



MTA Press Releases

Press Release



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NYC Transit

IMMEDIATE

Subway Stations in Harlem and the Bronx to Receive Structural Repairs and Improvements This Summer

Nearly a Century of Wear, Tear and Deterioration Will Be Fixed, and Stations Modernized, at 145 St, 167 St and 174-175 St




MTA New York City Transit will make structural and functional repairs and improvements at three stations in Harlem and the Bronx beginning in July to improve service reliability and modernize the station environments for nearly 20,000 subway customers on the Concourse  and Lenox  Lines.





The work at 145 St , 167 St , and 174-175 Sts  will repair and modernize these stations following nearly a century of nonstop use with little more than routine maintenance to handle increasingly critical issues such as water mitigation, crumbling concrete ceilings and walls, deteriorating structural steel, daily wear-and-tear and cracked or missing tiles. The 145 St  opened more than a century ago in November 1904, while the other two stations on the Concourse  Line opened in July 1933.




“We’re excited to fix and update these stations because the structural work is critical and customers deserve to experience what a cleaner, safer, modern subway station is like, said MTA New York City Transit President Andy Byford. “We thank our customers for their patience as we work to prepare these stations for decades of continued – and improved – service to the community.”




As crews make critical repairs to the station infrastructure such as concrete and metal platforms, stairs, beams and columns, they will also work to modernize the station with enhancements to all entrances including stairs, LED lighting, digital signage providing real-time service information, and new turnstile areas with security cameras and brighter lighting. Countdown clocks and Help Points, which allow customers to communicate quickly with staff for assistance or emergencies, will be installed throughout the stations. New station furniture and platform safety enhancements such as tactile edge warning strips also will be installed to improve customer safety.

NYC Transit staff have conducted extensive outreach in the affected neighborhoods, meeting with local community boards and contacting elected officials, local businesses and nearby building owners to ensure they are aware of the work and any upcoming service changes related to these repairs.

To rapidly accelerate the project duration, provide unimpeded access to crews and to ensure customer safety during the demolition and construction, the stations will be closed to service for less than 6 months. The 145 St  station will close beginning July 21. At 167 St , one stair entrance on the southwest corner of Grand Concourse and McClellan Street will close beginning Monday, July 9, but the entire station will remain open for service until August 27. At 174-175 Sts , one stair entrance on the east side of Grand Concourse above the East 174th Street underpass will close beginning Monday, July 9, but subway service will not be affected until August 13, when the entire station will close for repairs.

During the station closures, customers can use nearby bus routes for connections to  service. For service to and from 145 St, customers can use the Harlem-148 St  station, or take the M7 or M102 bus to 135 St for  service. Customers can also take the Bx19 bus to the 145 St  station.

For service to and from 167 St , take the Bx1 or Bx2 bus to 170 St  or 161 St-Yankee Stadium .

For service to and from 174-175 Sts , customers can use the Bx1 or Bx2 bus to 170 St  or Tremont Av .

On May 23, NYC Transit President Byford unveiled “Fast Forward: The Plan to Modernize New York City Transit,” which among other initiatives, proposes modernizing the subway’s signal system on a significantly accelerated timeline, redesigning the entire city’s bus network, and improving customer service and communications. The plan also proposes the addition of 180 elevators across the subway network over a period of 10 years.

The MTA Board approved the \$88 million contract for work at all three stations to Citnalta/Forte with Urbahn/HAKS.

