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Press Release

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IMMEDIATE

New Transfer Opens at Broadway-Lafayette and Bleecker Street Stations

New Connection Provides Uptown 6 Platform Access to/from B D F M Lines; Station Complex Now Fully Accessible

MTA Chairman & CEO Joseph J. Lhota and New York City Transit President Thomas F. Prendergast were joined by elected officials to cut a ribbon and officially open the new transfer between the Bleecker Street 6 Station uptown platform and the Broadway-Lafayette Street B D F M Station. In addition, the installation of five elevators now makes the station complex fully accessible to disabled customers in compliance with the Americans with Disabilities Act.

The project also included the rehabilitation of the Bleecker Street 6 Station, including a new control area, new platforms, improved lighting and upgraded communication systems. Customers now have the added amenity of an escalator, funded in part by NYS Assembly Member Deborah Glick, which takes customers directly from the uptown B D F M platform to the Bleecker Street 6 uptown platform. As part of the rehabilitation, new artwork was incorporated into the design of the new transfer point.

"Today, you're seeing our capital program at work expanding and integrating our entire transportation network," MTA Chairman & CEO Joseph J. Lhota said. "In fact, through our current capital program, we will invest more than \$2.5 billion dollars in New York City — just for station work creating thousands of jobs with an overall economic impact in the tens of billions."

"The opening of this new transfer marks yet another milestone in our continuing efforts to provide customers with better service through more travel options," said President Prendergast. "This transfer will benefit approximately 30,000 customers each weekday."

Work on this \$127 million project, funded in part by the Federal Transit Administration, began in July 2008 and involved extremely complicated engineering and construction with many elements — utility relocation, platform extensions, and the installation of five elevators while maintaining subway service most of the time. In order to create the new transfer passageway and re-open the East Mezzanine linking the two stations, excavation of Lafayette Street was required in order to extend the Bleecker Street Station's uptown 6 platform to the south (toward East Houston Street) to connect with the East Mezzanine located below East Houston Street, between Lafayette and Mulberry Streets. Additionally, the excavation of East Houston Street was required in order to rehabilitate the East Mezzanine, which had been closed since the early 1980s.

Until today, this connection had been the only "incomplete" transfer point in the subway system. From Broadway-Lafayette, a free transfer was only available to the downtown 6 resulting from the Bleecker Street Station's very unusual design. Its downtown and uptown platforms were not directly across from each other. The uptown platform ended nearly a block north of the downtown platform. There are a number of stations that are asymmetrical in this way, but generally the difference is measured in feet, not an entire city block.

The introduction of a free transfer connection between the Bleecker Street 6 Station uptown platform and the Broadway-Lafayette Street BDFM Station is the fourth free, in-system transfer New York City Transit has been able to open for customers in the last four years. It joins the new connections at Whitehall Street-South Ferry 1 R in Lower Manhattan, Jay Street-MetroTech A C F R in Brooklyn, and Court Square 7 E G M in Queens.

Congressman Jerrold Nadler said, "I'm extremely pleased to mark the opening of the newly renovated Bleecker Street Station. This rehabilitated station will better serve commuters and visitors, finally allowing a complete transfer, both uptown and downtown, saving straphangers considerable time and hassle. And these changes will help ease problems of access for riders with disabilities. I'm very happy to support federal funding which has gone to excellent use in completing this project."

Manhattan Borough President Scott M. Stringer said, "This is a great day for straphangers throughout New York City. The opening of the new Bleecker Street/Broadway-Lafayette station will bring about improvements that are long overdue and will provide better access and efficiency for subway riders. I want to thank the MTA, the Federal Transit Administration, and Assemblymember Deborah Glick for their efforts in completing this important project."

State Senator Daniel Squadron said, "Going uptown has just gotten a whole lot easier for all of New York. Today's opening is another step toward a transit system that is open and accessible to all of its riders, and will be a big improvement for constituents from Houston Street traveling to Brooklyn, Queens and beyond. The MTA deserves credit for making these critical improvements and working with us to move New York forward."

Assemblymember Deborah J. Glick said, "I am pleased that I was able to help facilitate the rehabilitation of the Bleecker Street subway station. Our terrific mass transportation system has helped make New York City what it is today. We must always be improving it, and as we move forward, ensuring that every station complies with ADA regulations. I am glad that commuters' lives will be made a little easier as a result of the MTA's work and this new connection."

City Council Member Margaret Chin said, "I am proud to be here to help re-open the renovated Bleecker Street Station. The Broadway-Lafayette 6 station is the newest envy of all the other stations in Manhattan. Most importantly, this station includes improved access for persons with disabilities,

which should be standard in all subway stations in New York City. I want to thank my colleague, Assemblymember Deborah Glick, for her help in making this project possible, and also the MTA for this dedication of resources to lower Manhattan."

The MTA Arts for Transit and Urban Design installation at the re-opened East Mezzanine is called *Hive (Bleecker Street)*, a light installation by artist Leo Villareal. The LED sculpture takes the form of a honeycomb, dramatically filling an architectural space in the shape of an ellipse above the stairs that marks the new transfer point. The enormous ceiling, hovering overhead, becomes a type of illuminated diagram as vivid colors, outlining each hexagonal honeycomb shape, move across the sculpture. Villareal created an unprecedented art experience for transit riders who use the station, in its use of technology and LEDs.

Hive has a playful aspect in its reference to games. Riders will be able to identify individual elements within a larger context and track this movement. The work explores the compulsion to recognize patterns and the brain's hard-coded desire to understand and make meaning. The patterns also take inspiration from the research of the mathematician John Conway who invented the Game of Life, the best-known cellular automata program. *Hive* speaks to a diverse audience - it is abstract and evocative and can have many different meanings. It creates an experience for riders through changing patterns presented in randomized progression. Overall, the piece resonates with the activity of the station, transportation network and the city itself. The work was fabricated by Parallel Development. For more on MTA Arts for Transit and Urban Design, visit mta.info/art