

Second Avenue Subway

March 2014 Public Workshop Follow-Up Report

June 2014





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June 5, 2013

Dear Neighbor,

On March 26, 2014, MTA Capital Construction hosted the seventh in a series of public workshops for the Second Avenue Subway (SAS) corridor. More than 50 community members convened in Temple Israel to continue a dialogue aimed at improving quality of life in the SAS project area during construction.

Workshop participants chose tables according to the station area they were most interested in discussing, and were joined by contractors and project representatives to have station-area-specific conversations about any ongoing concerns and ways to make quality of life improvements.

We reviewed every comment and question raised and addressed many of them immediately; while some suggestions and questions have taken more time to research, all of our responses are included in this report.

The next quarterly workshop, June 11th, will be an Ask the Experts event, an informal session for attendees to pose questions and raise issues directly to subject matter experts, both from MTA and numerous city agencies. We hope that you find this format informative and responsive. We will alternate between the formal "Town Hall" format and the informal "Ask the Experts" sessions in an effort to provide the community with the most accurate and timely information possible.

MTA Capital Construction and the Second Avenue Subway project team are committed to being a good neighbor and community partner. Thank you for your active participation.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael Horodniceanu".

Michael Horodniceanu, Ph.D., P.E.
President, MTA Capital Construction

A handwritten signature in black ink, appearing to read "Anil Parikh".

Anil Parikh, P.E.
Senior Vice President Second Avenue Subway Project
Program Executive, MTA Capital Construction



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Introduction

SAS Project Overview

The Second Avenue Subway (SAS) project is the first major expansion of the Metropolitan Transportation Authority's subway system in over 60 years. The SAS project is divided into four phases, and MTA Capital Construction is currently building Phase 1.

Phase 1 will provide subway service from Lexington Av/63rd Street to 96th Street, as an extension of the existing **Q** train. The two-mile long subway extension will include three new ADA-accessible stations at 72nd Street, 86th Street, and 96th Street. The existing Lexington Av/63rd Street Station will be reconstructed with new entrances and elevators from the fare control level to the platforms. Construction of Phase 1 began March 2007, and subway service is scheduled to be operational by December 2016.

Manhattan's Upper East Side is one of the most densely populated neighborhoods in the nation, with more than 100,000 residents per square mile. SAS will deliver additional much-needed subway access to these and other residents, business owners, workers, and visitors. It will enhance mobility for all New Yorkers by reducing overcrowding on the 100-year old Lexington Avenue line (the 4, 5, and 6 subway lines) while improving service reliability.

Construction for Phase 1 of the SAS is on schedule, making significant progress with all of the construction contracts needed for completion of the project awarded and active. Four contracts are complete. The tunnel boring machine completed mining of the east and west tunnels in 2011.

The corridor's density combined with the magnitude of construction—which includes utility relocations, building demolitions, cut-and-cover operations, mining, blasting, and muck (soil and rock) excavation—poses unique and unprecedented challenges. MTA Capital Construction's goal is to complete this vital project on time while mitigating construction impacts on the community.



Community Outreach Initiatives

MTA Capital Construction has launched several initiatives to improve community access to SAS project staff and provide transparency to the project. Since November 2011, we've expanded the Community Outreach program to include the following:

General Public Sessions (Workshops and "Ask the Experts")

These sessions allow residents, employees and business owners to receive construction progress information and discuss quality of life and other issues directly with project representatives.

Good Neighbor Initiative

Staffers review each station area weekly, and work directly with residents and NYC agencies to address sanitation, transportation and other pedestrian experience issues.

Air Quality Monitoring Information

This information is available online for each station area, and updated each week: mta.info/sasair.

Daily Emails

Project representatives send daily emails notifying the public of upcoming underground blasts, changes in construction procedures, street closings, and MPT changes.

Construction Advisory Committees

In December 2011, MTA Capital Construction formed SAS Construction Advisory Committees (CAC), where project staff and community stakeholders meet regularly to discuss concerns and solutions regarding construction-related issues.

There is a CAC for each station area (Lexington Av/63rd Street, 72nd Street, 86th Street, and 96th Street). CACs are comprised of co-op and condo board members, building managers, business owners, property owners who live in walk-ups not represented by boards, and community board members. MTA Capital Construction senior staff, community outreach personnel, contract managers, and representatives from area elected officials and other New York City agencies also attend CAC meetings.

The CAC meetings provide community stakeholders face-to-face access to construction managers, project executives, and MTACC staff to discuss issues and work toward solutions. Issues identified at the public workshops are also addressed at the CAC meetings. PDF files of CAC presentations, as well as newsletters and other information, are available on the SAS website: mta.info/capconstr/sas/documents.html

Community Information Center

The Second Avenue Subway Community Information Center (CIC) opened on July 26th, 2013. It is located at 1628 Second Avenue, between 84th and 85th Streets. The CIC was developed for those who live and work on Second Avenue, as well as for the general public, as a one-stop shop to learn about the Second Avenue Subway, its construction and its long history.

At the CIC, visitors can find project staff, regular programming and activities, and biannual exhibits about different aspects of the Second Avenue Subway, demonstrating what it takes to build a project of this magnitude. Most importantly, the Community Information Center is a place to access any information needed about the project and bring issues of concern to the attention of project staff.

The center will be open through the completion of the project's first phase, which will bring the Q line from E. 63rd Street to E. 96th Street beginning in December 2016. The CIC is open 10:00 AM to 6:00 PM Monday, Wednesday, and Friday, and 12:00 PM to 8:00 PM Tuesday and Thursday. The CIC will also be open the second Saturday of every month from 11:00 AM to 3:00 PM.

Community Tours

In December 2011, MTA Capital Construction began taking members of the community on SAS site tours. These tours are an opportunity for community members to observe firsthand the magnitude and progress of the construction taking place underground. More than 1,100 members of the community have visited the project sites via the 72nd Street Station cavern or the 86th Street cavern. MTA Capital Construction President Michael Horodniceanu and SAS Program Executive Anil Parikh lead these tours.

The tours provide additional opportunities for community members to speak with project executives in person. Tours are scheduled periodically, with more anticipated in the fall of 2014.

Community Newsletters

Distribution of monthly newsletters for each station area began in February 2012. The newsletters are available online, in hardcopy (in building lobbies and local businesses), and are emailed to the SAS community distribution list. The newsletters provide information about construction updates and milestones, work hours, as well as photos and renderings of future station areas; additionally the 96th Street Station area newsletter is translated into Spanish. All newsletters are available on the SAS website: mta.info/capconstr/sas/documents.html.

On-Site Transparency

The community liaison staff includes the Community Outreach, Environmental Compliance, Good Neighbor Initiative, and Maintenance and Protection of Traffic teams. The public is encouraged to use these community liaisons as resources for information or to address any immediate concerns.

SAS Hotline and Community Liaisons

The SAS hotline number is (212) 792-9716, and is available 24/7 (English and Spanish).

For general inquiries about the project, please send a message to outreach@2avesubway.com.

You can also reach out directly to the community liaison for each station area.

Community Liaison for Lexington Av/63rd Street Station and 72nd Street Station areas:

Lisa Blugh-Willis
lisa.blugh-willis@2avesubway.com
(718) 554-2351

Community Liaison for 86th Street Station area:

Claudia Wilson
claudia.wilson@2avesubway.com
(646) 564-5572

Community Liaison for 96th Street Station area:

Dennis Tierney
dennis.tierney@2avesubway.com
(212) 289-4184 ext. 2218

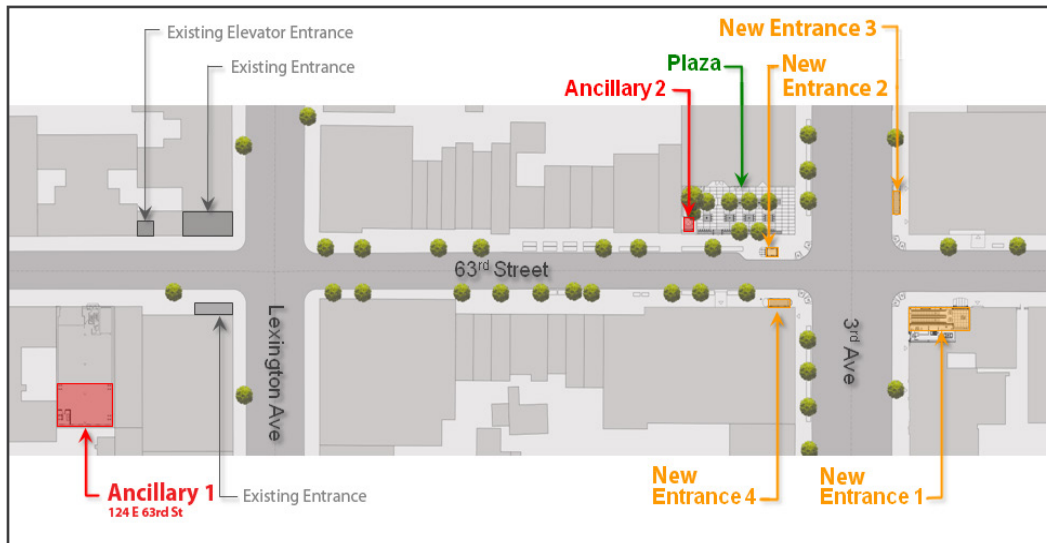
March 2014 Workshop

Table Discussion and MTACC Action/Comment



This section of the report describes concerns expressed by community members at the March 2014 public workshop. MTA Capital Construction comments to unanswered questions and concerns from the workshop are provided below.

Table Discussion & MTACC Action/Comment Lexington Av/63rd Street Station Area



63rd Street Station Upgrade

Contractor:
Judlau Contracting

Budget:
\$185.3 Million

Award Date:
January 2011

Contract Forecast Completion:
Summer 2015

Future station entrances and ancillary structures at the Lexington Av/63rd Street Station

Top Five Topics Discussed

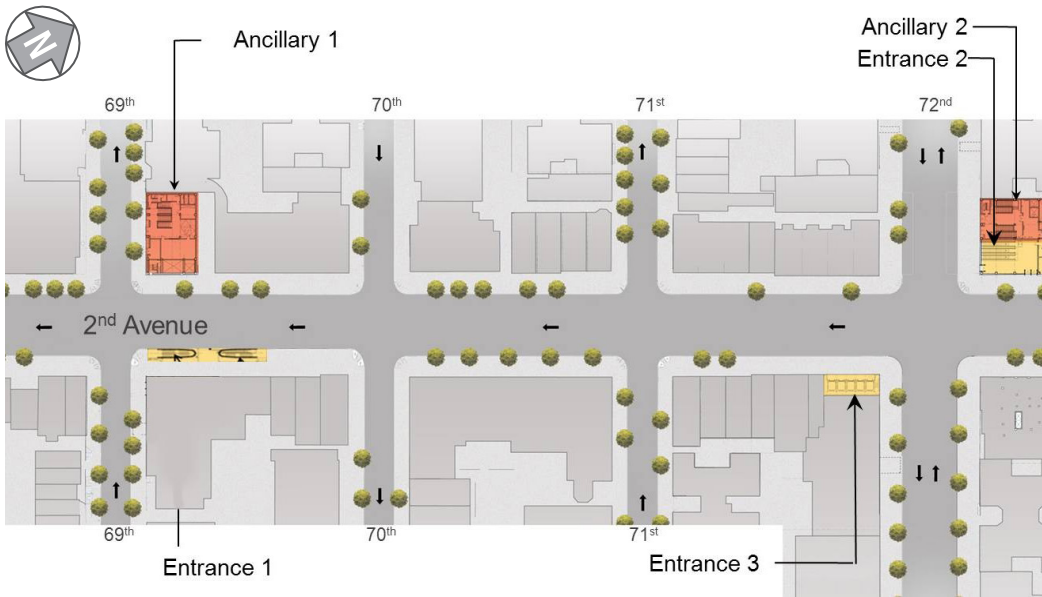
1. Residents are very interested in seeing renderings of what the station will look like when it is completed. It was suggested that these be posted on the plywood construction barriers inside the existing 63rd Street Station (F line).
2. Residents would like to see what the station artwork will look like.
3. Can windows be cut into the plywood construction barriers inside the existing 63rd Street Station (F line) to allow residents to see the work in progress?
4. It was requested that the new entrances to the 63rd Street Station be opened to allow access to the F station as they are completed, even if it is before the full Second Avenue Subway is complete.
5. Residents want to see the plan for street trees and have input into their placement.

MTACC Comments to Questions/Concerns

PEDESTRIAN WAYFINDING/SAFETY	
Pedestrian countdown signals should be installed at all the intersections along Second Avenue.	The MTA has coordinated with the NYC Department of Transportation (NYCDOT) to install countdown clocks at two-way east-west bound directional streets, and some minor intersections impacted by construction, along the Second Avenue Subway corridor. Intersections where countdown clocks are installed include: 97th, 96th, 86th, 79th, 78th, 72nd and 69th Street intersections. countdown clocks are already installed along 63rd Street at Second Avenue, Third Avenue, Lexington Avenue and Park Avenue.
DESIGN/CONSTRUCTION	
Residents would like to see what the station artwork will look like.	Artists have been selected for each of the four station areas. The artists continue to refine their concepts for each of the station areas and art will be integrated into the tile walls of the stations at entrances, stairway walls and the mezzanine. MTA Arts for Transit has released some renderings to the media and once renderings are available they will be provided to the public.

Residents are very interested in seeing renderings of what the station will look like when it is completed. It was suggested that these be posted on the plywood construction barriers inside the existing 63rd Street Station (F line).	Conceptual renderings, for illustrative purposes only, will soon adorn fence wrap at the various entrance locations; images can also be found at the SAS Community Information Center (1628 Second Avenue) or online at http://web.mta.info/capital/imagegall_sas_alt.html
Can windows be cut into the plywood construction barriers inside the existing 63rd Street Station (F line) to allow residents to see the work in progress?	There are no current plans to install windows into the work zone walls within the station so that the public can view construction progress. MTACC's Safety Manger will consider if this is a possibility, without compromising worker and public safety.
It was requested that the new entrances to the 63rd Street Station be opened to allow access to the F station as they are completed, even if it is before the full Second Avenue Subway is complete.	An early opening of the station entrance will be discussed further with New York City Transit (NYCT).
Residents want to see the plan for street trees and have input into their placement.	MTACC has coordinated with New York City Parks for the replacement of all trees that were removed to build the Second Avenue Subway. The final location of these trees will be determined by NYC Parks and Recreation.
OTHER	
Residents are happy that the work is nearing completion.	There is a ways to go yet, but the project is on schedule and the MTA appreciates your understanding and patience as we build this vital public works project.
It was requested that the 63rd Street Station entrance be staffed, because even if there is already a staff person at the Lexington Avenue end of the station, it is too far from the 63rd Street entrance.	Staffing of the stations, once they are built and operational, will be at the discretion of NYCT.
Residents requested that a community open house be hosted inside the station when it is completed.	We will look into a community open house once work on the station area is complete.
It was mentioned that all of the issues listed above were raised at the last workshop and none were addressed.	All of the questions raised at the September 2013 public workshop were addressed in the workshop follow-up report, which can be found on-line at: http://web.mta.info/capital/sas_docs/SAS_September_2013_Public_Workshop_Follow-Up_Report.pdf

Table Discussion & MTACC Action/Comment 72nd Street Station Area



72nd Street Station Finishes

Contractor:
Judlau Contracting

Budget:
\$276.4 Million

Award Date:
February 2013

Contract Forecast Completion:
Winter 2015

Future station entrances and ancillary structures at the 72nd Street Station

Top Five Topics Discussed

1. The new contractor has not been doing a good job covering dumpsters and mitigating dust as per agreements. (The previous contractor did a very good job and was very sensitive to residents.) This has caused a lot of dirt and grime around area businesses.
2. Lighting on the sidewalks is inadequate in places, and it can be very dark at night.
3. Residents requested that better communication of upcoming construction activities be provided, especially to residents and businesses of buildings located immediately adjacent to ancillary buildings 1 and 2 and entrance 3.
4. Residents would like to see renderings of the street restoration and planned landscaping. They would like as many mature trees planted as possible.
5. Sidewalks are uneven in places and are in need of repair.

MTACC Comments to Questions/Concerns

COMMUNICATION	
People were pleased that the workshops occur.	The community workshops are designed to be an information exchange. They provide an opportunity for MTACC to share project updates and progress with the community, as well as allow residents to ask questions and voice concerns. We are happy to hear that the community finds these workshops beneficial.

<p>Residents requested that better communication of upcoming construction activities be provided, especially to residents and businesses of buildings located immediately adjacent to ancillary buildings 1 and 2 and entrance 3.</p>	<p>MTACC has several methods of communicating work changes to the public:</p> <ul style="list-style-type: none"> • In advance of any work changes an email notification is sent to those on our outreach database. If you would like to be added to this notification/newsletter distribution list please send an email to outreach@2avesubway.com. • The Community Outreach team provides dedicated notices to buildings directly impacted by new work and major changes to current work. This includes providing building management with enough copies for every unit in the affected building. • The Community Outreach team holds quarterly Construction Advisory Committee meetings where the contractor presents a project update and three-month construction look ahead. Summary notes from these meetings are sent to building representatives to share with their fellow residents. • The Contract Management team meets regularly with buildings directly impacted by entrance and ancillary construction to keep them apprised of progress and upcoming activity. • Newsletters, containing construction progress updates and announcements, are sent out electronically, distributed via hard copy, and posted on bulletin boards along the project alignment each month. • MTACC holds quarterly Public Workshops/Ask the Expert Sessions.
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PEDESTRIAN WAYFINDING/SAFETY

<p>Lighting on the sidewalks is inadequate in places, and it can be very dark at night.</p>	<p>Where lighting was removed for Second Avenue Subway construction it has been, or will be replaced. The removal of the muck house and hog house structures in this area also necessitated the removal of the lighting affixed to these structures. We have added, and continue to add, lighting to areas impacted by our work zones. The MTA does not regulate the lighting in areas not impacted by work zones and these concerns would need to be addressed with the NYC Department of Transportation (NYCDOT).</p>
<p>Sidewalks are uneven in places and are in need of repair.</p>	<p>MTACC's Community Outreach and Good Neighbor Initiative (GNI) teams walk the site on a weekly basis to identify repairs needed to improve the pedestrian experience. The severe winter that we experienced has contributed to the deterioration of roadway and sidewalk surfaces. The contractor is currently conducting repairs as well as the restriping of crosswalks and markings. If there is an area of particular concern please bring it to the attention of your Community Liaison, Lisa Blugh-Willis via her email address or new phone number (lisa.blugh-willis@2avesubway.com or (718) 554-2351).</p>
<p>The pharmacy between 68th and 69th Streets is blocked by the two-story muck house (since dismantled) and now the one story office trailers. As a result, it has been robbed at gun point four times since construction began. Can the trailers be relocated or anything else can be done to improve security? The existing neighborhood patrol is inadequate.</p>	<p>The robberies at this store are a very unfortunate series of occurrences. MTA has not received complaints of robberies from any other stores or businesses within this block. However, MTA has agreed to install additional measures to assist the pharmacy owner with preventing any other robberies. MTA has placed a guard booth within the work zone in front of the pharmacy. This guard booth will be staffed with a security guard during the pharmacy's hours of operation to provide an additional deterrent to any criminal activity. In March 2014, the station finishes contractor installed additional lighting on the work zone fencing to shine on the sidewalk in front of the pharmacy. In May, the suspected perpetrator of these robberies was shot, and killed, by police after another attempted robbery at this location.</p>
<p>The block between 70th and 71st Streets needs additional lighting.</p>	<p>Temporary lights were installed along the work zone fencing on April 3rd as the contractor worked to resolve an electrical issue on this block. The contractor resolved the electrical issue on April 8th and installed new lights, similar to those seen on adjacent blocks, that adequately illuminate the sidewalk.</p>

<p>1322 Second Avenue (east side of avenue between 69th and 70th Streets): sidewalk needs additional lighting. There was lighting mounted on the muck house, but now the muck house and lighting are gone.</p>	<p>In addition to the construction lights, the contractor installed new sidewalk facing fluorescent lighting on March 26, 2014. The lights, which are spaced out along the entire block, are all operational and supply adequate lighting.</p>
<p>Please ensure that there is security for the elevator-only entrance. Security cameras and MTA-staffed elevators are requested.</p>	<p>Entrance 3 on the southeast corner of 72nd Street and Second Avenue will have elevator access to the 72nd Street Station. There will be security cameras installed at the mezzanine level focused on the area by the elevators. Staffing of the station areas, once operational, will be at the discretion of NYCT.</p>
<p>DESIGN/CONSTRUCTION</p>	
<p>Residents would like to see renderings of the street restoration and planned landscaping. They would like as many mature trees planted as possible.</p>	<p>All sidewalks and streets impacted by construction will be fully restored when construction is completed. The new sidewalks will be concrete and constructed to the current standards of NYCDOT. New bus shelters, street lighting, and traffic signals will also be installed. MTACC, in coordination with New York City Parks and Recreation (Parks Department), will return all 202 trees that were removed for construction of the Second Avenue Subway. As part of our agreement with the Parks Department, MTACC will add an additional 42 trees to the area on and around Second Avenue. Locations for these trees will be determined by the Parks Department. Once a final design is agreed upon with NYCDOT, renderings will be made available to the public.</p>
<p>What will the final surface configuration of Second Avenue be relative to cars, buses, and bikes? May we see a rendering?</p>	<p>The typical surface configuration on Second Avenue will consist of two 20-foot sidewalks, one 11-foot bus lane, three 10-foot travel lanes, one 9-foot parking lane, one 6-foot bike lane and a 4-foot buffer between the bike lane and the parking lane. Once a final street-scape design has been agreed upon with NYCDOT, we will share a rendering.</p>
<p>The future bike lane on Second Avenue between 69th and 70th Streets (at the “escalator bump out”) needs some form of physical separation to keep cars out of the lane. What will be used?</p>	<p>There is a four-foot wide buffer between the bike lane and the easternmost travel lane. This is the same buffer that can be found along other bike lanes throughout the city.</p>
<p>How is the MTA coordinating with the NYCDOT CityBench program to locate new benches when stations are complete? How about bike racks?</p>	<p>We will coordinate restoration of the street, including street furniture and bike racks, with NYCDOT, which makes the final determination on where these items are located.</p>
<p>Besides trees, what are the other elements of the restored streetscape? Kiosks? Other landscaping? Art? Lighting?</p>	<p>Our plans indicate that MTA will restore all of the street furniture that was previously installed and that were not revocable consents or condemned during construction. It will also include some new items such as: new traffic signals, new street lights, bike lanes including signage and markings, bus lanes including signage and markings, relocation of regular bus stops including bus shelters, new parking signs, and other regulatory signs.</p>
<p>We would like to see the tree restoration plan as shown in the contract drawings.</p>	<p>MTACC is coordinating with NYC Parks on the final tree restoration plan. Once the plan is approved we will share the plan.</p>
<p>SANITATION</p>	
<p>The new contractor has not been doing a good job covering dumpsters and mitigating dust as per agreements. (The previous contractor did a very good job and was very sensitive to residents.) This has caused a lot of dirt and grime around area businesses.</p>	<p>The specific area of concern was Entrance 3 (southeast corner of 72nd Street and Second Avenue). Dust causing activities have ceased here and this work zone will now be used for material delivery.</p>
<p>The accumulation of garbage at the northeast corner of 72nd Street creates hazardous conditions.</p>	<p>This issue is a recurring one. It is caused by others and has been brought to Department of Sanitation’s (DSNY) attention in the past. We will continue to work with DSNY to monitor this corner and take appropriate corrective action.</p>

NOISE

<p>It was noted that while construction noise is mitigated at street level, mitigation measures are not effective at preventing noise from traveling to upper stories of buildings.</p>	<p>MTA specifications and NYC Noise Code require that noise readings be taken fifty feet from the source, at ground level. Regardless of whether noise levels are below those considered unreasonable noise, all practicable noise attenuation measures shall be implemented to minimize construction noise. These may include: noise blankets, enclosures, swapping out equipment that may be defective, using smaller equipment, and in the case of sound that is traveling as a result of vibration we can attempt to isolate the work so that any vibration does not travel up the building. That being said, Manhattan is essentially a cavern with its tall buildings and skyscrapers, causing the noise to travel upward. Any sound that does escape our mitigation measures will dissipate the further it gets from the source. If you have a specific location, or a specific construction method that you suspect is exceeding noise levels contact your liaison or the 24 hour hotline to report it and we will dispatch our environmental team to investigate.</p>
<p>What will be the level of noise generated by the ancillary building fans?</p>	<p>Noise from the fans housed in the Ancillary Structures will be mitigated with the installation of noise attenuators to suppress the sound so that there will be a negligible increase in noise. The vent structure has been designed to meet the New York City Noise Code requirement that external noise will not exceed 45 dBA when measured inside the nearest residence with the windows fully opened.</p>

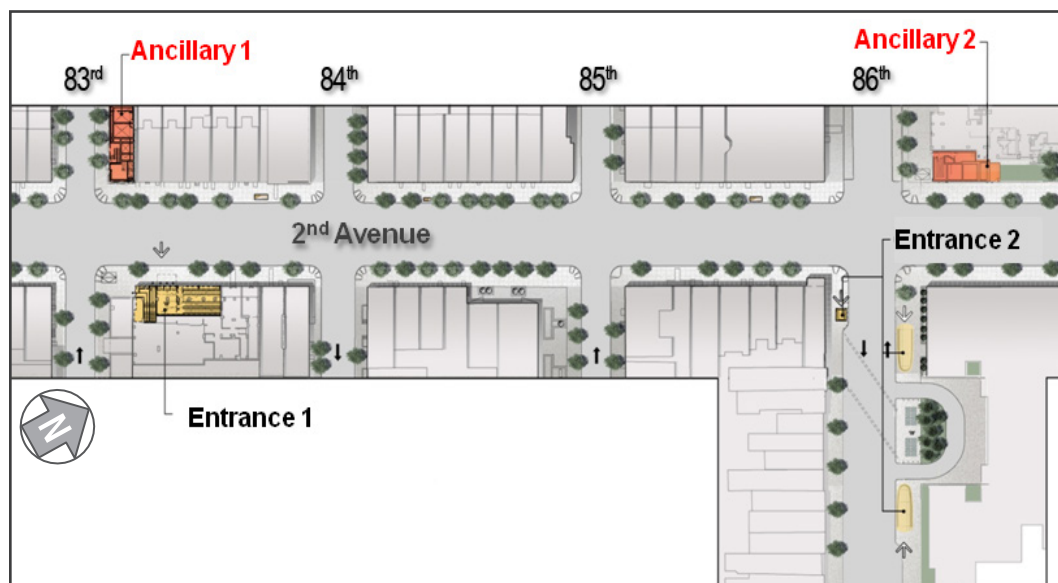
TRANSIT

<p>Please add a stop at 72nd Street for the M15 SBS bus, in both the uptown and downtown directions.</p>	<p>NYCT makes all decisions regarding the location of SBS and local bus stops. Much of the effectiveness of the SBS depends on minimizing the number of stops. The M15 SBS was developed to utilize subway-like station spacing, approximately every half mile. Local bus stops are accessible by transferring to the local M15 route. This operation is similar to our subway network where express service stops at major cross streets with the highest volume of boardings, and intermediate stops are reached by local subway service. All planned SBS stops were presented and discussed at numerous public and Community Board meetings prior to the implementation of service. There are currently no plans at this time to add an SBS stop at 72nd Street.</p>
<p>What is the status of the traffic signal coordination between M15 SBS buses and traffic lights on the Upper East Side? A resident read that the buses would be able to hold a green light if it's about to go red, but hasn't seen it in action.</p>	<p>NYCDOT has already introduced Traffic Signal Priority (TSP) at signals along the M15 SBS route south of Houston Street. Because of the progressive signal timing that is currently utilized on First and Second Avenues, the utilization of TSP would prove disruptive and actually cause more delays. TSP will not be implemented along the M15 SBS route north of Houston Street.</p>

OTHER

<p>Residents are happy that blasting has been completed.</p>	<p>The end of blasting in February 2013 signaled a major milestone in the completion of Phase 1 of the Second Avenue Subway Project. The finishes contractors have been activated in all four station areas and are on schedule for a December 2016 completion.</p>
<p>Will there be bathrooms at the new 72nd, 86th, and 96th Street stations?</p>	<p>Each of the new stations will have two public restrooms beyond the fare array.</p>
<p>People were glad to hear that the station platforms would be air conditioned.</p>	<p>The stations will be "air tempered." The humidity of the station will be controlled by the ancillary facility making it feel ten degrees cooler in the station than at street level during the summer.</p>

Table Discussion & MTACC Action/Comment 86th Street Station Area



Future station entrances and ancillary structures at the 86th Street Station

86th Street Station Structure

Contractor:
Skanska/Traylor, JV

Budget:
\$332 Million

Award Date:
August 2011

Contract Forecast Completion:
December 2014

86th Street Station Finishes

Contractor:
Schiavone-Picone, JV

Budget:
\$223.0 Million

Award Date:
June 2013

Contract Forecast Completion:
Spring 2016

Top Five Topics Discussed

1. Rats have been seen near the work zone on 86th Street, just east of Second Avenue. Is MTA doing everything they can to get rid of them?
2. High traffic and congestion after 5 PM, especially at 86th Street, due to decreased police presence.
3. Construction has ruined Second Avenue for many years; MTA should not only restore the streets, sidewalks, and street furniture, but also improve them.
4. Noise, flashing lights, and construction beeping are affecting businesses and create nuisances for residents.
5. Neighbors of the construction area should get discounted metro cards for living through construction.

MTACC Comments to Questions/Concerns

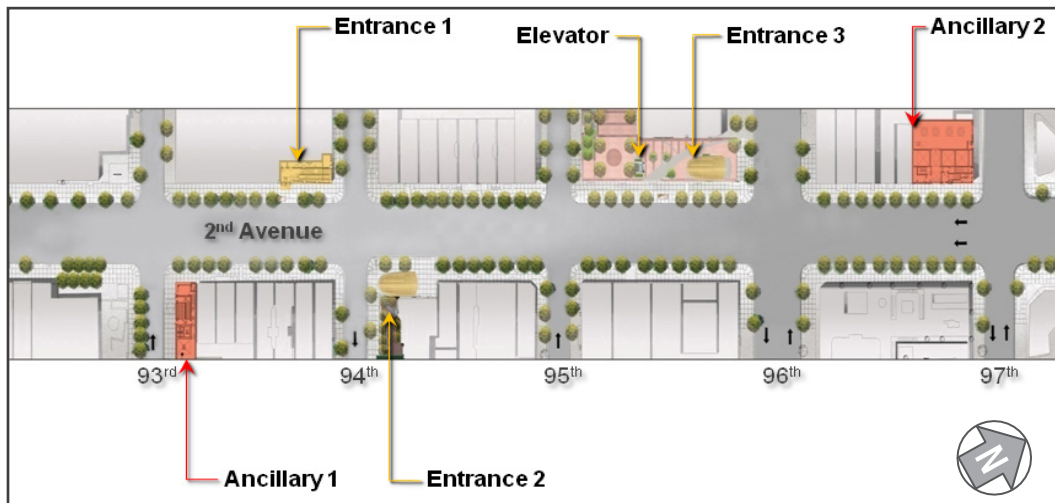
COMMUNICATION	
How can people get on the project mailing list? Some residents used to receive blasting information, but since blasting has stopped they no longer get any project information at all.	If you were receiving blast notifications via email it would indicate that you are on our outreach list. This would not change unless you chose to "opt out" of receiving emails from us. If you think there has been an error please send an email to outreach@2avesubway.com and request to be added to the notification list.
Workshop first-timers indicated that they were very pleased with the effort made to reach out to community and the information provided at the workshop.	MTACC has made a concerted effort to improve communication with the community. Along with daily email notifications of changes in construction, monthly newsletters, quarterly workshops and CAC meetings, we have opened the new Community Information Center at 1628 Second Avenue. The CIC offers rotating exhibits and programming about the construction of the Second Avenue Subway. The center serves as a one-stop shop where Second Avenue residents, businesses, stakeholders and the general public can ask questions, learn more about the Second Avenue Subway construction project and bring issues of concern to the project staff. We are grateful that our efforts are being recognized by the community.

Can the next workshop have a specific table for business owners (such as cafes) that are affected by the construction?	This was offered in the past based on workshop comments. However, very few people RSVP'd for this option—too few to warrant a dedicated table. Overall workshop attendance continues to decline and we do not anticipate offering a dedicated business owner table in the future. However, if there are specific concerns businesses would like to discuss, they can contact community outreach staff at the hotline number (212) 792-9716 or by e-mailing outreach@2avesubway.com.
PEDESTRIAN WAYFINDING/SAFETY	
The NYPD crossing guards are not present at 86th Street later at night, and a taxi that was traveling south and turning west went very fast and nearly hit a pedestrian.	NYPD Traffic Enforcement Agents are not crossing guards. They are there to keep traffic moving smoothly throughout the construction area. Pedestrian Managers are responsible for moving pedestrians through the intersections with the traffic signal. They do not have the authority to ticket drivers.
When will the sidewalk on Second Avenue be restored? What about sidewalk in front of Yorkshire Towers (east side between 86th and 87th Streets)?	All of the sidewalks that were affected by Second Avenue Subway construction will be restored prior to the start of revenue service in December 2016. The sidewalk on the north side of 86th Street between 1st and 2nd Avenues will be part of the final restoration by STJV and is scheduled to occur in the fall of 2014. This sidewalk restoration is dependent on the removal of the Yorkshire building's sidewalk shed.
How much sidewalk is replaced when construction is completed?	All the sidewalks affected by Second Avenue Subway construction will be restored to their original condition and width.
DESIGN/CONSTRUCTION	
The progress of the station looks great, and it seems it will be beautiful in the future.	Phase 1 of the Second Avenue Subway project is on time and on budget for completion.
Community members are very pleased that Skanska has been completing all work on time.	With safety as priority one, the Construction Management team and their counterparts at Skanska/Traylor, JV share a joint goal of completing Phase 1 of the Second Avenue Subway project on time and on budget.
Will the station be air conditioned?	The ancillary buildings will supply the station areas with fresh air. The new stations will be "air tempered" but not air conditioned. The humidity in the stations will be controlled so that the station temperature will feel approximately 10 degrees cooler than the street level temperature.
Residents are happy that the muck houses are leaving.	When residents are happy, we're happy. The muck house at 83rd Street was removed in March 2014. The muck house between 86th and 87th Streets is scheduled to be removed in the fall of 2014.
Skanska is very responsive to neighborhood needs.	With safety as priority one, the Contract Management team, Community Outreach staff, and the contractor have endeavored to deliver the Second Avenue Subway project on time, with minimal impacts to the community. In order to do so we have tried to anticipate concerns as well as respond to the needs of the community within which we are working. We appreciate the community's acknowledgment of that effort during this process.
What are shift times for surface and underground work?	The permitted work hours for the SAS project are 7 AM. to 10 PM. for work on the street level. Underground work is permitted 24/7.
When and where will there be tree plantings?	MTACC has agreed to replace all 202 trees that were removed from along the project alignment for the purposes of building the Second Avenue Subway project. MTACC will provide an additional 42 trees to the NYC Parks Department for placement along Second Avenue, and 883 more trees to use at their discretion throughout the city. The New York City Department of Parks and Recreation decides where new trees will be planted.
Will the next contractor be pouring a lot of concrete?	The finishes contractor, Schiavone Picone, Joint Venture, will be building the station entrances and the Ancillary buildings at 83rd Street and 86th Street; the construction of these physical structures will require a good deal of concrete.
NOISE	
It has been very noisy on 83rd Street.	The increased surface level noise was related to the removal of the muck house and muck removal system located between 83rd and 84th Streets. It will be substantially quieter now that the removal work is complete. The follow-on contractor will be locating a crane at that location to lower materials into the station area below.

Noise, flashing lights, and construction beeping are affecting businesses and create nuisances for residents.	The Contract Management team makes every effort to ensure that work is conducted in the safest and least disruptive manner possible. To ensure pedestrian and worker safety, the contractor is required to use Community Sensitive warning signals on all moving equipment whenever and wherever the construction methods require. Both the Contract Management team and the Environmental team monitor for excessive noise and will continue to address any exceedences as they occur. If you believe noise is excessive, please contact the station area liaison, email Outreach@2avesubway.com or call the project hotline.
What will the noise level be on 86th Street this year?	Most of work for the finishes contract will be underground. However, material will need to be brought down to the workspace using cranes. Overall, this work is not as noisy as what's been experienced in the past.
SANITATION	
Rats have been seen near the work zone on 86th Street, just east of Second Avenue. Is MTA doing everything they can to get rid of them?	<p>A common misconception is that construction leads to rats. Street construction will disperse a rat colony only if the colony is hit directly. This rarely happens unless a park or some other dirt area (where rats burrow) is severely disturbed.</p> <p>Rat activity along the Second Avenue corridor is directly related to the management of street refuse containing food. As such, MTACC works closely with the Department of Sanitation and the Business Integrity Commission to ensure area residents and businesses dispose of their garbage properly and that refuse pickup is timely.</p> <p>Each contractor is required to develop and follow site cleanliness protocols, including a vermin bait plan specific to each site's activities. Each contractor hires a subcontractor responsible for servicing bait stations weekly. The contractor is only permitted to place bait boxes within the fenced-in work zones and these bait stations are also monitored by MTACC environmental inspectors. Areas outside the work zones are the responsibility of the NYC Department of Health and other city agencies.</p>
TRAFFIC	
High traffic and congestion is an issue after 5 PM, especially at 86th Street, due to decreased police presence.	<p>Public safety is MTACC's top priority. To that end we have both Traffic Enforcement Agents (TEAs) and Pedestrian Managers assigned to the project. The TEAs are employed by NYPD and are responsible for the management of traffic around work zones.</p> <p>NYPD has two Traffic Enforcement Agents stationed at this intersection until 7 PM. Please note that they are allowed two breaks and lunch per shift, thus there could be a misperception that they had gone for the day when in reality they were on one of their breaks. Additionally, there are two civilian Pedestrian Managers at this intersection until 7 PM.</p>
Roadway striping is faded and needs to be redone.	Due to a harsher than normal winter, all roadway surfaces in New York City are in need of restriping. The contractor has begun the process of restriping crosswalks throughout the station area and it is scheduled to be complete in the next few weeks, weather permitting.
Will 87th Street be restriped after construction? What about other side streets?	Yes. The crosswalks are currently in the process of being restriped and will be maintained during the construction process. Once construction is complete all sidewalk and roadways will be repaired/resurfaced and this will include any side streets where contractors had work zones that impacted the area.
Second Avenue is reduced to one lane between 78th and 79th Streets, causing traffic problems. How long will this go on?	The traffic pattern was reconfigured to one travel lane on the east side of Second Avenue and two travel lanes on the west side of Second Avenue in order to accommodate concrete delivery to the cavern below. The work zone will be removed by end of April and traffic will be restored to four lanes.

Is there any plan to release the curb lanes to free up parking spaces?	We are required to maintain three lanes of traffic during the construction process. Where this can be maintained and also allow for a parking lane, parking will be restored. There are no plans at this point to reduce the size of the work zones along Second Avenue which would allow for the restoration of specific parking lanes. We are considering removing some of the work zones on side streets throughout the project.
OTHER	
Construction has ruined Second Avenue for many years; MTA should not only restore the streets, sidewalks, and street furniture, but also improve them.	All sidewalks and streets impacted by construction will be fully restored when construction is completed. The new sidewalks will be concrete and constructed to the current standards of NYCDOT. New bus shelters, street lighting, and traffic signals, will also be installed. Tree replacement will be at the discretion of the Parks Department. Once a final design is agreed upon with NYCDOT, renderings will be made available to the public.
Neighbors of the construction area should get discounted Metrocards for living through construction.	MTACC is building the Second Avenue Subway for NYCT. Once the stations are built it will be up to NYCT to operate the stations and set the fare.
Will tours end in September when the elevator is removed?	The muck house at 86th-87th Streets is scheduled to be removed in the fall of 2014. When it is removed, the elevator will also be removed. We are presently evaluating other options for tour access to the underground work areas.
What is the purpose of the muck house?	The muck houses provided a dual benefit to the community. First and foremost, a muck house is a muck removal system. The machinery consists of a gantry crane which raised and lowered bins into the excavation to bring out the blasted rock (muck). The bins were then lowered into dump trucks and the muck was carted away. The enclosed structure provides a second important benefit which was to remove the muck in a cleaner and quieter manner, reducing noise and dust impacts on the community.
Where does rock go after being removed?	Some of the rock was used as fill material for a golf course in Westchester. Most of the rock is purchased by businesses that recycle it into crushed gravel or other uses.
Has anything unusual (i.e., artifacts) been found underground?	Part of a wall from the old Rupert Brewery was uncovered at 92nd Street. Other than that, just some old bottles from turn of the century brewing operations.
Was the tunnel boring machine left underground?	No. The TBM was brought up at 92nd Street, refurbished, and used for another tunneling project.
Why does Con Ed seem to show up every day?	The Second Avenue Subway project does not have any input on Con Edison work schedules.

Table Discussion & MTACC Action/Comment 96th Street Station Area



Future station entrances and ancillary structures at the 96th Street Station

96th Street Station Finishes, Mechanical, Electrical, and Plumbing Systems, and Ancillary Building and Entrances

Contractor:
EE Cruz & Tully, JV

Budget:
\$347.3 Million

Award Date:
June 2012

Contract Forecast Completion:
Summer 2016

Top Four Topics Discussed

1. Rats: More traps are needed between 91st and 92nd Streets; Dunkin Donuts places their trash mid-block: perhaps trash should be consolidated at the corner.
2. Pavement conditions: The pavement and the plates against the wall at 93rd Street are uneven, and the pavements have a lot of movement. There are potholes that are being repaired that keep opening up again. The west crosswalk at 93rd Street is very uneven. On the southeast corner of 91st Street, water pools and creates a hazard (and freezes in cold weather).
3. Pedestrian safety: Flaggers need to be more attentive. If pedestrians are waiting to cross, they should hold up their sign so there is no question whether or not it is safe to cross. If they put down their “stop” sign, people have the impression they can safely cross the street. There have been near misses. The southbound left turns from Second Avenue onto 92nd Street are at very high speeds, and it is unsafe for people to cross. Some kind of treatment is requested: either a signalized midblock crossing such as the one at 93rd Street, a flagger, a left turn lane, a tighter turning radius, etc. Yield to Ped signs will not work.
4. Cleanliness: There is a lot of garbage. Contractors are tracking wet concrete on the sidewalk by 93rd St and Second Avenue.

MTACC Comments to Questions/Concerns

DESIGN/CONSTRUCTION	
When will work zones be shifted from the east to the west side of Second Avenue? Will the shift happen all at once?	92nd-93rd Street Work Zone: Winter 2015 93rd-95th Street Work Zone: Spring 2015 95th-99th Street Work Zone: Winter 2014
When will streets and sidewalks be restored; will the surface reconstruction happen before trains are running?	The Second Avenue Subway project is on schedule to be ready for fare operation in December 2016. The streets and sidewalks will begin to be restored in early 2016.

PEDESTRIAN WAYFINDING/SAFETY

<p>Pedestrian safety is an issue.</p> <p>Flaggers need to be more attentive – if there are pedestrians waiting to cross, they should hold up their sign so there is no question whether or not it is safe to cross. If they put down their “stop” sign, people have the impression they can safely cross the street. There have been near misses.</p> <p>The southbound left turns from Second Avenue onto 92nd Street are at very high speeds, and it is unsafe for people to cross. Some kind of treatment is requested: either a signalized midblock crossing such as the one at 93rd Street, a flagger, a left turn lane, a tighter turning radius, etc. Yield to Ped signs will not work.</p>	<p>The intersection at 92nd Street and Second Avenue has been reviewed by MTACC, DOT, and the contractor. As a result, a Traffic Enforcement Agent has been stationed there from 7 AM -7 PM Monday-Friday. Additionally, new pedestrian signs were installed and barriers re-positioned to create a safer pedestrian experience.</p>
<p>Pavement conditions are poor.</p> <p>The pavement and the plates against the wall at 93rd Street are uneven, and the pavements have a lot of movement.</p> <p>There are potholes that are being repaired that keep opening up again.</p> <p>The west crosswalk at 93rd Street is very uneven.</p> <p>On the southeast corner of 91st Street, water pools and creates a hazard (and freezes in cold weather).</p>	<p>Due to a harsher than normal winter all roadway surfaces in New York City are in need of repair and restriping. The contractor has begun the process of repairing pot holes and trip hazards as well as restriping crosswalks throughout the station area. This work is scheduled to be complete in the next few weeks, weather permitting</p>

NOISE

<p>What kind of vibrations will be created by the new subway and the ancillary buildings?</p>	<p>The new stations will be fitted with low vibration track which is track that rests on pads to absorb both noise and vibration. The ancillary structures will house small fans that are used to bring air in and out of the station; these fans are outfitted with noise attenuators to reduce noise. They will also house larger exhaust fans that will only be activated in an emergency situation to remove smoke.</p>
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SANITATION

<p>Cleanliness is an issue. There is a lot of garbage.</p> <p>Contractors are tracking wet concrete on the sidewalk by 93rd St and Second Avenue.</p>	<p>There has been a marked improvement in site cleanliness over the last year. Along with daily cleaning of the walkways, the contractor cleans the trash alcoves twice a week and disinfects these alcoves on an as needed basis. The Good Neighbor, Community Outreach, and Environmental teams tour the site, with contractor representatives, four times a week.</p>
<p>Rats: More traps are needed between 91st and 92nd Streets; Dunkin Donuts places their trash mid-block—perhaps trash should be consolidated at the corner.</p>	<p>Additional bait stations were placed at this location bringing the total number to three (3). We will re-educate retailers as to where their refuse staging area is located during Second Avenue Subway construction.</p>

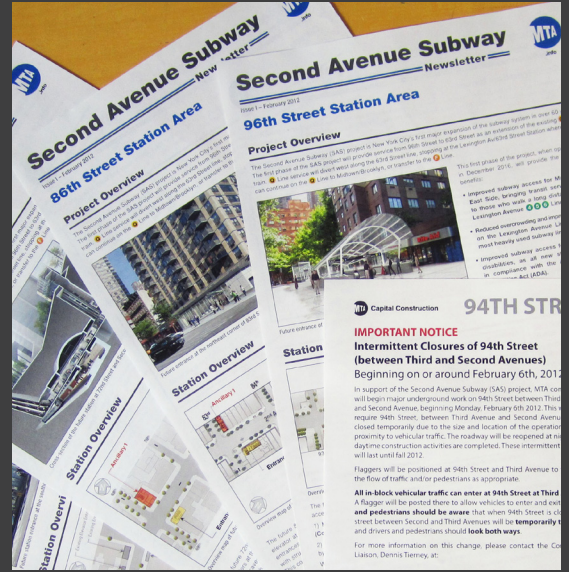
TRANSIT

<p>When will trains start running?</p>	<p>The Second Avenue Subway project is on schedule to be ready for fare operation in December 2016.</p>
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OTHER

What is the depth of the Lexington line vs. Second Avenue?

Depth from Street Level (in feet)	Lexington Line Lower Platform	SAS Platform
72nd Street	53' (77th Street)	98.88'
86th Street	48'	93.43'
96th Street	48'	48.78'



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