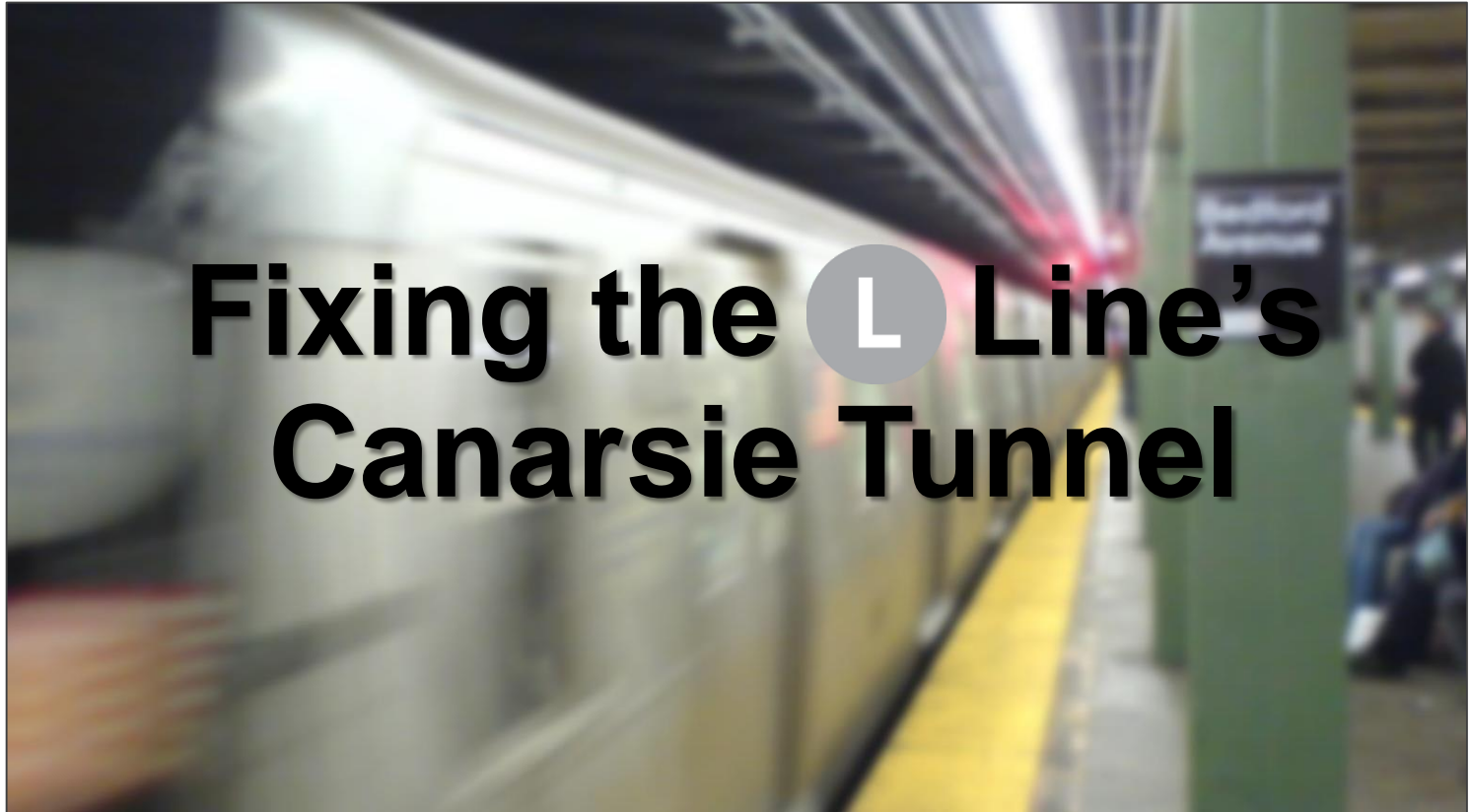


Fixing the **L** Line's Canarsie Tunnel





WHAT INFORMED OUR PLANNING PROCESS SO FAR?

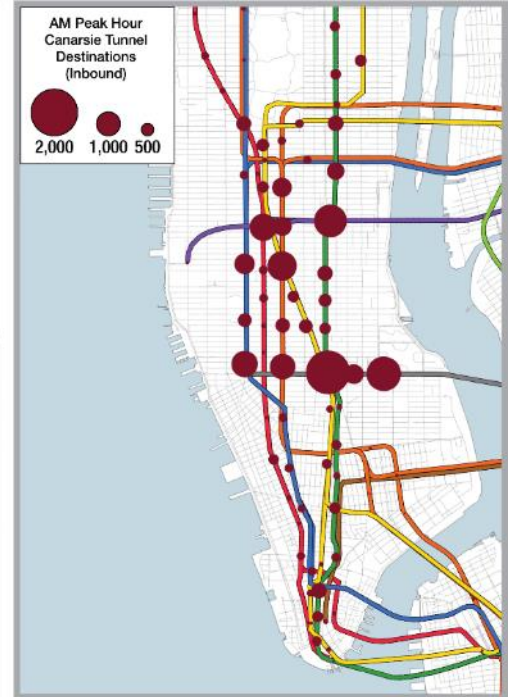
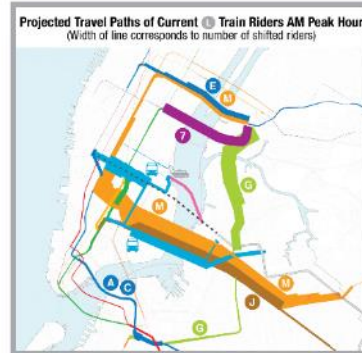
Input from over 40 community meetings

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
- Balance the needs of riders, residents and businesses.

Technical Analysis:

- Current travel patterns
- Traffic and transit modeling
- Testing of multiple scenarios.





SANDY DAMAGE

The Canarsie Tube was inundated with saltwater during Superstorm Sandy causing corrosion of cabling, circuit breakers and power and track equipment.

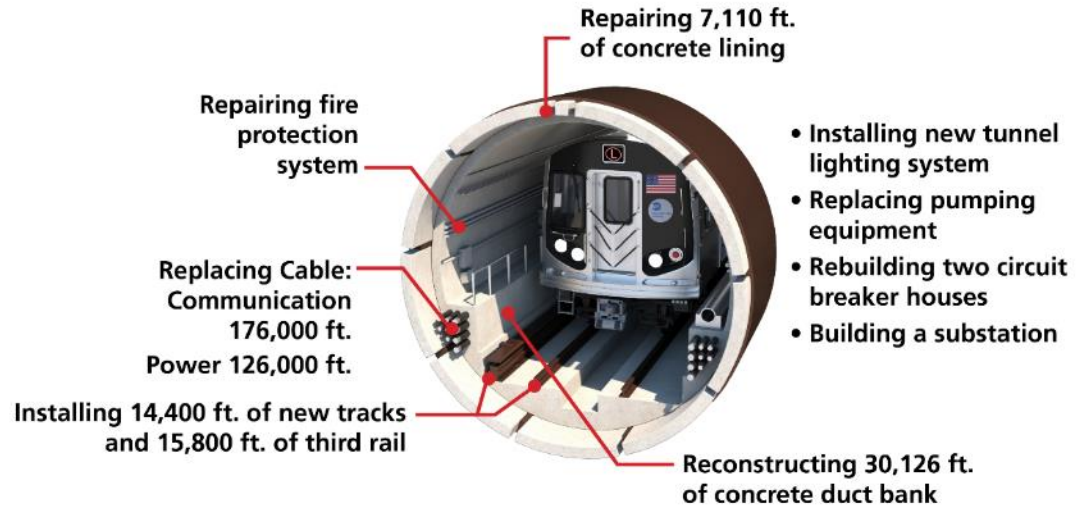
The tunnel needs a complete overhaul

Contract for Tube repairs awarded (April 2017)

15 Month Closure remains on schedule to begin April 2019

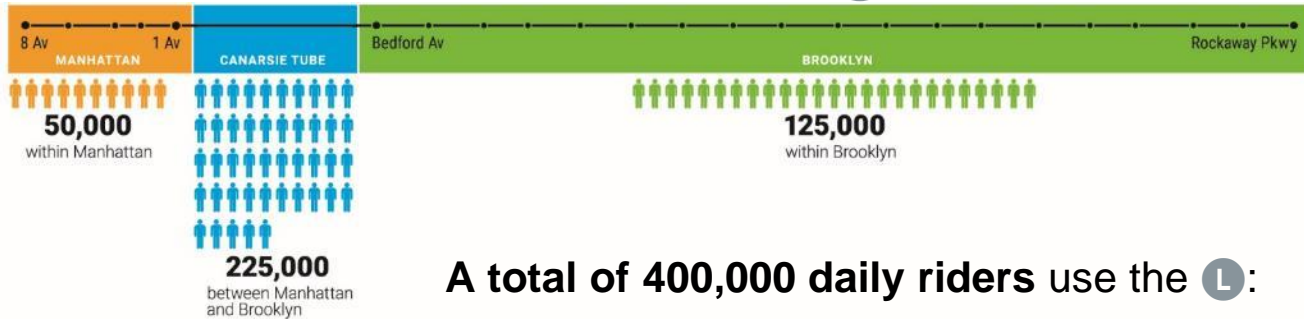
Bonus for early completion & \$400,000-per-day penalty for delays

Tunnel work needed





CHALLENGE OF SERVING **L** CUSTOMERS



A total of 400,000 daily riders use the **L:**

- **225,000 use the Canarsie Tube under East River**
 - *Nearly as many inbound passengers during the AM peak hour as in private vehicles on all six East River bridges and tunnels combined*
- **50,000 travel solely in Manhattan**
 - *Greater than busiest NYC Bus route (Bx12 - 48,000 riders/day)*
 - *66% greater than current M14 ridership (30,000 riders/day)*
- **125,000 travel solely in Brooklyn**



L SERVICE PLAN





OUR STRATEGY



Increased alternate subway service



Temporary bus service



Temporary ferry service



Station Access and Capacity Improvements



More bike and pedestrian infrastructure

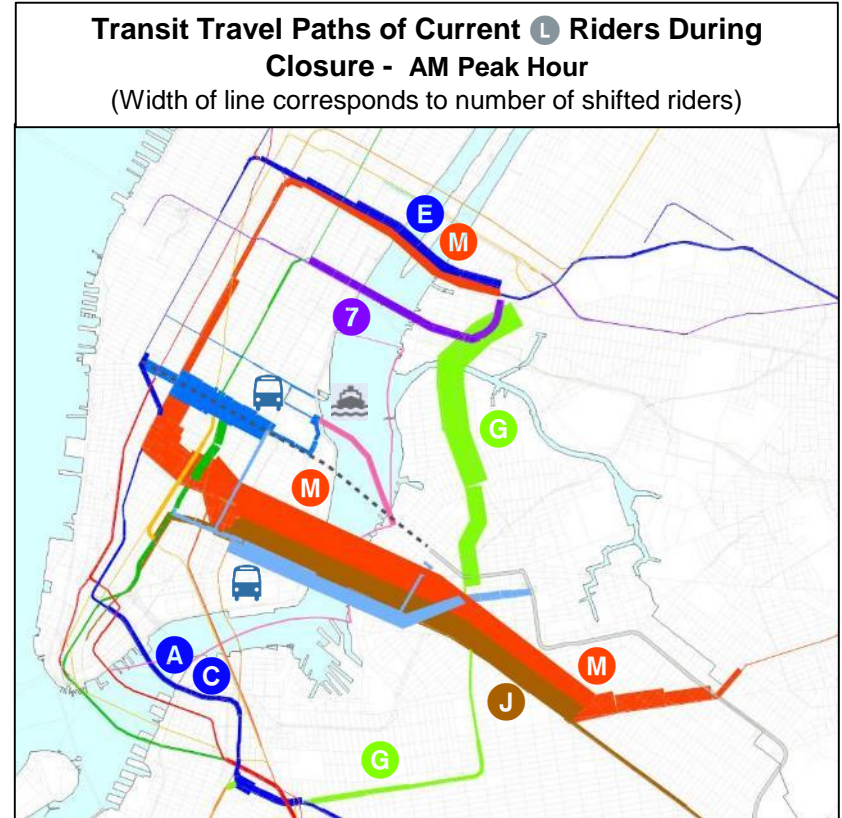
**HOV 3
ONLY**

Peak period traffic management strategies



SUBWAY SERVICE

- Subway service increased on **G J M Z**
- **J Z** trains run local from Myrtle Av to Marcy Av to serve additional demand at Hewes St, Lorimer St, Flushing Av
- Free MetroCard transfers between:
 - Broadway **G** and Lorimer St / Hewes St **J M Z**
 - Junius St **3** and Livonia Av **L**
 - 21 St **G** and Hunters Point Av **7**
- Weekends and Overnights, **M** runs to 96 St / 2nd Av





PERMANENT STATION IMPROVEMENTS

Prior to the tunnel closure, we are improving access to and capacity in stations along the **G**, **J**, **M** and **Z** lines, that will provide alternatives to **L** service. During the tunnel closure, we will also enhance stations along the **L** line.





INTER-BOROUGH BUS ROUTING





PROPOSED STREET TREATMENTS





BICYCLE NETWORK CONNECTIONS





HOV 3+ RESTRICTIONS ON WILLIAMSBURG BRIDGE

Policy

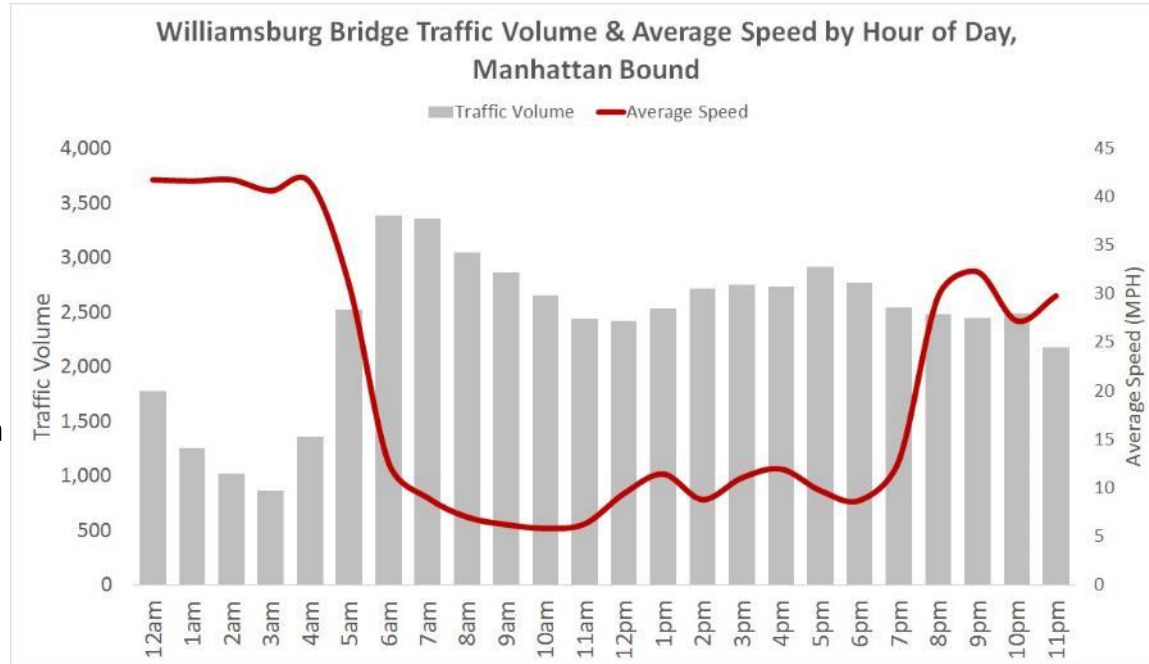
- Buses, Trucks & HOV 3+ Only
- Manhattan-Bound & Brooklyn-Bound
- All Lanes
- Peak Hours (*hours under development*)

Enforcement:

- Standard NYPD enforcement
- Automated enforcement under consideration

Travel Information:

- City/MTA will facilitate carpool & other alternatives
- Go Smart program to communicate travel options to affected commuters





THE CHALLENGE WITHOUT THE TRAIN



Manhattan-only L Train riders will need a reliable replacement for high-volume subway service



More people will walk along already congested sidewalks, magnifying pedestrian safety issues



14th St businesses need loading space during shutdown

14th St residents need local access and deliveries

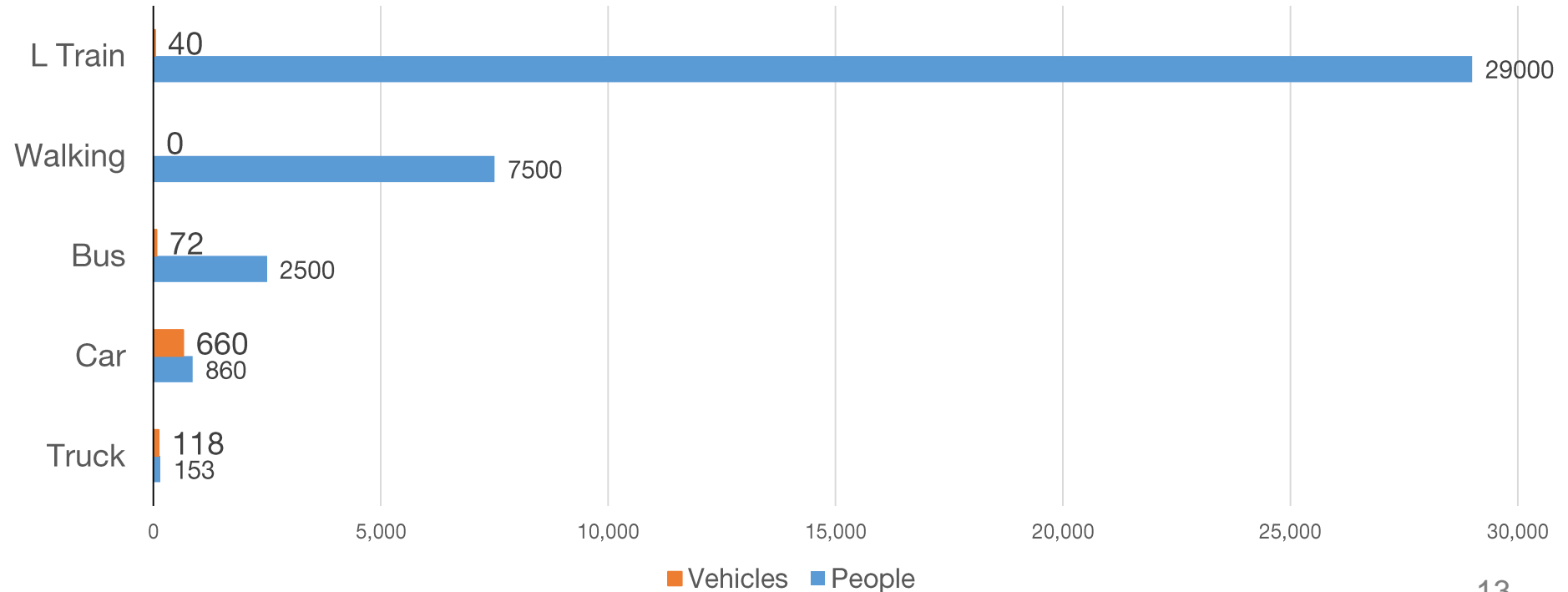


Residents of adjacent residential blocks have expressed concern about effects of spillover traffic



HOW ARE PEOPLE GETTING AROUND ON 14TH STREET?

Existing Counts at Union Sq: 8-9 AM Peak Hour





HOW 14TH STREET OPERATES NOW

Buses and traffic on 14th Street are slow due to:



Heavy pedestrian volumes
conflicting with vehicle turns



Double parking



Importance of moving north-
south traffic on avenues



14TH ST: **VISION ZERO** PRIORITY CORRIDOR

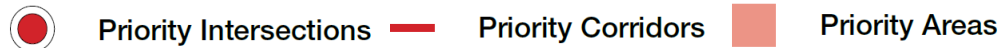


Currently:

- 6 Vision Zero priority intersections
- Over 30,000 weekday bus passengers
- 21,000 people in autos or taxis

During **L** closure:

- Pedestrian surges of up to 2x current volumes at major intersections





14TH ST DESIGN OPTIONS

DOT evaluated the following options:

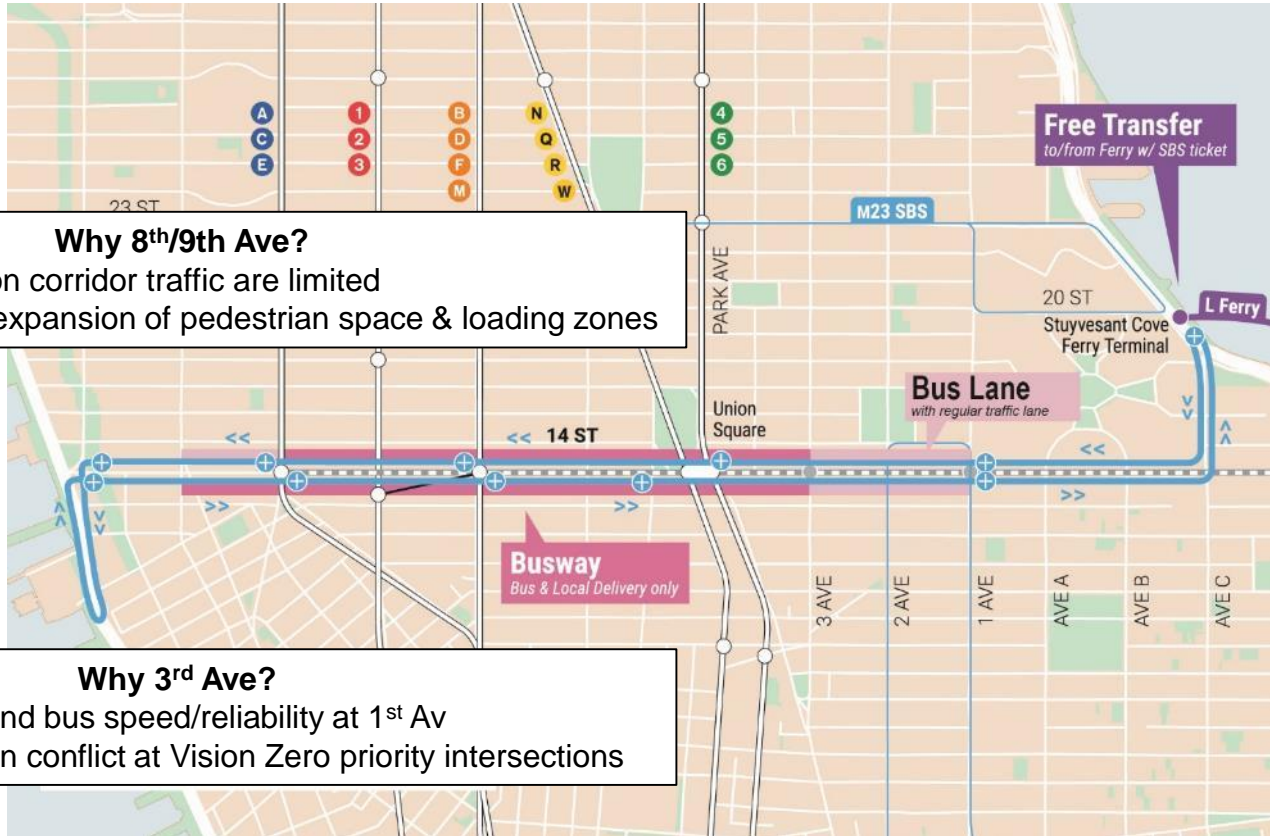
- Existing Conditions
- Do Nothing (L Train Closes, No Bus Priority)
- Short Busway (*Third Av – Sixth Av*)
- ✓ Busway (*Third Av – Eighth/Ninth Av*)

Standard Select Bus Service bus lane design is not recommended because of

- Need for additional pedestrian space on the busiest blocks of 14th Street
- Very frequent bus service would be undermined by bus lane blockages



14TH ST CORRIDOR DESIGN:



Why 8th/9th Ave?

- Additional effects on corridor traffic are limited
- Allows for greater expansion of pedestrian space & loading zones

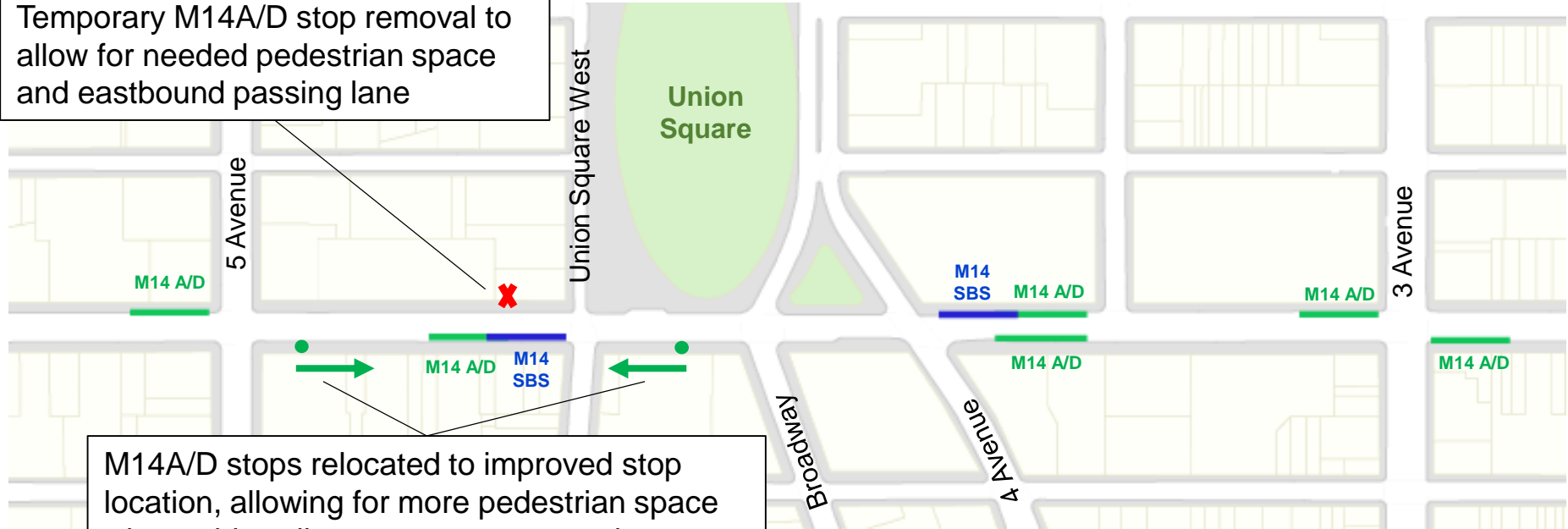
Why 3rd Ave?

- Increases westbound bus speed/reliability at 1st Av
- Reduces pedestrian conflict at Vision Zero priority intersections



PROPOSED 14TH ST LOCAL STOP CHANGES

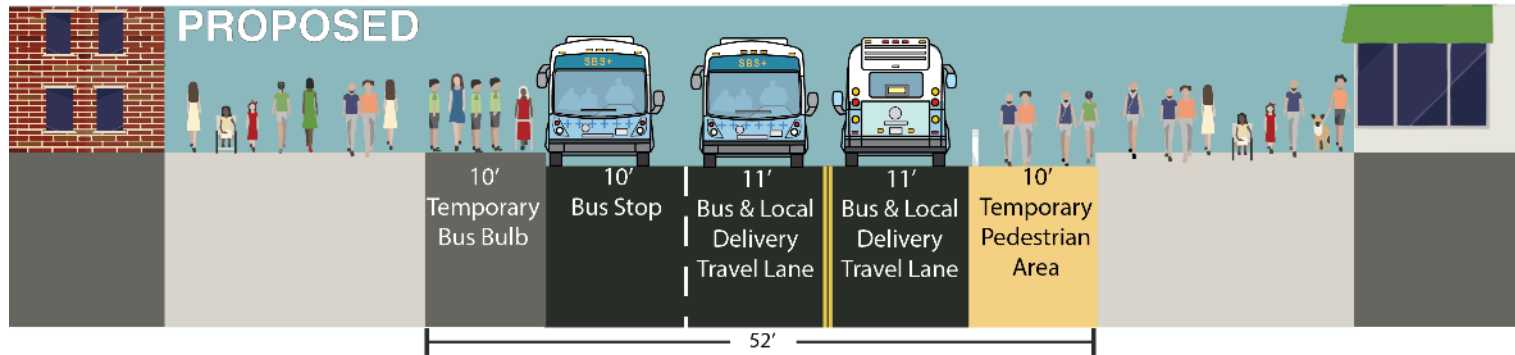
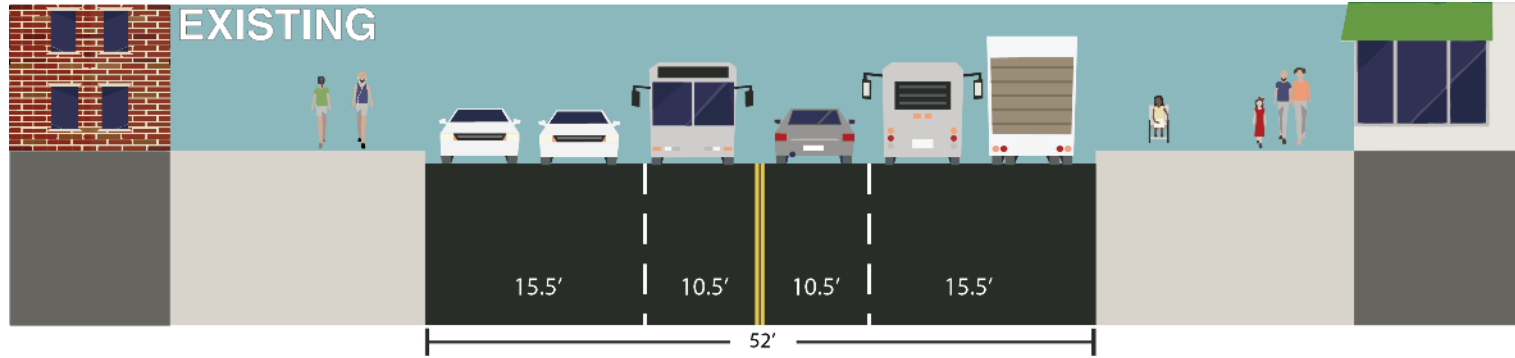
Temporary M14A/D stop removal to allow for needed pedestrian space and eastbound passing lane



M14A/D stops relocated to improved stop location, allowing for more pedestrian space where sidewalks are most congested



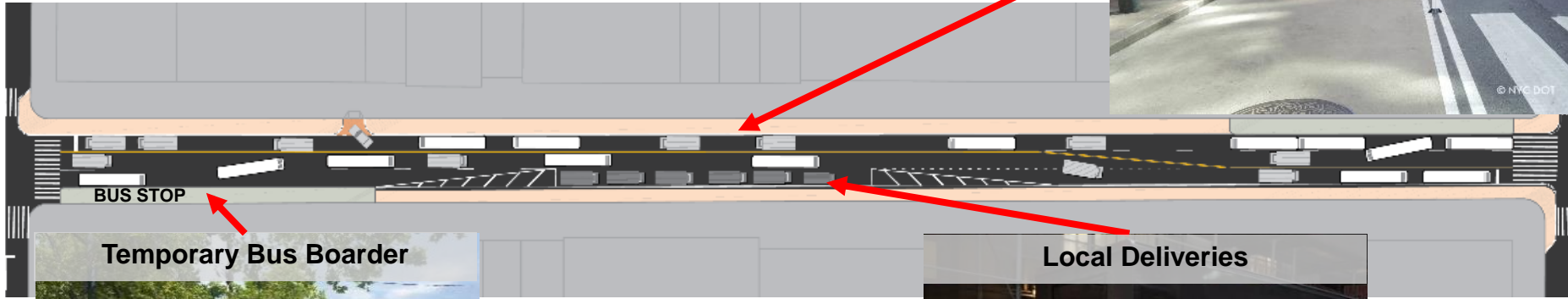
14th STREET BUSWAY DESIGN



14TH STREET



14th STREET BUSWAY DESIGN





WHO CAN ACCESS THE BUSWAY?

YES:

Buses

Access-A-Ride vehicles

Emergency vehicles

Local delivery vehicles

Cars accessing private garages

NO:

Taxis & other FHV's

Private Cars

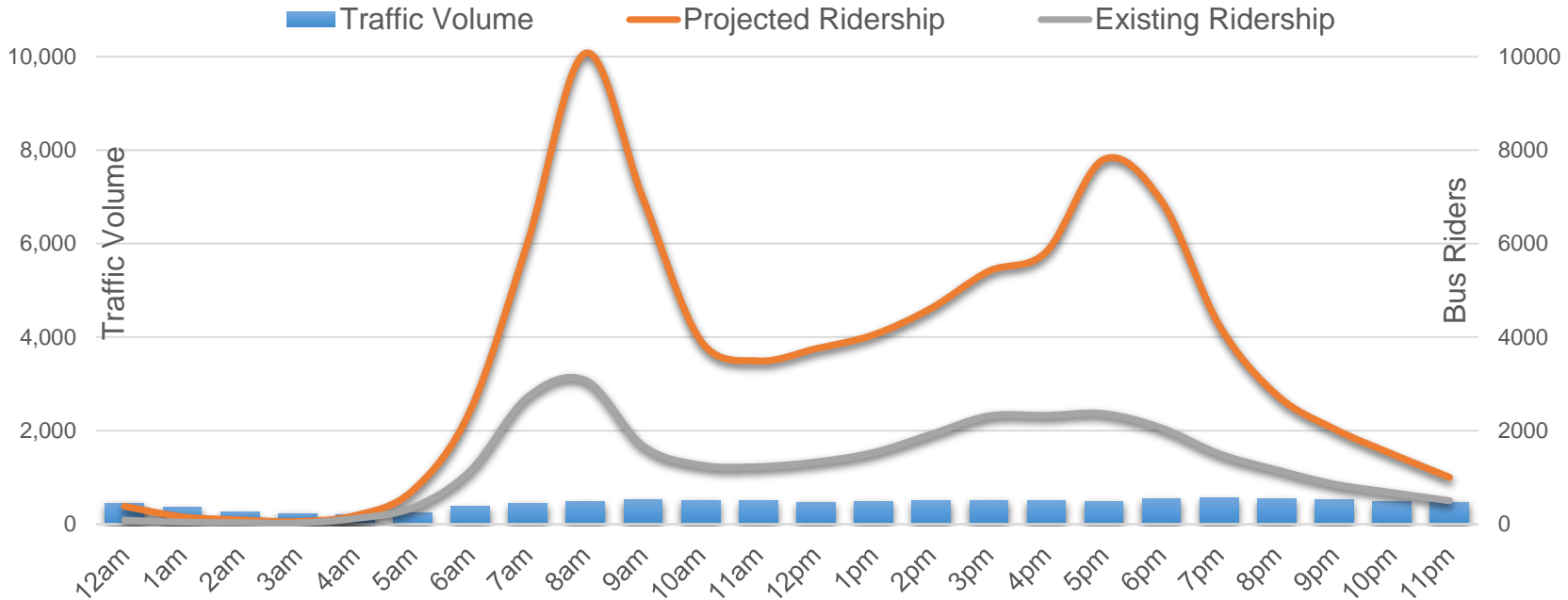
Through-trucks



BUSWAY OPERATION

Buses and Local Access Only Peak Hours (*hours under development*)

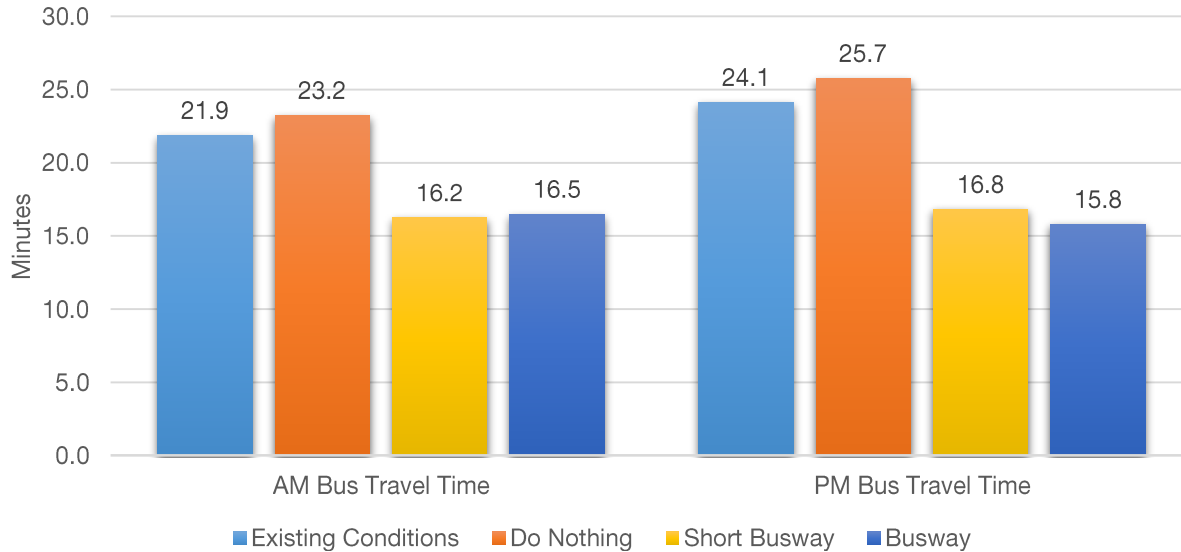
14th Street Traffic Volume & Bus Ridership by Hour of Day



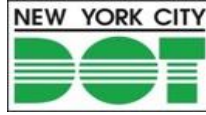


14TH ST DESIGN OPTIONS

14th St Bus Travel Time (Avenue C to Eighth Avenue)

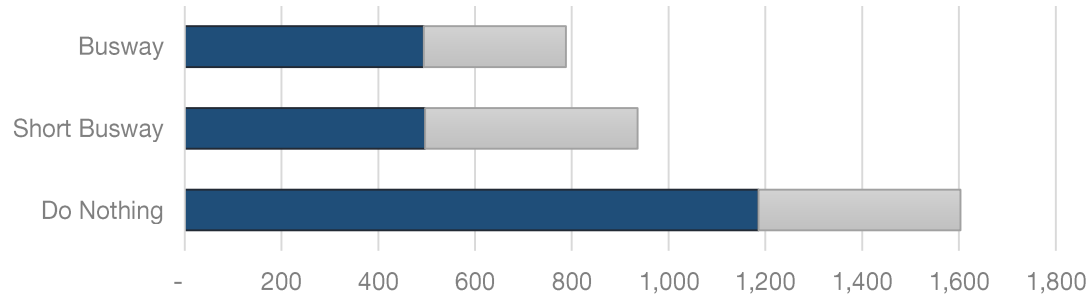


- Busway Plan delivers faster bus travel times on 14th St
- Busway Plan brings additional pedestrian space farther west than Short Busway
- Short Busway would see additional delay at Sixth Avenue eastbound as general traffic queues to turn off 14th Street



14TH ST DESIGN OPTIONS

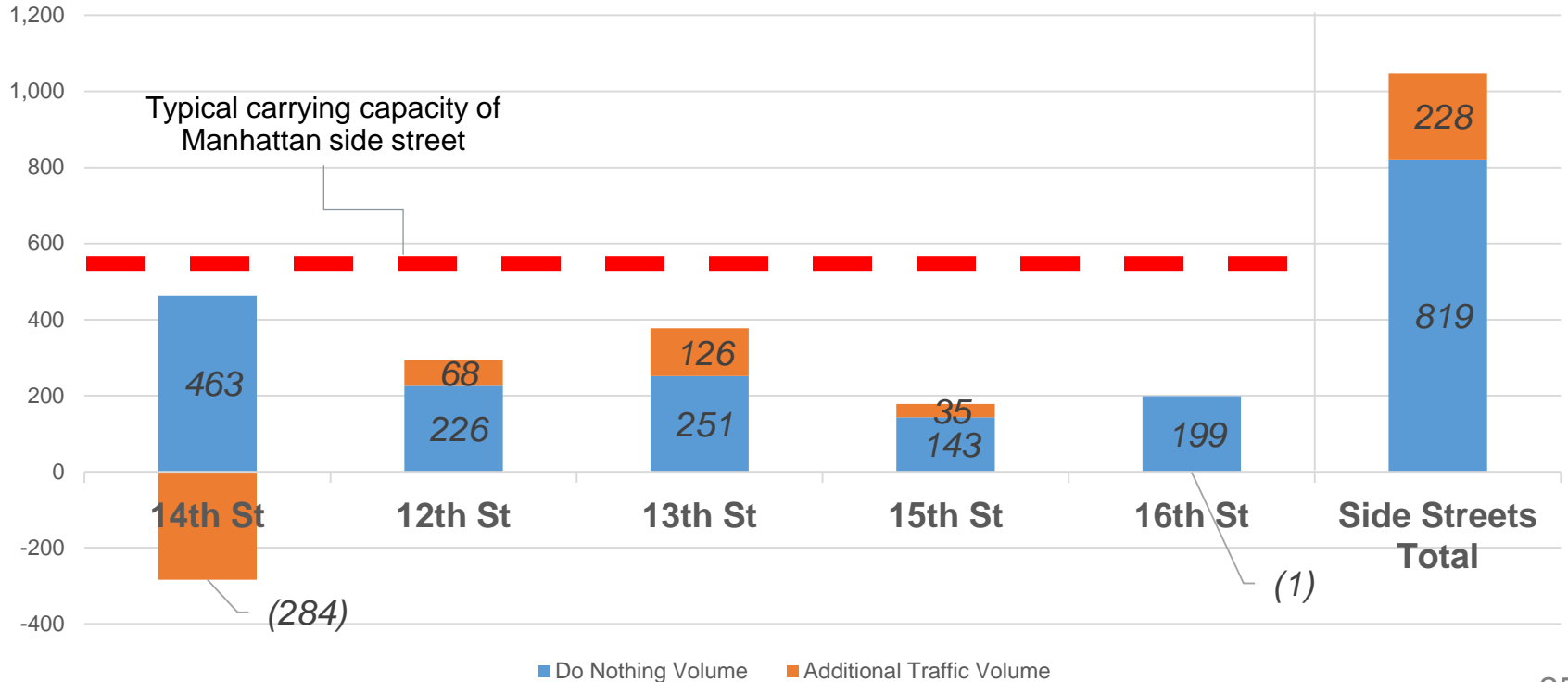
Person-Hours of Delay AM Peak: 12th to 16th Streets



- Person-Hours of Delay accounts for the passengers on buses and in cars within the corridor
- Significantly more passengers will be carried on buses on 14th St than in cars on side streets
- Busway Plan offers the least overall delay to all street users



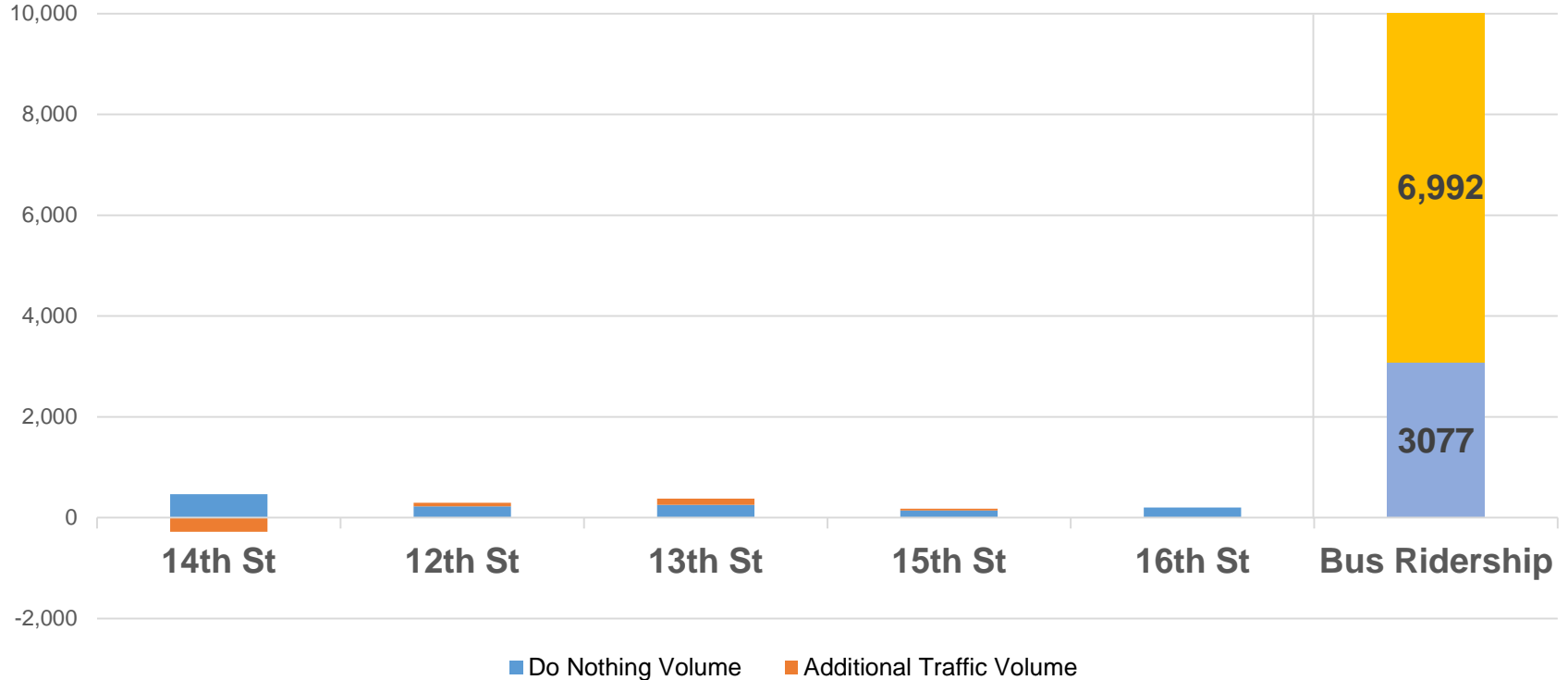
TRAFFIC VOLUMES IN BUSWAY SCENARIO



AM Peak hour: 8 to 9 AM



TRAFFIC VOLUMES COMPARED TO BUS RIDERSHIP



AM Peak hour: 8 to 9 AM



POTENTIAL LOCAL TRAFFIC MITIGATIONS

DOT Toolkit includes:

- Updated curb regulations
- Intersection daylighting
- Slow zones
- Curb extensions
- Speed humps
- Street direction changes
- Safety education





ADDITIONAL BIKE AND PEDESTRIAN MITIGATIONS

- Additional conventional bike parking and high capacity bike parking
- Potential CitiBike expansion, valet service
- Targeted pedestrian safety improvements, including at **Vision Zero** priorities and subway entrances

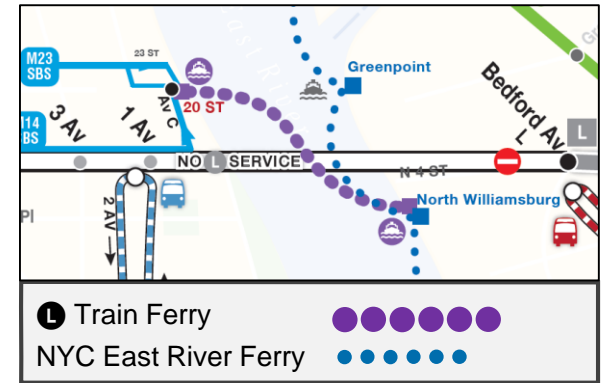




FERRY

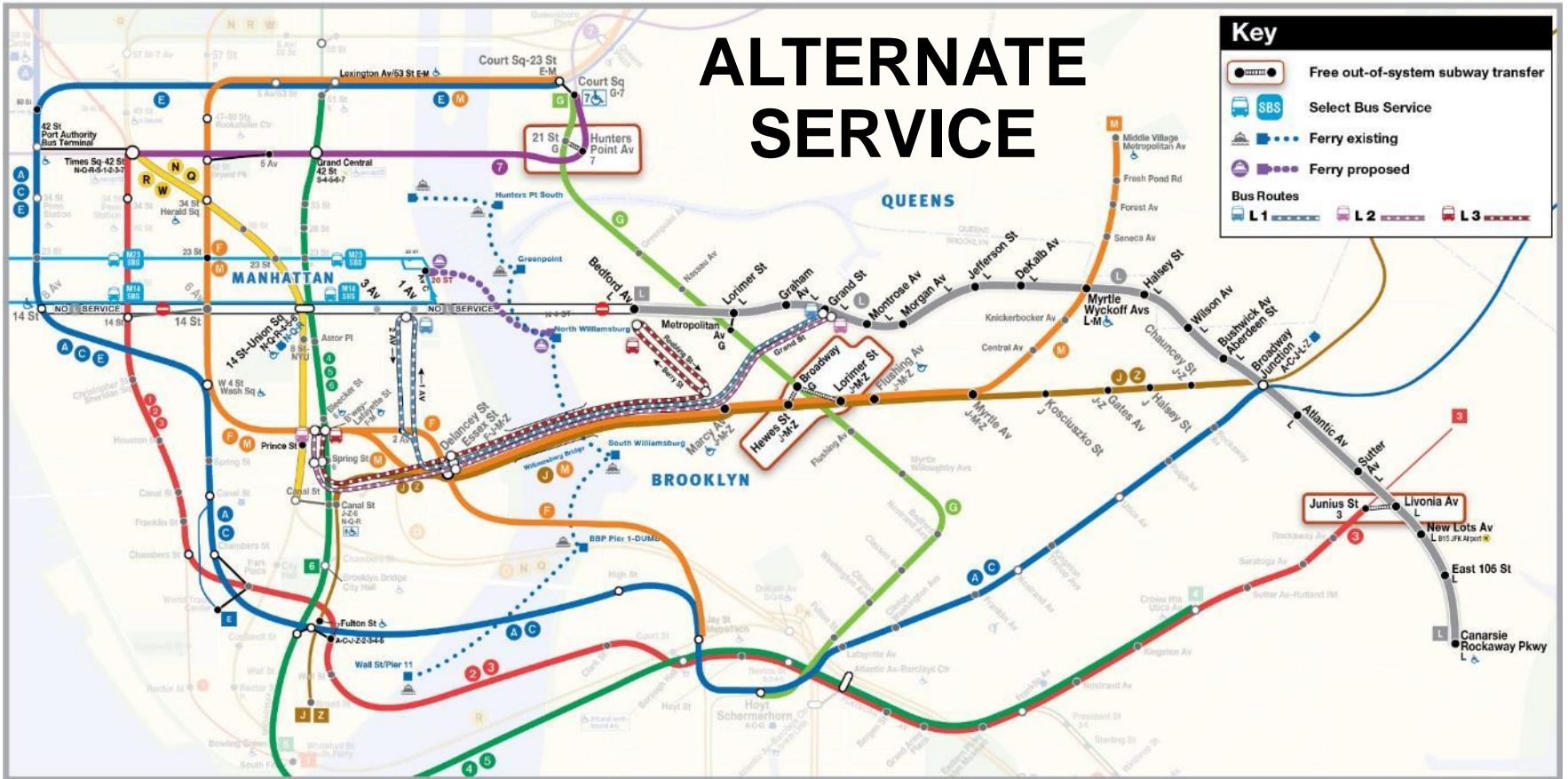
Service Plan:

- Weekdays/Sunday: 6 AM – midnight
Friday/Saturday: 6 AM – 2 AM (pending NYCDPR coordination)
- Rush hours: 8 boats per hour per direction, carrying up to 1200 passengers per hour per direction
- Fares will be integrated with the M14 SBS and M23 SBS
- Transfer to these bus routes at temporary bus terminal at Stuyvesant Cove (E 20th St and Avenue C)
- Temporary landing modifications at N Williamsburg
- Ongoing coordination with NYCEDC, NYCDOT, and NYCDPR





ALTERNATE SERVICE





NEXT STEPS

Ongoing Through 2020

- Construction at street level to support tunnel project

Winter 2018

- Present conceptual plan and solicit feedback at community meetings/open houses
- Present final plan to stakeholders and community

Winter/Spring 2018

- Stakeholder outreach, design and service plan refinement

Spring 2018

- Full  service restored



NEXT STEPS

Summer/Fall 2018

- Construction begins for street modifications

Summer 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