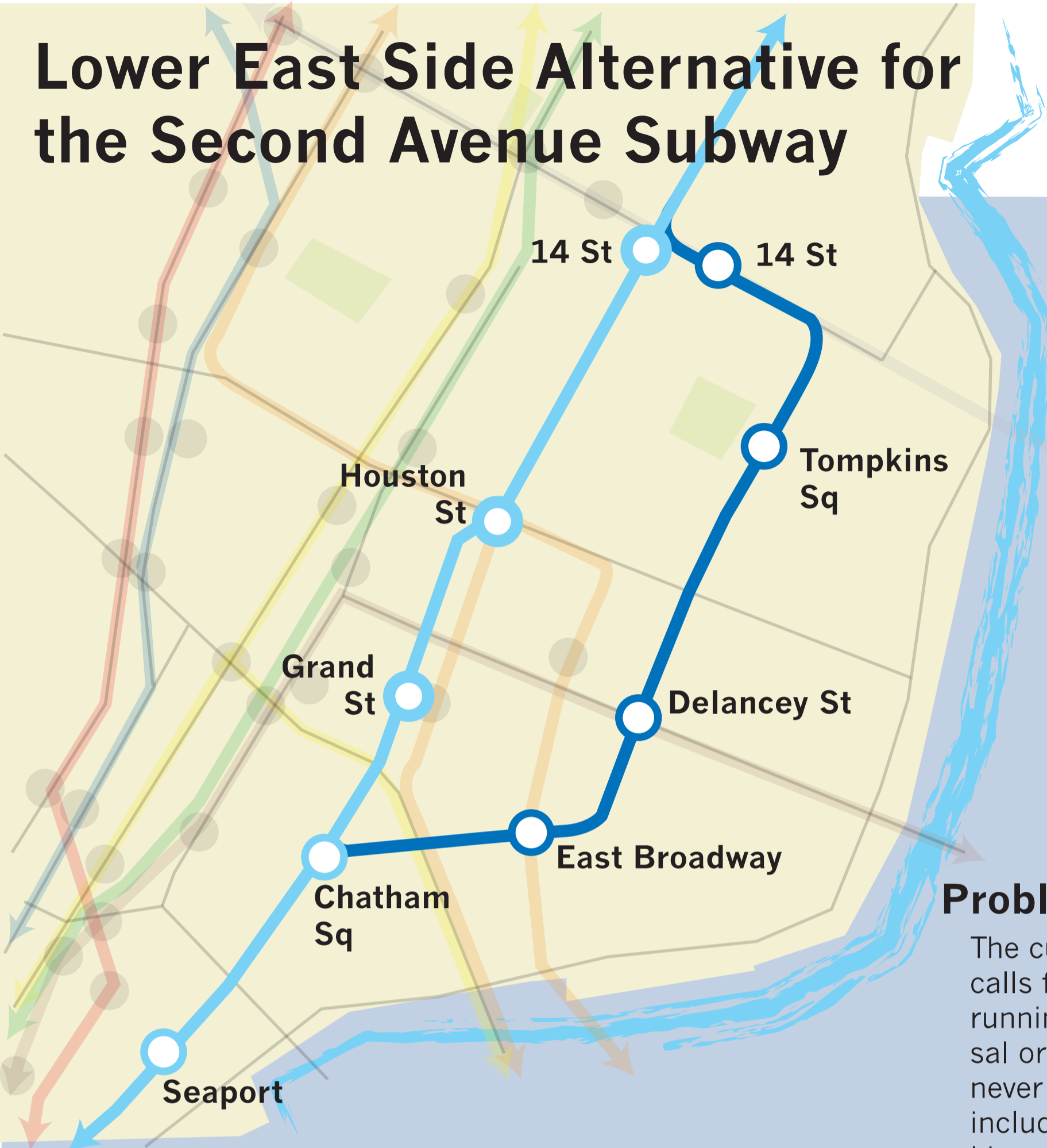


Lower East Side Alternative for the Second Avenue Subway



Lower East Side Alternatives

- Current 2nd Avenue Subway Proposal
- Proposed Modification to Subway Plan

Purpose of Existing Plan

The Second Avenue Subway's two principal goals are to relieve the overwhelming congestion on the Lexington Ave lines (4, 5, and 6), as well as to better serve the East Side of Manhattan in general. Part of the line is currently in construction and will run from 63rd Street to 96th street when it is completed in 2015; it will include three new stations, at 72nd, 86th, and 96th streets, and run as an extension of the Broadway Q Line. Future phases will include sections running from 96th to 125th streets and from 63rd street down to Hanover Square in Lower Manhattan. This final phase will run through the Lower East Side.

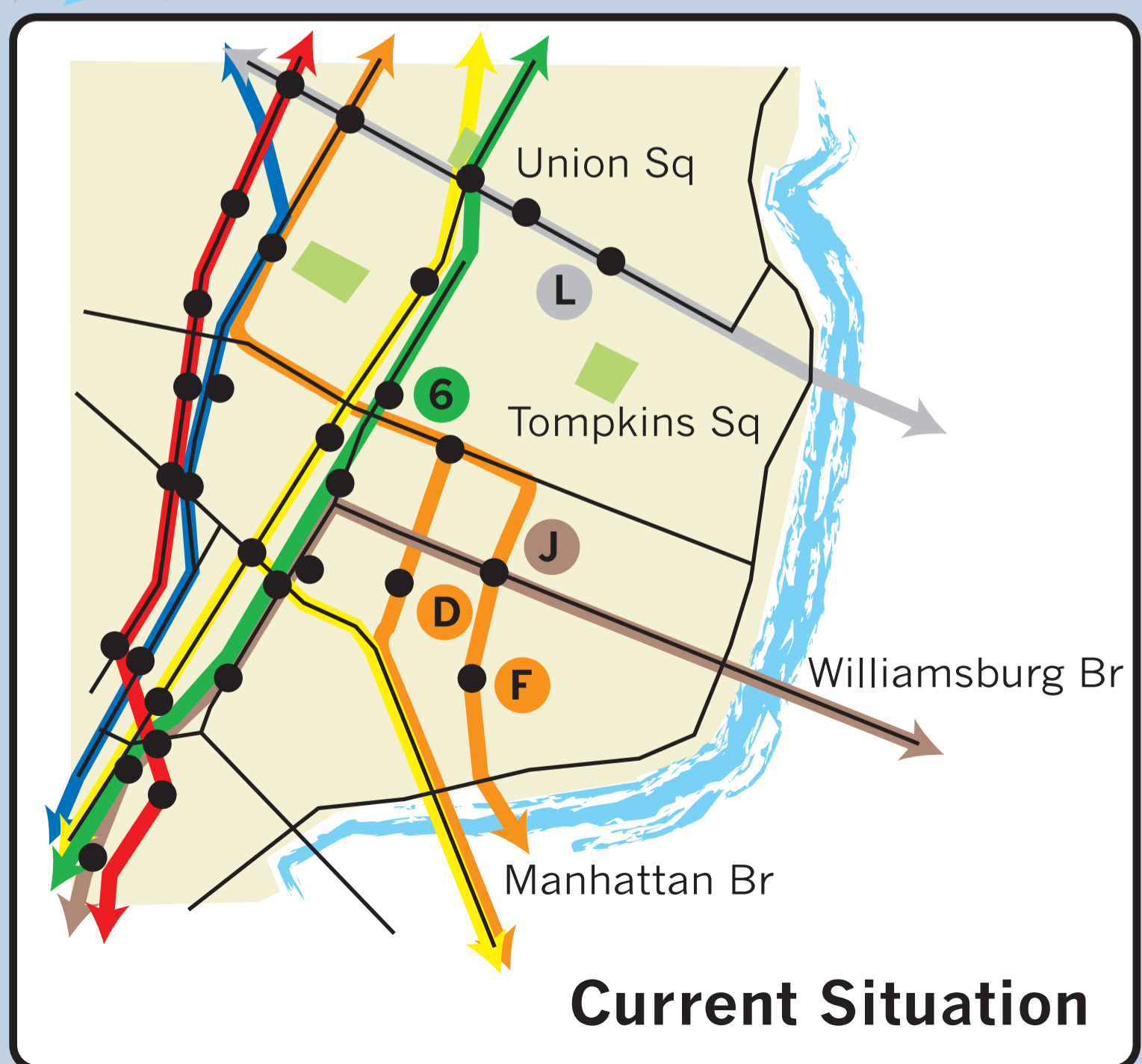
Problems with Planned LES Route

The current proposal for this subway line, which will be called the "T," calls for it to run almost directly from 125th street to Lower Manhattan, running the length of Second Avenue. This plan is based on the proposal originally put forth in the IND Second System, released in 1929 but never completed. Some sections of this subway were built in the 1970s, including a space for a station at the Houston Street station on the F Line.

If the line is built as currently planned, four new stations will provide services to the Lower East Side at 14th St, Houston St, Grand St, and Chatham Square. With the exception of the fourth, all three others will be directly adjacent to current stations. As a result, this new subway will not improve station access to large areas of the very dense LES that need better service. Also, because the Lexington Avenue Line is just a few blocks away for most of the route, the Second Avenue Line would not materially improve access to the Upper East Side for inhabitants of the LES. As currently planned, it would be a waste of resources to build this line.

An Advantageous Alternative

Instead of running down 2nd Avenue, the line could be designed to veer off at 14th street and then run down either Avenue B or C in the East Village. The construction of new stations at Tompkins Square, Delancey St, and East Broadway (with a connection to the F Line) would make subway service far more convenient for a huge percentage of the LES, including large lower-income populations. It would also provide F train riders a more simple connection to East Midtown and the UES at East Broadway, rather than at the convoluted connection at Broadway-Lafayette/Bleecker St.



Current Situation