Penn Station Master Plan
A Joint Effort of Amtrak, NJ TRANSIT and MTA
MTA Board Briefing
April 21st, 2021
Penn Expansion: Hudson Tunnel / Gateway Project
Moynihan Train Hall: Opened December 2020

- Amtrak ticketing, boarding and waiting has moved to Moynihan
Penn Station: Poor visibility
Penn Station: Improving visibility – the East End Gateway
LIRR 33rd Street Concourse: Opening early 2023
Existing Lower Level (LIRR)
Understanding Our Users: Largely a commuter population

Daily Railroad Trips Only

458,000

2019
Understanding Our Users: But not just railroad commuters

Daily Railroad Trips Only
458,000

Daily Trips – All Users

600,000

2019

*Local office workers and others patronizing in-station retail
Understanding Our Users: 40% growth by 2038

Daily Railroad Trips Only
458,000

Daily Trips – All Users
600,000

Daily Trips – All Users
832,000

2019

2019

2038

Excludes Moynihan Train Hall

*Local office workers and others patronizing in-station retail
Understanding Our Users

Where are they walking from and to?
Understanding Our Users

Where are they walking from and to?

Where are they boarding trains?

- 29% West Side
- 17% Exit Concourse
- 3% Central Concourse
- 12% Upper Level
- 67% Main Gate and NJT Concourse
- 67% East Side
Rethinking Penn Station From the Bottom Up

❖ Add more stairs, escalators and elevators to the platforms
Rethinking Penn Station From the Bottom Up

❖ Increase passenger circulation area
❖ Simplify navigation
❖ Clear sightlines to and from exits /entrances
Rethinking Penn Station From the Bottom Up

❖ Regain street presence
❖ Introduce daylight
Two-Level Alternative
Increase Platform Access: Add more stairs, escalators and elevators

**Existing:** 87 VCEs

**Proposed:** 118 VCEs

2 escalators and 2 elevators to each platform
**Two-Level Alternative:** Increase Upper Level boarding capacity

15 Escalators
11 Elevators
No direct access to Platform 11
Two-Level Alternative: Upper Level improvements

Existing

Central atrium

Two-Level
Two-Level Alternative: Central atrium looking west from Lower Level
Two-Level Alternative: Central atrium looking east from the Upper Level
Two-Level Alternative: Increase circulation space – Lower Level

Existing

Two-Level

Penn Expansion

2 football fields
Single-Level Alternative
Single-Level Alternative: Increase circulation space - Lower Level

Existing

Penn Expansion

Single Level

2½ football fields
Single-Level Alternative: Increase circulation space - Lower Level

[Image of a modern train station with people walking and a diagram of the lower level layout.]

April 2021
Penn Station Master Plan

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Single-Level Alternative: Street presence - 33rd Street looking west
Mid-Block Train Hall: From Street Level looking south
Mid-Block Train Hall: From Lower Level looking south
Single Level: East – West Spine looking west
Existing Lower Level (LIRR)
Comparison: Single-Level vs. Two-Level
Another Option for Improving Visibility
Regaining Street Presence: Eighth Avenue looking west
West Train Hall: From Street Level looking east
Streetscape Impacts: 7th Ave. sidewalk crowding; 33rd Street MSG Loading
Mid-Block Train Hall: MSG pull-through truck loading
33rd Street: Shared Street – pedestrians have priority
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