



CivicAlliance
To Rebuild
Downtown
New York
Convened by Regional Plan Association

Access from the East

Improving Transit from
Long Island and Kennedy Airport
To Lower Manhattan

Jeffrey M. Zupan
June 3, 2004



Background and Premise for Study

- Regional / suburban access to LM is inferior to Midtown access
- Threatens LM's competitiveness as business district
- Brookfield Properties launched galvanizing "Supershuttle" concept: low cost and quick – but unfeasible.



Governor's Charge to LMDC-led Study

- Improve access from Long Island to LM
- Provide one-seat ride from Kennedy Airport to LM
- Construct and operate by 2013



RPA's Criteria

- Serve a large number of passengers
- Provide travel benefits for multiple markets, including Downtown Brooklyn, all of Lower Manhattan and east and west side
- Deliver passengers close to their destination in Lower Manhattan
- Do not disrupt existing subway service
- Feasible to construct and operate

Possible Use of Existing Assets

- JFK Airtrain
- Atlantic Branch of LIRR between Jamaica and Downtown Brooklyn
- Existing subway tunnels



Photo: Michael Korby



Alternatives Using Existing Tunnel

- Cranberry Street Tunnel (**REJECTED**)
 - Currently runs 25 peak hour trains
 - No excess capacity
- Montague Tunnel (retained but not preferred)
 - Currently runs 15 peak hour trains
 - Some excess capacity, but would provide sub-optimal service

LMDC Study Backs New Tunnel: Some Details Vague

- \$6 billion estimated price tag
- Station location: WTC vicinity
- Ridership: “up to 100,000” a day
- 4,000 – 6,000 to and from airport
- Commuter travel time savings of 15 minutes requiring only 21-22 minutes with 6 minute headways
- Potential for connection to SAS and/or E
- Airport travel time: 36 minutes; 15 minute headways

Lower Manhattan Rail Link: Long Island Commuter and JFK Services



— Airport Service — Commuter Service



Outlook

- Draft EIS to come next: to take up to 2 years
- Will look at all alternatives anew
- Likely that new study to be done by MTA
- Requires careful monitoring to see if cost effective project can be created
- Requires care to protect other funding sources from undefined project
- If cost-effective, new revenue sources must be sought



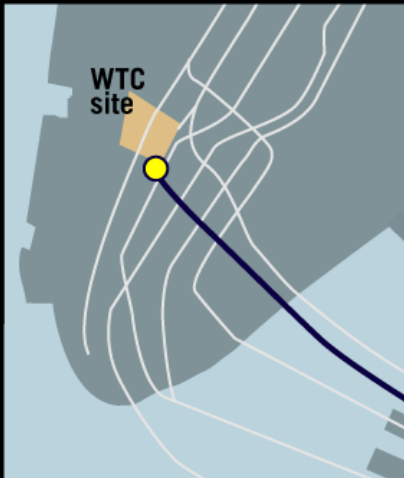
RPA Examined Range of New Tunnel Possibilities

- Mayor's plan with one WTC area terminal
- Connections to E
- Connections to Second Avenue Subway
- Connections to Broadway line at Whitehall
- Combinations
- Combinations with four Brooklyn alignments

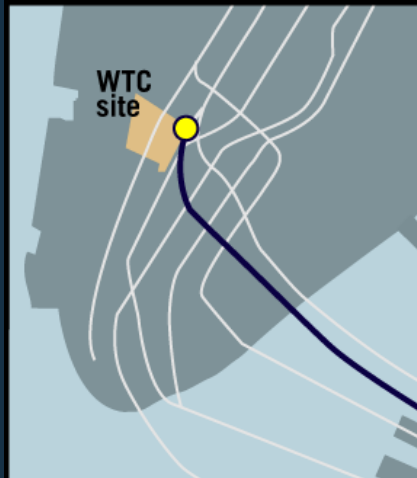


New Tunnel Alternatives: Independent of SAS

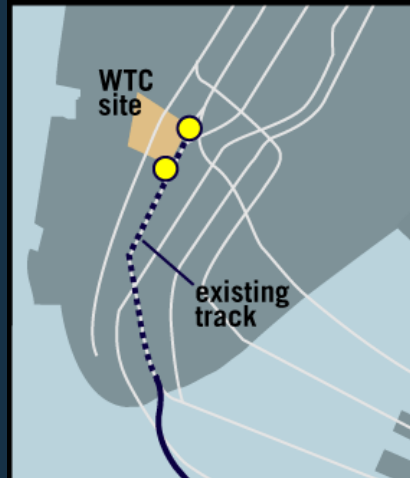
1 Terminate
near WTC



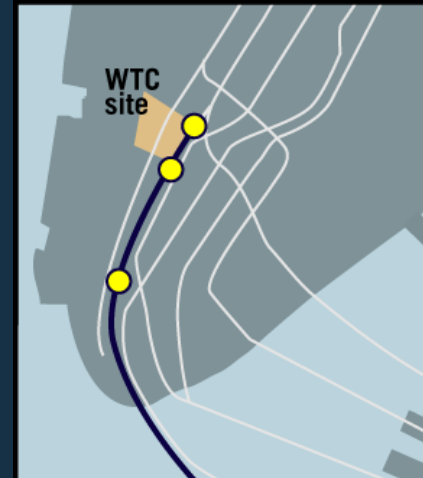
2 Connect to E
from the east



3 Connect to E
from Battery

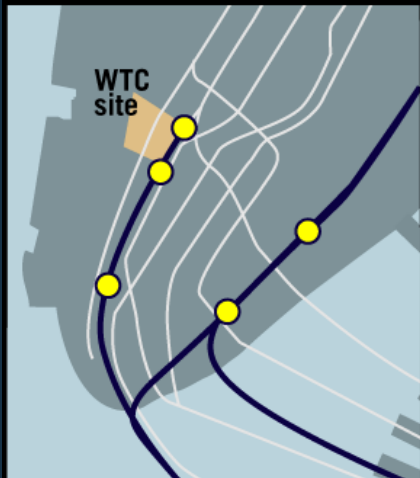


4 Connect to B'way line,
at Whitehall, then to E



New Tunnel Alternatives: Connected to SAS

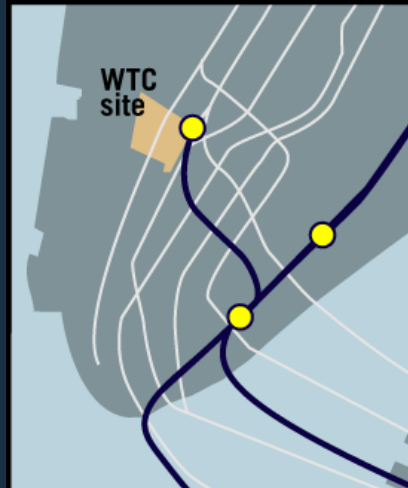
5 Connect to Second Avenue Subway (SAS)



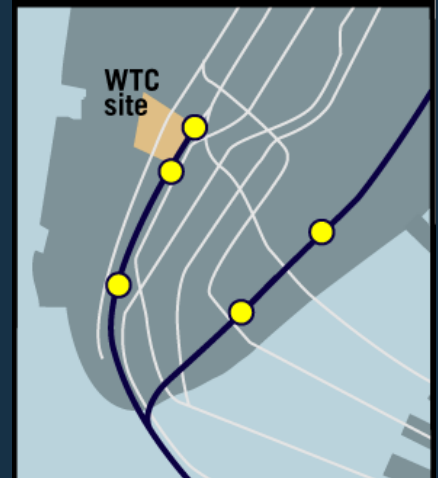
6 Connect to SAS with spur connection to WTC



7 Connect to SAS with spur connection to E



8 Connect to SAS and E from Battery





Comparing New Tunnel Alternatives

- One terminal alternatives (# 1) serves LM poorly
- # 2 and 3 longest tunnel
- #4, 6, 7, and 8 serves LM best
- #7 and 8 serves both east and west side
- All have engineering feasibility issues to be investigated

Brooklyn Alignments





Brooklyn Alignments

- One is likely to be easiest to build (a)
- One is likely to be cheapest (b)
- Two would serve Downtown Brooklyn better (c and d)

Ridership and Capacity

- Project depends on serving enough riders to merit investment
- Frequency of service depends on peak hour demand
- Governor's "up to 100,000" riders a day likely refers to capacity not demand
- Demand would not reach 100,000 without connections to rest of transit system
- Discussions with LMDC on subject to take place

What We Do Know About Ridership

- LIRR riders will comprise bulk of new service
- Ridership (commuter and air passenger) will depend on level of service and station locations
- Tunnel unlikely to be fully used by ridership only to Lower Manhattan, thereby providing capacity for connecting services up the east and west side and in Brooklyn



Uncertainties

- Alignment in Manhattan
- Alignment in Brooklyn
- Connections in Manhattan
- Connections in Brooklyn
- Funding availability
- Possible connection to SAS to serve multiple markets