L Tunnel Reconstruction
Reconstructing the L Tunnel

- Repairing 7,110 ft. of concrete lining
- Repairing fire protection system
- Replacing Cable:
  - Communication 176,000 ft.
  - Power 126,000 ft.
- Installing 14,400 ft. of new tracks and 15,800 ft. of third rail
- Reconstructing 30,126 ft. of concrete duct bank
- Installing new tunnel lighting system
- Replacing pumping equipment
- Rebuilding two circuit breaker houses
- Building a substation
Service During Tunnel Reconstruction
April 2019 through July 2020

No L service between 8 Av and Bedford Av

L service operates between Bedford Av and Rockaway Pkwy

L service during tunnel closure
Projected Cross River Travel Paths of L Customers

The Service Plan:

Our modeling assumes 100% of trips will be accommodated by one of the following service options.
Projected Cross River Travel Paths of L Customers

By Subway:
More J M Z service

- 32% of L customers
- 14% capacity increase, accommodating an additional 3,480 riders
Projected Cross River Travel Paths of L Customers

By Subway:
More G service and longer trains to/from Long Island City
- 28% of L customers
- 176% capacity increase, accommodating an additional 11,100 riders

More G service and longer trains to/from Downtown Brooklyn
- 7% of L customers
- 121% capacity increase, accommodating an additional 7,620 riders
Projected Cross River Travel Paths of L Customers

By Subway:

From the G in Queens:
- Additional E M service
  - 11% of L customers
  - 11% capacity increase, accommodating an additional 3,480 riders
- Additional 7 service
  - 15% of L customers
  - 7% capacity increase, accommodating an additional 2,420 riders
Projected Cross River Travel Paths of L Customers

By Subway:
- A C in Brooklyn (longer C trains)
- 12% will transfer from the G and L
- 7% capacity increase, accommodating 2,320 customers
Projected Cross River Travel Paths of L Customers

By Subway:
3% of riders will take the 2 3 4 5
Projected Cross River Travel Paths of Customers

By Bus and Ferry:

Four interborough Select Bus Service Routes

- 17% of customers
- 80 buses per hour, accommodating 4,200 riders

New ferry service

- 4% of customers
- Eight ferries per hour, accommodating 1,190 riders
Projected Cross River Travel Paths of L Customers

In Summary:

- 79% of L riders will take other subway lines
- 17% of L riders will take interborough buses
- 4% of L riders will take the ferry
- 71% of L riders will have no more than 10 minutes additional travel time in AM peak
Station Capacity and Transfers

Station Capacity:

- Widening and/or adding stairways
- Reopening entrances
- Adding/reconfiguring turnstiles
Station Capacity and Transfers

Station Capacity:
- Widening and/or adding stairways
- Reopening entrances
- Adding/reconfiguring turnstiles

New Free Transfers:
- Broadway G and Hewes St J M Z
- Broadway G and Lorimer St J M Z
- Junius St 3 and Livonia Av L
- 21 St G and Hunters Point Av 7
Interborough Select Bus Service

80 Buses Per Hour will Travel Across the Williamsburg Bridge

- L1 SBS
- L2 SBS
- L3 SBS
- L4 SBS
Interborough Select Bus Service: L1 SBS

Service between Grand St and 1 Ave/15 St:
- Every 2½ minutes during AM peak hours
- Every 3½ minutes during PM peak hours
Interborough Select Bus Service: L2 SBS

Service between Grand St and SoHo:
- Every 2½ minutes during AM peak hours
- Every 3½ minutes during PM peak hours
Interborough Select Bus Service: L3 SBS

Service between Bedford Av and SoHo:
- Every 2½ minutes during AM and PM peak hours
Interborough Select Bus Service: L4 SBS

Service between Bedford Av and 1 Ave/15 St:

- Every 6 minutes during AM peak hours
- Every 6½ minutes during PM peak hours
Late Night Bus Service
14th Street Transit Corridor
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
- Bus Priority
  SBS Route & Stop
  Shuttle Route & Stop

Existing
- Bus Lane

Williamsburg Bridge
Buses, Trucks & HOV 3+ Only
Manhattan-Bound & Brooklyn-Bound
5 AM to 10 PM, every day
Local Access within the 14th Street Busway

- **Response to public and elected official feedback**
  - Local Access:
    - Turn right on to 14th Street
    - Exit at next right turn
    - Left turns prohibited at most intersections
    - Enforceable with bus lane cameras

- **Most pickup/dropoff activity currently takes place on the avenues, not on 14th Street**
- **DOT will conduct outreach local businesses and residents about access policy**
14th Street Busway Design

**Existing**
- 15.5' Lane
- 10.5' Lane
- 10.5' Lane
- 15.5' Lane

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

**Proposed (midblock)**
- 10' Temporary Pedestrian Space
- 10' Loading Space
- 11' Bus & Local Access Travel Lane
- 12' Bus & Local Access Travel Lane
- 9' Loading Space
5 AM to 10 PM, every day
- Buses
- Emergency Vehicles
- Local access for deliveries, private parking garages, pickups and drop-offs

- Busway hours support period of highest traffic demand on 14th Street
- Bus lane camera enforcement and NYPD presence will deter through traffic
- Busway operation without a midday gap allows for clear messaging and enforcement
- DOT will monitor traffic conditions on 14th Street and wider traffic network throughout the closure period
Williamsburg Bridge HOV 3+ Hours

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
- Weekend and evening HOV hours support non-commute trips

DOT coordinating with NYPD on enforcement staging, strategy
Additional Bus Lanes for Interborough Routes

**Delancey Street**
- Westbound bus lane between Clinton Street and Bowery
- Eastbound bus lane between Allen Street and Clinton Street

**Allen Street**
- Bus lane between Houston Street and Delancey Street in both directions

**Kenmare Street**
- Westbound bus lane between Bowery and Cleveland Place
Bicycle Network Connections

2,000 – 3,500 cyclists projected to cross the Williamsburg Bridge during AM rush hour (8A-9A)
**12th and 13th Street Bike Lanes**

**Route Selection Update: One-way bike lane pair**
- Response to public and elected official feedback
- Simplified intersection designs with minimized conflicts in turning movements
- Easier to design for pickup & drop-off at Lenox Health Center, Roberto Clemente Health Center, City & Country School
- Limits conflict with Mt. Sinai development
- Design processes higher bicycle volumes more efficiently
Prioritizing Buses and Bikes on Grand Street, Brooklyn

Bus Priority
- Westbound bus lane from Bushwick Avenue to Union Avenue
  - Westbound local access permitted
  - Similar to 14th Street policy
- Eastbound bus lane from Rodney Street to Keap Street
  - Eastbound through traffic allowed east of Union Avenue

Bike Lanes
- Westbound: parking protected bike lane
- Eastbound: buffer protected bike lane
Initiating Proposed Ferry Service

Ferry Will Operate 6 AM to Midnight on Weekdays, and 6 AM to 2 AM on Weekends

Between Brooklyn and Manhattan:
- Every 7½ minutes during AM and PM peak hours
- Every 10 minutes middays, evenings and weekends
Weekend Preparatory Work on L Line

- Ensure reliable service for L riders during reconstruction
- Ensure project duration stays within 15 months
- No L service between Manhattan and either Myrtle-Wyckoff Avs or Broadway Junction

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Customer Service and Communications

Remaining Responsive:

- Hundreds of staff will be deployed at subway stations, bus stops and ferry locations to manage crowding to ensure safety.
- Actively communicate with customers in real time, in person and through all available channels.
- Will make adjustments to the plan in response to feedback.
Proposed Alternate Subway, Bus and Ferry Services