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Press Release

November 6, 2014

[NYC Transit](#)

IMMEDIATE

FASTRACK Returns to the F Line in Lower Manhattan and Brooklyn

No F Service between B'way-Lafayette St and York St.

On Monday, November 10, MTA New York City Transit's FASTRACK program returns to the **F** line between Greenwich Village in Manhattan and Downtown Brooklyn. For four consecutive weeknights from Monday, November 10, to early Friday morning, November 14, **F** trains will not stop at B'way-Lafayette St, 2 Av, Delancey St, East Broadway, and York St. **F** trains are rerouted via the **A** line in both directions between W 4 St and Jay St-MetroTech.

Travel alternatives: Free shuttle buses, **D** and **J** trains provide alternate service.

In Manhattan:

1. Free shuttle buses operate between B'way-Lafayette St and East Broadway making station stops at 2 Av and Delancey St.
2. Use free shuttle buses to connect with **D** service at B'way-Lafayette St.
3. Transfer between **D** and **F** trains at W 4 St.
4. Additional connections with **F** service at Fulton St are available via the **4** local (to/from Bleecker St) and the **J** (to/from Delancey St/Essex St).

In Brooklyn:

1. Free shuttle buses run between York St and Jay St-MetroTech, where **F** service is available.
2. Transfer between free shuttle buses and **F** trains at Jay St-MetroTech.
3. York St customers may also use the High St **A** station, where **F** service is available.
4. Transfer between **D** and **F** trains at 4 Av-9 St.
5. Beginning at 10:30 p.m. **D** trains will run local in Brooklyn.

Joseph Leader, Senior Vice President for the Department of Subways, said, "Our FASTRACK efforts have been highly successful in repairing and maintaining a subway system that provides a safer work environment for employees and improves train service reliability for our customers."

During our previous FASTRACK along this corridor in June 2014, New York City Transit repair and maintenance crews completed many tasks along this 3.3-mile long, five-station section of the subway between W 4 St and Jay St-MetroTech. Track workers scraped and cleaned 37,520 feet of track, cleaned 18,005 feet under and around the third rail, installed 14 track rails, 1,026 track plates, and 744 friction pads. Infrastructure workers repaired 148 leaks and 75 square feet of damaged concrete, cleaned 950 feet of drain line, repaired or replaced 406 feet of handrail; and replaced 564 light bulbs. At stations, workers painted 34,080 square feet of station surface, including 58 columns and 48 stairway safety markers. Station lighting improvements included replacing two fluorescent light fixture ballasts and 10 light bulbs. Signal crews completed multiple work orders for maintenance, repair, and replacement of more than 30 switch and signal components. In addition they also serviced 10 switches, tested 43 signals and serviced 34 signals. This represents only a portion of the work completed during this FASTRACK diversion.

FASTRACK has been designed around the careful determination that there is adequate alternate means of transportation, including enhanced services along some bus lines during work periods. Alternative transportation options will be detailed in announcements and posters on trains, in stations and on selected buses; brochures will be available in both English and Spanish. Information on this FASTRACK is available on the web at http://web.mta.info/nyct/service/fastrack_F.htm#about

FASTRACK was introduced in January 2012, devoting four straight weeknights to perform maintenance work in tunnels, stations and on tracks, completely suspending service within a given line segment for a seven-hour period between 10 p.m. and 5 a.m., allowing an army of maintenance workers to perform dozens of tasks.

Our next FASTRACK overnight closure, scheduled to begin Monday night, November 17 and ending early Friday morning, November 21, will take place at **NQR** Manhattan stations.