



**The City of New York
Manhattan Community Board 8**

**Second Avenue Subway Task Force
July 29, 2008**

Second Avenue Subway Task Force Meeting Q & A - July 29, 2008

MTA presentation of location options for subway entrances at 86th and 72nd Streets

Will the MTA and elected officials consider not putting the subway entrances in front of the NE corner building, but instead put them on the SE side of 86th Street?

This option will be examined in MTA's environmental assessment of entrances serving the eastside of 72nd Street and 86th Streets.

Would it not be better to have entrances and exits separated for safer use?

All entrances have separate up and down escalators which will facilitate the safe ingress and egress.

How many escalators will there be at the 83rd Street location? Who maintains them?

There will be three escalators all maintained by the MTA.

Since the cross-town bus stop is on the NW corner of 86th & Second wouldn't it be safer for the subway entrances to be on this same corner?

An ancillary building will be located on the NW corner -- the site is not large enough to accommodate an entrance as well. All of the current bank building site will be taken to use for the ancillary building. This avoids the use of residential building space.

There are two nearly empty brownstones on the southeast side of 86th Street. Could these be used for the ancillary building?

This site would place the ancillary building too far away for proper ventilation of the underground tunnels and platform/station.

Why are steps not being used like at other subway entrances rather than escalators that use energy, run constantly, and breakdown frequently?

Escalators offer a better standard of service. The depth of the station makes steps impractical -- the design seeks to limit stairways to no more than twelve feet rise.

MTA presentation -- with the proposed track adjustments, new options are available for the subway entrances/placement at 72nd Street. Three options of eight are being considered.

How is it determined where pedestrian traffic source / direction determined?

They used projections based upon land use and socio-economic projections, and census information.

Why is the subway entrance at 72nd Street rather than 67th or 68th Street?

Stations are spaced approximately 10 blocks apart with entrances at each end. 72nd Street is a major cross street carrying cross-town bus routes; an additional entrance is located at 69th Street.

Why is the elevator at 86th Street on the southeast corner rather than on the southwest corner?
There is a historically notable building on the southwest corner.

How are you financially going to complete the project?

As has been the case from the beginning, Phase 1 will be funded by FTA, in part, with the remainder coming from MTA capital programs. MTA is committed to completing this project and funding the balance of the project in the 2010-2014 Capital Program.

Can just elevators be used at the 72nd Street location rather than escalators? What about using the CVS site rather than the SE corner for elevators?

We are conducting an environmental assessment of the entrance serving the east side of Second Avenue and 72nd Street. As MTA has explained in its presentation, the preferred option in the EA consists of elevators that would be located in a building on the southeast corner of 72nd Street. An elevator entrance on the north side of 72nd Street would result in long underground passageways and have an impact on the underground ancillary space within the station. In addition, putting elevators into the CVS site would require taking space above on the second floor of that building.

Are there other subway stations in the city that have only elevator access?

Yes. In such cases, the elevators are located within the view of station attendants.

What is the status for relocating residents from the buildings that are being taken over?

Letters are being sent to advise residents of the current situation. The status of the properties should be resolved by early next year. MTA's relocation consultants will actively begin working with all residents at that time to identify relocation sites, provide relocation advisory assistance, and process claims for benefits. The relocation process will continue on an ongoing basis until all residents are relocated.

What will the 69th Street entrance look like? Residents are concerned about the lack of discussion about the impact of the ancillary building at this location.

This entrance hasn't changed, but we will get information to Community Board 8 and it will be posted on the MTA website. ***Community Board 8 will request that the 69th Street entrance be discussed at the next Task Force meeting.*** Information on 69th Street can be found in the April 3, 2006 presentation. The link to this is http://www.mta.info/capconstr/sas/documents/060403_update_cb8.pdf

How will traffic be impacted by construction of the 69th Street shaft?

Four lanes of traffic will be maintained. Traffic agent(s) will be on site as needed.

Why not use the SW corner at 72nd Street for the escalators?

There isn't the space to accommodate the needed horizontal distance required for the escalators. Approximately a 3 to 1 ratio is required or a 230 foot length.

Has an environmental assessment been done related to placement of the subway entrances/exits on 86th Street side near the driveway? There is concern for safety of pedestrians around the driveways on 86th Street. What studies have been done on the driveway activity?

This will be examined in MTA's environmental assessment of entrance options serving the eastside of 72nd Street and 86th Streets.

What is the timing for construction in the 72nd Street area?

Work on the 72nd Street shaft has begun. Presently we are implementing a maintenance and protection of traffic plan in advance of construction of a 30' diameter shaft on the east side of Second Avenue between 72nd and 73rd Street. The same work is happening near the 69th Street shaft site. Station construction is scheduled to begin in early 2010.

If construction on the 72nd Street station will not begin until 2010, why are the shafts going in this year? Where exactly will the shafts be located? What are the hours of work?

Shafts are being constructed now so they will be ready for a quicker start on the cavern construction.

The shafts will be located on the east side of Second Avenue between 72nd and 73rd Streets, and on Second Avenue between 69th and 70th Streets.

The hours of work will be Monday to Friday, 7:00 AM – 10:00 PM, and Saturday, 10:00 AM – 7:00 PM.

How is the problem of vermin, rats, etc. going to be handled?

Vermin eradication is included in all contracts.

Why is leaving the subway entrance in the CVS store so difficult?

An entrance in the CVS requires the relocation of privately owned and operated mechanical equipment for a residential property to be relocated in another privately owned space. This would be difficult or impossible to effect without the full cooperation of all affected parties.

Which is the MTA's preferred option for the subway entrance at 72nd Street?

The preferred option in the EA consists of elevators on the southeast corner (Option one in MTA's presentation). This entrance would be in addition to the other, previously planned entrance consisting of escalators on the northwest corner.

What is the timeline for the environmental assessment (EA)?

The MTA anticipates submitting a preliminary draft of the environmental assessment to the Federal Transit Administration within the next few months (under the current schedule, by early November 2008).

Is an evaluation of noise and vibration from the subway considered within the EA?

Yes.

Executive session included questions submitted in writing by the public at the conclusion of the public session.

Is there a timetable available for the project?

Phase 1 is projected to be in service in 2015.

The EIS said on page S47 "design of station entrances and ancillary facilities are to be sensitive to architectural context and are not to change study areas urban design." Unhappy with the entrance design and requested an agenda item at a future meeting to discuss the design.

Designs will be the subject of the next meeting.

A request was made to have a hard copy of the plans made available.

Since the MTA is unable to provide proper sanitary maintenance on existing elevators, why should the public believe cleanliness will be better for the new elevators?

All operating departments have been involved in the planning of the Second Avenue Subway. All equipment will be maintained on a regular basis.

Why is there a difference in design between north and south entrances on 86th Street?

Assuming that the question is about the difference in design between the proposed north entrance at 86th Street located within the sidewalk and the 83rd Street entrance at the south end of the station: The south entrance at 83rd Street is located within an existing building. Both entrances are the same in that they provide escalator access from street level to the station mezzanine. At the north entrance at 86th Street, because of the street geometry, it is not possible to have a single escalator run from street level to the station mezzanine level. As a result, two escalators are provided, the first to an intermediate

landing, the second to the mezzanine level. At the south entrance at 83rd Street, there is space to provide a single escalator bank which links directly from street level to the mezzanine.

How many trees, awnings, etc. will be destroyed during construction on East 72nd Street between 2nd and 1st Avenues?

The environmental assessment will state the impacts associated with each entrance option. Any trees that are removed will be replaced at the end of construction per the New York City Department of Parks and Recreation. The awnings adjacent to the construction zone would need to be removed during construction but could be reinstalled upon New York City Department of Transportation approval once construction is complete.

Is the MTA willing to consider options which are considerably more complicated and expensive and which will take significantly longer to complete, if the result will provide a more agreeable end result for the public? For example, the idea proposed by Ted Long of a stairway entrance on each corner lead to escalators. (Reference to 86th Street)

All options are considered during the design phase. The ultimate selection of an option is based on a number of factors, including but not limited to cost, schedule, and disruption to the community.

Describe the construction disruption along 2nd Avenue, i.e., where along 2nd Avenue will the road be disturbed/narrowed like up at 92nd Street?

The 96th Street area is different as the whole construction is by cut and cover. The 86th Street area will be mined. There will be two areas of cut and cover running across the at 86th Street section, each about 40 feet wide, one at the south end and the other at the north end. These will be decked over and then an access hole left from which the station cavern will be mined. At 72nd Street and at 86th Street there will be some cut and cover for the entrances within 72nd and 86th Streets. The 72nd Street station will be mined in much the same way as 86th Street. Access for mining will be via the shafts at 69 and 72nd Streets..

There will be some work to narrow the sidewalks to allow the contractors sufficient work area.

How deep will the subway tunnel be? Will people / buildings feel the vibration?

The platform at 72nd Street is about 90 feet deep.

During construction there will be noise and vibrations within limits. The tunnel will be through bedrock; therefore the vibration impact will be within the limits set out in the FEIS.

Will the bus stop remain on the SW corner at 2nd Avenue and 72nd Street?

Location of the bus stop will be evaluated.

Aren't you required to place your informational materials and eventually your EA in public places, e.g., libraries, schools, CB8 office?

Unlike environmental impact statements, there are no specific requirements for public review of environmental assessments. MTA, however, will at a minimum make it available on our website and make arrangements for public inspection for anyone who does not have access to the internet.

Why can't the entrances be on the 2nd Avenue side rather than the 86th Street side of that NE corner?

This option will be examined in MTA's environmental assessment of entrance options serving the east side of 72nd and 86th Streets.

How can the Federal Transit Authority be contacted?

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What is the main reason for not using the NW corner (86th Street) for the subway entrance?

This is where the ancillary building will be located. There is not room, given the constraints of this site, to place both the ancillary building and the entrance on this corner.

What is the feasibility of changing the 72nd Street design to include the elevators and escalators on the same corner?

This will be examined in MTA's environmental assessment of entrance options serving the east side of 72nd and 86th Streets.