



Penn Station Master Plan

A Joint Effort of Amtrak, NJ TRANSIT and MTA

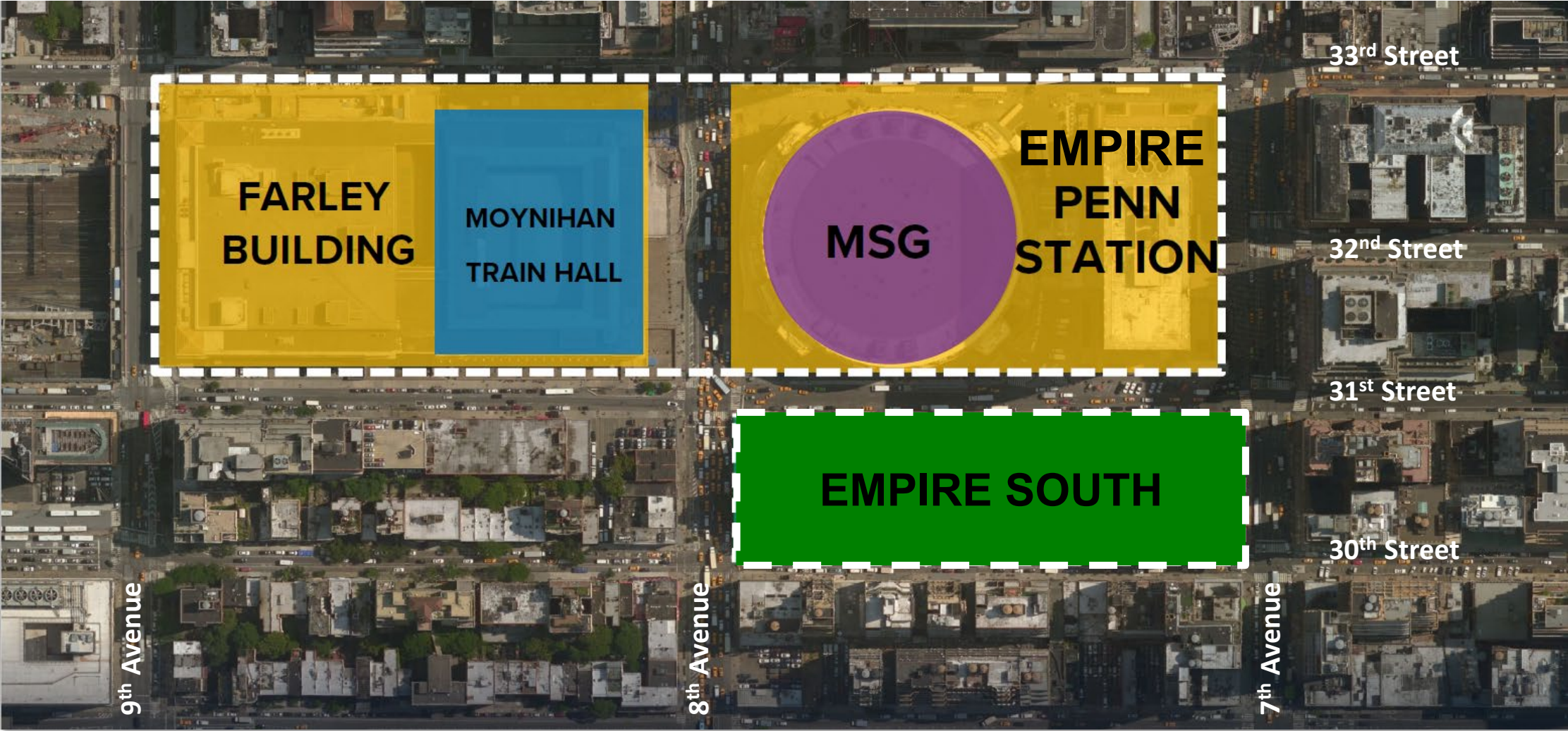
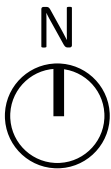
ESD Community Advisory Committee Briefing

April 8th, 2021

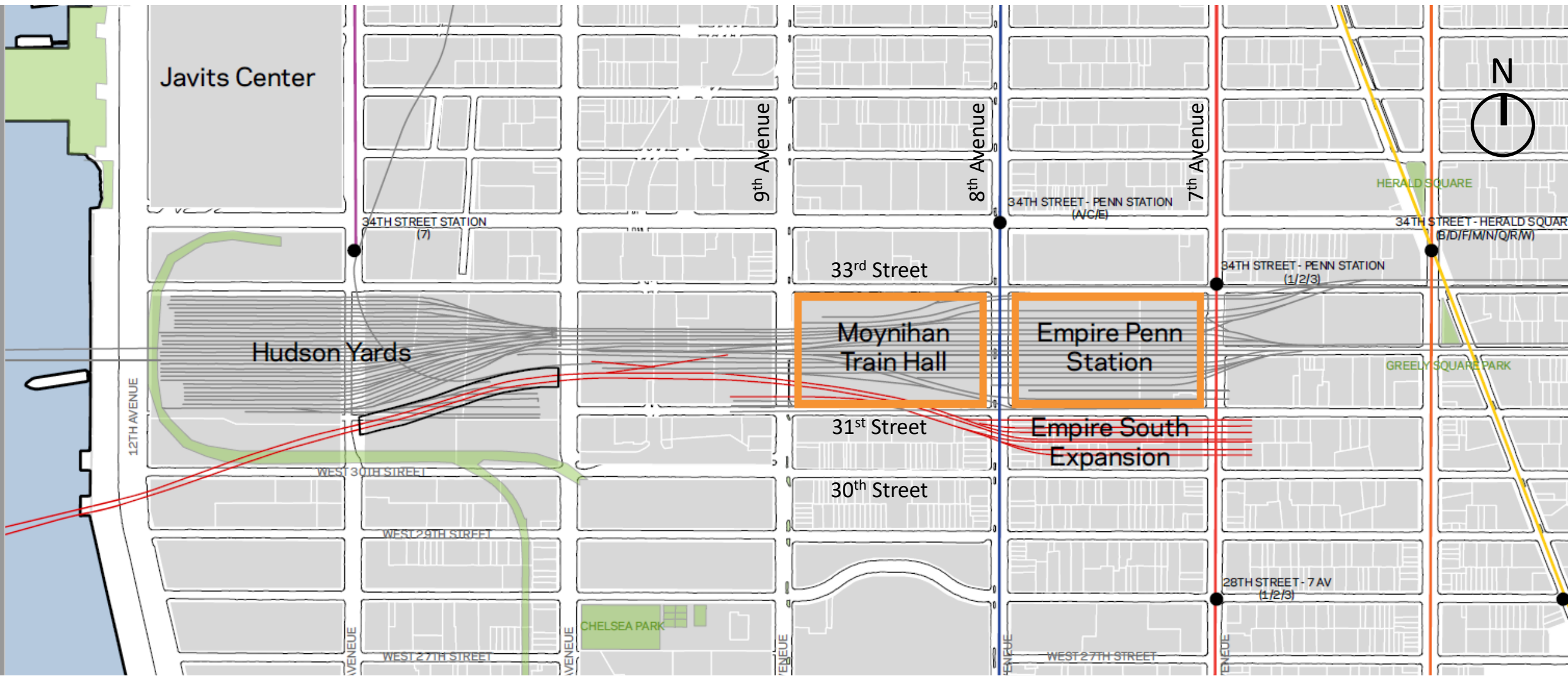


Project Context

How We Got Here: January 2020

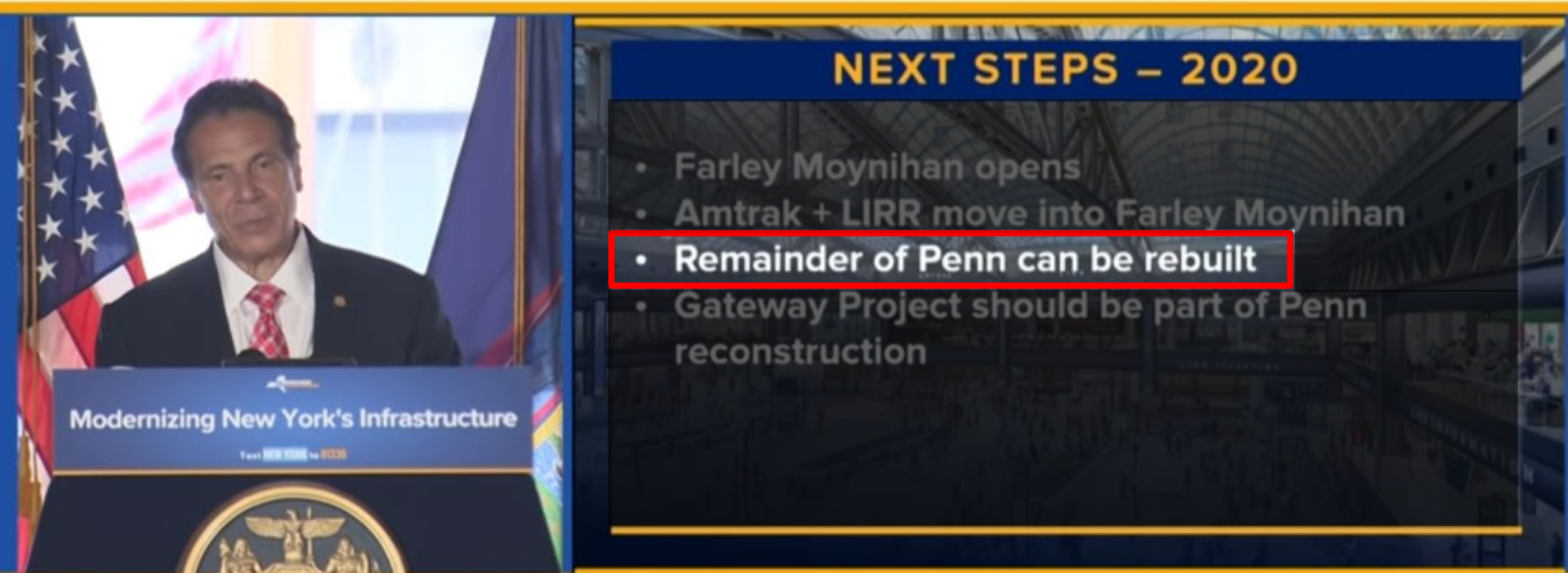


Penn Expansion: Hudson Tunnel / Gateway Project



How We Got Here: September 2018

- ❖ Gov. Cuomo announces Master Plan to re-imagine and rebuild Penn Station



Moynihan Train Hall: Opened December 2020

- ❖ Amtrak ticketing, boarding and waiting has moved to Moynihan



Existing Conditions

Penn Station: Poor visibility to the public

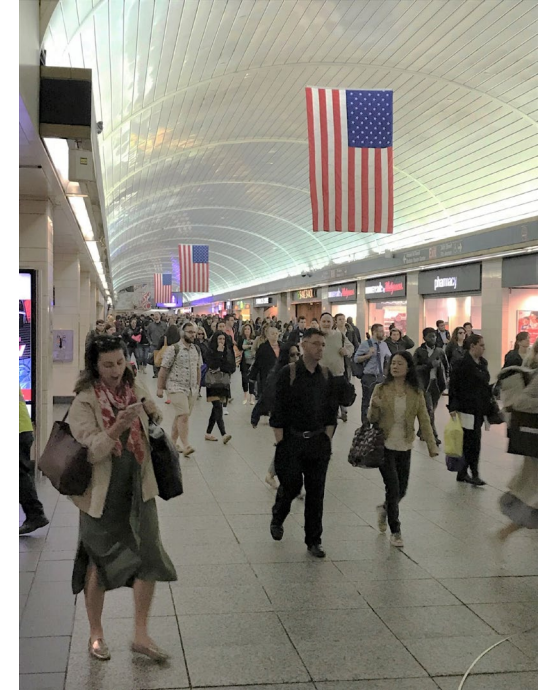


Penn Station: Improving visibility to the public – the East End Gateway



Improving User Experience: Alleviating the “rabbit warren”

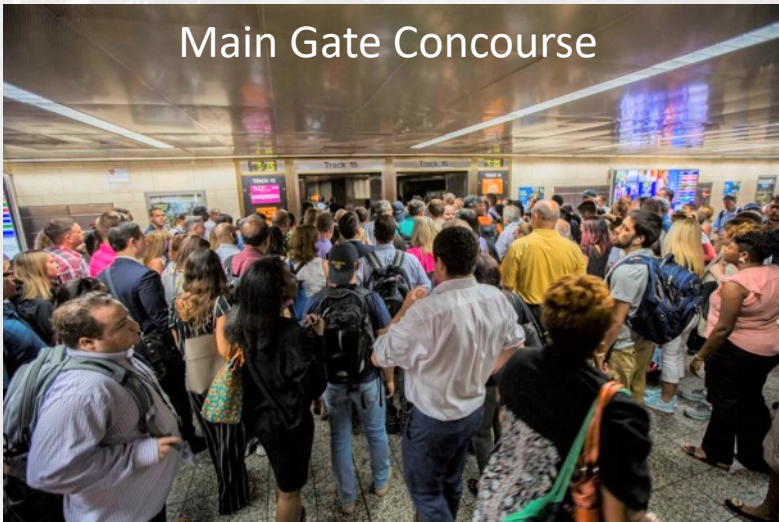
LIRR 33rd Street Concourse – opening early 2023



Improving User Experience: Alleviating the “rabbit warren”

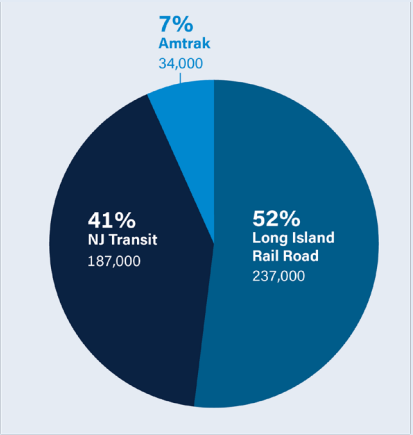


Existing Lower Level (LIRR)



Understanding Our Users: Largely a commuter population

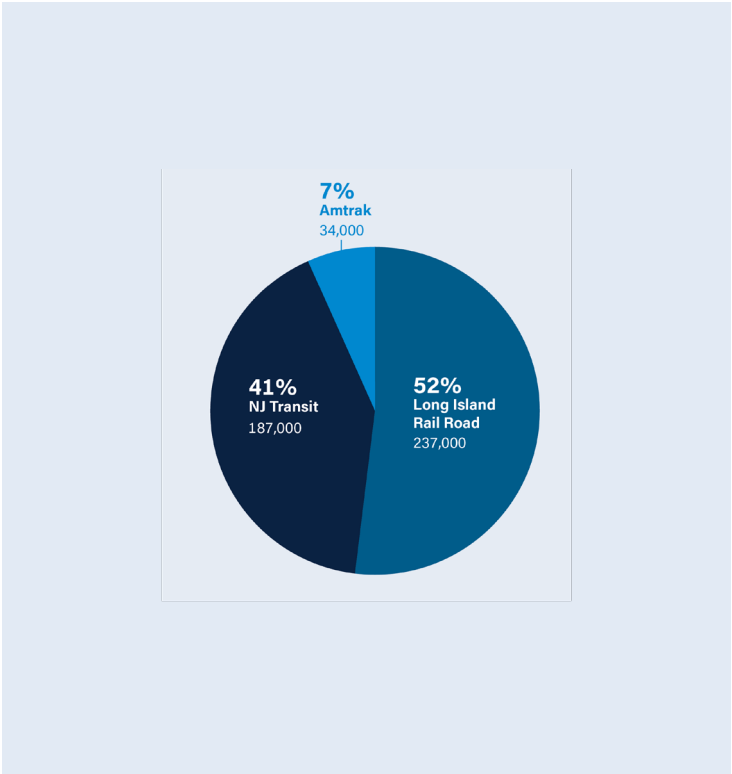
Daily Railroad Trips Only
458,000



2019

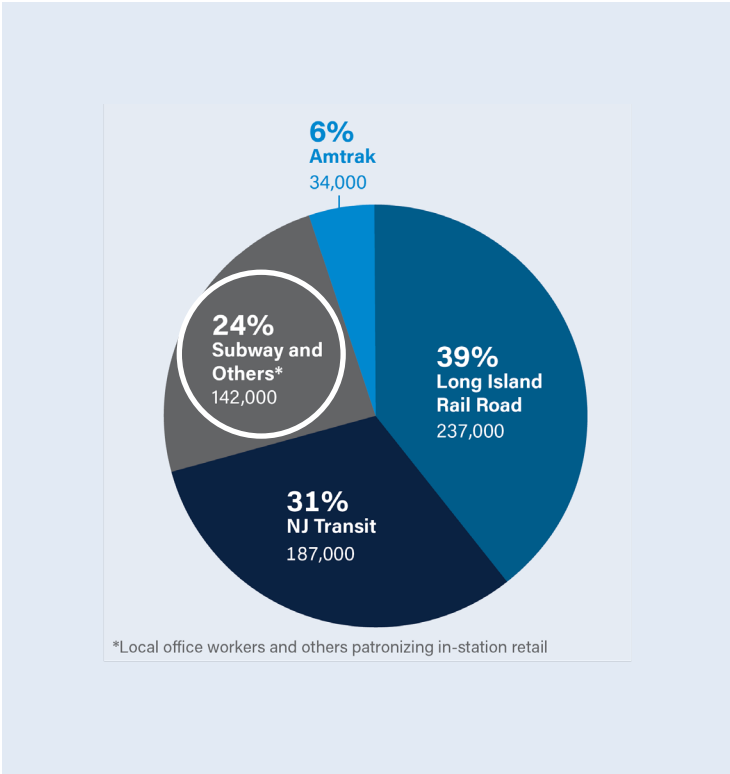
Understanding Our Users: But not just railroad commuters

Daily Railroad Trips Only
458,000



2019

Daily Trips – All Users
600,000

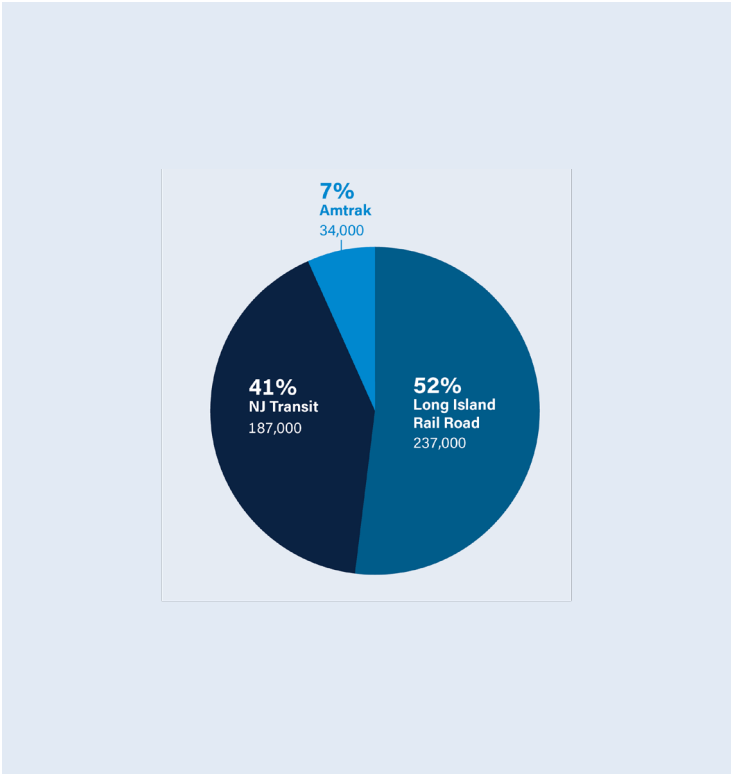


2019

Understanding Our Users: 40% growth by 2038

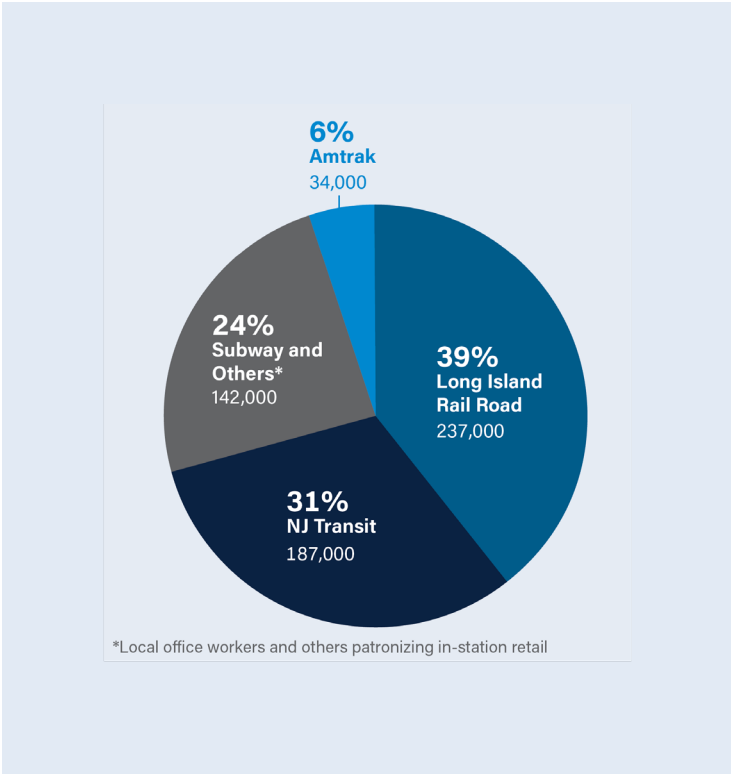
Excludes Moynihan Train Hall

Daily Railroad Trips Only
458,000



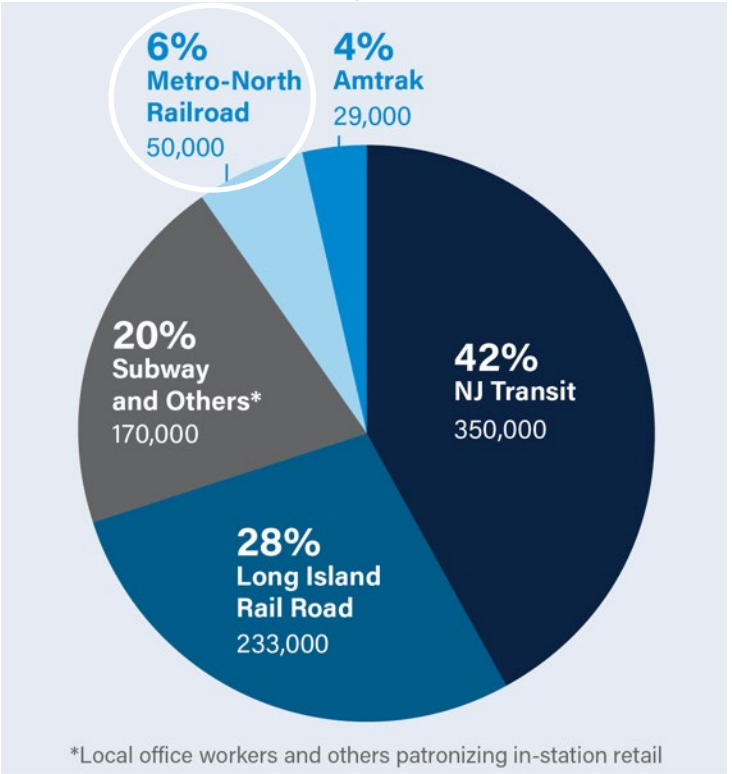
2019

Daily Trips – All Users
600,000



2019

Daily Trips – All Users
832,000



2038

Understanding Our Users

Where are they walking from and to?

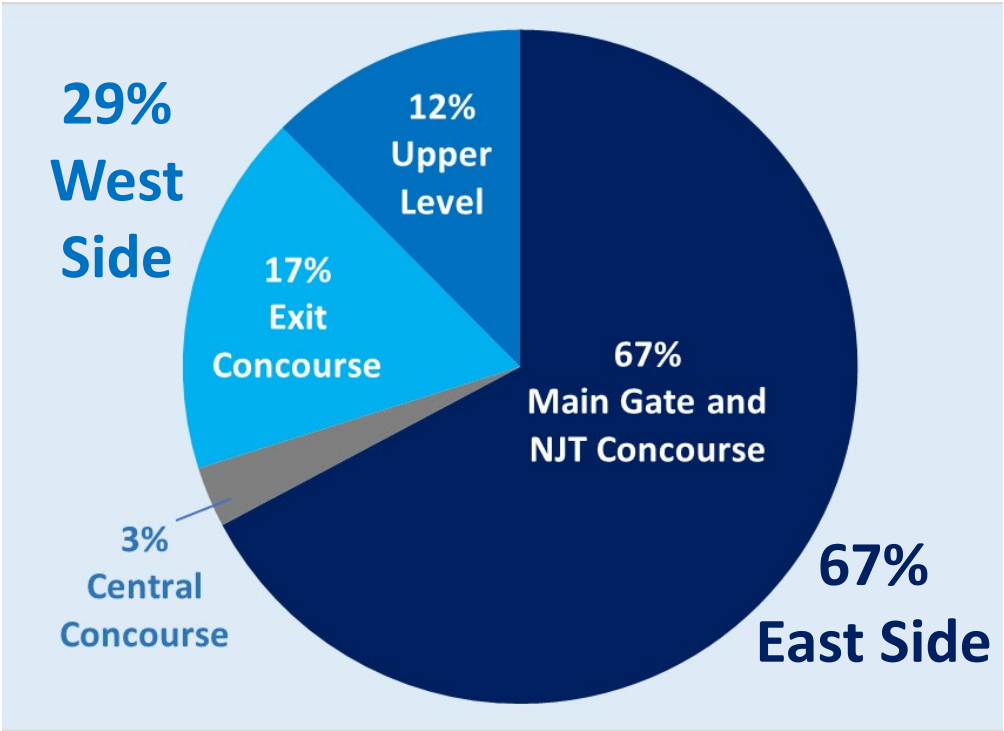


Understanding Our Users

Where are they walking from and to?

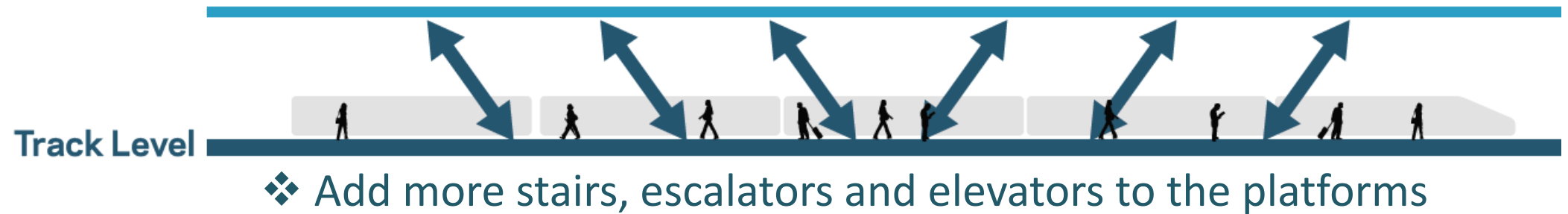


Where are they boarding trains?

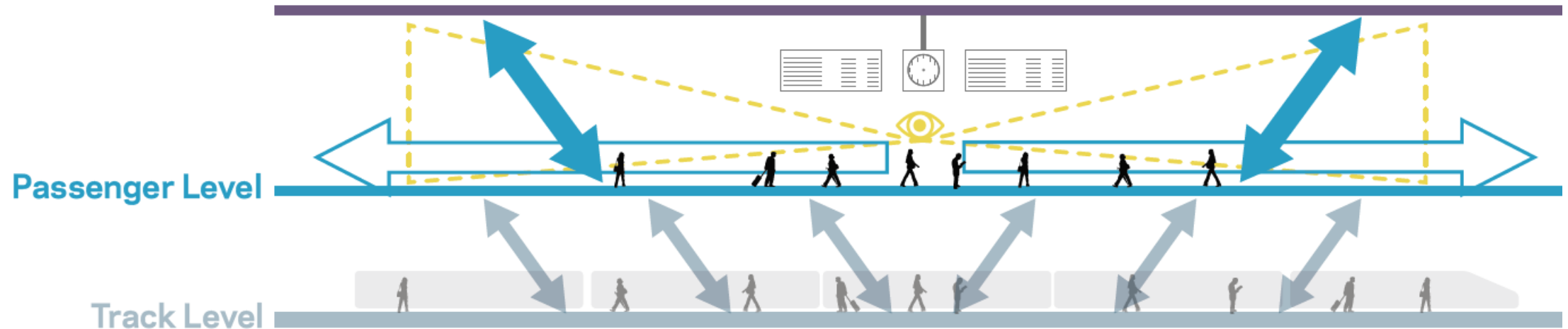


So How Do We Fix It?

Rethinking Penn Station From the Bottom Up

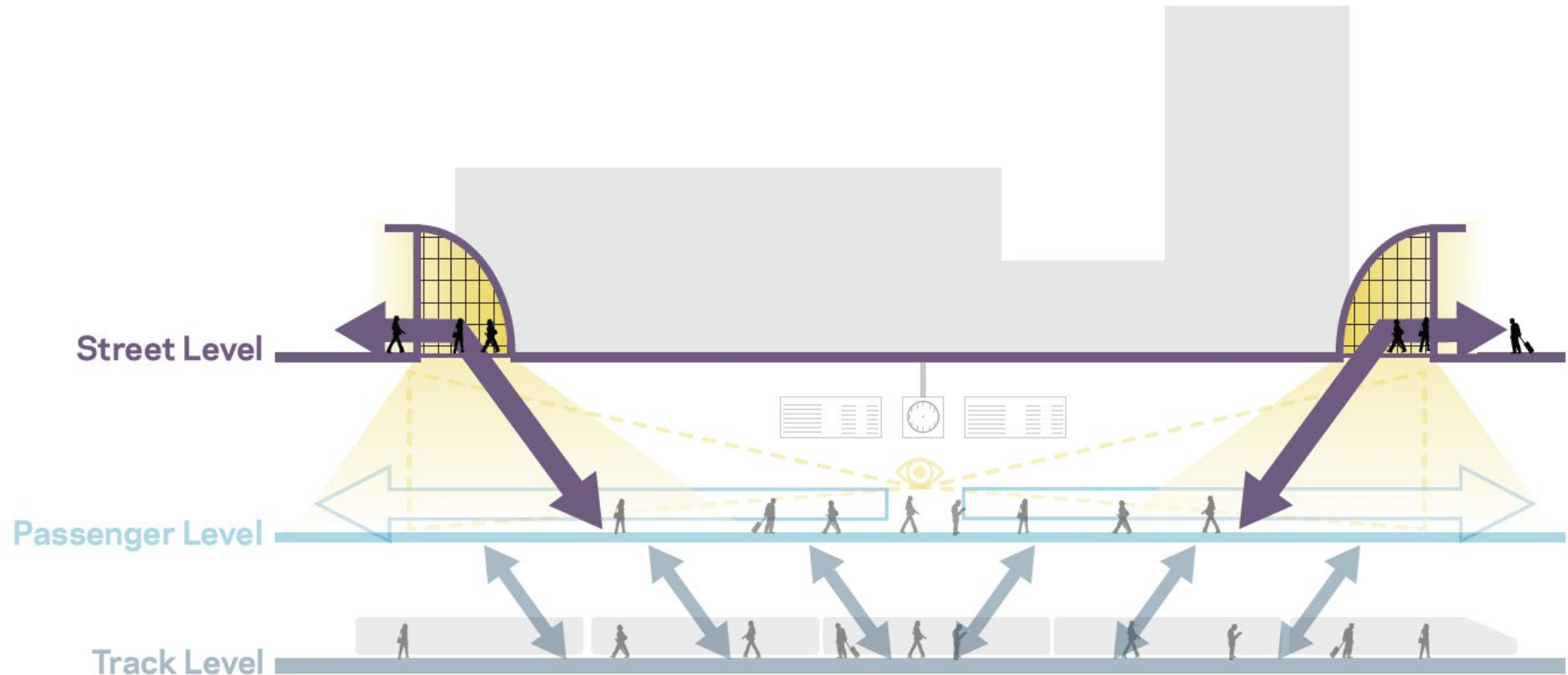


Rethinking Penn Station From the Bottom Up



- ❖ Increase passenger circulation area
- ❖ Simplify navigation
- ❖ Clear sightlines to and from exits /entrances

Rethinking Penn Station From the Bottom Up



- ❖ Regain street presence
- ❖ Introduce daylight

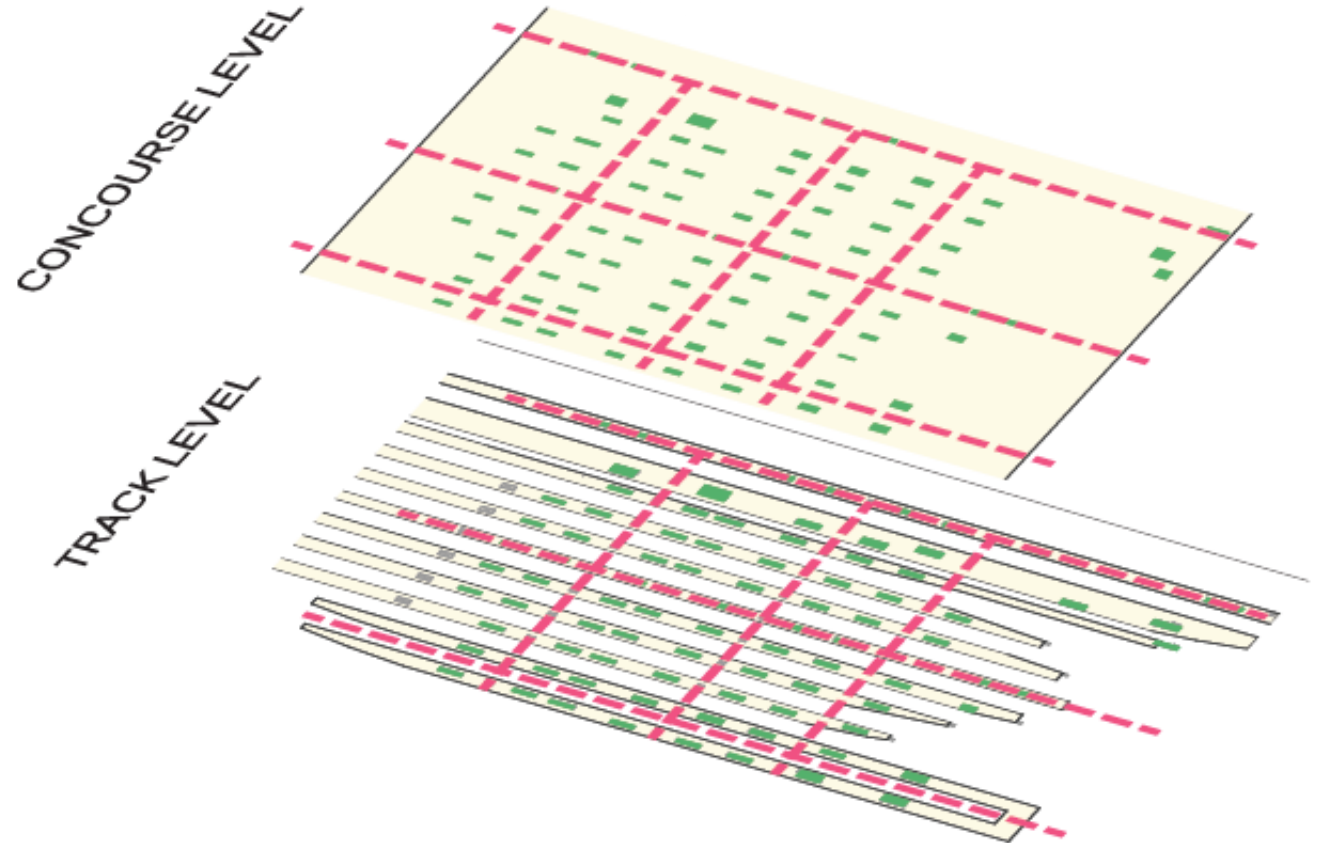
Increase Platform Access: Add more stairs, escalators and elevators

Existing: 87 VCEs



Proposed: 118 VCEs

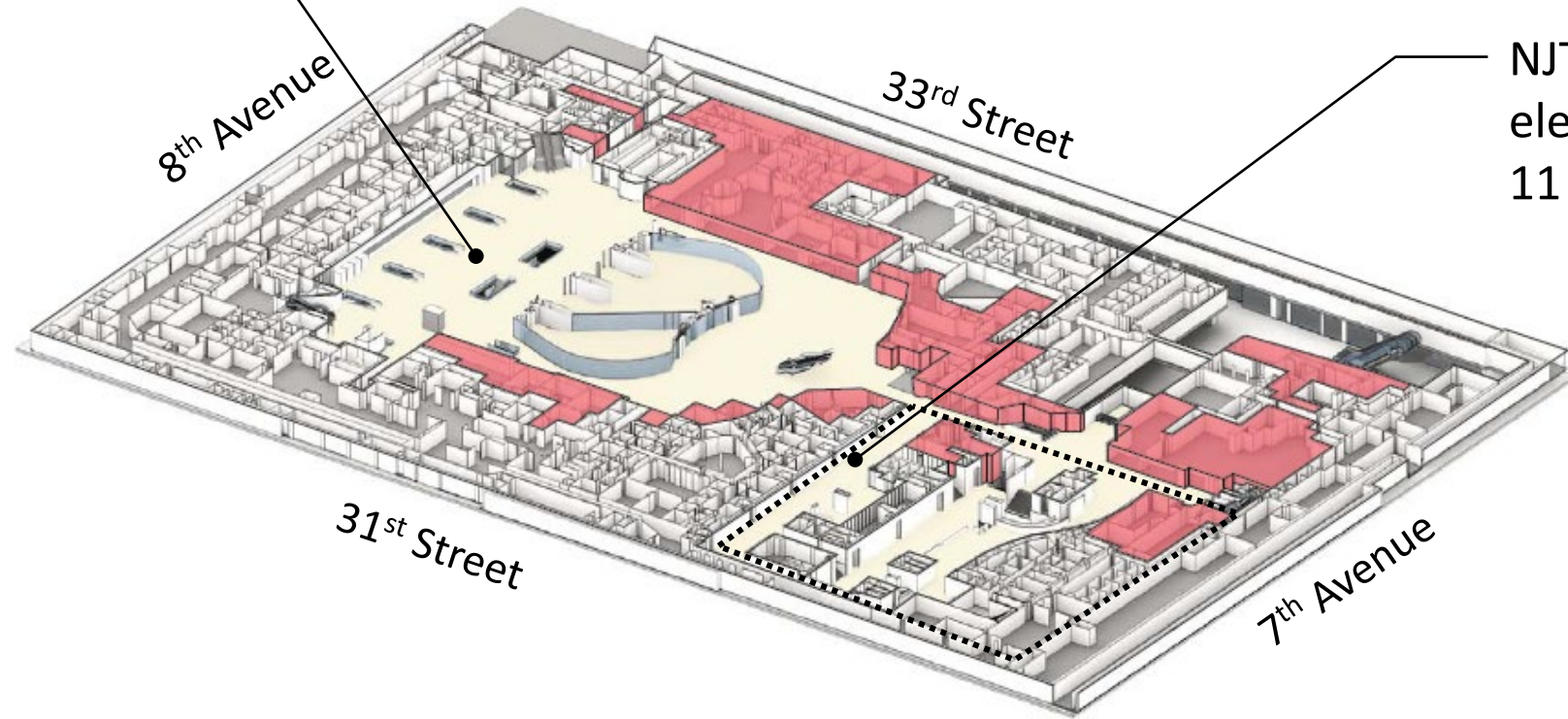
2 escalators and 2 elevators to each platform



Two-Level Alternative

Existing Upper Level: Poor layout and limited access to platforms

West Boarding Area
direct access to 7 of 11
platforms



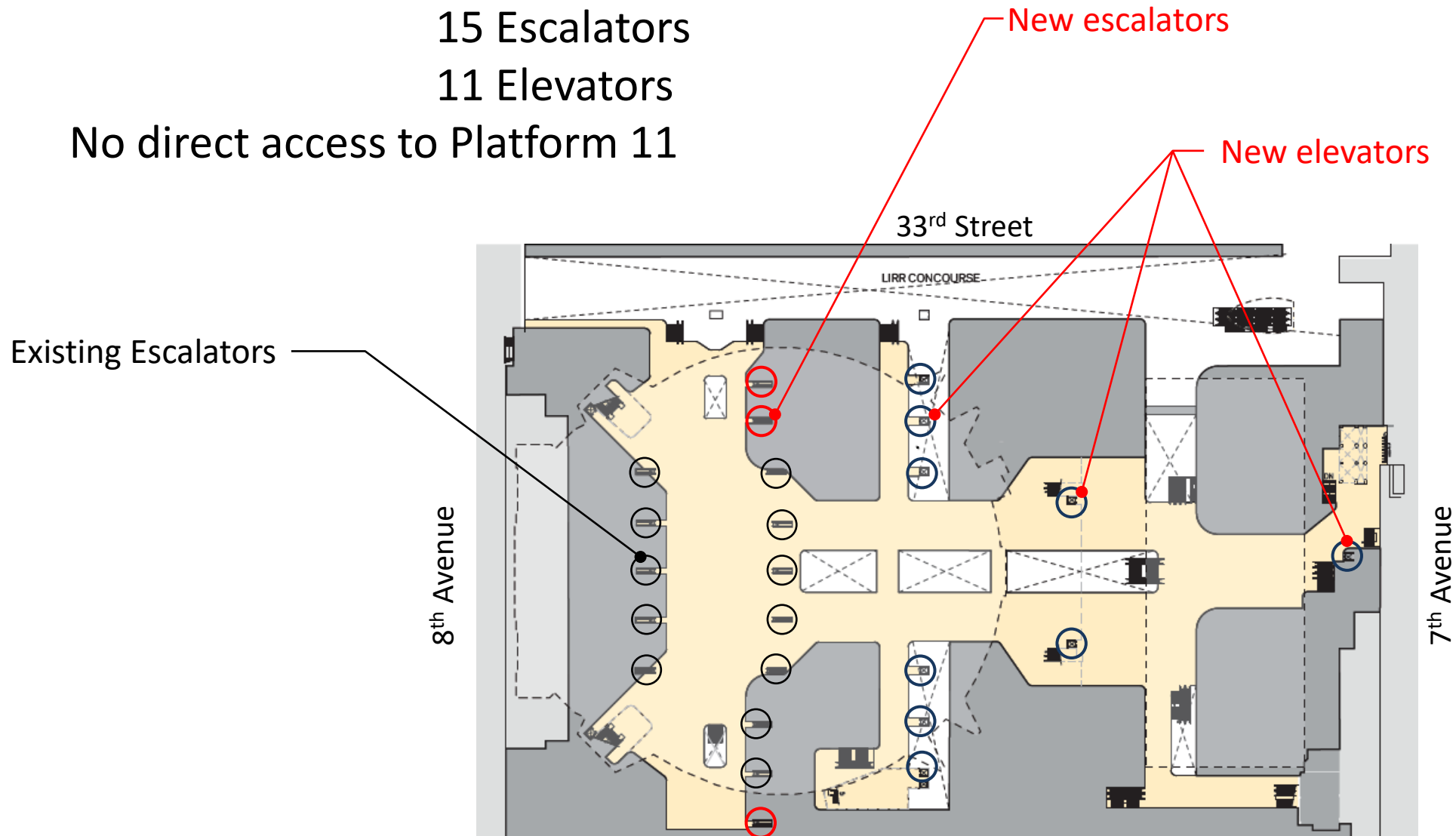
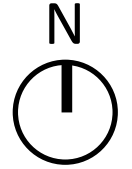
NJT Upper Level
elevators to 5 of
11 platforms

Two-Level Alternative: Increase Upper Level boarding capacity

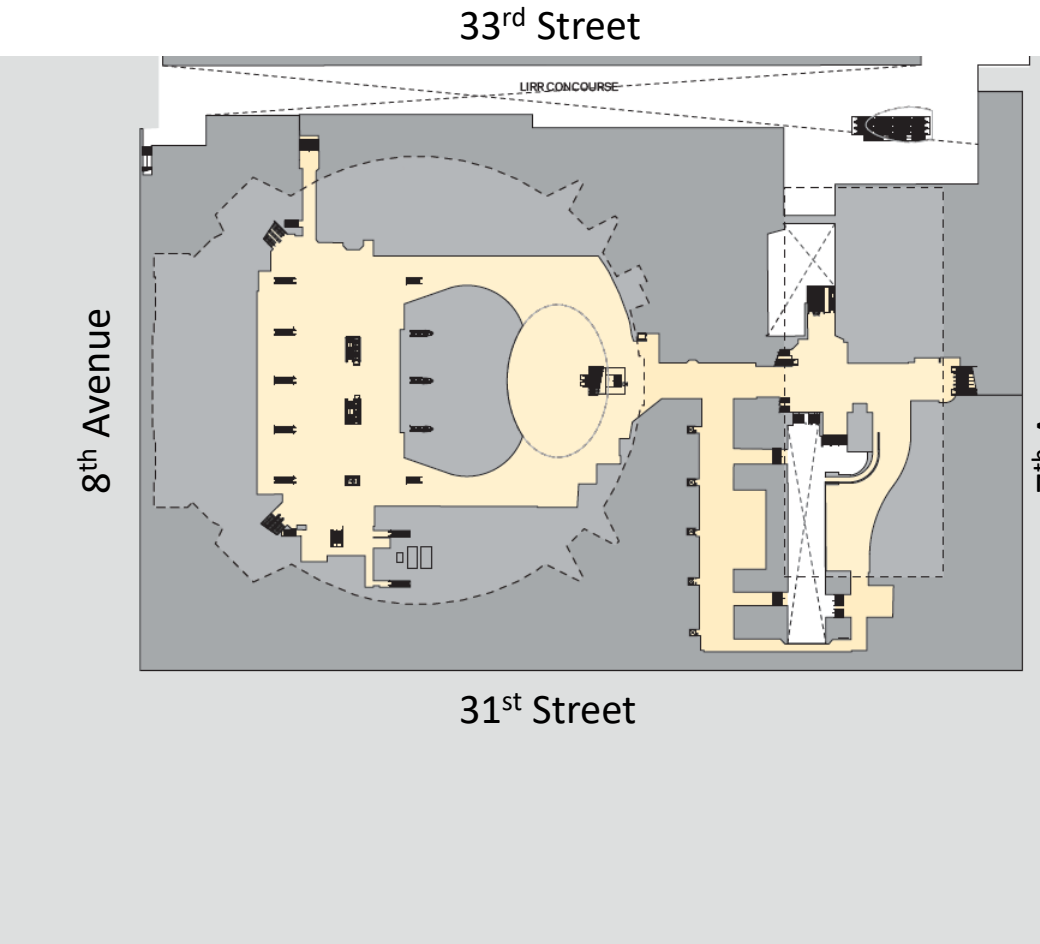
15 Escalators

11 Elevators

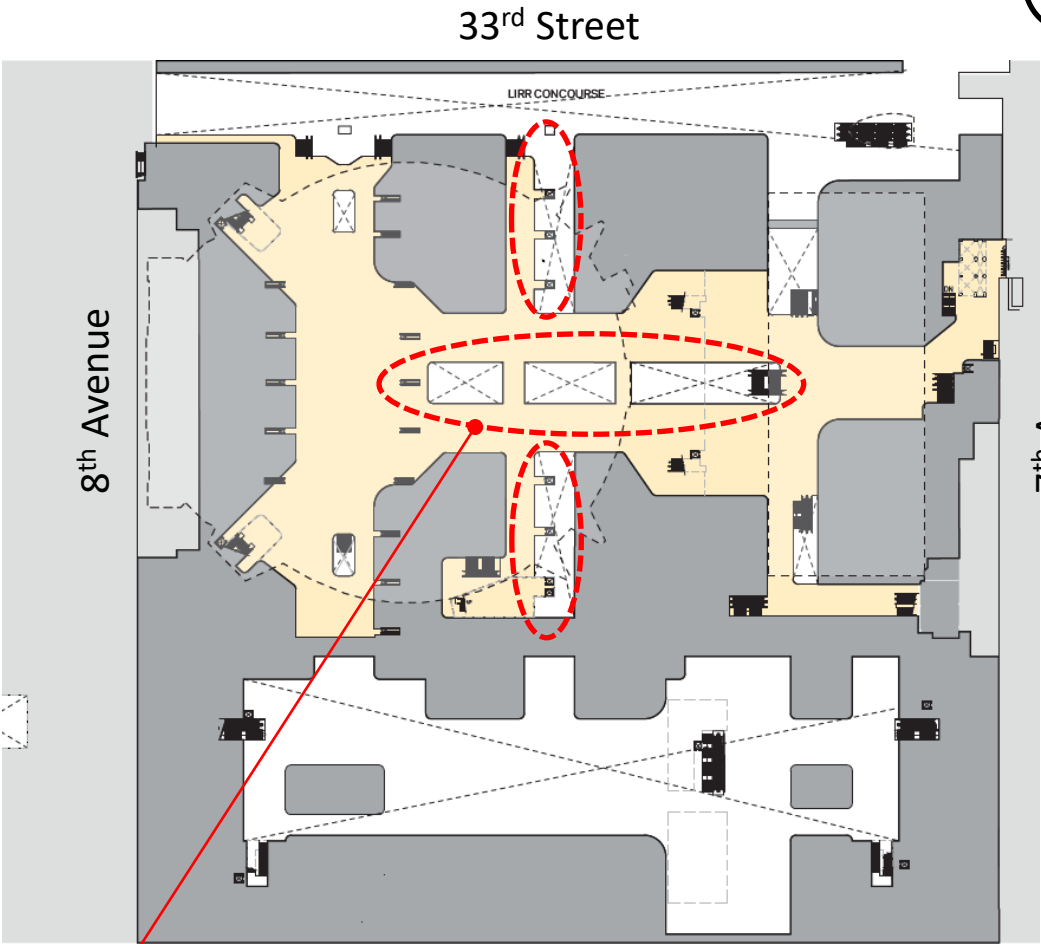
No direct access to Platform 11



Two-Level Alternative: Upper Level improvements



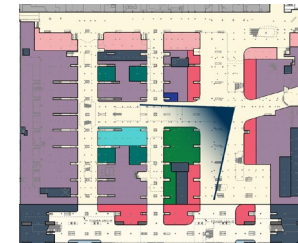
Existing



Central atrium

Two-Level

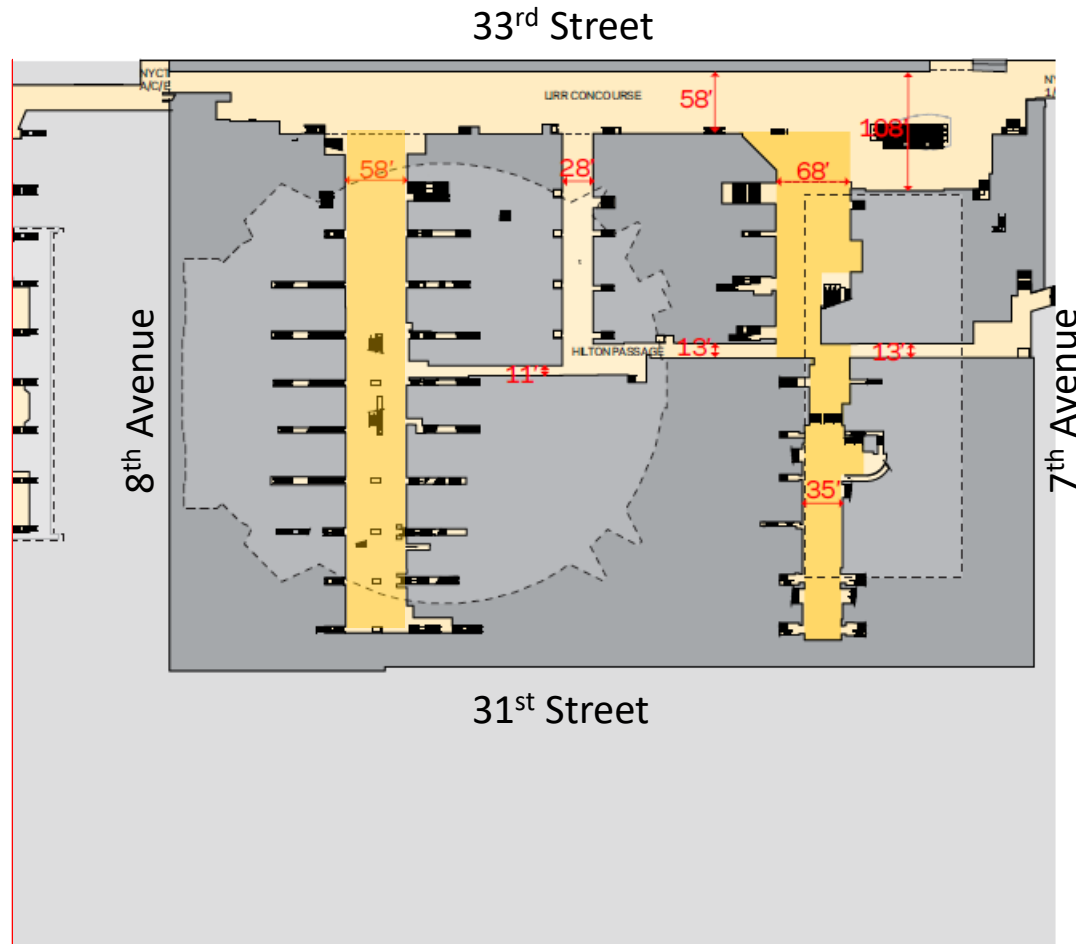
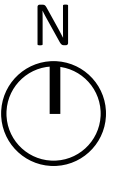
Two-Level Alternative: Central atrium looking west from Lower Level



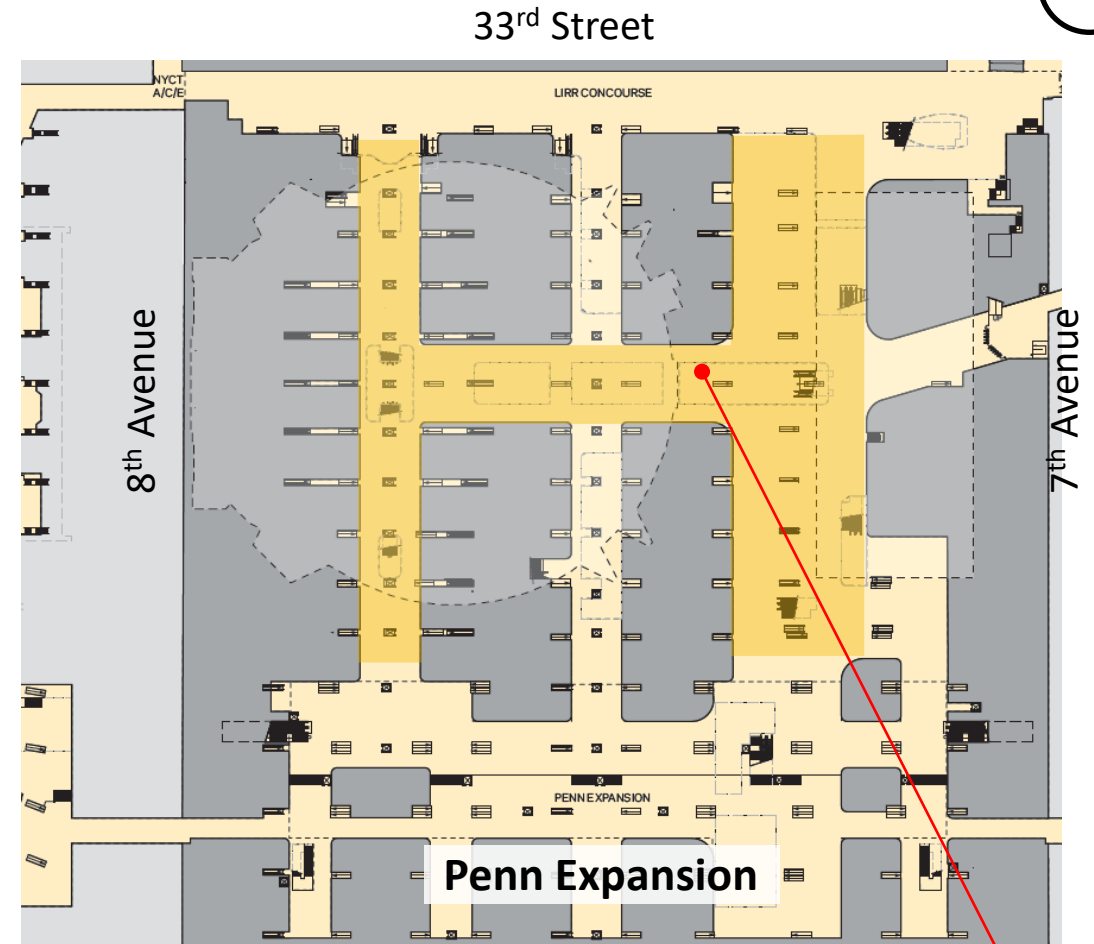
Two-Level Alternative: Central atrium looking east from the Upper Level



Two-Level Alternative: Increase circulation space – Lower Level



Existing

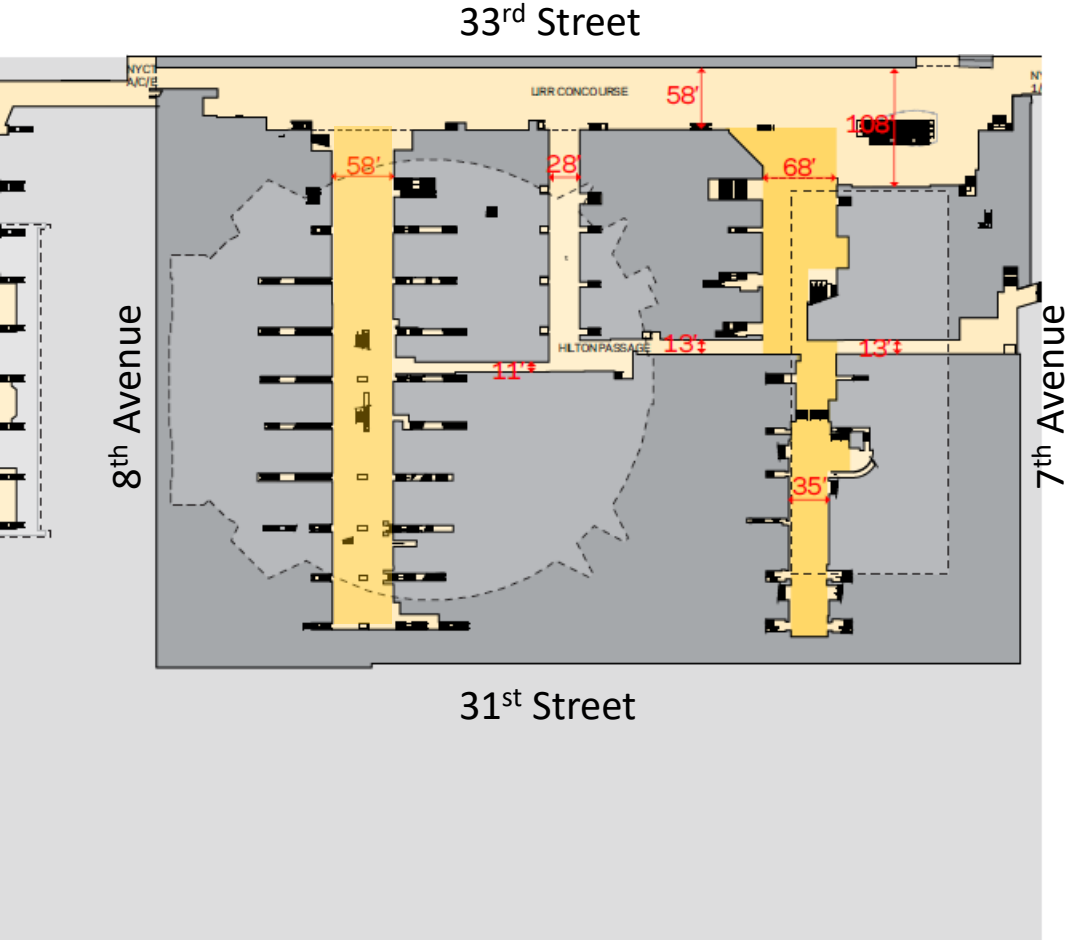


Two-Level

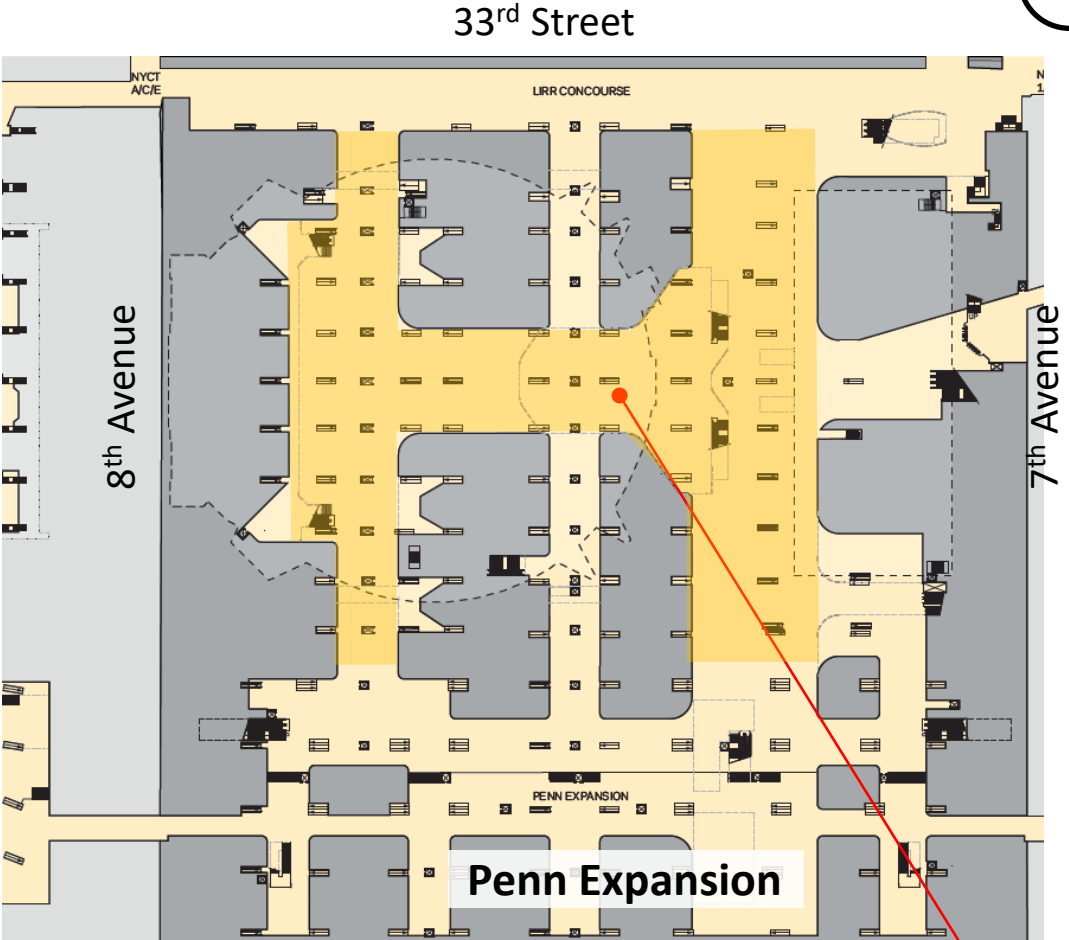
2 football fields

Single-Level Alternative

Single-Level Alternative: Increase circulation space - Lower Level



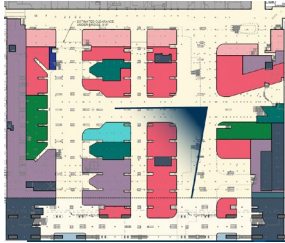
Existing



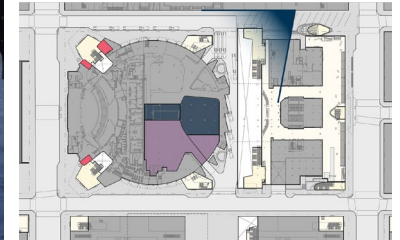
Single Level

2 1/2 football fields

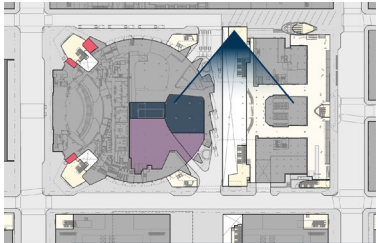
Single-Level Alternative: Increase circulation space - Lower Level



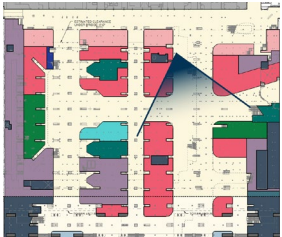
Single-Level Alternative: Street presence - 33rd Street looking west



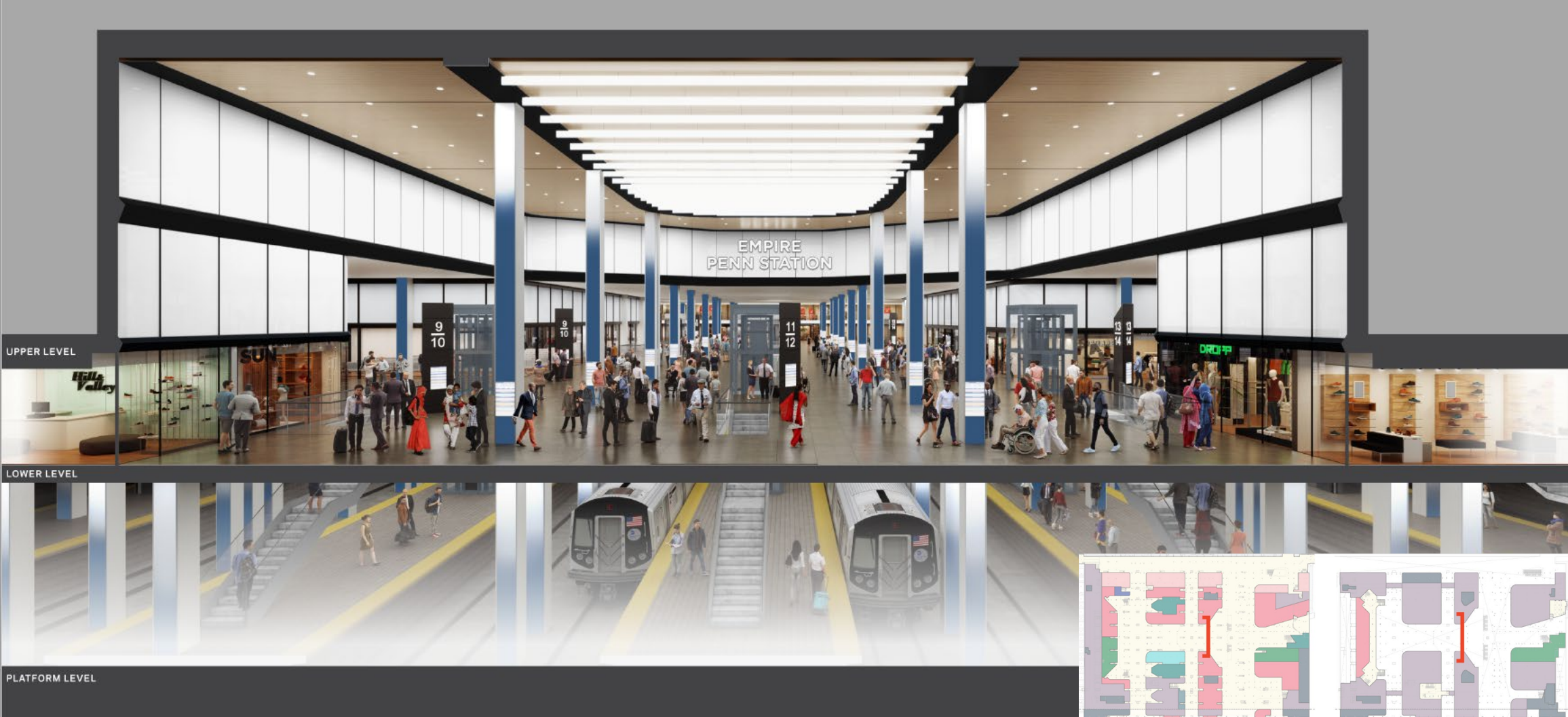
Mid-Block Train Hall: From Street Level looking south



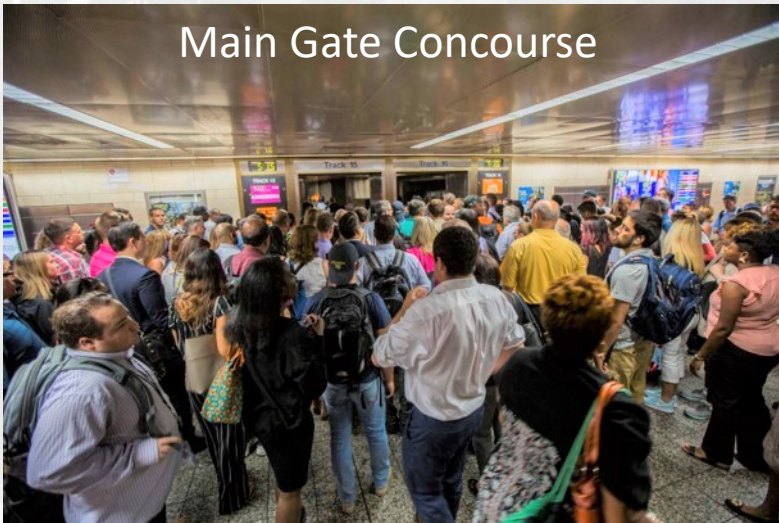
Mid-Block Train Hall: From Lower Level looking south



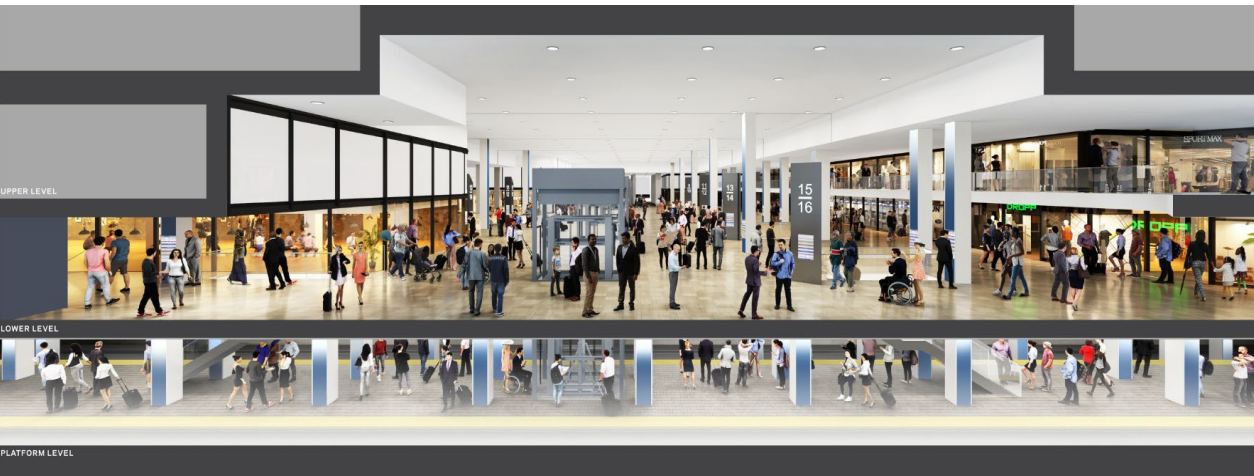
Single Level: East – West Spine looking west



Existing Lower Level (LIRR)



Comparison: Single-Level vs. Two-Level



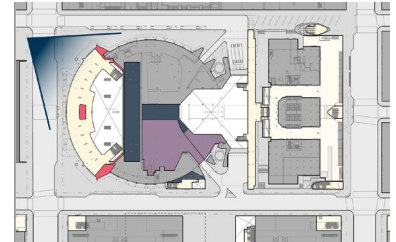
Single-Level



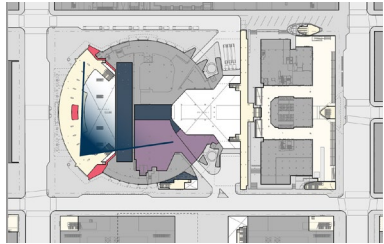
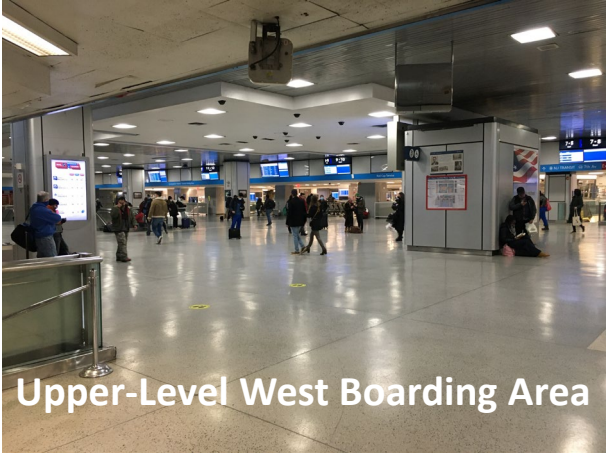
Two-Level

Another Option for Improving Visibility

Regaining Street Presence: Eighth Avenue looking west



West Train Hall: From Street Level looking east

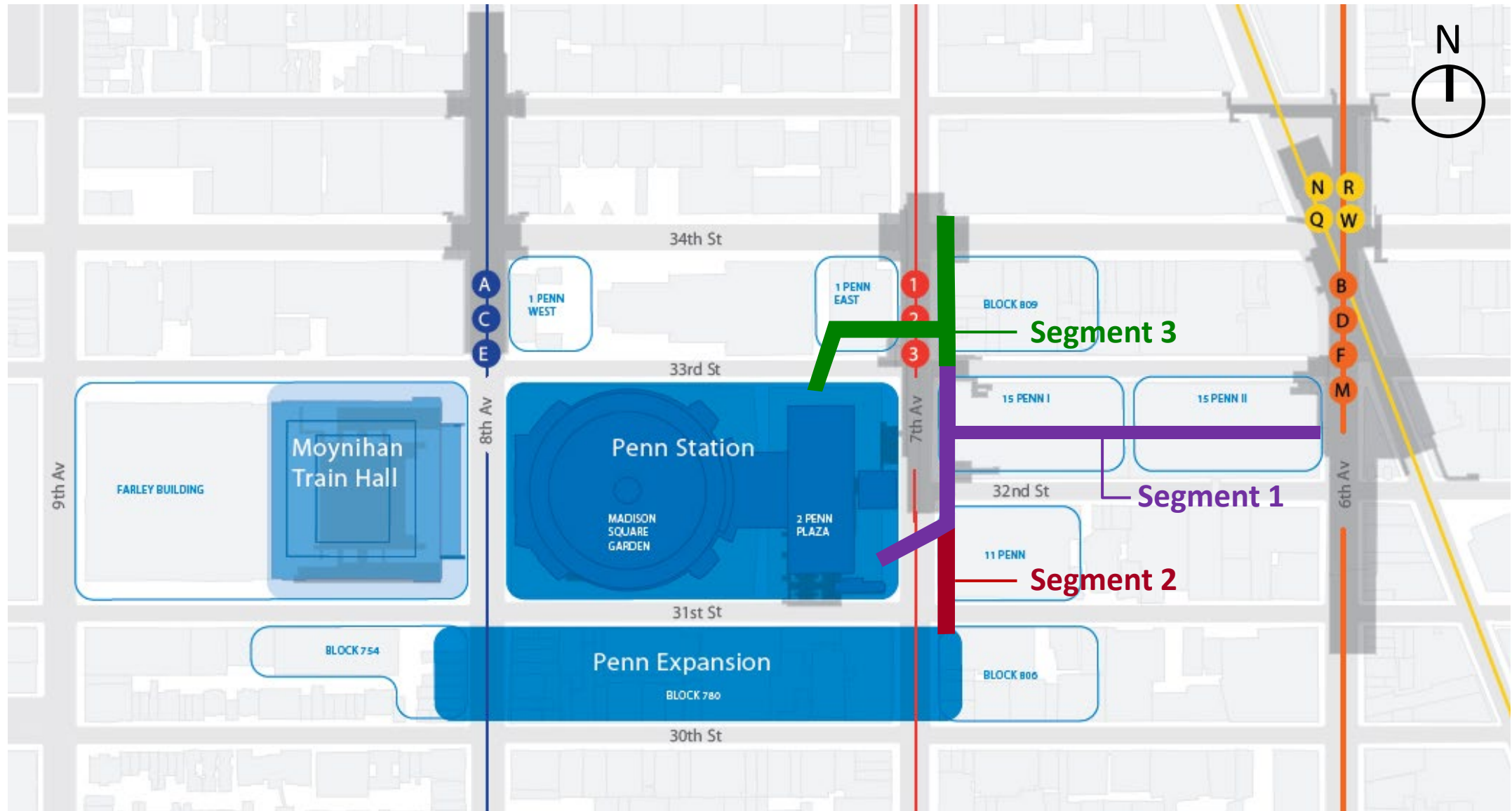


Streetscape

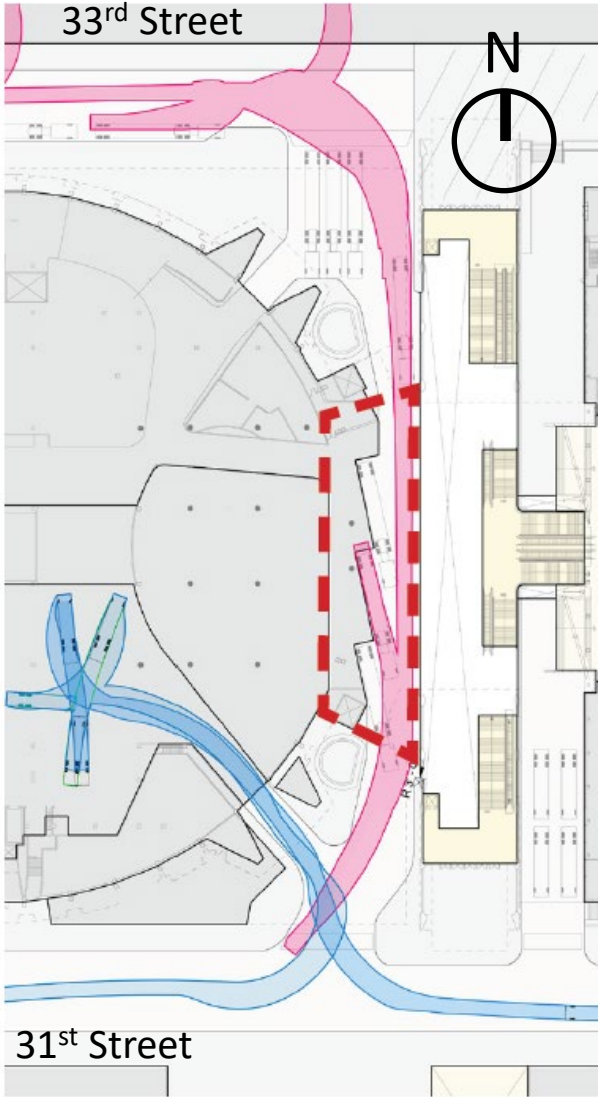
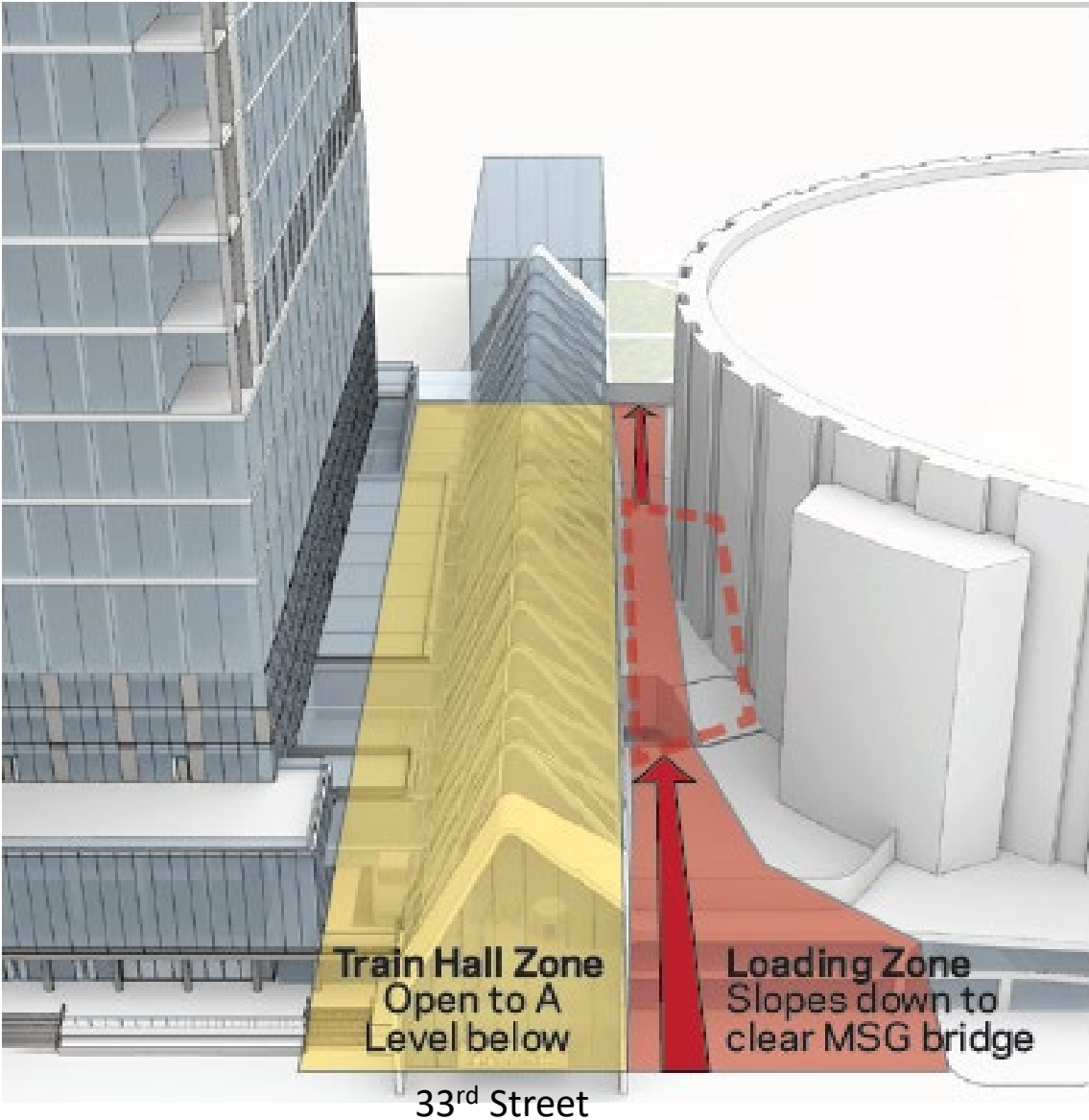
Streetscape Impacts: 7th Ave. sidewalk crowding; 33rd Street MSG Loading



Transit Connections: Underground Connecting Concourse



Mid-Block Train Hall: MSG pull-through truck loading



Plan with Truck Movements

33rd Street: Shared Street – pedestrians have priority





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