

March 4, 2002

Queens Civic Congress supports a full-length Second Avenue Subway

Queens Civic Congress supports a full-length Second Avenue Subway, extending from Queens into Brooklyn up through Manhattan and then to Co-Op City in the Bronx. The funding and planning should provide for this necessary transit improvement.

We also find the current two-track line short-sighted; it may not achieve its goal of relieving the Lexington line if people determine that a walk west to Lexington would still be quicker because of the express services Lexington line affords. Thus, we advocate a four-track line that offers many possibilities for future expansions and opportunities for the outer Boroughs. The existing north-south lines in Manhattan were constructed as 4-track systems. Also, the MTA needs to advise whether the plans call for salvaging sections already built or starting over completely. Completing existing section will wed the project to a two-track system; using the existing sections will also require a slower-going cut-and-cover construction that will take much longer to complete. Starting over as a bored tunnel would allow for 4-tracks and quicker completion.

New York City subway engineers are the best in the world, but the MTA route planners leave a lot to be desired. The 63rd Street Connector exemplifies only one of the many disasters in the last 30 years. The Christie Street Extension represents another expansion connection abandoned because people would not use it.

Queens, the most under served borough in the MTA subway system, desperately needs a new train line, particularly in its southeast region. The Second Avenue Subway will not solve our problem, but the stubway plan offers an attractive and more practical alternative route for the new V train. By including a connection to the 63 Street Tunnel, it provides an opportunity to expand the Queens' Division B service through re-routing the V Trains from the 63 Street Tunnel to the Second Avenue Line. At the same time, this allows reverting the F train back to 53rd Street, and thereby addressing a service change that created so much rider dissatisfactions.

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