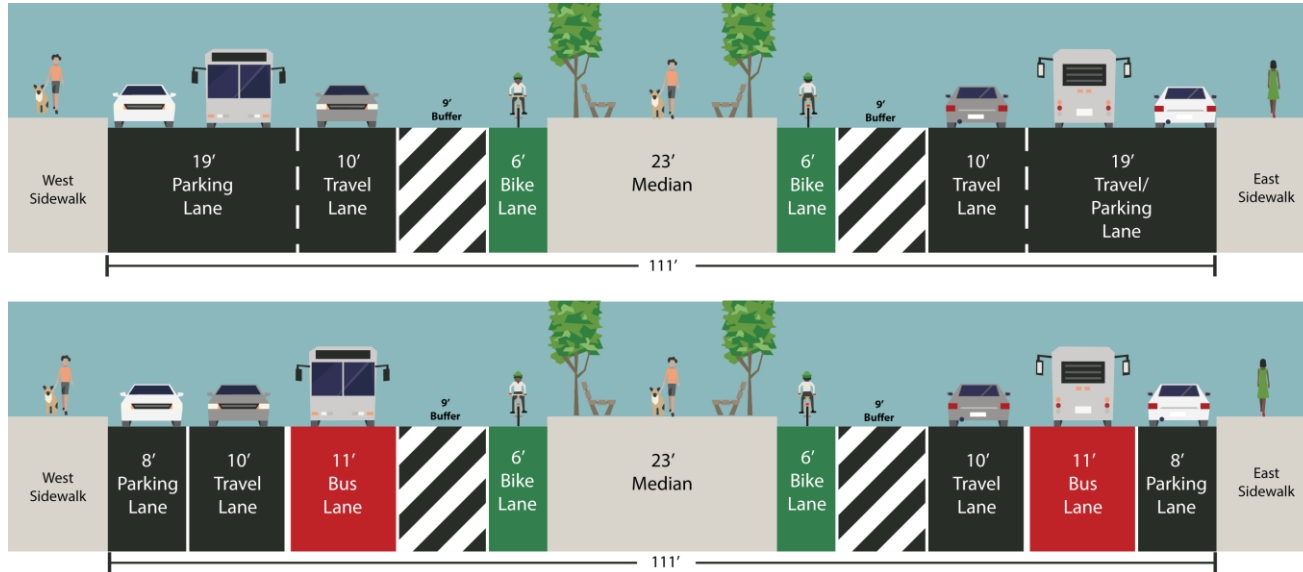
# Delancey Street



- Continues bus priority from Williamsburg Bridge
- L1, L2, L3 and L4 SBS will stop at Essex St for Delancey/Essex F/J/M subway transfer
- Provides a safe bike facility connecting the Williamsburg Bridge, Allen Street and Chrystie Street
- Bike lane approved by CB 3
- Construction is underway



# Allen Street



- Maintains the existing bike lanes
- Southbound bus lane will be aligned to the left to accommodate left-turning buses at Delancey St (left turns for buses only)
- M15SBS/Local will be able to use the bus lanes
- Construction starts in October 2018



# 14<sup>th</sup> Street Busway

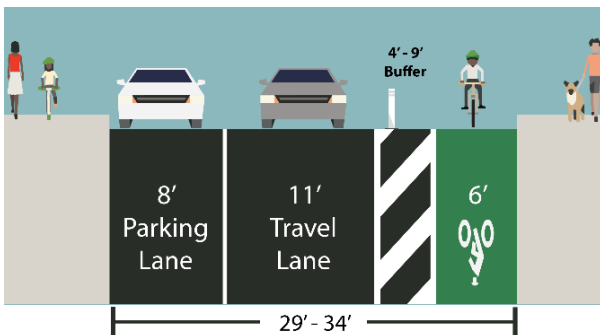
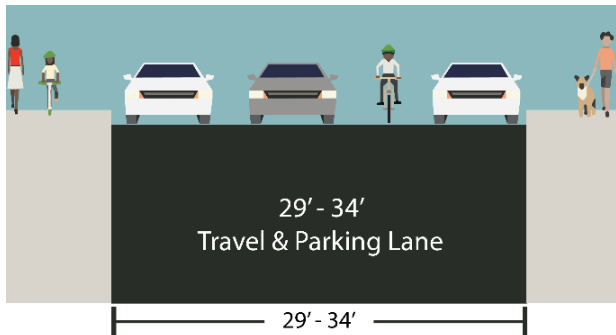


- Implementation is underway
- Work will be complete before the L train tunnel closure

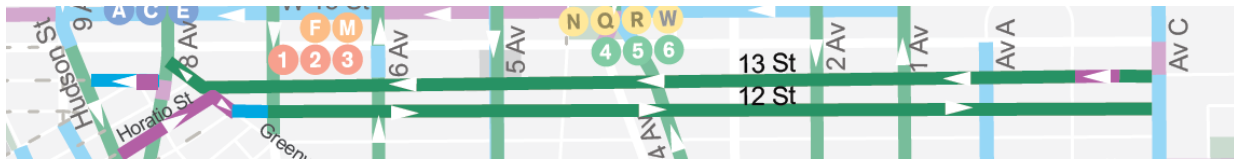
# 12<sup>th</sup> and 13<sup>th</sup> ST Bike Lanes

**Existing:** Wide travel lane  
Blocks range from 29'-34' wide

**Proposed:** Curbside bike lane on left side  
(south side of 13th St, north side of 12th St)



- Implementation is underway
- Work will be complete by end of October







# Next Steps

## Fall 2018

- Construction for street modifications

## Fall 2018 - March 2019

- Multiple weekend and overnight  closures to support tunnel project

## Winter 2019

- Completion of temporary street and/or site modifications for SBS service, bus terminal and parking, and ferry operations

## April 2019

- Start of Canarsie Tunnel Closure, alternative service plan begins



# Where We Are Now: Environmental Assessment

Federal Transit Administration (FTA) finalized its assessment of the temporary transportation options which resulted in a “Finding of No Significant Impact”

## Highlights:

- **Buses**
  - 5 electric and 10 hybrid diesel-electric buses by April 2019 for the inter-borough routes
  - 15 articulated electric buses to follow in Q4 2019 for M14 SBS
- **Environmental quality monitoring**
  - Construction monitoring underway
  - FTA did not require mobile source monitoring, however we are working on a plan with an environmental consultant





## Where We Are Now: Construction

- Jet grouting operation between 1<sup>st</sup> Avenue and Avenue A is complete
- Excavation for new station entrance and elevator between 1<sup>st</sup> Avenue and Avenue A is now underway
- Jet grouting work starting between Avenue A and Avenue B
- Current site configuration should remain largely the same through the end of the year
- Making changes to the site/materials with community input: electric-powered lights instead of diesel, sound blankets, taller fences, light shields





## Where We Are Now: Construction

- Weekend and overnight work used to progress in-tunnel preparations
- No planned service changes in December for the L; upcoming weekends are: Oct 13-14, Oct 20-21, Oct 27-28, Nov 10-11, Nov 17-18
- 2019 weekend dates to be finalized soon
- We are using these weekends to:
  - Do maintenance on the L track that will remain in operation
  - Prep the construction site with lights, wireless access and more
  - Ready the signals for Bedford Av to become a terminal station







## Where We Are Now: Construction

- **Work hours:** Until 10, with 10-11 being used for cleanup
- **Noise:** Following rules from New York City Department of Environmental Protection, and they have found that we are currently in compliance
- **Air quality:** Dust control plan in place with PM10 monitors to enforce it (currently in compliance)
- **Materials handling:** Asbestos removed before construction is done; silica/dust handled with custom filtration system underground; following federal, state and local rules





# Where We Are Now: Keep the Feedback Coming

**100+ public meetings (with more coming)**  
**5,000+ comments received (and still counting)**

## **Thanks to your input, we've:**

1. Maintained local pickups/drop-offs on 14<sup>th</sup> St
2. Maintained two-way traffic on Kenmare St
3. Added the L4 bus route
4. Added a new L1/L2 bus stop in Brooklyn
5. Changed our plan to a pair of one-way crosstown bike lanes (instead of one, two-way lane)
6. Added the L5 bus route
7. Added capacity to the ferry service

## **From the beginning, you helped us decide:**

- Tunnel construction with 2-track closure
- Ferry hours of operation







# Where We Are Now: Resources

MTA.info/  
LTunnelReconstruction

The screenshot displays the MTA website's homepage for the Canarsie Tunnel Reconstruction project. At the top, the MTA logo is on the left, and a navigation bar includes links for Accessibility, Text-only, Customer Self-Service, Employment, FAQs/Contact Us, and a search box. Below this is a secondary navigation bar with links for Home, Schedules, Fares & Tolls, Maps, Planned Service Changes, MTA Info, Doing Business With Us, and Transparency.

The main content area features a large banner image of workers inside a tunnel. Overlaid on the right side of the banner is a large letter 'L' in a circle, followed by the text 'Canarsie Tunnel Reconstruction'. Below this text is a list of links: 'Community presentations', 'Current plan for travel options during the tunnel closure', and 'Federal Transit Administration environmental finding on the alternative service plan'.

Below the banner is a section titled 'The Rebuilding Process'. It contains two columns of content. The left column has a header 'Rebuilding & Improvements' and three links: 'Canarsie Tunnel Reconstruction', 'Addressing Capacity', and 'Worksite Commitment'. Below these is a link 'Managing Construction Site Materials'. The right column has a header 'What's Happening?' and two links: 'Service During Tunnel Reconstruction' and 'How We're Building the Plan for Additional Transportation Options'. Below the links is a diagram of a tunnel cross-section showing 'Backfill', 'Stair NS-1', and 'Elevator'.

At the bottom of the page is a section titled 'Work Needed' with a list of tasks: 'Install all new tracks and third rail' and 'Reconstruct concrete duct bank'.