

# E Extended

Natural geography has New Jersey equally convenient to Midtown and Lower Manhattan. Indeed, when one's transportation choices centered on boats and horses Lower Manhattan probably had the edge. However, built geography, specifically Pennsylvania Station and the Port Authority Bus Terminal, clearly favors Midtown.

Although much of Midtown, particularly the East Side, requires a transfer from New Jersey commuter rail or bus, all of Lower Manhattan requires such a transfer. The west side IRT (1, 2, 3, & 9) is adjacent to Pennsylvania Station and a block from the bus terminal but serves all four of Lower Manhattan's catchment areas. ([7 Av IRT – 1, 2, 3, 9](#)) ([7 Av IRT – 1, 2, 3, 9](#)) The Eighth Avenue IND (A, C, & E) is adjacent to both Pennsylvania Station and the bus terminal but only serves the northern part of Lower Manhattan. ([8 Av IND – A, C, E](#)) ([8 Av IND – A, C, E](#))

If the E were extended south from its terminal at the north edge of the World Trade Center, taking over the BMT alignment and its stations, the IND would become much more useful for Lower Manhattan. ([8 Av IND – Extended](#)) ([8 Av IND – Extended](#))

Extending the E would diminish the use of the BMT City Hall station but would the changes to the BMT line diminish transit service?

- From Brooklyn the R would become the E and serve Lower Manhattan much as it does now. Passengers for Midtown would continue to use the N and bypass Lower Manhattan.
- From Astoria passengers would probably transfer to the Lexington Avenue IRT at 59 Street, as many do now, or the 7 Avenue IRT at Times Square.
- Between Midtown and Lower Manhattan passengers would use one of the many other lines.

Extending the E would also take the sharp S curve under Saint Pauls Chapel out of service.

Most usefully, the 8 Avenue IND (A, C, E) would become a full service line for Lower Manhattan.

## Index

The Region:

- [7 Av IRT – 1, 2, 3, 9](#)
- [8 Av IND – A, C, E](#)
- [8 Av IND – Extended](#)

•Downtown:

- [7 Av IRT – 1, 2, 3, 9](#)
- [8 Av IND – A, C, E](#)
- [8 Av IND – Extended](#)

# Downtown

7 Av IRT -- 1, 2, 3, 9

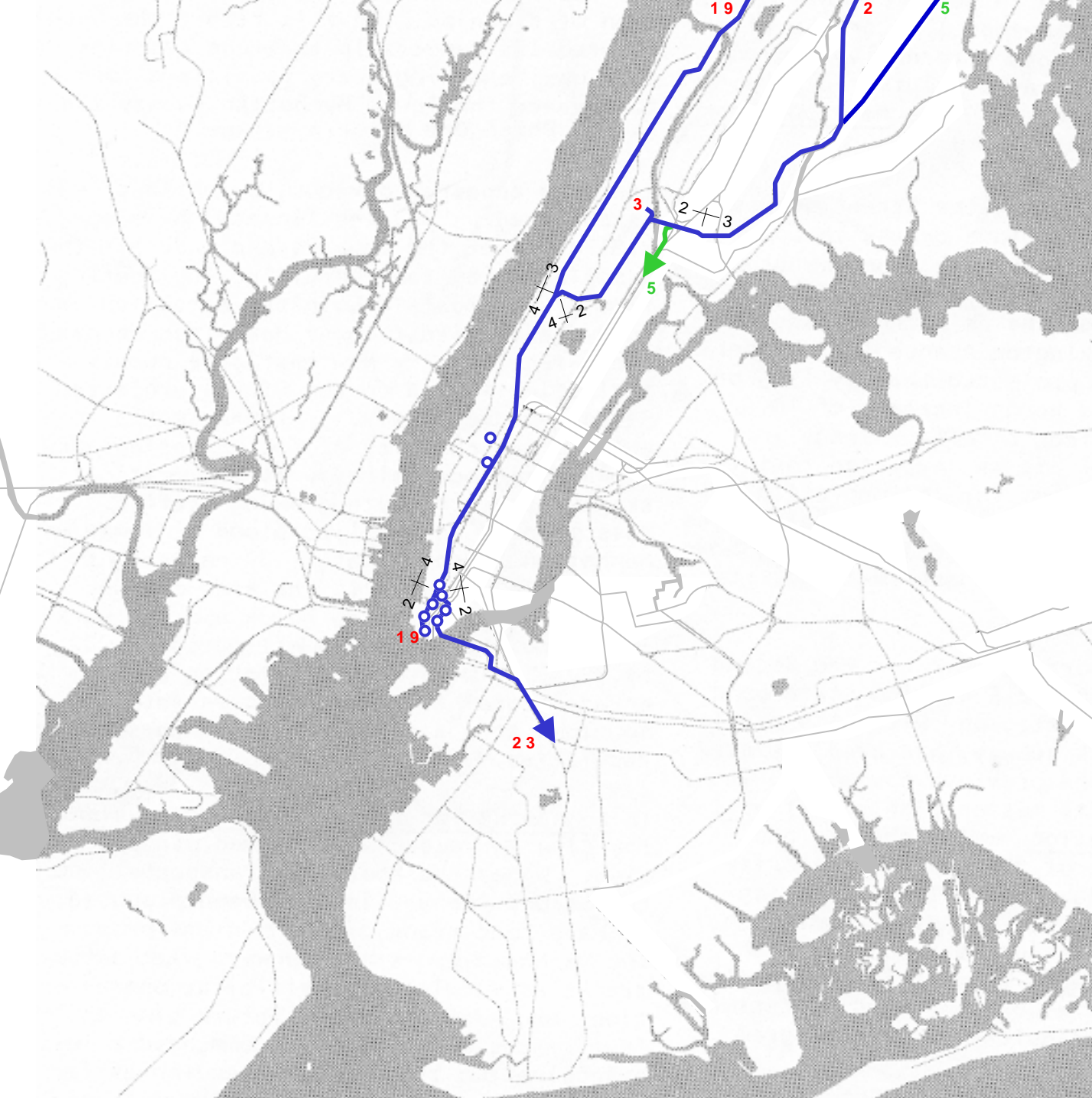
The Seventh Avenue IRT provides service from the upper west side of Manhattan and The Bronx through Midtown to Lower Manhattan.

Passengers from the central Bronx may transfer to the Lexington Avenue IRT for a more direct route to Lower Manhattan.

The 42 St Station is one block east of the Port Authority Bus Terminal and the 34 Street Station is adjacent to Pennsylvania Station.

The line has four tracks from The Bronx through Lower Manhattan. In Lower Manhattan the line splits with the 1 and 9 terminating at South Ferry and the 2 and 3 continuing through to Brooklyn.

--



# Downtown

## 7 Av IRT -- 1, 2, 3, 9

The IRT from the west side of Manhattan provides convenient service to nearly all of Lower Manhattan.

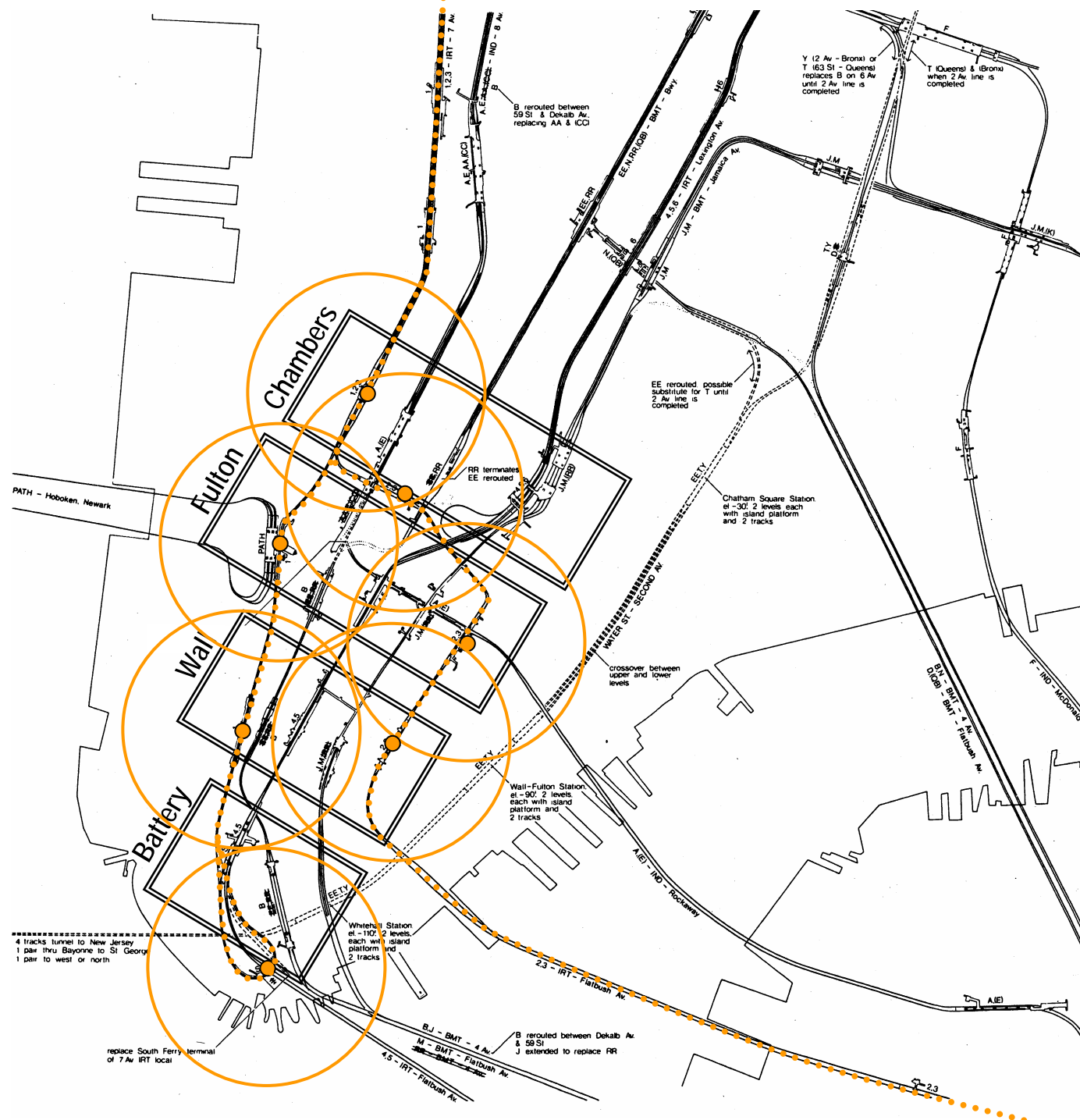
The 2 and 3 routes serve the west end of the Chambers Street catchment area and the east end of the Fulton and Wall Street catchment areas.

The 1 and 9 routes serve the west end of the Chambers, Fulton, and Wall Street catchment areas and the Battery catchment area.

With a possible transfer at Chambers Street one could readily reach any part of Lower Manhattan except the courts north-east of City Hall.

The four-track line north of Chambers Street splits into two two-track lines south of Chambers Street. Because there is no reduction in the number of tracks there is no reduction in capacity to serve Lower Manhattan.

--



# Downtown

## 8 Av IND -- A, C, E

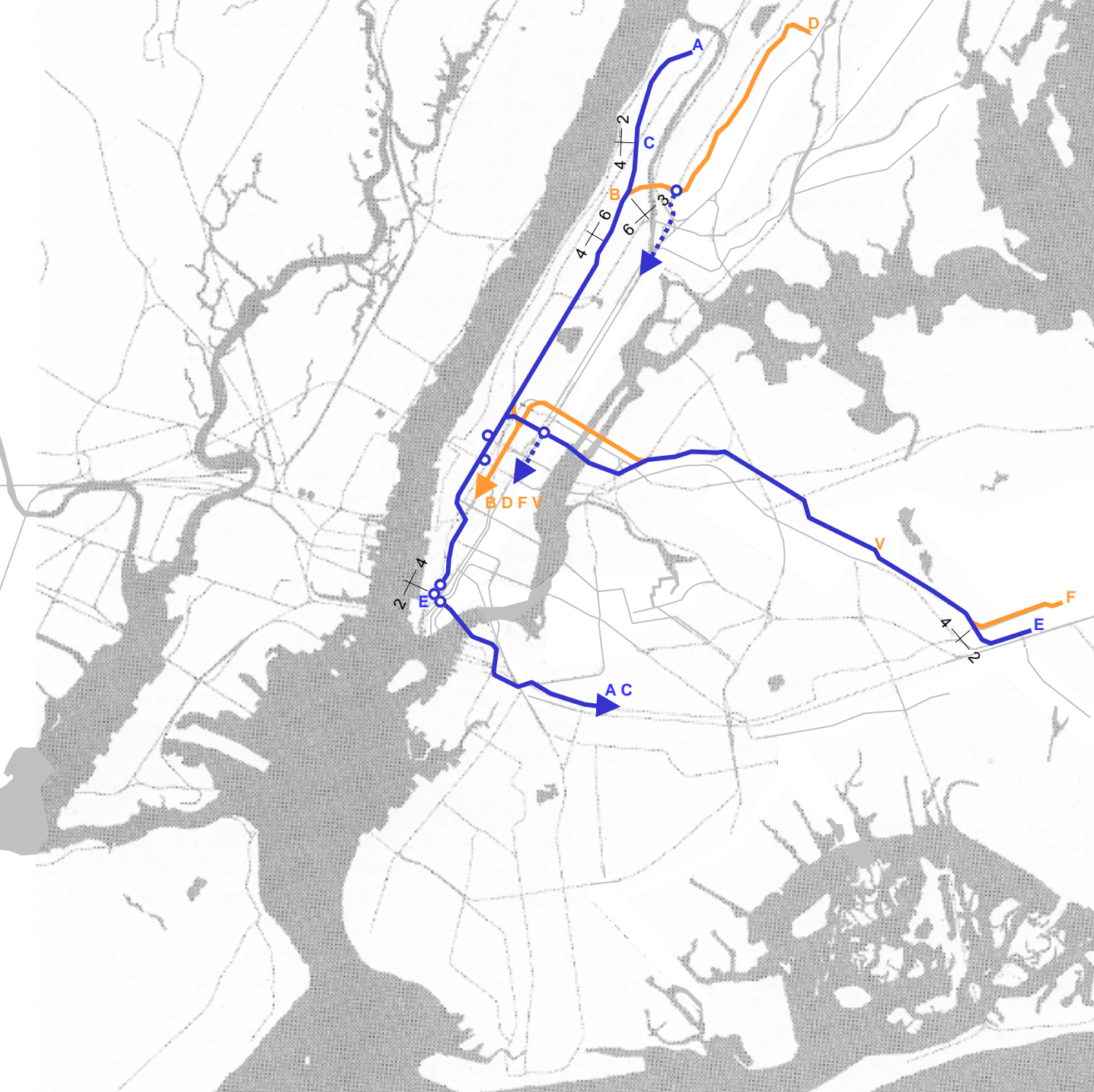
The Eighth Avenue IND provides service from the upper west side of Manhattan, The Bronx, and Queens through Midtown to Lower Manhattan.

Passengers from the central Bronx and from Queens may transfer to the Lexington Avenue IRT for a more direct route to Lower Manhattan, particularly the portion south of Fulton street.

The 42 St Station adjacent to the Port Authority Bus Terminal and the 34 Street Station is adjacent to Pennsylvania Station.

The line has four tracks in Manhattan from Chambers Street north but only two tracks in most of Lower Manhattan. The E terminates at the World Trade Center; the A and C continue across Fulton Street to Brooklyn.

--



# Downtown

## 8 Av IND -- A, C, E

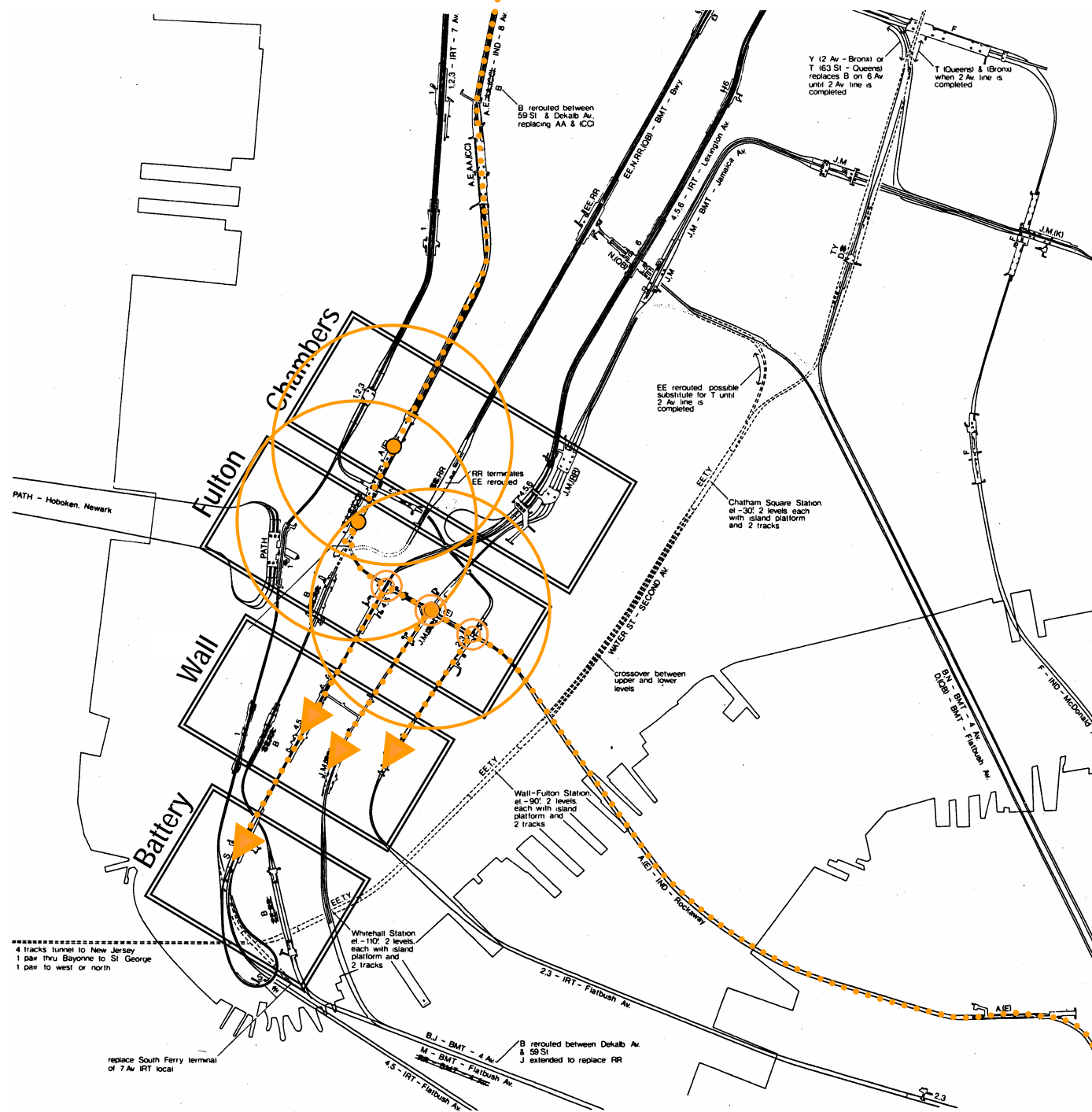
The Eighth Avenue line of the IND provides service to Lower Manhattan from the west side of Manhattan and, through a transfer at 4 Street with the Sixth Avenue line, from Midtown.

The A and C routes serve the Chambers and Fulton Street catchment areas.

The E route serves the Fulton Street catchment area and, via a long mezzanine, the Chambers Street catchment area.

The line splits from four tracks north of Chambers Street to a two-track line with stations at Chambers and Fulton Streets and a two-track line with a terminus at Fulton Street. Access to the southern half of Lower Manhattan requires a substantial walk or a transfer to other subway lines at Fulton Street.

--



# Downtown

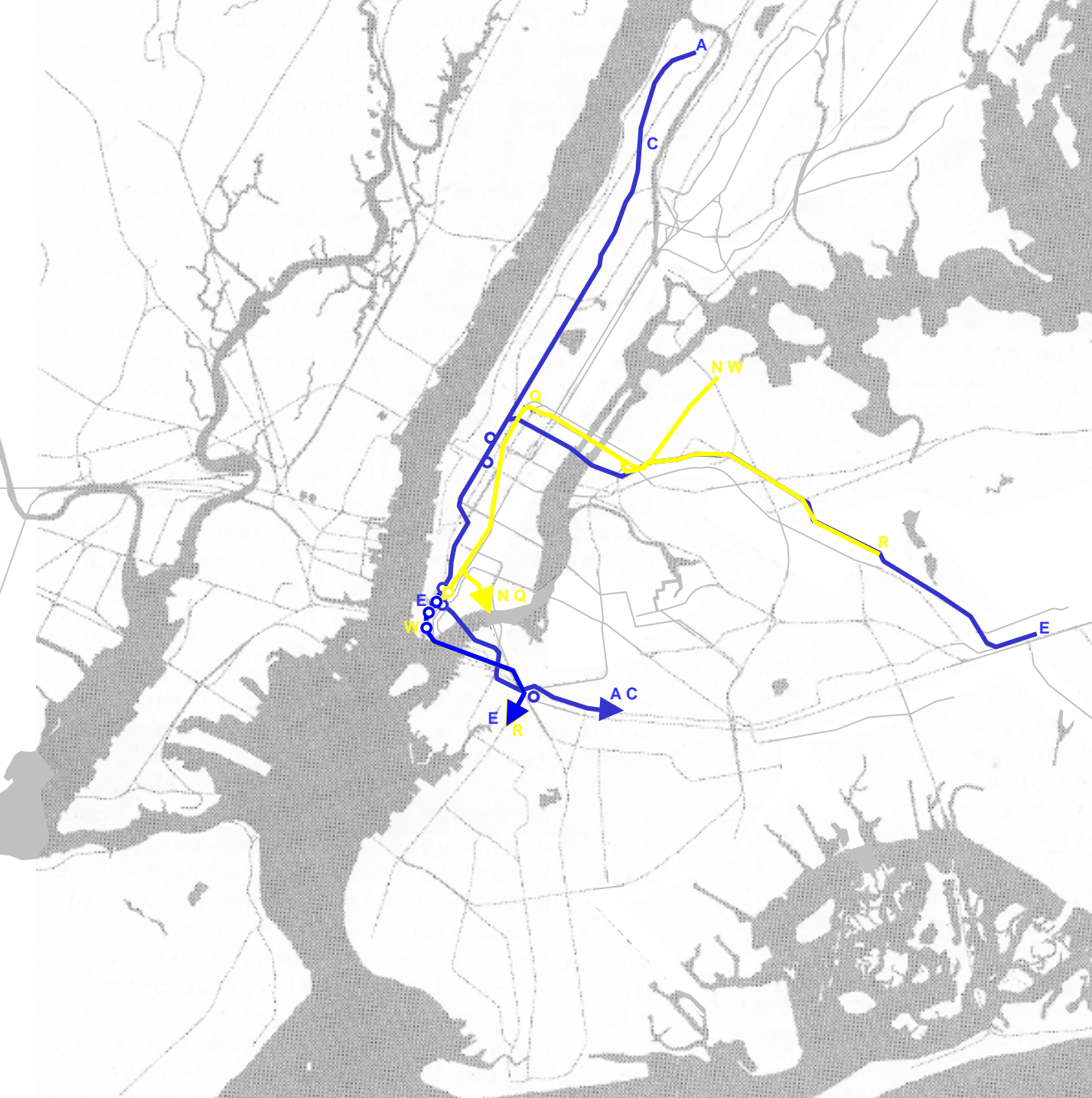
## 8 Av IND -- Extended

The Eighth Avenue IND provides a direct route from the north and convenient transfers with the Port Authority Bus Terminal at 42 Street and Pennsylvania Station at 34 Street.

The Broadway BMT has less convenient transfers with the bus terminal and Pennsylvania Station.

Extending the Eighth Av IND (E) south from Chambers Street by using the Broadway BMT tunnel appears to provide better service to Lower Manhattan. The E would replace the R in Brooklyn.

--



# Downtown

## 8 Av IND -- Extended

The Eighth Avenue line of the IND, for reasons including its convenience to Penn Station and the Port Authority bus terminal, is arguably more important to Lower Manhattan than the Broadway BMT.

The E route, which now terminates at Fulton Street, could be extended by connecting it to the BMT line in Church Street. It would then serve the Fulton and Wall Street and Battery catchment areas.

The A and C routes would still serve the Chambers and Fulton Street catchment areas.

The Eighth Avenue IND would become a full service line in Lower Manhattan; however, the Broadway BMT R and W would terminate at, and only serve, Chambers Street. In Brooklyn the E would replace the R.

--

