Fixing the L Line’s Canarsie Tunnel
Agenda

• Welcome: Al Silvestri (NYCDOT)
  • Panel Introductions
  • Town Hall Ground Rules
  • Timeline

• Sandy Video

• Presentation by NYCT President Andy Byford and NYCDOT Commissioner Polly Trottenberg

• Questions & Answers
Proposed Service Plan

No L service between 8 Av and Bedford Av

L service operates between Bedford Av and Rockaway Pkwy
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
Our Strategy

Increased alternate subway service
Temporary bus service
Temporary ferry service
Station access and capacity improvements
Temporary bike and pedestrian infrastructure
Temporary peak period traffic management strategies
Proposed Alternative Services
Proposed Inter-Borough Bus Routing

Williamsburg Bridge
~80 Peak Hour Buses
Proposed Transit Priority Treatments

14th St Busway
- to support up to ~60 buses in peak hour;
- ~84,000 daily riders

Busway:
- 3 Av to 8 Av westbound
- 9 Av to 3 Av eastbound

Williamsburg Bridge HOV
- Bus, Truck and HOV only restriction in both directions
- Supports up to ~80 buses in peak hour;
- ~30,000 daily riders
Maximize Connections Between Brooklyn and Manhattan

- HOV 3+ on Williamsburg Bridge
- Bus priority to accommodate ~30,000 daily riders
- Additional bike facilities
- New ferry service connecting North Williamsburg to Manhattan
Williamsburg Bridge Entrance Proposal

For L3 Bus use

For L1/L2 Bus use
INNER ROADWAY:
• HOV 3+ only

OUTER ROADWAY:
• Buses
• Trucks
• HOV 3+ to Clinton St
HOV 3+ on Williamsburg Bridge

- HOV 3+ will accommodate ~80 buses per hour over Williamsburg Bridge
- Buses, trucks, & HOV 3+ all lanes, both directions, peak hours
- Peak hours still to be determined
- Deliver Strict Enforcement
  - Automated HOV enforcement cameras (legislation pending)
  - Consistent NYPD presence
Making Grand St Work for All Users

Bus priority connecting to WBB
• Reliability
• High capacity stops

Safe, direct connection for cyclists
• Upgrade existing facility on Grand St
• Greater network connectivity

Maintain local access along Grand St
• Allow local circulation along Grand St
• Increased loading zones to support local businesses
Grand Street Bus and Local Access

- Provide bus priority for buses crossing the Williamsburg Bridge
- Maintain local access along Grand St
Grand Street Traffic Diversions

• Provide bus priority for buses crossing the Williamsburg Bridge

• Maintain local access along Grand St

• Through traffic diversions
  • Metropolitan Av
  • S.5th Street
  • Broadway
  • Montrose Av
Local Traffic Improvements: Metropolitan Ave, S 5th St, S 3rd St

- HOV 3+ will reduce traffic to the Williamsburg Bridge

We are continuing to study:
- Curb regulation changes
- Rush hour lanes
- Signal changes
- Turn lanes
- Turn restrictions
Accommodate Expected Surge In Cycling

- Cycling is an important option for commuters from Brooklyn and across Manhattan
- Williamsburg Bridge is already the city’s busiest bike crossing; plan builds network connecting to bridge and across Manhattan

Why Grand Street
- Vision Zero Priority Area with a bicycle fatality in August 2016
- Numerous calls for safety improvements
- High existing cycling volumes (+1300 cyclists counted in a 12 hour period on the weekday and weekend)

Additional Bike Facilities
- Provides options for cyclists
- Allows higher cycling volumes
- Allows for greater network connectivity
Minimize Disruption to the Extent Possible

- Chosen shuttle routes provide a number of alternatives for commuters between Brooklyn and Manhattan
- Street design provides a safe option for the different users of Grand Street
- Traffic analysis on the effect of bus priority on Grand St, Metropolitan Av, and neighborhood streets is ongoing
- MTA & NYCDOT will continue to work with the industrial business community on traffic calming and alternate routes
- Commitment to provide on-going monitoring of traffic and to make adjustments as needed
We’ve Heard You, We’re Still Listening

• 75+ public meetings (with more coming)

• 4,700+ comments received (and still counting)

Key Takeaways:
• Competing public interest/priorities

• Conflicts between citywide transportation needs and neighbors’ block-level needs

• Shared priorities of safety, enforcement, minimizing congestion
Outstanding Community Concerns & Challenges

- Exact Hours of Williamsburg Bridge HOV3
- Exact Hours and operational features of Grand Street bus lanes and 14th St Busway
- Local traffic improvement plan
Planned Next Steps

Ongoing Through 2020
• Construction at street level to support tunnel project

Spring 2018
• Stakeholder outreach, design and service plan refinement

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
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