



Briefing

Wednesday, February 13, 2019

L Project Proposal

Recap

Construction

Service and Operations
Proposal

Communications and
Customer Experience

New plan allows for:

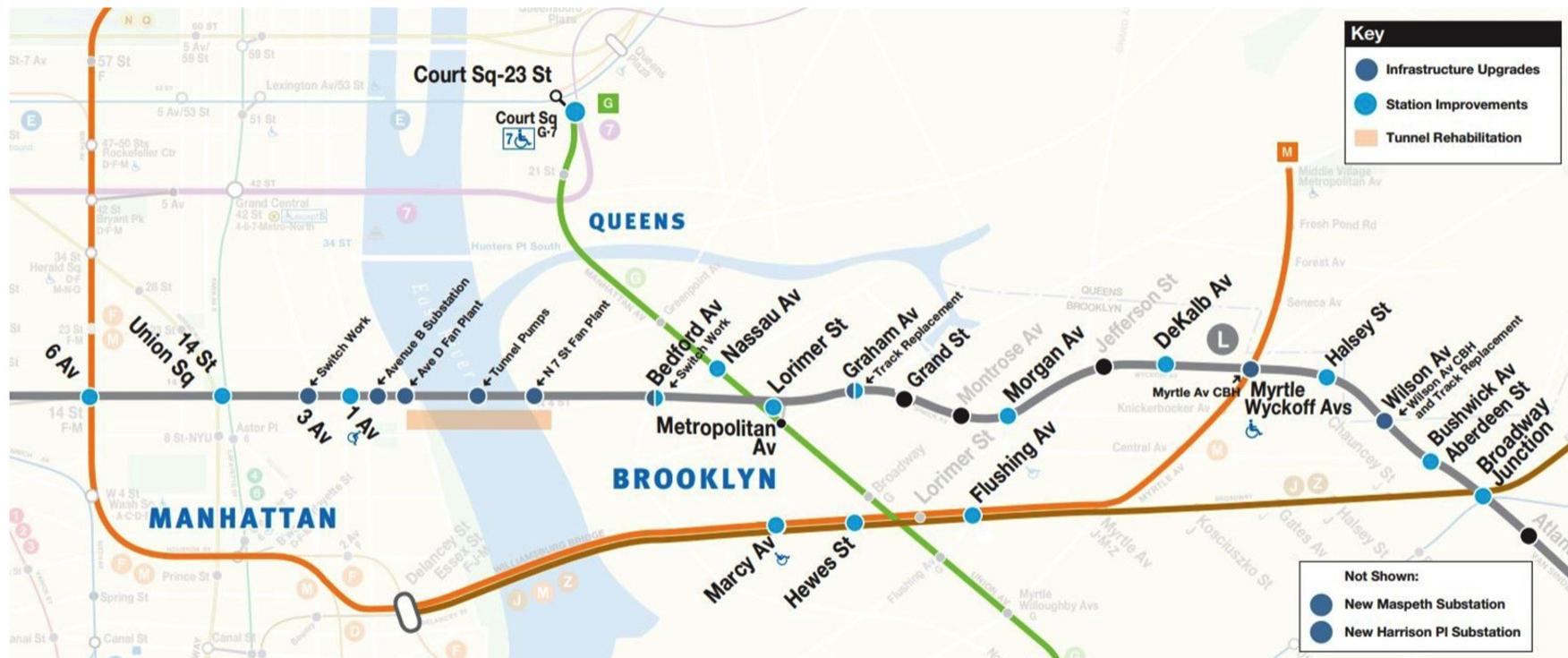
100%

**of daytime weekday service continues between 5 AM and 8 PM,
including peak rush hour times**

- Developing a new service plan in line with revised approach for L tunnel rehabilitation
- Coordinating with FTA, NYC DOT, NYPD and other government partners
- Continuing to attend meetings and collecting input from elected officials, advocates and customers via our new webpage, newsletter and meetings
- MTA Capital Construction leading the tunnel rehabilitation work. Independent consultant to report directly to board throughout the project

Construction

L Project scope

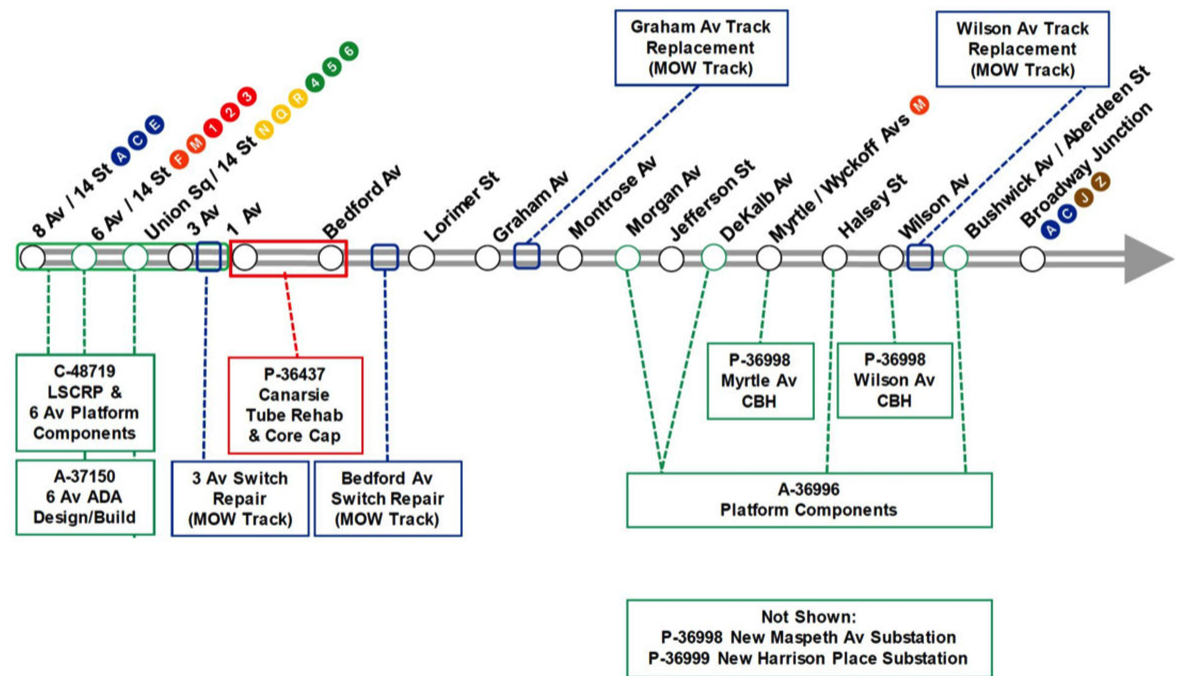


L Project scope

Station improvements

Infrastructure upgrades

Tunnel rehabilitation



Construction

Station improvements

Station work

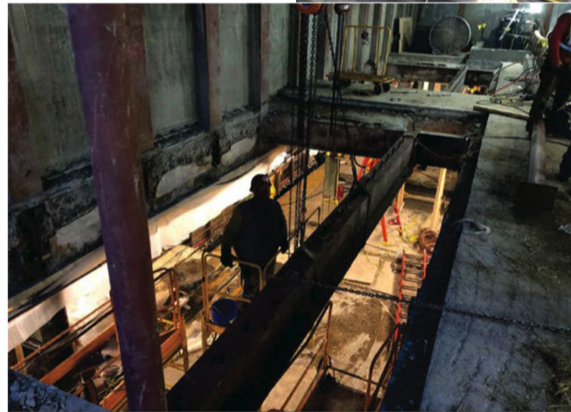
- 14 St-6 Av elevators
- Court Square: Station circulation improvements
- Nassau (G): Additional turnstile capacity
- Bedford Avenue (L): New stairways; new elevators; expanded mezzanine
- 1st Avenue (L): New stairways; new entrance
- Metropolitan(G)/Lorimer (L): New stairway; additional turnstile capacity; reopen station entrance
- Morgan: Station component repair
- DeKalb: Station component repair
- Halsey: Station component repair
- Bushwick: Station component repair
- Broadway Junction: New stairway
- Marcy Ave: Widened stairway and platform
- Hewes St: Reopened entrance
- Flushing Av: Reopened entrance

Construction

Station improvement examples

Bedford Av work is on schedule

- New stairs at Bedford Ave and Driggs Ave
- Elevators at Bedford Av Station
- Bedford Avenue mezzanine expansion continues
- Holes for new stairs cut into platform ceiling



Construction

Infrastructure upgrades

1 Av Station work is on schedule

- Excavation completed at Avenue A
- Wall and floor slab construction started
- Stair construction started



Infrastructure upgrades

Infrastructure upgrades

- Track and switch renewals
- Manhattan fan plant rehabilitation
- Three new substations (two in Brooklyn, one in Manhattan)

Construction

Infrastructure upgrade examples

Ave B substation in Manhattan is on schedule

- Excavation about 60% complete
- Steam and electric lines supported
- Electrical gear constructed and ready for delivery
- Continuing work on two substations in Brooklyn:
Maspeth Ave (between Woodpoint Rd and Humboldt St) and
Harrison Pl (between Stewart Ave and Flushing Ave)

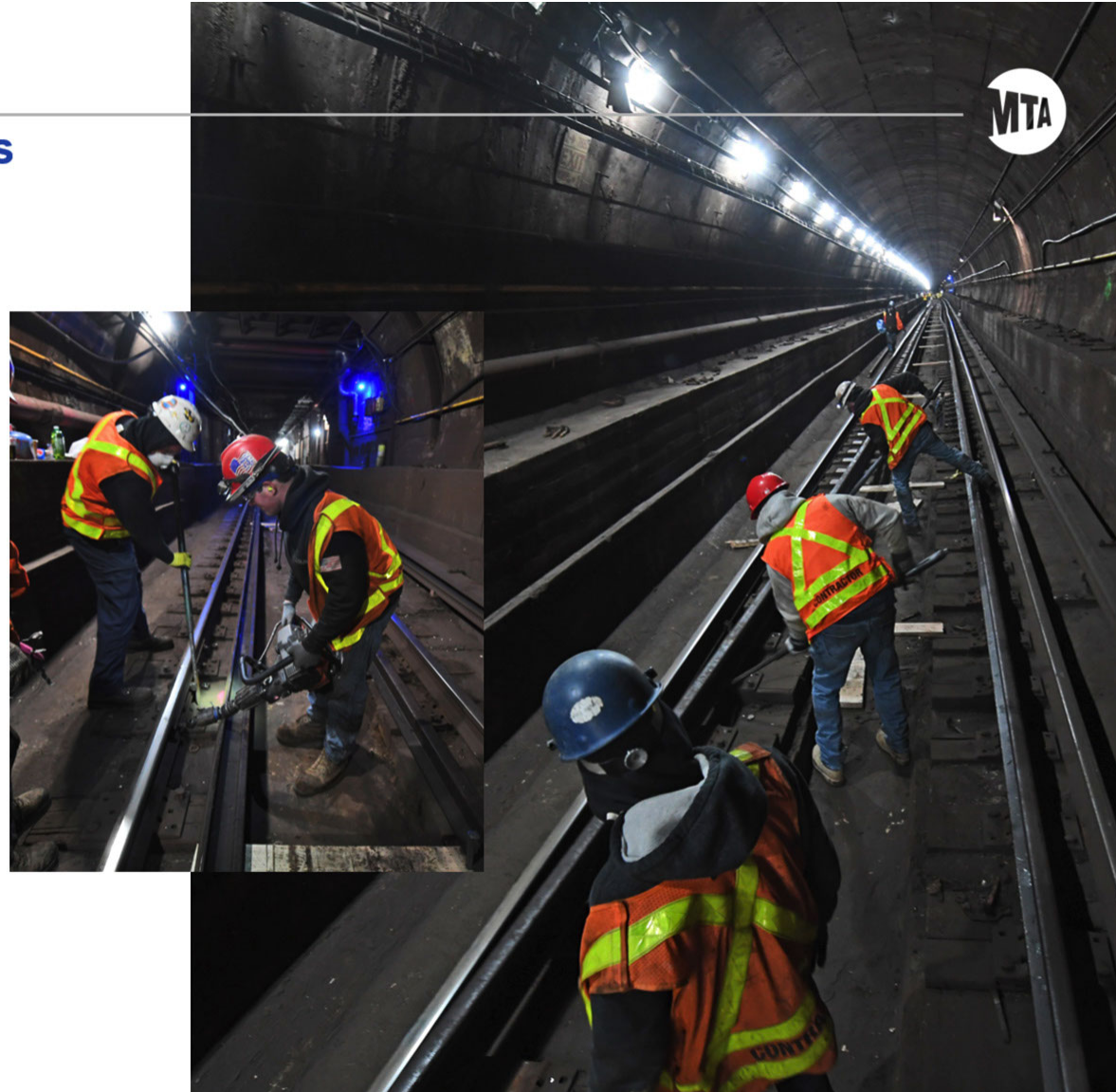


Construction

Infrastructure upgrade examples

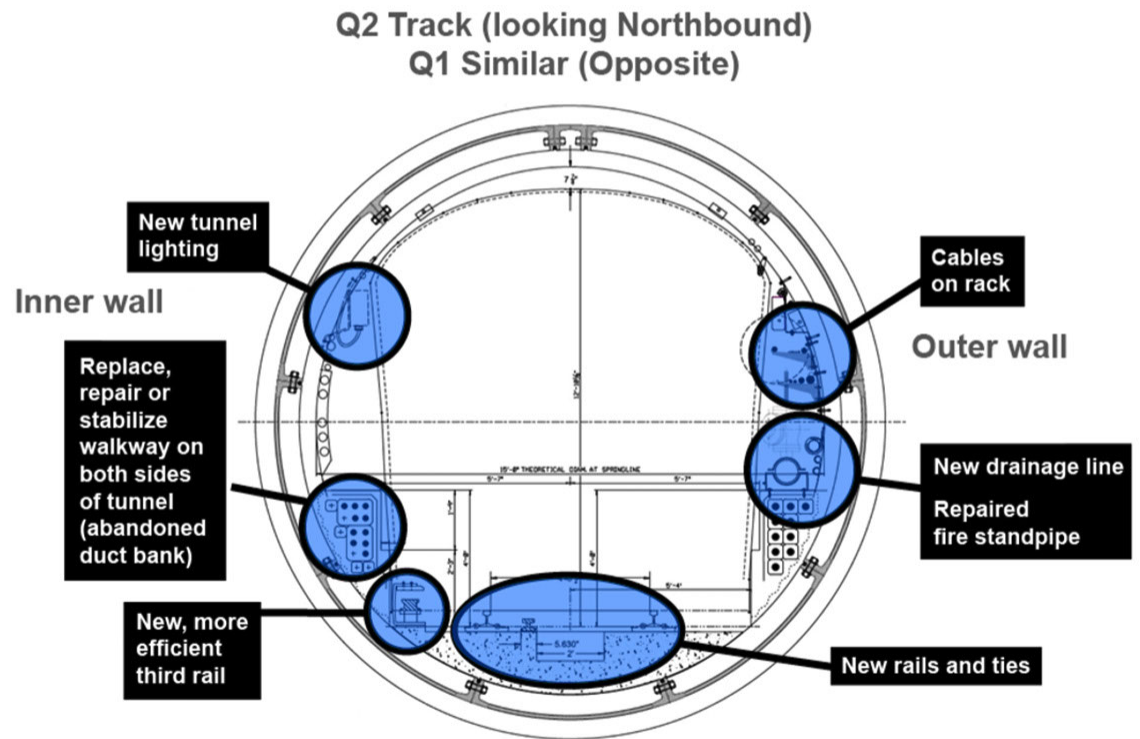
Track renewal underway and on schedule

- Work in tunnels and other locations along the line
- Replacement of rails and ties
- Smoother ride and improved reliability
- New, more efficient third rail



Tunnel rehabilitation

- New rail, third rail, and ties
- Repaired, replaced and stabilized benchwall
- New fiber optics system installed to monitor stability
- New rack cable system
- Upgraded pumps, new drainage line and repaired fire standpipe
- New tunnel lighting



Construction

Tunnel rehabilitation



Tunnel rehabilitation

Dust control and monitoring plan

- Dust and silica control is performed on every MTA construction project
- Revised plan involves less demolition and will result in less dust generated
- Dust control measures will be in place whenever construction occurs
- Plan designed to protect workers, customers and the general public from dust including silica

Construction

Tunnel rehabilitation

Dust control and monitoring plan

Dust control includes:

- Use of tools that minimize and control dust
- Use of air filters in work zone
- Comprehensive clean-up of work zone after every operation

Monitoring will occur:

- Within the work zone
- Areas immediately outside work zone
- Continuously in public space

Multiple layers of monitoring for public and worker safety



Resiliency and the L line

Resiliency projects

Completed:

Sealing all possible street-level vents along 14th Street

Protecting Fans on both sides of river

In Progress:

Increasing pump capacity in tunnel

Relocating pump controls out of flood zone



Next steps:

Finalize schedule and logistics for tunnel rehabilitation and other construction projects

Advance as much preparation work as possible during the February and March service outages

Begin major tunnel rehabilitation work

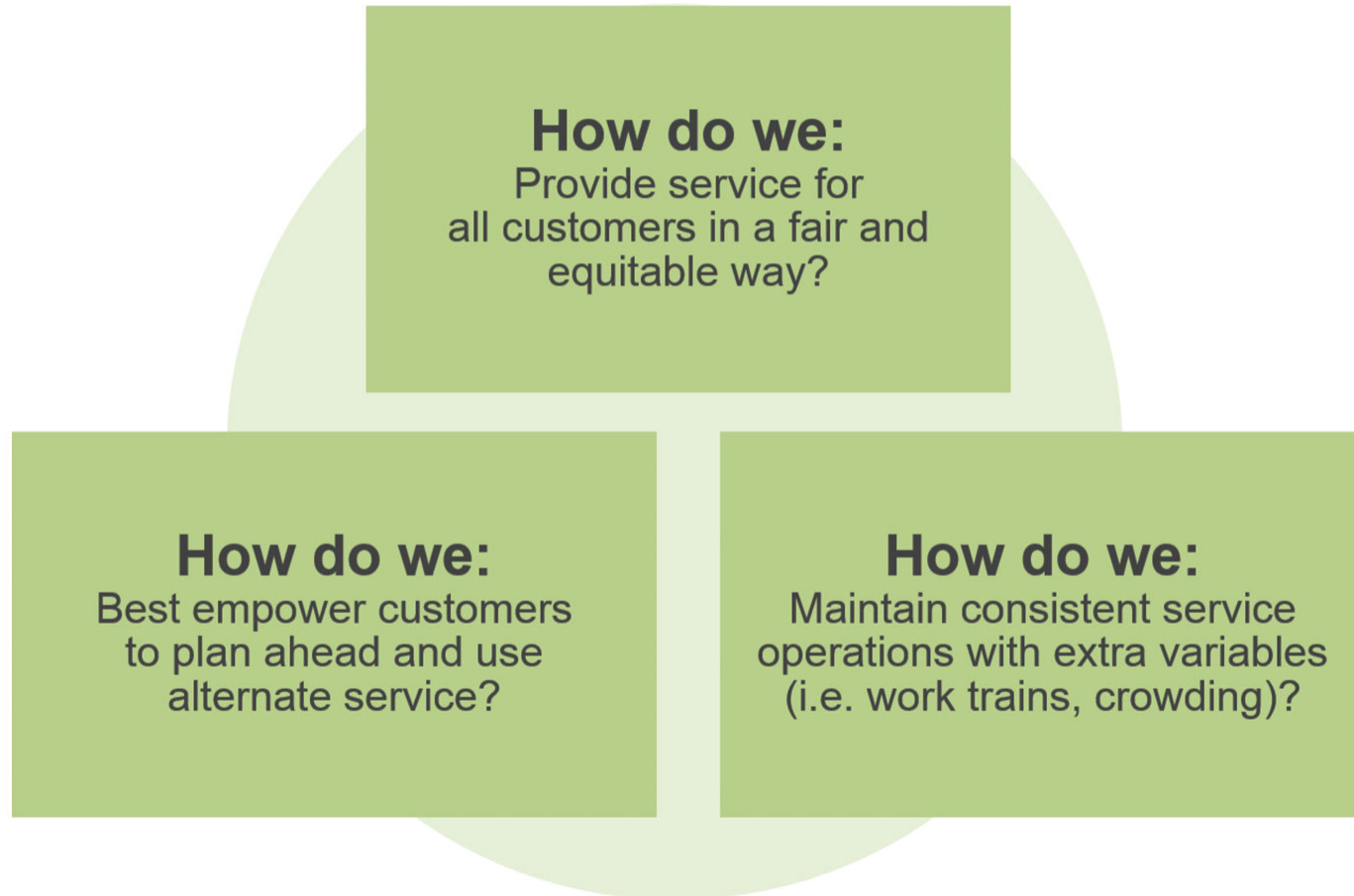
Situation: L service demand

Under previous plan, no customers would have access to L service between 8 Av in Manhattan and Bedford Av in Brooklyn

Under revised approach:

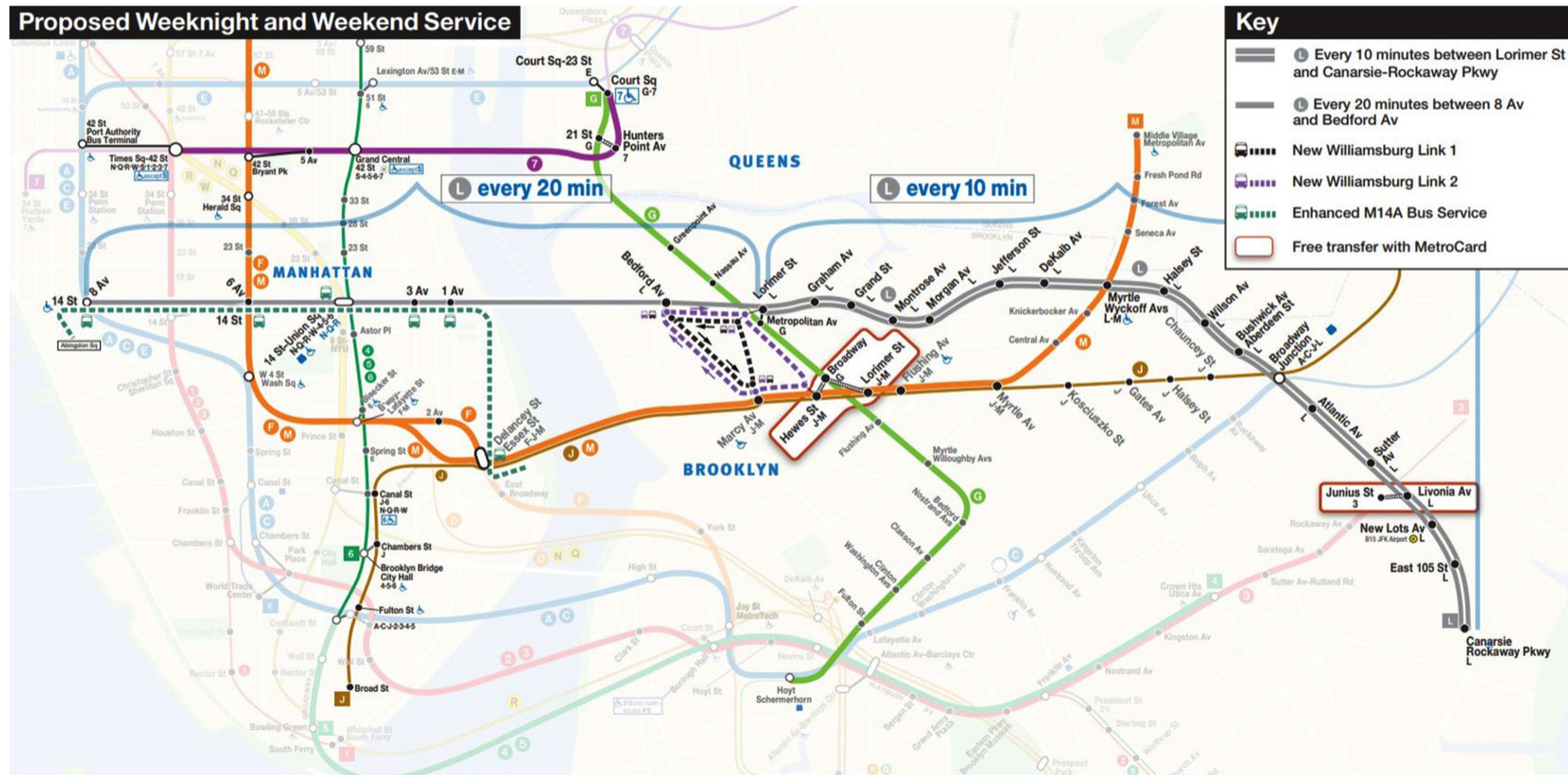
Daytime during the week	Weeknights (8 PM-5 AM)	Weekends
100% of L customers will have regular service in peak times, including both rush hours.	95% of L customers served by L trains operating every 20 minutes between Brooklyn and Manhattan and every 10 minutes in Brooklyn, with service ramping down at 8 PM. Overnight (1:30 AM-5:00 AM): Normal frequency with L trains running every 20 minutes.	85% of L customers served by L trains operating every 20 minutes between Brooklyn and Manhattan and every 10 minutes in Brooklyn. Overnight (1:30 AM-5:00 AM): Normal frequency with L trains running every 20 minutes.

Our task



Service and Operations

Proposed weeknight and weekend service



Service and Operations



Proposed service: enhance G M and 7 lines

Subways are the fastest way to get around: one M train is equal to 23 buses

	Weeknights, 8PM-5AM	Weekends
L	<p>Between Manhattan and Brooklyn trains run every 20 minutes, between 10PM and 5AM. Weekday service frequency ramps down after 8 PM to get work trains onsite.</p> <p>Within Brooklyn trains run every 10 minutes Extra “overlay” trains run every 20 minutes between Lorimer St and Canarsie-Rockaway Pkwy from 10PM to 1:30AM</p> <p>After 1:30AM, trains run every 20 minutes, same as today</p>	<p>Between Manhattan and Brooklyn trains run every 20 minutes</p> <p>Within Brooklyn trains run every 10 mins Extra “overlay” trains every 20 minutes between Lorimer St and Canarsie-Rockaway Pkwy from 6 AM to 1:30 AM</p> <p>After 1:30AM trains run every 20 minutes, same as today</p>
G	5 additional trips between 8:30 PM and 1:30 AM	Trains run every 8 minutes, instead of every 10 minutes
M	Extend hours of normal weekday service into Manhattan between 10PM to 1:30AM, and after 10 PM, extend service to 96 St- 2 Av instead of Queens Blvd	Extend service in Manhattan from Essex St to 96 St-2 Av Trains every 8 minutes instead of every 10 minutes
7	5 additional trips from 8:30 PM to midnight	Trains every 4 to 7.5 minutes, like today
New free transfers between Junius St 3 and Livonia L and between Broadway G and Hewes St/Lorimer St JM		

Proposed service: enhance M14 and add Williamsburg Link bus

M14A



Additional M14A bus service

Connects to alternate subway lines at Delancey/Essex St
FJMZ Station

- Weekend M14A/D buses combined operate every 3 minutes
- Determining weeknight bus frequencies

Williamsburg Link Buses



Implement two new loop bus routes

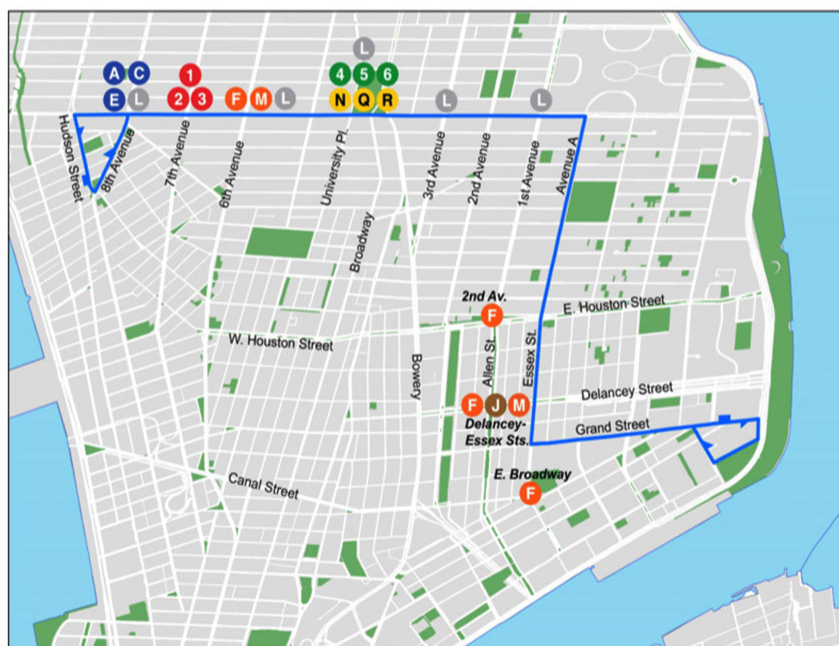
Connect to alternate subway lines at

Bedford Av L Metropolitan Av-Lorimer St Av G L Marcy Av JM

- Weekend buses operate every 3 min
- Determining weeknight bus frequencies
- Doubles current weekend loop bus service during L service diversions

Proposed service: enhance M14 and add Williamsburg Link bus

Additional M14A service



New Williamsburg Link bus



Service and Operations

Continued capacity improvements

We are reconstructing or re-opening more staircases, or adding more turnstiles at several stations:

Completed

Flushing Av **J M Z**
Hewes St

In Progress

Marcy Av **J M Z**
Metropolitan Av-Lorimer St **G L**
Broadway Junction (**J Z** side)
Court Sq **E G M 7**
Nassau Av **G**
14 St-Union Sq



Marcy Av Station stair reconstruction

We will have plans in place to manage crowding at select stations

1 Av

Bedford Av

3 Av

Union Sq

Recap

L service continues as normal during peak weekday times, including rush hours

Other transportation options provide service for 100% of customers who prefer an alternative

Subway service	<ul style="list-style-type: none"> Continued L service during the weekdays, with reduced service for weekend and some overnight hours More frequent 7 service during impacted times More frequent G service during impacted times Extended M service during impacted times 			
Bus service	<ul style="list-style-type: none"> Enhanced M14A service during impacted times Added Williamsburg Link bus during impacted times 			
Continued station capacity improvements	<ul style="list-style-type: none"> Several stations getting more reopened or reconstructed staircases, or more turnstiles 			
New free transfers	<ul style="list-style-type: none"> Between Junius St 3 and Livonia L and between Broadway G and Hewes St/Lorimer St JM 			
Station operations	1 Av	3 Av	Union Sq	Bedford Av

More service additions: permanent M14 SBS

In addition, we are committed to operating new service in 2019

- Will partner with NYC DOT on planning, design and implementation of bus priority along the route, including bus lanes on 14th Street
- Next steps:
Community engagement



Our task



Communications and Customer Experience

Proposed solutions

Going out to the community

Personnel will be stationed on the platforms and on the trains

Hosting open houses

Planning four open houses in Manhattan and Brooklyn, solidifying dates



Communications and Customer Experience

Proposed solutions

Research

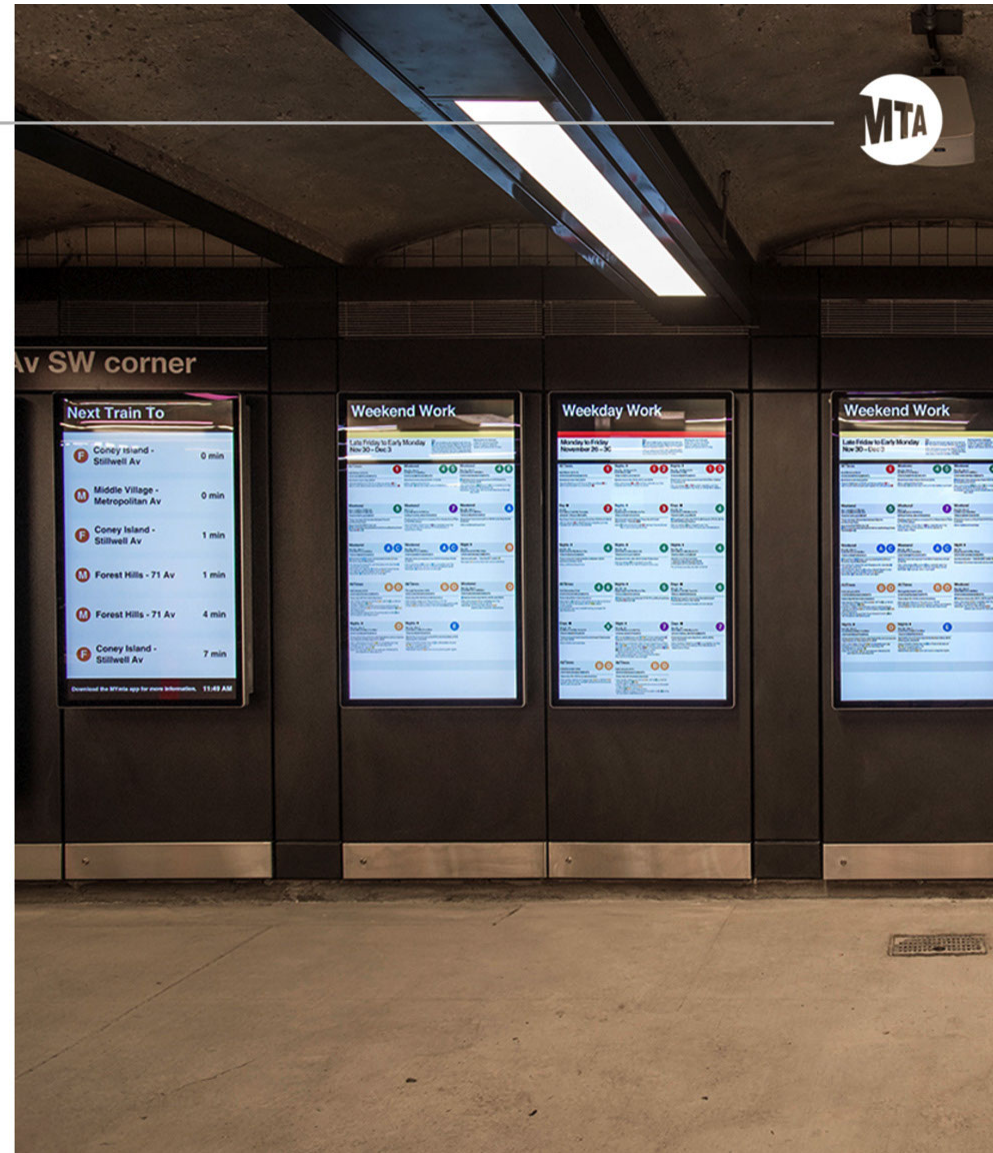
Conduct customer surveys on communications tools and preferences

Digital tools

Provide real-time alerts, signage

Content and communications

Send weekly newsletter, distribute new brochures, create new maps and more



Next steps

Incorporate your feedback

Continue working with NYPD, federal partners and NYC DOT

Share new service plan with customers:
Community board meetings, open houses, platform and train car chats

Continue planning to make service and operational
adjustments in real-time



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