Fixing the L Line’s Canarsie Tunnel
Interborough Select Bus Service

80+ buses in the peak hour in the peak direction over the Williamsburg Bridge
Projected to carry 17% of L 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

Existing
- Bus Priority
- SBS Route & Stop
- Shuttle Route & Stop
- 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

HOV3+ IN EFFECT

Current Williamsburg Bridge Traffic Volume & Speed
14th Street Busway

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

**Existing**
- 15.5’
- 10.5’

**Proposed (at stops)**
- 10’ Temporary Bus Bulb
- 10’ Temporary Bus Stop
- 11’ Bus & Local Delivery Travel Lane
- 11’ Bus & Local Delivery Travel Lane
- 10’ Temporary Pedestrian Area

**Proposed (midblock)**
- 7’ Temporary Pedestrian Space
- 8’ Temporary Loading Space
- 11’ Bus & Local Access Travel Lane
- 11’ Bus & Local Access Travel Lane
- 8’ Temporary Loading Space
M14 Bus Service

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

- Eastbound 5th Ave stop moved to other end of block
- Eastbound University Pl stop moved across University Pl stop to remain until April 2019
SOHO / LITTLE ITALY LOOP

- L2 & L3 will make loop, connecting to multiple subway lines
- L3 scheduled to lay over on Lafayette St for up to 3 minutes, no more than 2 buses at a time
  - L2 will lay over in Brooklyn

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Buses per Hour in Soho/Little Italy Loop</th>
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<tr>
<td>AM Peak</td>
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<tr>
<td>PM Peak</td>
<td>39</td>
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<tr>
<td>Midday/Evening</td>
<td>14-25</td>
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<tr>
<td>Overnight</td>
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KENMARE ST – BOWERY TO CLEVELAND PL

- DOT & NYCT conducted traffic analysis of Kenmare and surrounding streets in Spring 2018
- DOT presented one-way and two-way options to CB2 in July 2018
- Community, elected officials, and FDNY preferred the two-way option
- DOT will implement the two-way design in Spring 2019
- Final design is not complete
KENMARE AT PETROSIENO SQ

- Community raised concerns about westbound vehicles crossing into opposing traffic to make left turn from Kenmare St onto Lafayette St
- DOT proposes to address this by making this block one-way westbound, adding pedestrian space
- DOT is coordinating design with FDNY to preserve access for Ladder 20 to eastbound Kenmare
- Design is not finalized
- Implementation expected in Spring 2019
HOUSTON ST

- L2 and L3 buses will make their first pick-up stop on Houston St between Mulberry St and Mott St
- Temporary bus boarder and markings will be installed to provide more space for pedestrians boarding the bus
- Markings implementation underway
- Bus boarder will be installed before L closure
**Existing Condition:** Wide travel lane
Blocks range from 29'-34' wide

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

**Implementation**
- Bike lane installation is ongoing
Construction Coordination

Private Development

• DOB and DOT working collaboratively to identify and minimize disruption from projects along L train corridors that have already been granted permits

• DOB has committed to implementing a system for review of future projects along L train corridors

• DOT to assist DOB with reviewing applications and develop language for materials for less problematic permit applications

• DOT has executive hold system for permits that require street use that allows DOT L train team to review before permits are granted

Tunnel Reconstruction

• NYCT and DOT coordinating permits for construction staging to:
  • address community concerns
  • allow DOT contractors to complete street design changes
What’s in the Works: 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
Weekend and Overnight Construction

Closures are necessary 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

Upcoming closure dates:
• Weekday overnights until mid-November
• Weekends Nov 10-11 and Nov 17-18
• 2019 weekday nights and weekend dates to be finalized soon
Next Steps

Fall 2018
• Construction for street modifications on 14th St, Delancey St, Allen St, and Houston St
• Most markings work to be completed by mid-November

Fall 2018 - March 2019
• Multiple weekend and overnight closures to support tunnel project
• Final bus priority implementation items (signage, signal timing, fare machines, etc.)

Winter-Spring 2019
• Completion of temporary street and/or site modifications for SBS service, bus terminal and parking, and ferry operations
• Construction for Kenmare St modifications

April 2019
• April 21 – Alternate bus and ferry service begins
• April 27 – Full time tunnel closure begins
More information available at:

MTA.info/LTunnelReconstruction

NYC.gov/LTrain Closure
Weekend L Service Changes: 2019

- No service on weekends from 8th Av in Manhattan to Broadway Junction in Brooklyn
- Details on potential overnight work will be forthcoming closer to these dates
- Last date in April reflects materials delivery ahead of the tunnel closure

| February  | 2-3
| February  | 9-10
| February  | 16-18*  
| February  | 23-24
| March      | 2-3
| March      | 9-10
| March      | 16-17
| April      | 27-28

*3 day weekend
Kenmare Street Options

Option A

- Maintains bi-direction traffic
- Reduces amount of curb loading/parking
- Narrow loading lane may lead to bus blockages
- Curbside travel lane would be blocked by drop-offs and pick-ups
- Lane configuration creates more-difficult turns

Option B

- Increases curbside loading over existing
- Wider lanes would reduce blockages and improve turns
- One-way traffic reduces vehicle conflicts
- Eastbound traffic would divert to other streets
Kenmare Street Merchant Surveys

• DOT surveyed 25 businesses on Kenmare St and Cleveland Pl to better understand their curb-access needs

• Businesses receive an average of 7 deliveries per weekday

• 92% of businesses report no problems receiving deliveries, 8% reported difficulty due to lack of curb space for deliveries

• Businesses on the north side of Kenmare report far higher delivery activity than businesses on the south (120 per day vs 24).

• 85% of businesses cannot control when deliveries arrive

• The survey data will help DOT establish loading zones that align with the delivery needs of businesses on Kenmare St