

Response to Community Questions Regarding Hunter College-68th Street ADA Project

1. Has the MTA completed and/or published an Environmental Impact Statement or Environmental Assessment under NEPA (or the state equivalent of the foregoing under SEQRA)?

No. The MTA is currently preparing an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) as required by the Federal Transit Administration (FTA), and MTA may use documents produced during a NEPA review as support for the required determinations or findings under the State Environmental Quality Review Act (SEQRA).

2. If the answer to No. 1 is yes, please provide a copy of the above materials or a link to a website where they can be accessed.

When the EA is available, it will be provided.

3. If the answer to No. 1 is no, please provide any other materials or studies relating to the environmental, traffic (car and pedestrian) and safety issues surrounding the project and the proposed new entrances.

As part of the EA, we will be conducting a Pedestrian Traffic Study. This will be provided when available.

4. Please provide materials and drawings relating to all options considered by the MTA for new additional exits for the 68th Street station.

See attached Entrance Alternatives Study.

5. Please answer whether it is possible to renovate the 68th Street Station without closing it, if no additional exits are created. If it is possible, please state the adverse consequences of this approach.

If no additional exits are created, it is not possible to install the ADA elevators at the 68th Street Station without closing the station completely. Closing the station is not an option, because the station capacity of adjacent stations (59th and 77th Street) is insufficient to accommodate riders from the 68th Street Station.

6. Please provide the feasible geographic range of new additional exits, in terms of which streets and positioning on each such street.

See attached Entrance Alternatives Study.

7. Consider a bridge at the north end of the station to connect the stairs to the platforms so only one new entrance/exit is needed. I recommend the east side of Lexington Avenue.

Bridge construction over the subway tracks would significantly increase cost and construction duration and would be very disruptive to 6 train service. Also, placing street access on the eastside of Lexington Avenue only would also require building a second eastside street stair since these stairs would be serving both uptown and downtown subway passengers. There are three ways to site the required two stairs: one on either corner (northeast and southeast corners of 69th Street and Lexington Avenue); two stairs on the northeast corner or; two stairs on the southeast corner.

8. How many parking spaces would be lost by widening the sidewalks? More generally, how are those curb areas now signed?

For the recommended option W1 and E1(see attached 'Entrance Alternatives Study'), four parking spaces on 69th Street, west of Lexington Avenue, and five parking spaces on 69th Street, east of Lexington Avenue, would be removed to widen the sidewalks at the new stairs. See attached photographs and key for existing curb signs on page 24 of the 'Entrance Alternatives Study'.

9. How would the users of the north side doors from Hunter Hall be affected?

Users of the north side emergency exit door from Thomas Hunter Hall will not be impacted. The street stair egresses eastward and does not impede the emergency exit.

10. Provide back-up for their assertions about pedestrian traffic volumes and directions or destinations by time of day.

See response to Question 3.

11. Is the intention to provide an out-of-system transfer between the Second Avenue 72nd Street Station and the Lexington Avenue 68th Street Station? It was observed that both stations will now have entrances and exits at 69th Street.

No.

12. I was on the ⑥ and looked at 68th Street station again, today. It is a single long, wide and high large cavern. Ignoring stairs, putting a mezzanine across the south end of the platform requires no excavation. There needs to be stairs between the platform and mezzanine. If it cannot use any of the width of the platform then excavation would be needed.

Mezzanine construction over the subway tracks would significantly increase cost and construction duration, and would be very disruptive to ⑥ train service. In addition, a southerly mezzanine extension (and new southerly platform stairs) would further concentrate passenger loads at the south end of the station platforms. This would fail to ameliorate the severe crowding at the existing north-facing platform stairs, which serve most of the platform length. In addition, there is no space at street level at 68th Street and Lexington Avenue (beyond the increases already proposed at this corner) to accommodate the total required street stair capacity.

13. Getting from the mezzanine to the street. What is the relationship between the wall of the station and the curb? Would it be possible to go straight up on the edge of the cavern to the street? How much sidewalk would be needed? If excavation to the street is needed one could still get away with only one payment barrier also maybe the first flight could be within the existing cavern. Using the mezzanine would reduce the total amount of excavation.

It would not be possible to have a stair go straight up from the edge of the cavern to the Lexington Avenue sidewalk. There is not enough sidewalk width on Lexington Avenue. See page 1 of the attached Entrance Alternatives Study.

14. Does the platform currently run north of 69th Street? Do train doors open north of 69th Street?

The platform currently extends midblock between 69th and 70th Streets. The train doors do open north of 69th Street.

15. Have you considered closing the new 69th Street entrances overnight? Might reduce (or at least address) some of the crime and noise complaints from public.

MTA NYC Transit policy is to keep its entrances open 24 hours/ 7 days a week.

16. Can the entrance on 69th Street East of Lexington be closer to the corner? Closer to building line (as opposed to curb line, as shown on diagram)?

Yes, the stair could be located closer to the building planter as opposed to the curb side and closer to the corner of Lexington Avenue and 69th Street. See page 14 of the attached Entrance Alternatives Study.

17. I know the contractor will make the decisions, but we really need to know more about the actual construction impacts. Where, how long, traffic and sidewalk closures, etc.?

The following describes the type of work to occur at each location, and the impacts to both train and street traffic. Actual traffic regulations will be worked out with the contractors and the NYC Department of Transportation.

Street Work:

69th Street: On 69th Street, we will be constructing new entrances. The current phasing calls for working on both sides of Lexington Avenue simultaneously. This work will take approximately 12 months and will be done concurrent with the 68th Street utility work.

68th Street: On 68th Street, we will be working on utilities. This work will take approximately 12 months and be done concurrently with the 69th Street entrance work.

Following the construction of the 69th Street entrances and 68th Street utility work, we will work on 68th Street. This work includes mezzanine expansion, elevator work, stair widening work on the SE corner, and reversal and stair widening work on the NE corner. This work will take approximately 18 months.

There will be storage areas on the street to support the work inside the station. Final locations of the storage areas will be worked out with the NYC Department of Transportation.

Train Impacts: The plan includes six weekend diversions of train traffic on each of the northbound and southbound tracks and 20 weeknight shutdowns (12 AM – 5 AM) on each track.

Traffic Impacts: During construction, one lane of traffic and one 5' pedestrian walkway will be maintained at all times on 68th and 69th Streets. The utility relocations will close individual lanes of Lexington Avenue, which will be covered with steel plates that will be secured down during non-working hours. The new mezzanine construction will utilize concrete decking.

There may be times when traffic will be limited temporarily to allow for a specific construction activity (materials drop-off, etc.).

18. Where does the northbound platform end and where do the electrical manholes (that are beyond the platform) end? In front of which addresses?

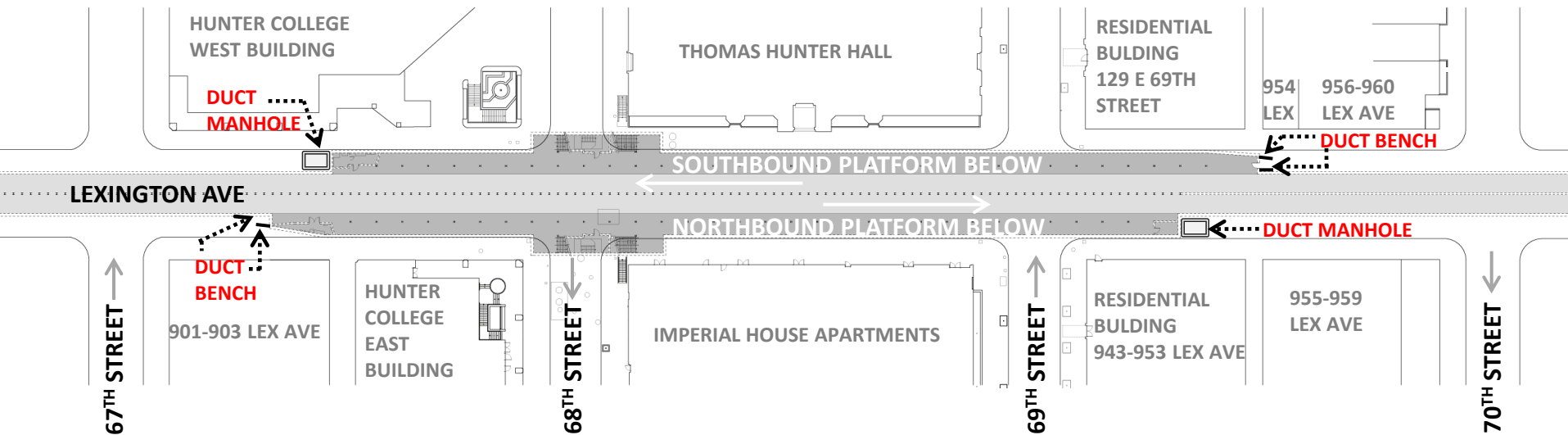
See page 1 of the attached Entrance Alternatives Study.

ENTRANCE ALTERNATIVES STUDY

ADA ELEVATORS AT 68TH STREET STATION

LEXINGTON AVENUE LINE (IRT)
BOROUGH OF MANHATTAN

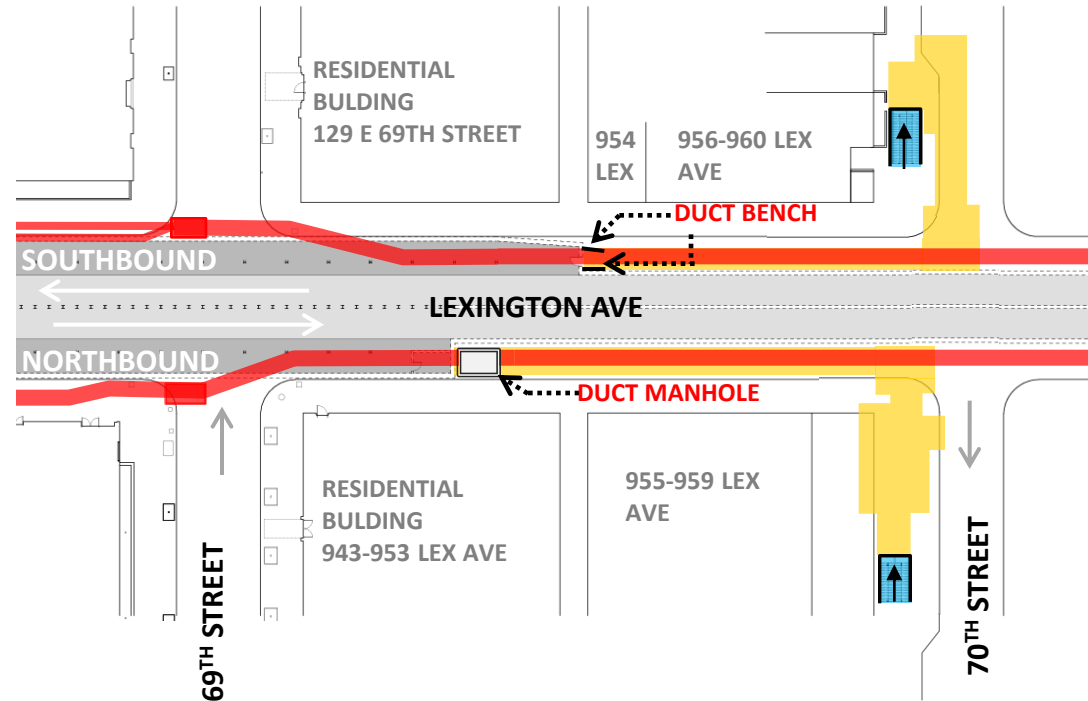
EXISTING STREET LEVEL & PLATFORM BELOW



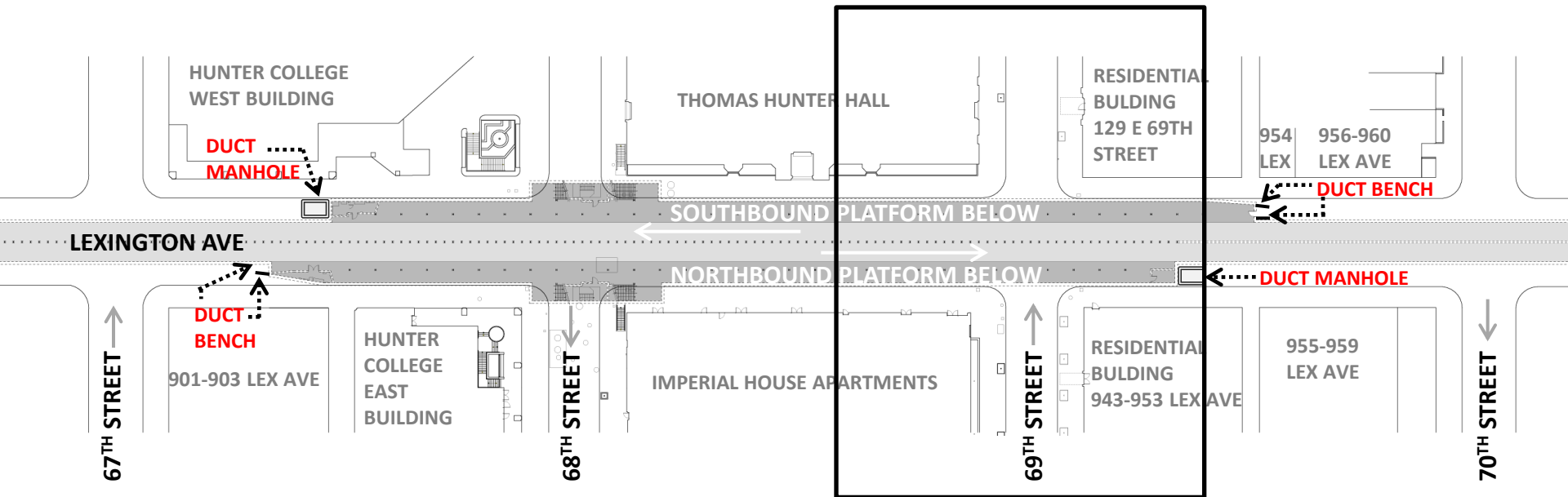
70TH STREET ENTRANCE STUDY

70TH STREET

- **Two 9' wide stairs**
- **Clears ECS duct bank**
- **No access to platform possible**
- **Utility Interference: Subway duct manhole and duct bench**
- **9 Parking spaces removed on both sides of Lexington Ave**



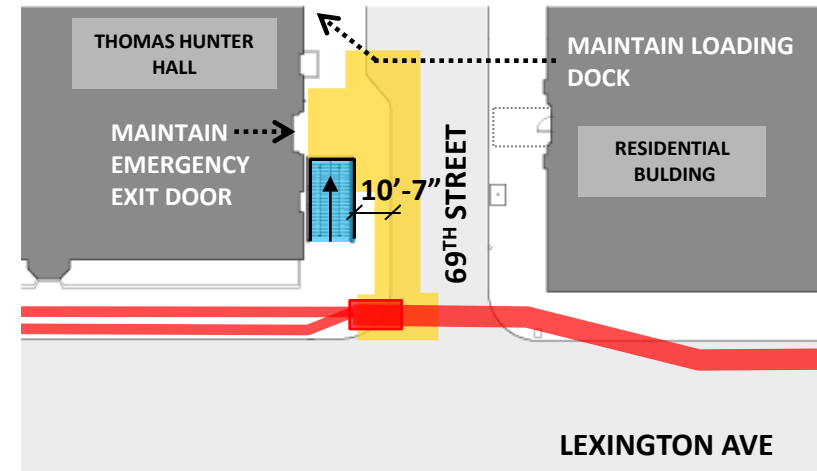
69TH STREET ENTRANCE STUDY



69TH STREET ENTRANCE STUDY - ALTERNATIVE W1

SW CORNER

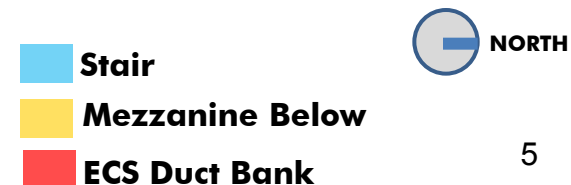
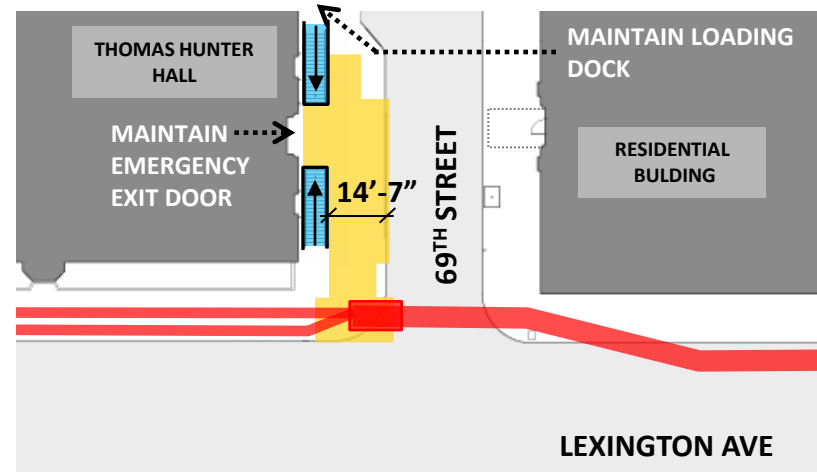
- 9' Wide stair
- Emergency Exit Door of Thomas Hunter Hall maintained
- Loading dock of Thomas Hunter Hall maintained
- Clears ECS duct bank
- 4 Parking spaces removed
- 2 Trees removed



69TH STREET ENTRANCE STUDY - ALTERNATIVE W2

SW CORNER

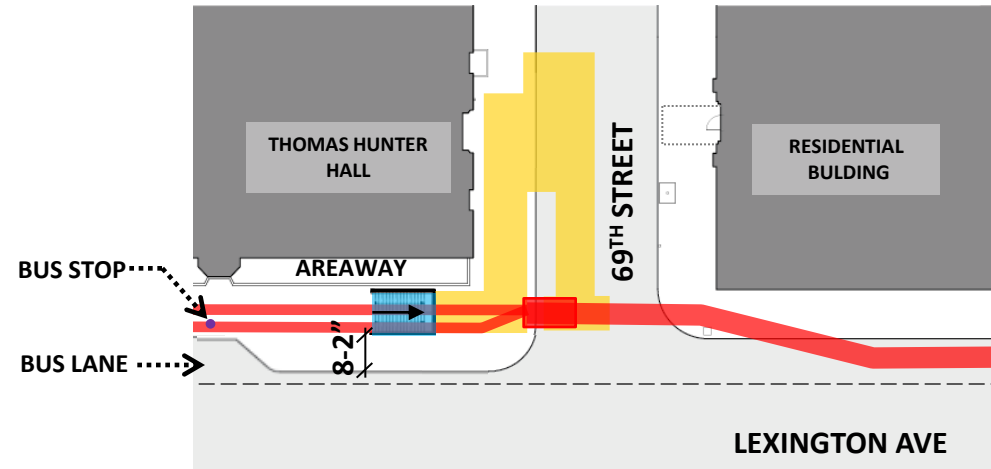
- **Two 5' wide stairs**
- **Emergency Exit Door of Thomas Hunter Hall maintained**
- **Clears ECS duct bank**
- **5 Parking spaces removed**
- **2 Trees removed**



69TH STREET ENTRANCE STUDY - ALTERNATIVE W3

SW CORNER

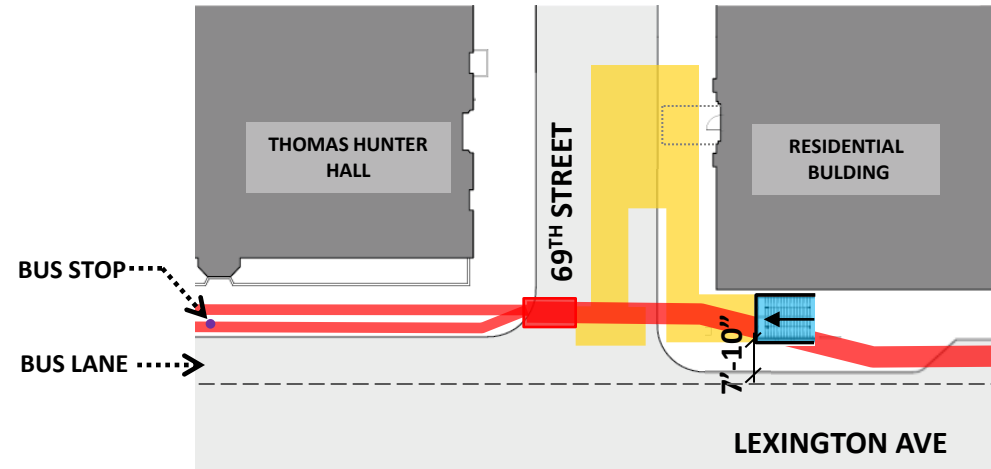
- **9' Wide stair**
- **8' Curb extension of Lex Ave required to accommodate stair**
- **Bus lane interference due to curb extension**
- **Utility Interference: ECS duct bank below**
- **4 Parking spaces removed**
- **1 Tree removed**
- **Additional construction cost and duration**



69TH STREET ENTRANCE STUDY - ALTERNATIVE W4

NW CORNER

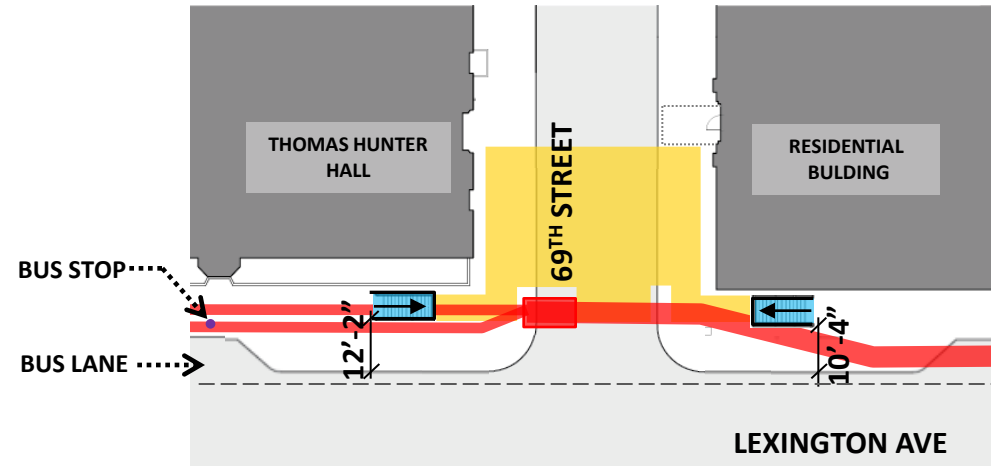
- **9' Wide stair**
- **8' Curb extension of Lex Ave required to accommodate stair**
- **Bus lane interference due to curb extension**
- **Utility Interference: ECS duct bank below**
- **4 Parking spaces removed**
- **1 Tree removed**
- **Additional construction cost and duration**



69TH STREET ENTRANCE STUDY - ALTERNATIVE W5

NW/SW CORNER

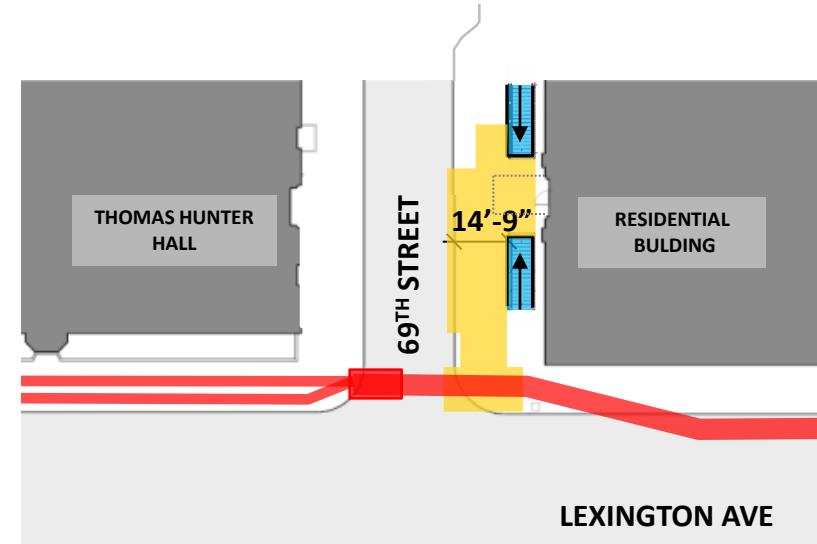
- **Two 5' wide stairs**
- **8' Curb extension of Lex Ave required to accommodate stair**
- **Bus lane interference due to curb extension**
- **Utility Interference: ECS duct bank below**
- **8 Parking spaces removed**
- **2 Trees removed**
- **Additional construction cost and duration**



69TH STREET ENTRANCE STUDY - ALTERNATIVE W6

NW CORNER

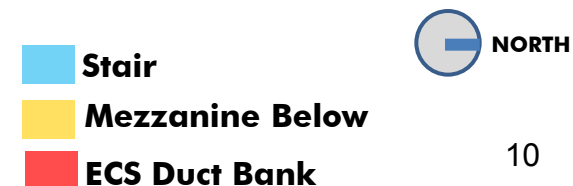
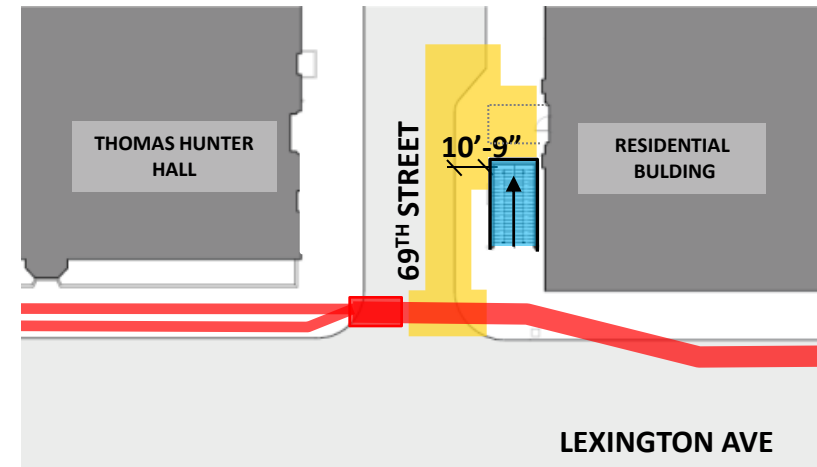
- **Two 5' wide stairs**
- **Clears ECS duct bank**
- **5 Parking spaces removed**
- **2 Trees removed**



69TH STREET ENTRANCE STUDY - ALTERNATIVE W7

NW CORNER

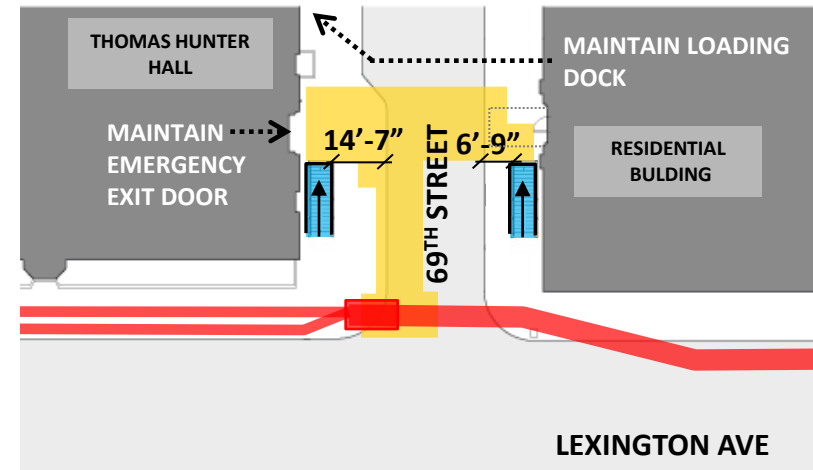
- 9' Wide stair
- Clears ECS duct bank
- 4 Parking spaces removed
- 1 Tree removed



69TH STREET ENTRANCE STUDY - ALTERNATIVE W8

SW/NW CORNER

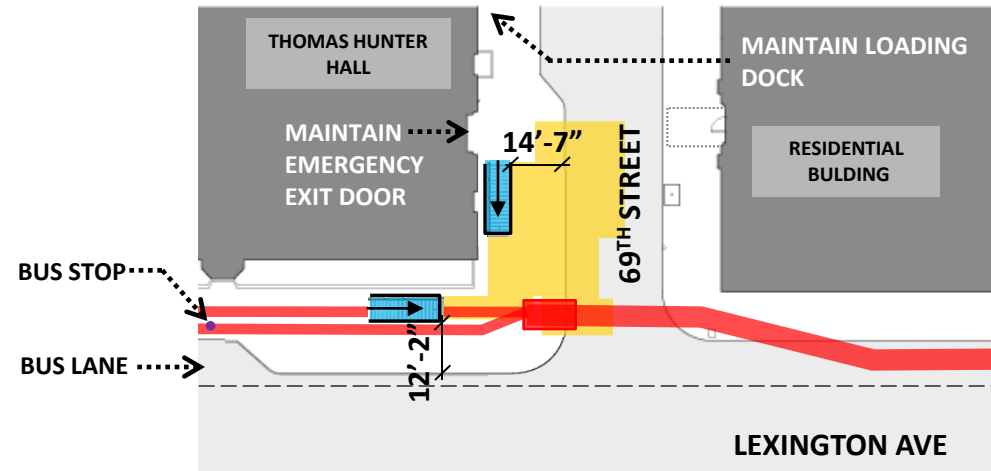
- Two 5' wide stairs
- Clears ECS duct bank
- 4 Parking spaces removed
- 3 Trees removed
- Inadequate sidewalk clearance on NW 69th Street after maximizing neck down
- Additional construction cost and duration



69TH STREET ENTRANCE STUDY - ALTERNATIVE W9

SW CORNER

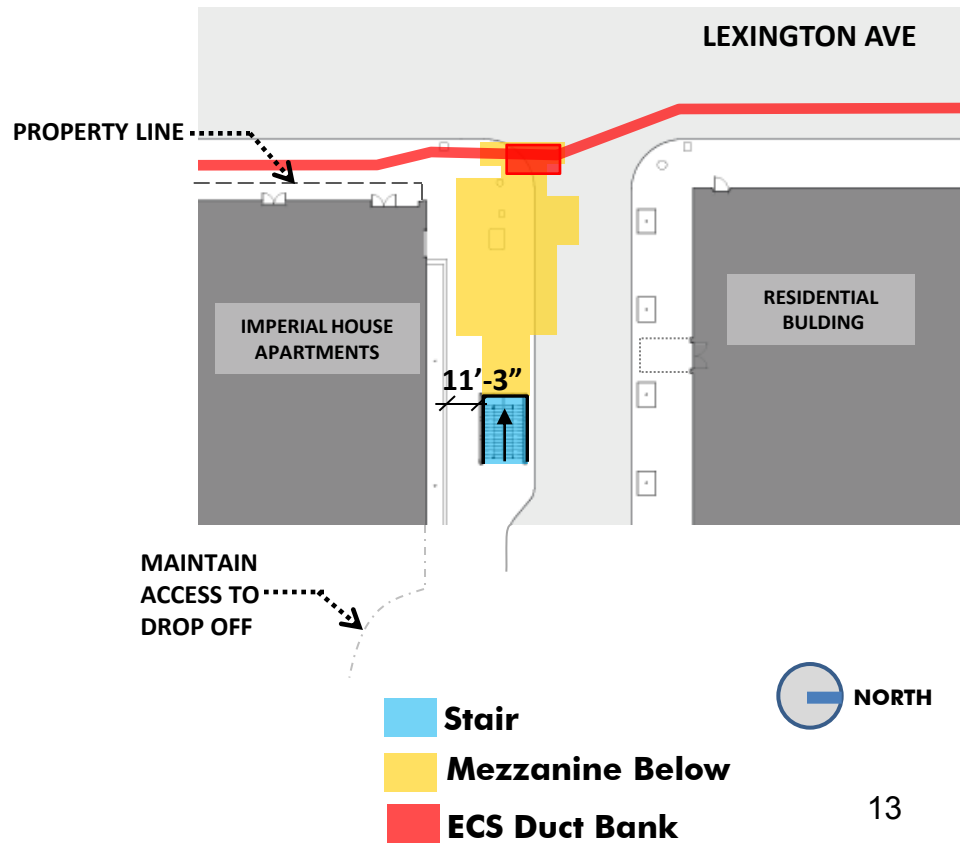
- **Two 5' wide stairs**
- **8' Curb extension of Lex Ave required to accommodate stair**
- **Bus lane interference due to curb extension**
- **Utility Interference: ECS duct bank below**
- **8 Parking spaces removed**
- **2 Trees removed**
- **Additional construction cost and duration**



69TH STREET ENTRANCE STUDY - ALTERNATIVE E1

SE CORNER

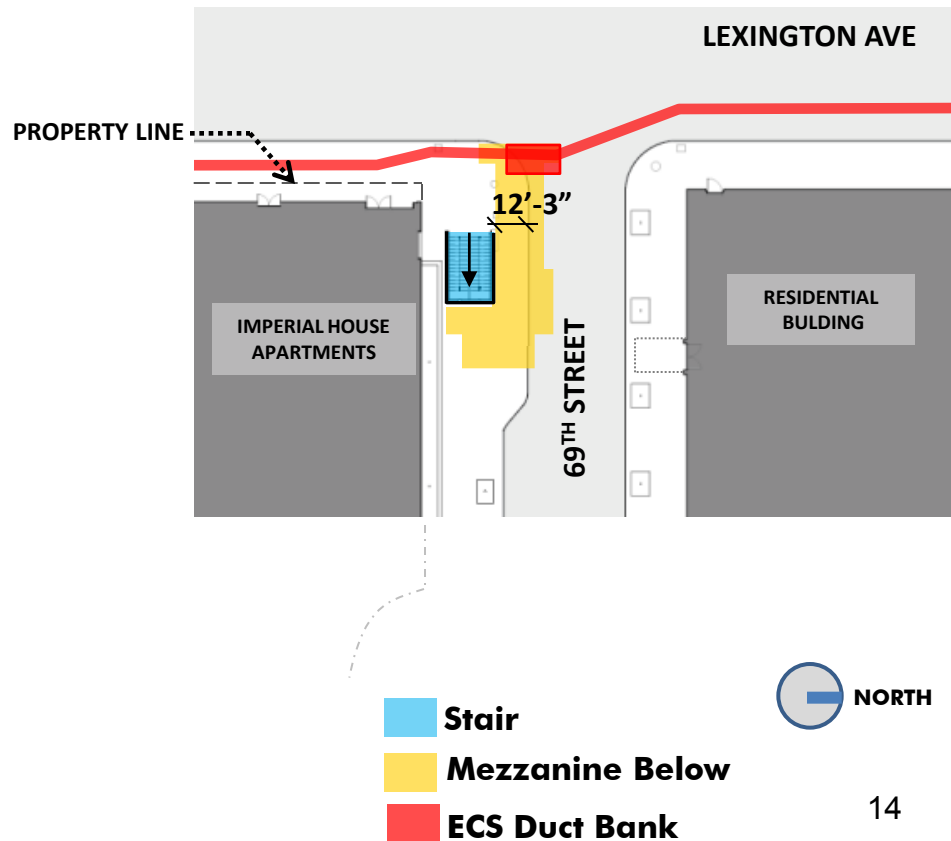
- **9' Wide stair**
- **Access to Imperial House drop off maintained**
- **Clears ECS duct bank**
- **5 Parking spaces removed**
- **2 Trees removed**



69TH STREET ENTRANCE STUDY - ALTERNATIVE E2

SE CORNER

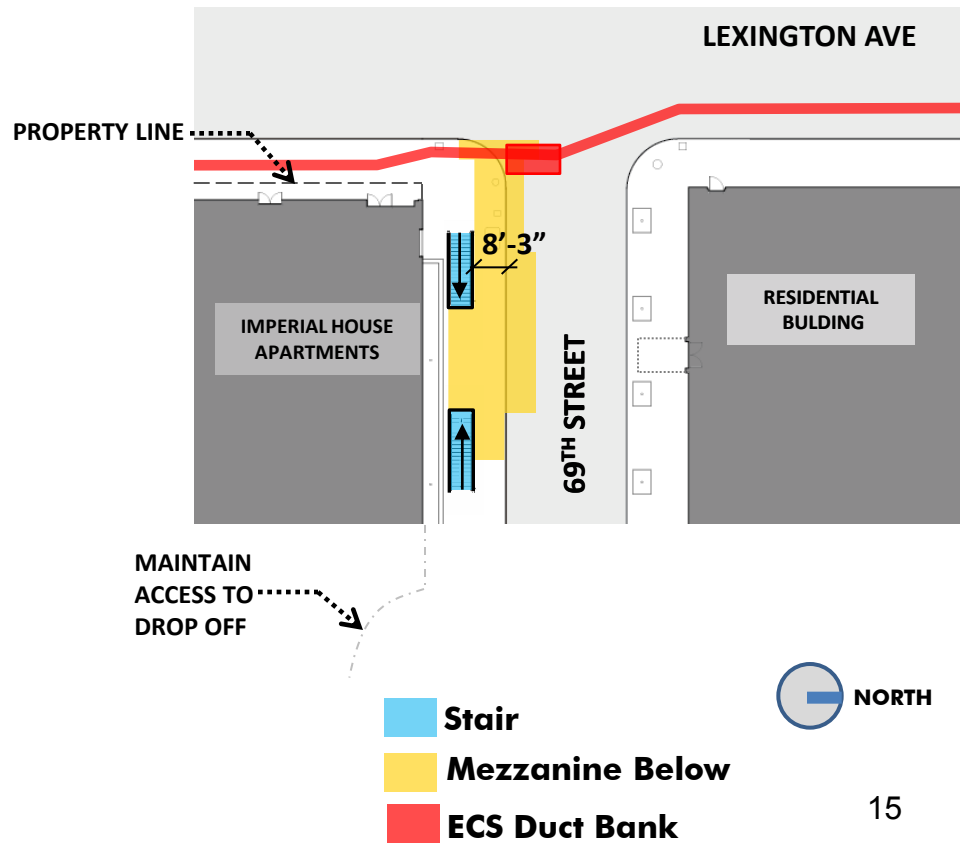
- 9' Wide stair
- Clears ECS duct bank
- 4 Parking spaces removed
- 1 Tree removed



NEW 69TH STREET LEVEL PLAN - ALTERNATIVE E3

SE CORNER

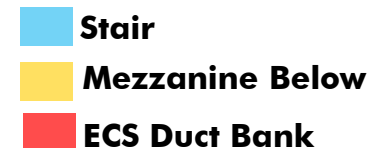
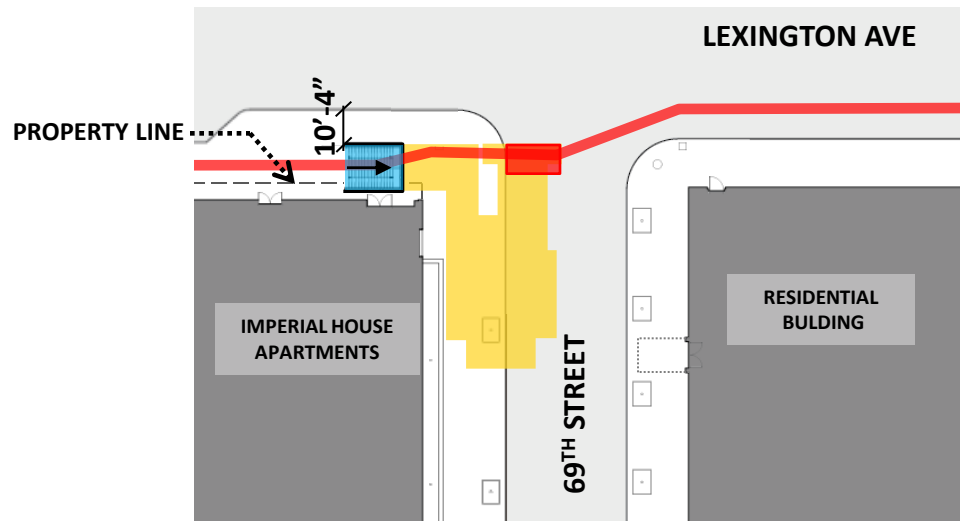
- **Two 5' wide stairs**
- **Access to Imperial House drop off maintained**
- **Clears ECS duct bank**
- **No loss of parking space**
- **2 Trees removed**



69TH STREET ENTRANCE STUDY - ALTERNATIVE E4

SE CORNER

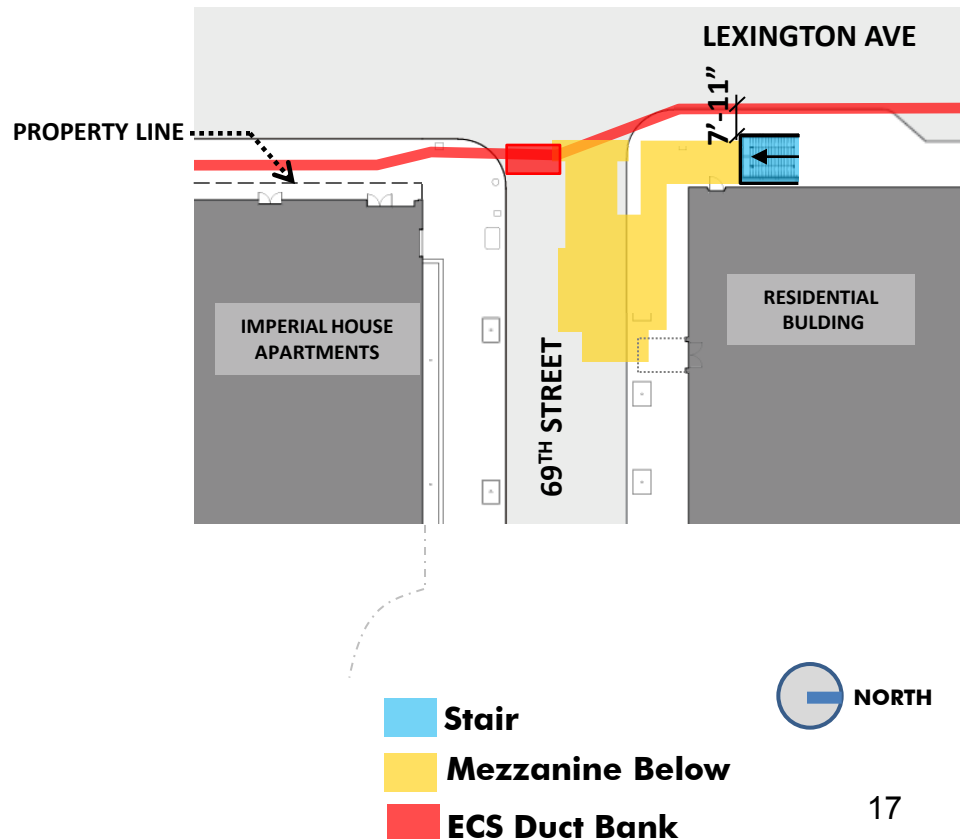
- **9' Wide stair**
- **8' Curb extension of Lex Ave required to accommodate stair**
- **Utility Interference: ECS duct bank below**
- **4 Parking spaces removed**
- **1 Tree removed**
- **Additional construction cost and duration**



69TH STREET ENTRANCE STUDY - ALTERNATIVE E5

NE CORNER

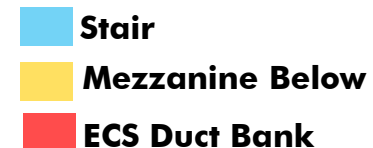
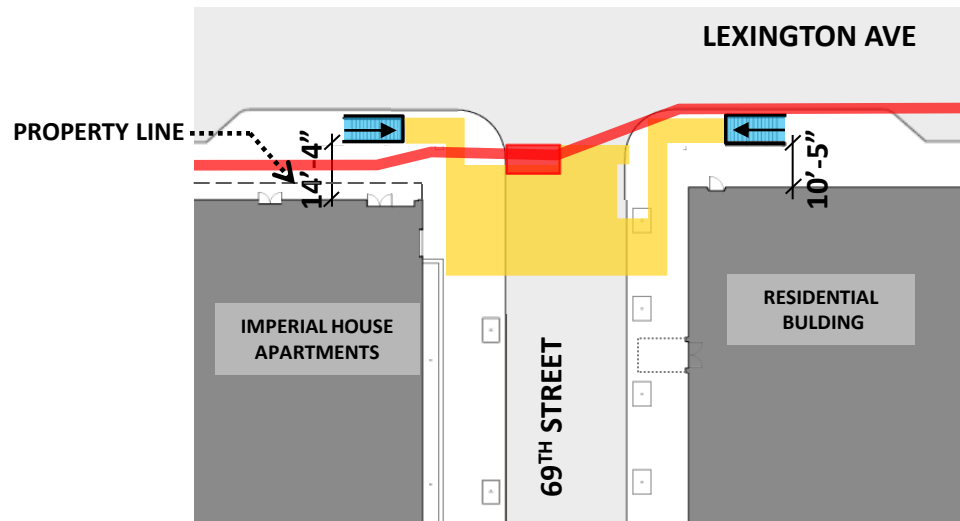
- 9' Wide stair
- Clears ECS duct bank
- 8' Curb extension of Lex Ave required to accommodate stair
- 4 Parking spaces removed
- 2 Trees removed
- Additional construction cost and duration



69TH STREET ENTRANCE STUDY - ALTERNATIVE E6

NE/SE CORNER

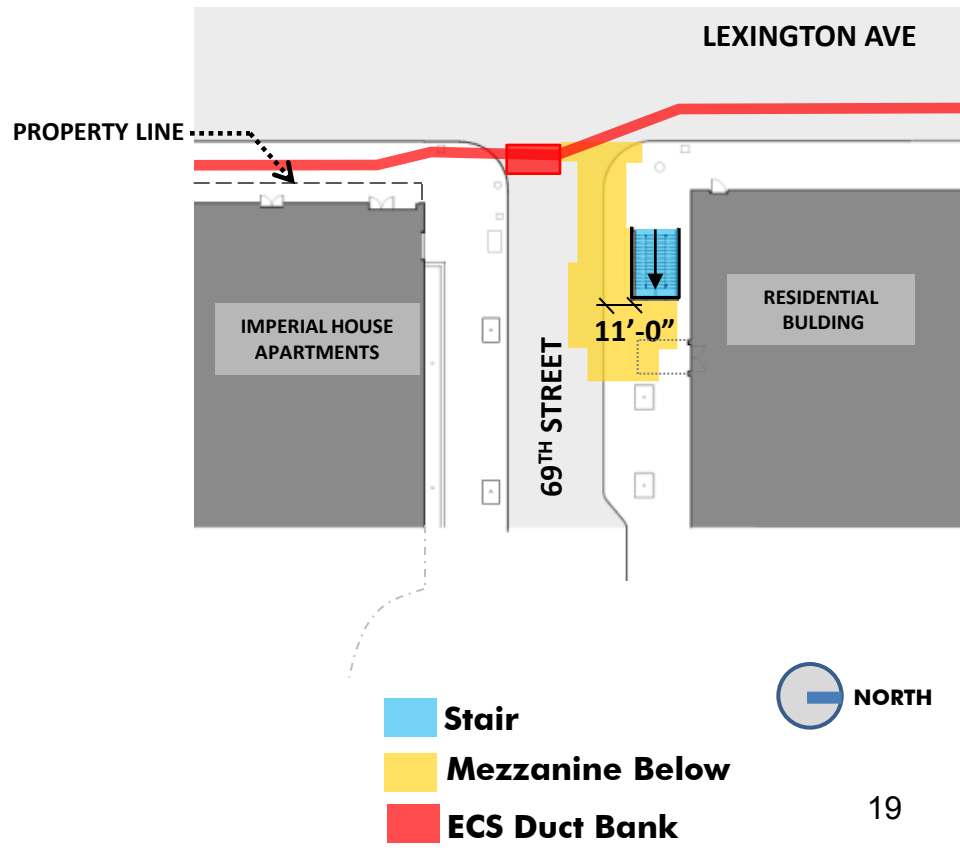
- **Two 5' wide stairs**
- **No loss of parking space**
- **8' Curb extension of Lex Ave required to accommodate stair**
- **Utility Interference: ECS duct bank below**
- **8 Parking spaces removed**
- **2 Trees removed**
- **Additional construction cost and duration**



69TH STREET ENTRANCE STUDY - ALTERNATIVE E7

NE CORNER

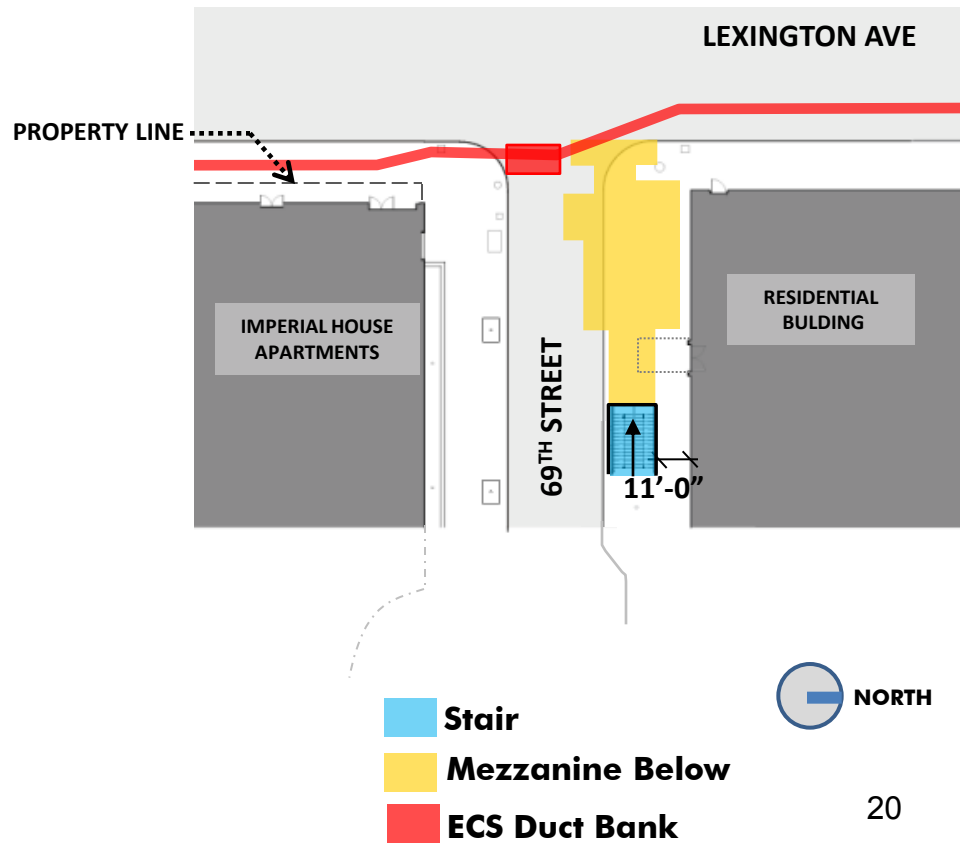
- 9' Wide stair
- Clears ECS duct bank
- 4 Parking spaces removed
- 2 Trees removed



69TH STREET ENTRANCE STUDY - ALTERNATIVE E8

NE CORNER

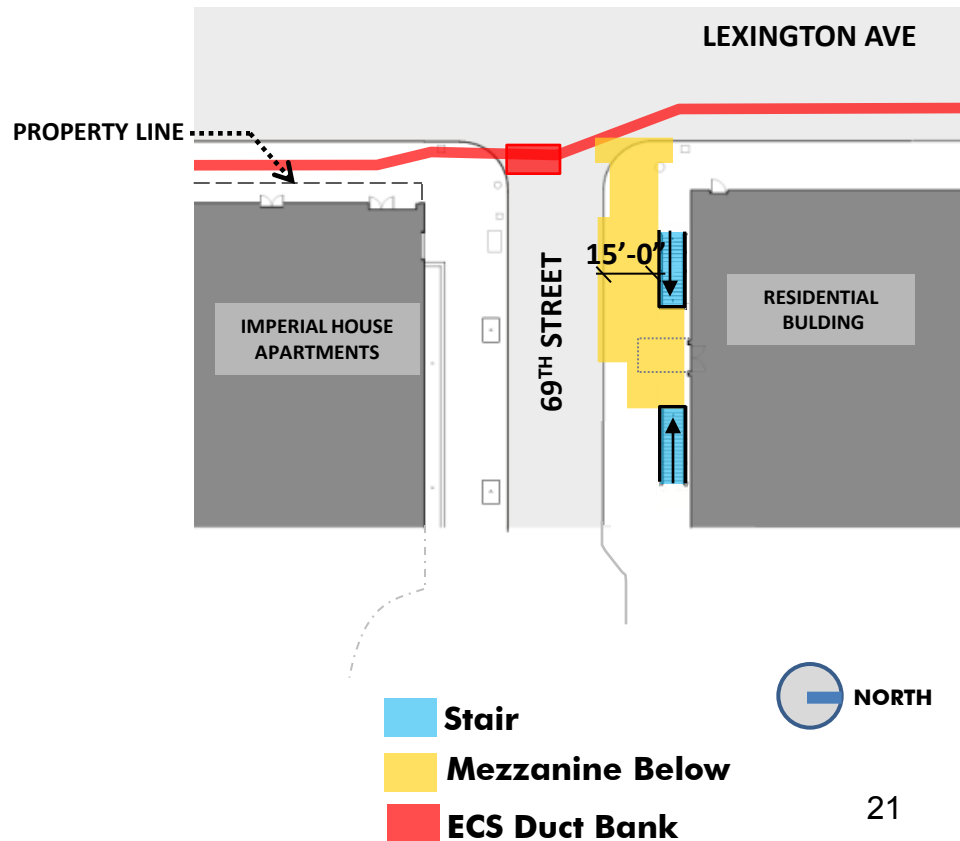
- 9' Wide stair
- Clears ECS duct bank
- 5 Parking spaces removed
- 3 Trees removed



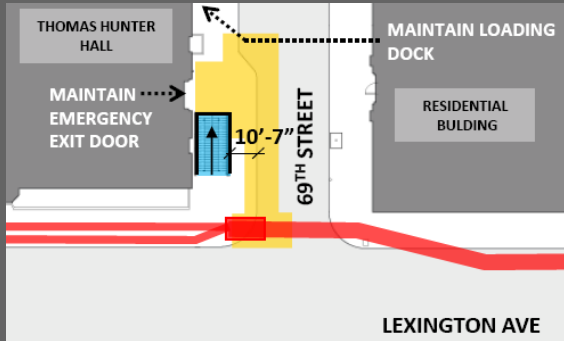
69TH STREET ENTRANCE STUDY - ALTERNATIVE E9

NE CORNER

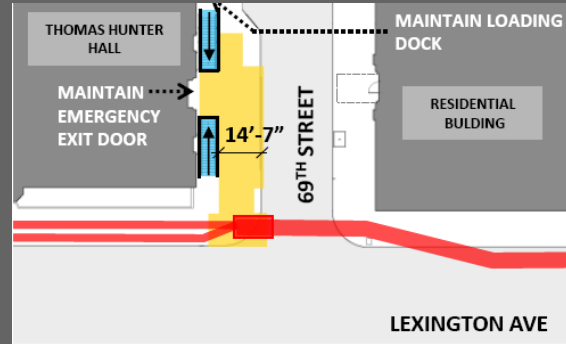
- **Two 5' wide stairs**
- **Clears ECS duct bank**
- **5 Parking spaces removed**
- **3 Trees removed**



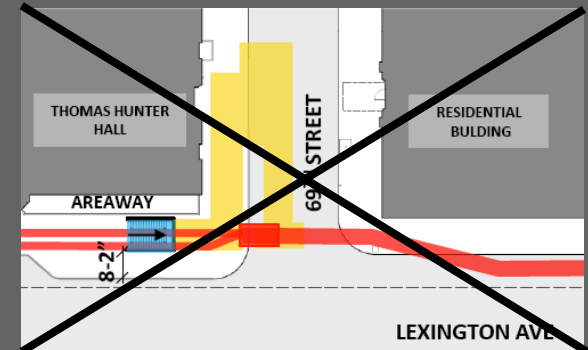
STAIR ALTERNATIVES – WEST OF LEXINGTON AVE



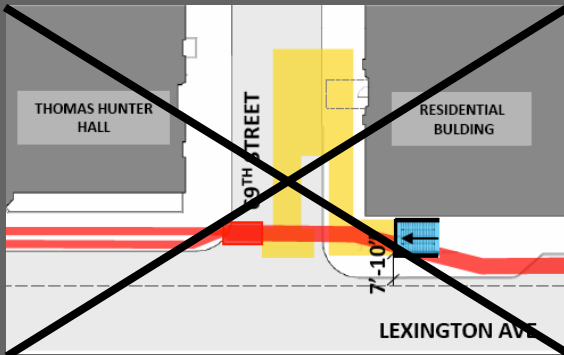
W1



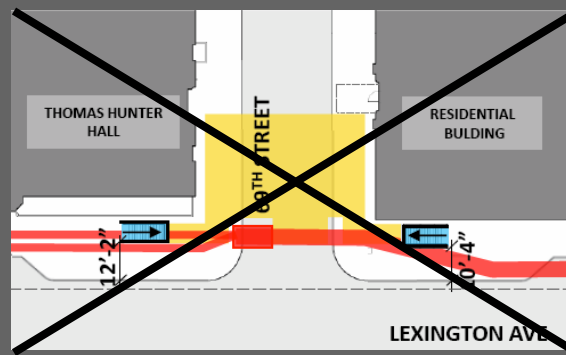
W2



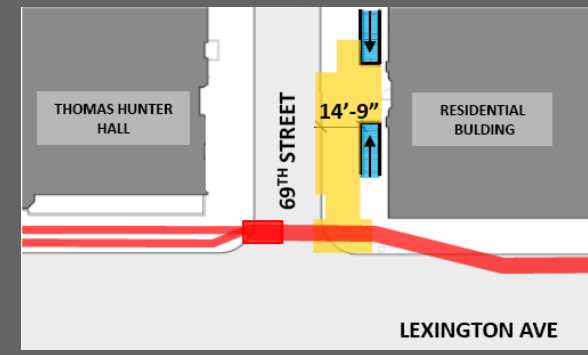
W3



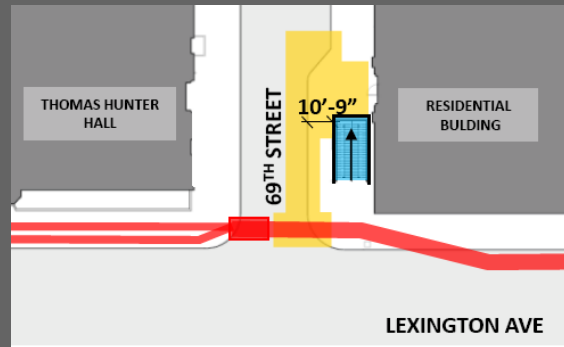
W4



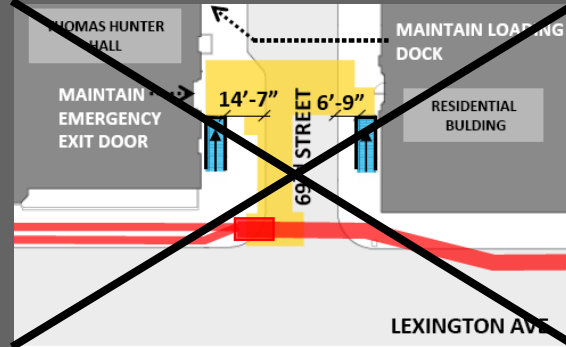
W5



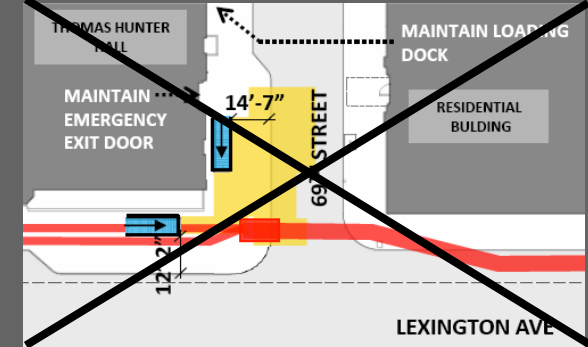
W6



W7

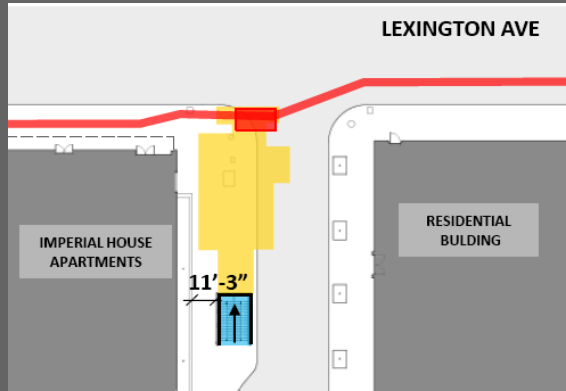


W8

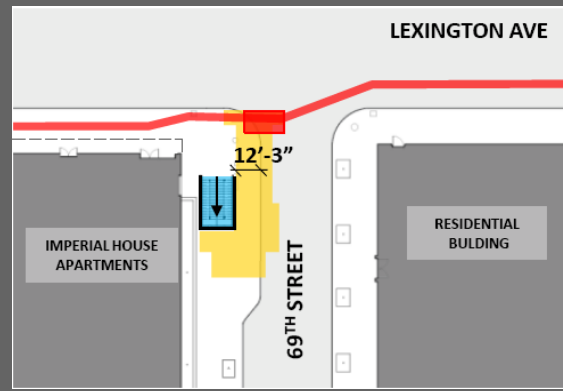


W9

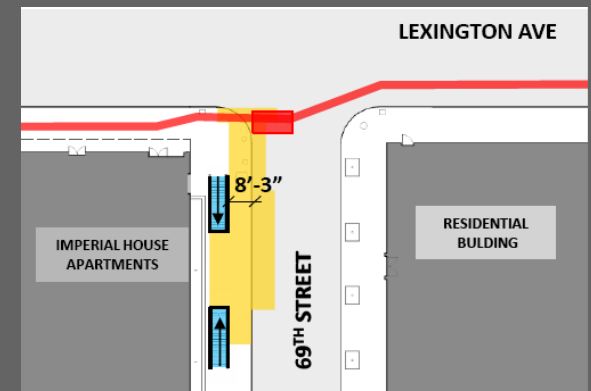
STAIR ALTERNATIVES – EAST OF LEXINGTON AVE



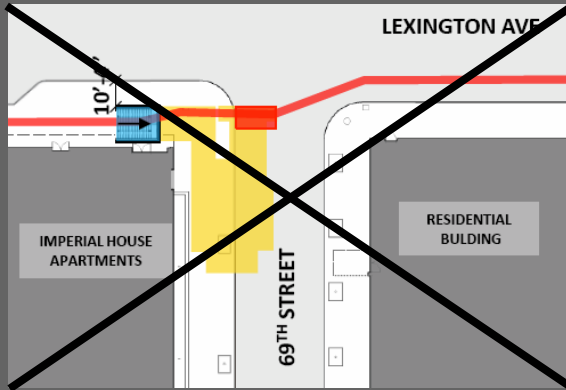
E1



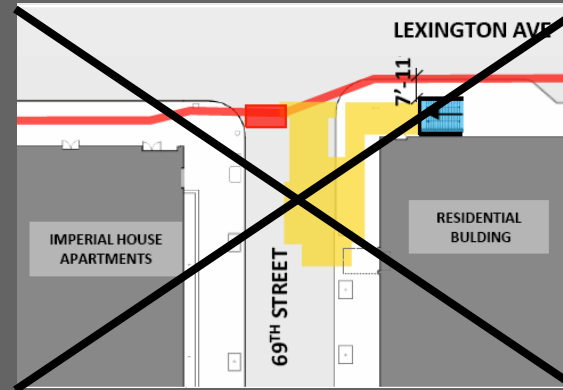
E2



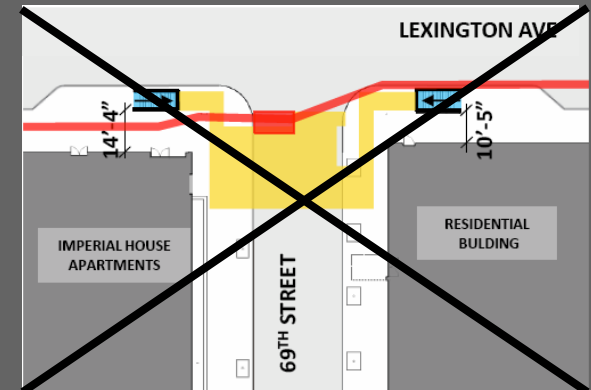
E3



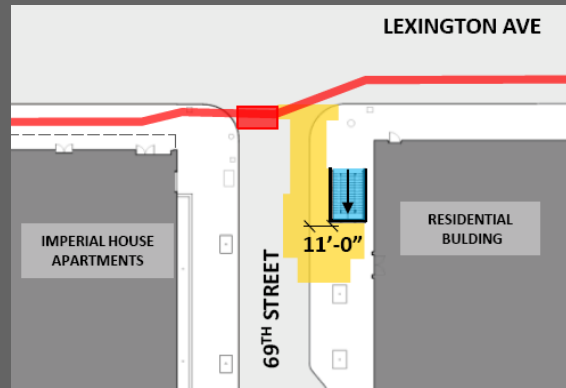
E4



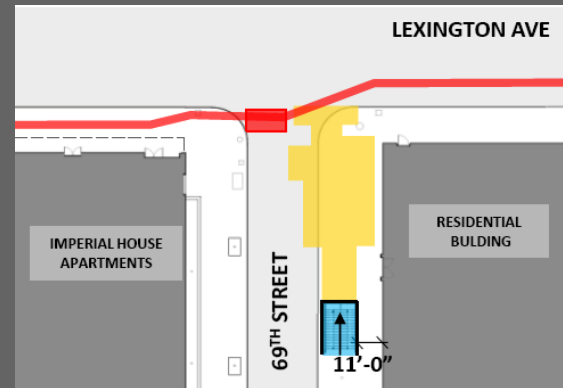
E5



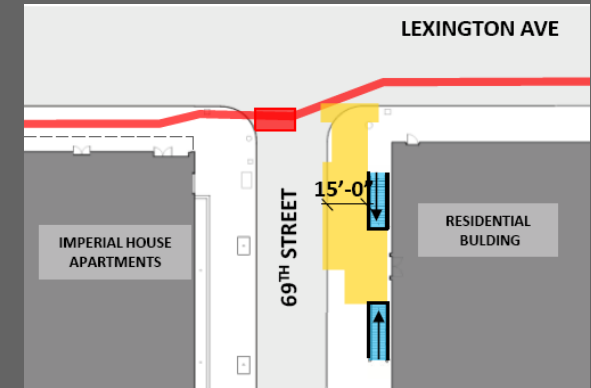
E6



E7



E8



E9

69TH STREET CURB SIGNS



NO PARKING
11AM TO 12.30 PM
TUES & FRI
METERS ARE NOT IN
EFFECT ABOVE TIMES
2 HR MUNI-METER
PARKING 9AM-7PM
EXCEPT SUNDAY



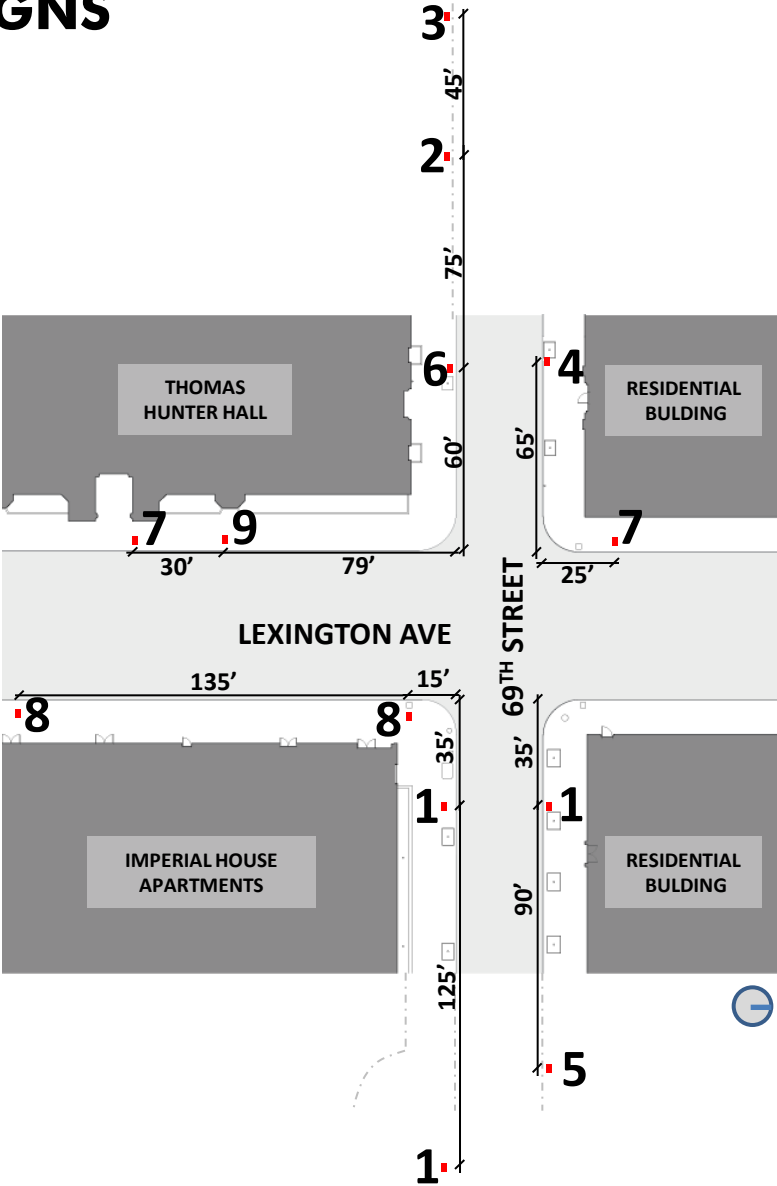
NO PARKING
8AM – 6PM EXCEPT
SUNDAY



NO PARKING
8AM – 6PM MON - FRI



NO PARKING
11AM TO 12.30 PM
MON & THURS



NO PARKING ANYTIME
11 AM TO 12.30 PM
MON & THURS
METERS ARE NOT IN
EFFECT ABOVE TIMES
2 HR MUNI-METER
PARKING 9AM-7PM
EXCEPT SUNDAY



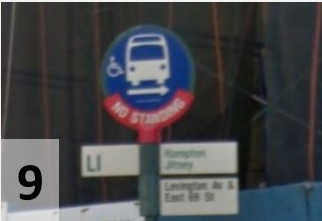
NO PARKING
8AM – 6PM EXCEPT
SUNDAY
NO PARKING
11AM TO 12.30 PM
TUES & FRI



NO STANDING
7AM – 10AM MON
THRU FRI
1 HR MUNI-METER
PARKING 10AM-7PM
MON THRU FRI
9AM-7PM SATURDAY

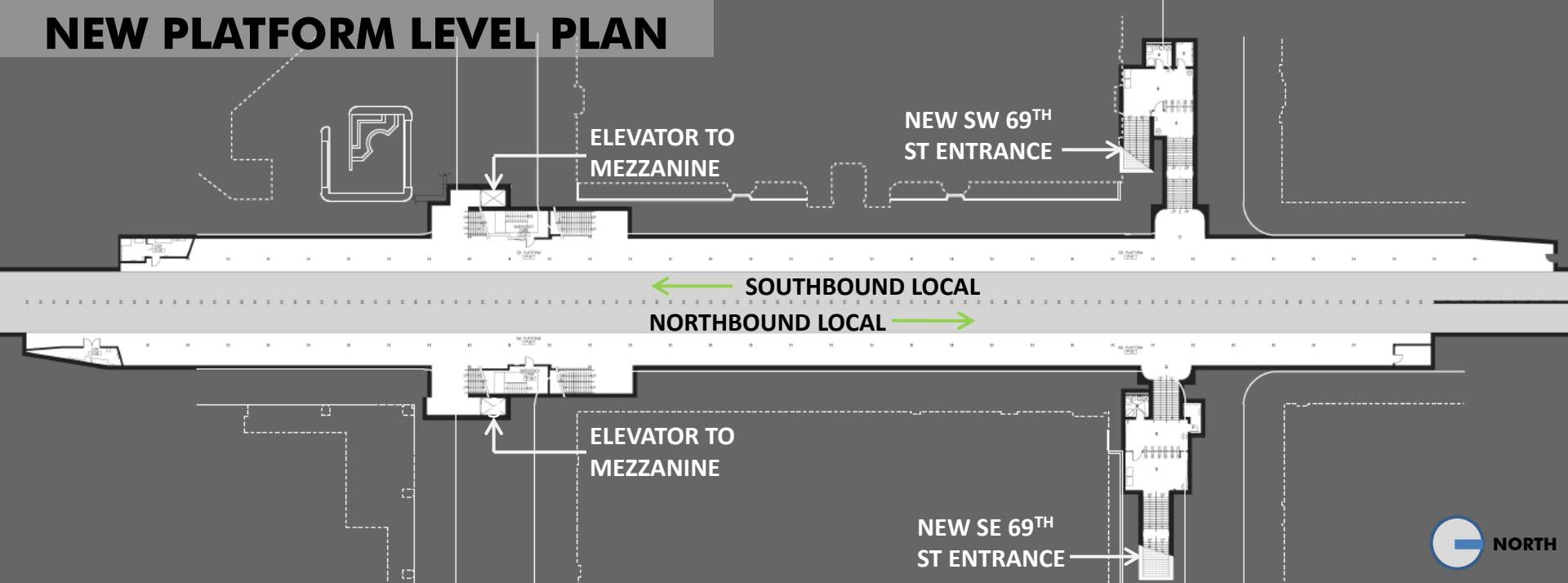


NO STANDING EXCEPT
TRUCKS LOADING &
UNLOADING
7AM – 10AM MON
THRU FRI
1 HR MUNI-METER
PARKING 10AM-10PM
MON THRU FRI
9AM-10PM SATURDAY



NO STANDING

NEW PLATFORM LEVEL PLAN



SECTION ALONG 69TH STREET

