



## TRANSPORTATION SYSTEM MANAGEMENT *Changes from Within*

Over the past twelve months, the Lower Manhattan Access Study has generated, analyzed and refined alternatives as it seeks to provide better access into Lower Manhattan for suburban commuters. Over 200 recommendations from the public were evaluated in terms of meeting study goals and viability, and this list was narrowed down to five Build alternatives and ten Transportation System Management (TSM) alternatives.

“Build” alternatives typically are capital intensive, have significant benefits, and require further environmental review. Several of the longer-term Build alternatives provide new direct service from suburbs into and through downtown Manhattan; each of the Build alternatives are detailed in Bulletin #3. These alternatives are being analyzed for technical feasibility and customer benefits.

TSM alternatives improve the existing transportation system and typically can be accomplished in a shorter time frame and at a lower cost than the major Build alternatives. Instead of a new commuter rail line to Lower Manhattan, a TSM alternative may provide faster, more comfortable subway service on existing services, easier transfers or improved access to an existing subway station. Ultimately, a package of TSM strategies will be developed to evaluate how they meet study goals

compared to the Build alternatives. The MTA could also advance any of these strategies separately or in combination with a Build alternative.

The ten TSM alternatives now under review respond to the needs we heard from customers and offer relief to inter- as well as intra-city commuters destined to Lower Manhattan.

**What You Told Us:** “The platform is so crowded! You can never get on the first train that pulls in (to the Lexington Ave. IRT Station) Traveling on the Lexington Avenue line is...not a good way to start your day.”

**TSM Actions to be Analyzed:** Potential to improve train capacity and trip times by early implementation of new technology train control signal system on the Lexington Avenue line. (TSM #1)

A new Fifth Track at the Grand Central Terminal (GCT) IRT Station for the downtown local trains could allow downtown express trains to board on both sides of the existing platform. Passengers could board a train on one side of the platform, while the train on the other side could enter or leave. This could result in increased Lexington Express reliability and train throughput. (TSM #2)

## TEN TSM ALTERNATIVES

1. New Technology Train Control
2. Grand Central Terminal IRT Fifth Track
3. Fulton Street Passenger Connection
4. Metro-North Railroad/IRT Lexington Avenue Passenger Connection
5. Atlantic Avenue Fifth Track
6. Nostrand Junction Improvement
7. New Nostrand Junction Operating Plan
8. IRT 1/9 Cortlandt Street Station Improvements
9. Utica Avenue Branch of Eastern Parkway IRT
10. Westchester/Rockland Ferry Service



*TSM #10 considers a new fast ferry service from Westchester and Rockland Counties into Lower Manhattan.*

**What You Told Us:** “There is a real problem at the Fulton Street maze in Lower Manhattan. There are so many trains that come in here, and so many people going to the same place (the World Trade Center in particular), that you can’t seem to move.”

**TSM Actions to be Analyzed:** Create an underground, all-weather passageway between the Fulton Street IRT 4 5 station and the World Trade Center/World Financial Center. This could provide direct access to the WTC concourse from the Fulton/Broadway/Nassau complex. (TSM #3)

**What You Told Us:** “The most frustrating part of my commute is the length of time it takes to get to the Lexington Avenue subway (from my Metro-North train) – First, I have a long walk through the tunnel when exiting my commuter train. Then, it’s a long walk (dodging people, luggage carts, etc.) through Grand Central Terminal and down the stairs to the subway. There’s always a line of people backed up at the turnstiles.”

**TSM Actions to be Analyzed:** A new passageway from the lower-level GCT Metro-North Railroad platforms to the mezzanine level of the Lexington Avenue IRT station could reduce transfer time by creating a more direct connection. (TSM #4)

**What You Told Us:** “I commute from Long Island to the Wall Street area. In the past two years, trains at the Flatbush subway station are so crowded that I have to skip two or three trains before I can even get into the subway car.”

**TSM Actions to be Analyzed:** There are four possible ways additional subway service between Downtown Brooklyn and Lower Manhattan can be provided:

- Adding a Fifth Track at Atlantic Avenue Station could improve capacity on the entire Lexington IRT by allowing some south-bound trains to stop and reverse direction to return to Lower Manhattan. This could allow LIRR riders arriving at Flatbush Avenue Terminal to transfer to an empty Lexington Ave. IRT 4 5 train for service to Lower Manhattan. (TSM #5)

Train merging conflicts between the Eastern Parkway 3 4 and Nostrand Avenue 2 5 IRT lines near the Franklin Avenue station reduce the number of trains per hour on the IRT lines between Downtown Brooklyn and Lower Manhattan. The following TSM options address this issue, and could allow more trains to operate from Brooklyn to Manhattan.

- These merging conflicts may be eliminated by fully restructuring Nostrand Junction. (TSM #6)
- Another alternative is to modify the Brooklyn IRT service (TSM #7). This could increase frequency and reduce delays through the Nostrand Junction area at a lower cost.

*Ultimately, a combination of TSM measures that offer the greatest benefit to the existing transportation system will be grouped into a recommended TSM alternative package.*



*TSM #3 introduces a new passenger walkway from Fulton Street IRT station to the World Trade Center concourse.*

- Relocating one of the Nostrand Avenue IRT services into a new extension of the Eastern Parkway IRT south along Utica Avenue could eliminate the merge conflicts. The proposed Utica Avenue service could also provide convenient new subway access. (TSM #9)

**What You Told Us:** “Why is it that I can’t get out of the Cortlandt Street (World Trade Center 1 9) station in a timely fashion...?” and “The platforms at the Cortlandt Station are so crowded as I wait for a train to go home in the evening...”

**TSM Actions to be Analyzed:** Stairway improvements and platform widening at the Cortlandt Street Station could alleviate platform crowding and may provide better passenger circulation within the station. (TSM #8)

**What You Told Us:** “How about high-speed ferry service to avoid the trains completely? This would relieve a crowded situation and provide a faster mode of transport.”

**TSM Actions to be Analyzed:** New fast ferry service from Westchester and Rockland counties can provide direct service to Lower Manhattan. The ferry could serve two Lower Manhattan terminals on the east and west side. (TSM #10)

## **NEXT STEPS**

These ten TSMs are now undergoing a comprehensive assessment. Ultimately, a combination of TSM measures that offer the greatest benefit to the existing transportation system will be grouped into a recommended TSM alternative package. While the TSM measures offer service improvements on a stand-alone basis, their effectiveness could also be complimented by the implementation of a long term Build Alternative.

# Lower Manhattan Access MIS/DEIS

c/o 314 West 71st Street  
New York, NY 10023

presorted first-class  
**M A I L**  
U.S. Postage Paid  
New York, NY  
Permit Number 2321

# NEWS



## Information

**PHONE:** 212.799.4500

**FAX:** 212.799.2206

**WEBSITE:** [www.lowermanhattanaccess.com](http://www.lowermanhattanaccess.com)

**EMAIL:** [lmcomments@aol.com](mailto:lmcomments@aol.com)

**MAIL:** Mr. John D. Dean  
Project Manager, MTA  
347 Madison Avenue  
New York, NY 10017



## HOW CAN I FIND OUT MORE ABOUT THE STUDY?



Public involvement in this study is extremely beneficial in helping to direct the focus of the study. Extensive public participation in the study will help produce results that are meaningful and achievable. As a commuter, transit advocate, business owner, employer or an individual interested in seeing improved access into Lower Manhattan for whatever reason, we urge you to play an active role in the study.

To date, three previous Bulletins like this one have been distributed. The first is a summary of the Public Scoping document; the second offers a summary of all public comments received. For copies of these Bulletins, other public documents, meeting schedules, study schedule, a detailed list of all potential alternatives and pertinent contact information, please visit our Website at [www.lowermanhattanaccess.com](http://www.lowermanhattanaccess.com), or call us at: **212.799.4500**.