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Why the G train?

The G has been prioritized for signal modernization because of the age and reliability challenges with its legacy signals

Age: The signal equipment (and some of the switches they control) date back to the 1930s

Reliability: The G train's performance suffers as a result

By the numbers

In November 2023, Customer Journey Time Performance for the G was just 81.8%, among the lowest performing in the system and well below the average of 85%.

The L train, with its modern signals, was at 91.4%.




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Scope

Along the entire 11.4-mile G line:

- Installation of new signaling equipment
 - Cable management system (racks and messengers) along the wayside of the tracks
 - Signal cables and equipment (the technology that relays the signals)
 - Construction of new signal rooms
- Replacement of 30 miles of track & more than a dozen switches
- Integration and testing of systems

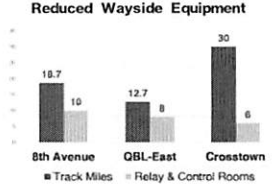


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Modernizing signals better, faster, and cheaper

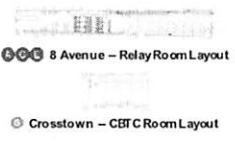
The Crosstown G project is the MTA's first Design-Build signal modernization project—meaning it will be more efficient and cost-effective

Reduced Wayside Equipment



Location	Track Miles	Relay & Control Rooms
8th Avenue	18.7	10
QBL-East	12.7	8
Crosstown	30	6

Simplified Technology



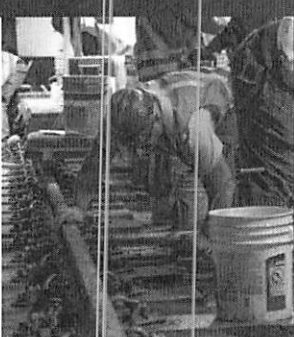
8 Avenue – Relay Room Layout

Crosstown – CBFC Room Layout

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Service Outages

- Any time a project needs to replace track or install equipment by the wayside, outages are required to do the work safely
- Replacing the 1930s-era switches is a particular challenge



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Maximizing Station Improvements During Service Outages

We'll take advantage of these outages to do deep cleaning and Re-NEW-vations at stations throughout the line.



Before
7 Av Station Re-NEW-vation

After
7 Av Station Re-NEW-vation

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Customer Impacts

Overall Timeline: December 2023-August 2025

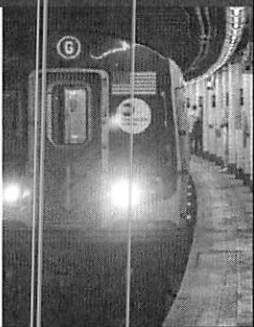
- Work will continue through 2027 without extended or continuous diversions

Overnight Shutdowns: Ongoing

- December 2023-June 2024

24/7 Continuous Shutdowns: This summer

- Late June 2024- early September 2024
- Three phases



Free shuttle buses will replace G service

- Shuttles will run every 1-4 minutes during weekdays
- This draws on the successful service plan during the Greenpoint Tube reconstruction in the summer of 2014
- Along with our partners at DOT and NYPD, we have a plan to keep buses moving




**24/7 Continuous Shutdowns
Phase 1: June 28 - July 5, 2024**

No G service
Between Court Sq and Nassau Av

- A fare-free shuttle bus will operate between Court Sq and Nassau Av

G service
Between Church Av and Nassau Av

- Free out-of-system transfer between Broadway G and Hewes St/Lorimer St JIMZ
- JZ will make local stops between Myrtle Av and Mirco Av to provide a more frequent connection




**Shuttle Bus Replacement
Phase 1: June 28 - July 5, 2024**

Northbound


Bus stops replacing G service from Nassau Av to Court Sq

Five stops from Manhattan Av / Bedford Av to 44 Drive / 23 St:

ON	AT
MANHATTAN AV	BEDFORD AV
MANHATTAN AV	GREENPOINT AV
JACKSON AV	21 ST
23 ST	JACKSON AV
44 DRME	23 ST



Shuttle Bus Replacement Phase 3: August 12 - September 2, 2024



Southbound
Bus stops replacing service from Bedford-Nostrand Aves to Hoyt-Schermerhorn

QN	AT
LAFAYETTE AV	NCS-TRAND AV
DEKALB AV	CLASSON AV
DEKALB AV	WASHINGTON AV
DEKALB AV	FORT GREENE PL
LIVINGSTON ST	HOYT ST
ADAMS ST	MARRIOTT HOTEL

Six bus stops from Lafayette Av / Nostrand Av to Boerum Place / Marriott Hotel


Shuttle Bus Schedule for June - September 24/7 Phases
Approximate shuttle bus frequencies:

Weekdays	
Morning to Evening	Every 1 to 4 Minutes
Late Evening and Overnight	Every 5 to 10 Minutes
Saturday	
Morning to Evening	Every 3 to 5 Minutes
Late Evening and Overnight	Every 5 to 10 Minutes
Sunday	
After 9:30AM to Evening	Every 3 to 5 Minutes
Early Morning, Late Evening and Overnight	Every 6 to 10 Minutes

Keeping Traffic Moving
To make the shuttle bus work, we have to keep traffic flowing.

Working together, MTA, DOT, and NYPD are planning to use a wide array of strategies to achieve this, including:

- **Cleared curb space** for new stops, layovers, and temporary busways
- **Daylighting** to help buses make turns
- **Turn restrictions** to reduce traffic volume
- **Loading zones** to reduce double parking
- **Traffic signals** to prioritize bus movement
- **Monitoring & Enforcement** to ensure these interventions are working



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Turn Restrictions

Turn restrictions will reduce the volume of traffic on Manhattan Ave to make room for buses

Proposed Turn Restrictions:

1. WB Driggs Ave onto NB Manhattan Ave
2. EB Bedford Ave onto NB Manhattan Ave
 - Along with additional enforcement of existing EB Nassau Ave onto NB Manhattan Ave turn restriction
3. SB Manhattan Ave onto EB Nassau Ave
4. NB Manhattan Ave onto EB Greenpoint Ave
5. WB Greenpoint Ave onto SB Manhattan Ave
6. WB Freeman Street onto SB Manhattan Ave

These turn restrictions account for more than 50% of traffic both Northbound and Southbound.




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Loading Zones

Loading zones reduce double parking by providing dedicated curb space for deliveries.

New loading zones will be sited at key retail locations with heavy loading demand.


- **Phase 3 Loading Zones (permanent)**
 - Investigating potential Truck Loading Zones and Neighborhood Loading Zone on Lafayette and DeKalb Avenues



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Queue Jump Signals

- **Queue Jump Signals (permanent)**
 - DeKalb Ave / Franklin Ave (WB) and Lafayette Ave / Franklin Ave (EB).
 - No changes to signal timing.
 - Queue jumps planned for locations where a nearside bus stop is co-located with a Leading Pedestrian Interval (LPI), crossing Franklin Ave for both locations.



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Temporary Bus Lanes

- DeKalb Ave 7 – 10 AM "No Standing Anytime" is proposed for conversion to a curbside bus lane between St. James Place and Washington Park/Cumberland St from 7 AM – 7 PM.
- Lafayette Ave "Alternate Side Parking" is proposed for conversion to a curbside bus lane between Clemont Ave and Classon Ave from 7 AM – 7 PM.

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Enforcement

Enforcement is necessary to make sure the turn restrictions and loading zones have their intended effect.

Coordination underway:

- NYPD
- MTA Road Operations Division
- Automated Camera Enforcement



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Other Service Outages (Fall 2024 to 2025)

Weekend Shutdowns

- September 2024 – December 2024

Various Weeknights & Weekend Shutdowns

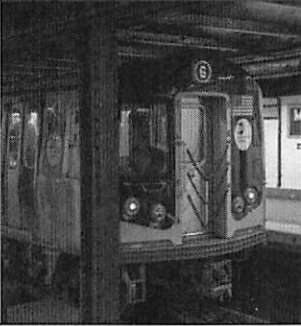
- First half of 2025



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Summary

- The G train is getting modern signaling, replacing 1930s-era equipment for a faster and more reliable ride
- This work requires a long-term outage this summer
- During this outage, MTA along with our partners will provide free shuttle service, with targeted interventions to keep them moving



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Community Outreach

We will stay in close communication with the community.

We encourage G train riders to sign up for alerts at <https://new.mta.info/guides/service-alerts>

Project email and hotline:

- CrosstownLineSignalUpgrades@gmail.com
- (347) 757-4371

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Thank you!

Questions?
