Fixing the L Line’s Canarsie Tunnel
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

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+ 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
14th Street Busway

- Implementation is underway
- Work will be complete before the L train tunnel closure
12th and 13th 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 1st Avenue and Avenue A is complete
- Excavation for new station entrance and elevator between 1st 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 14th 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