



Penn Station Master Plan

A Joint Effort of Amtrak, NJ TRANSIT and MTA

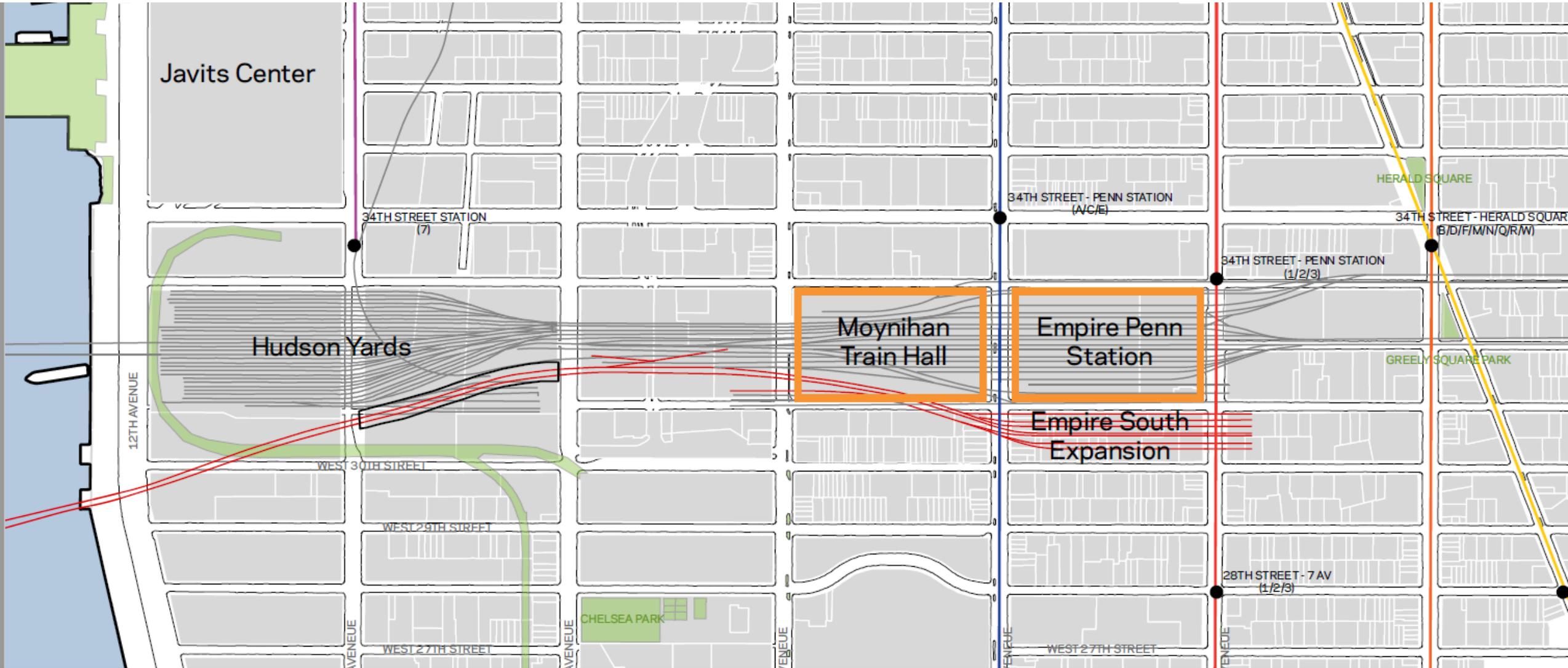
MTA Board Briefing
April 21st, 2021



Empire Station Complex



Penn Expansion: Hudson Tunnel / Gateway Project

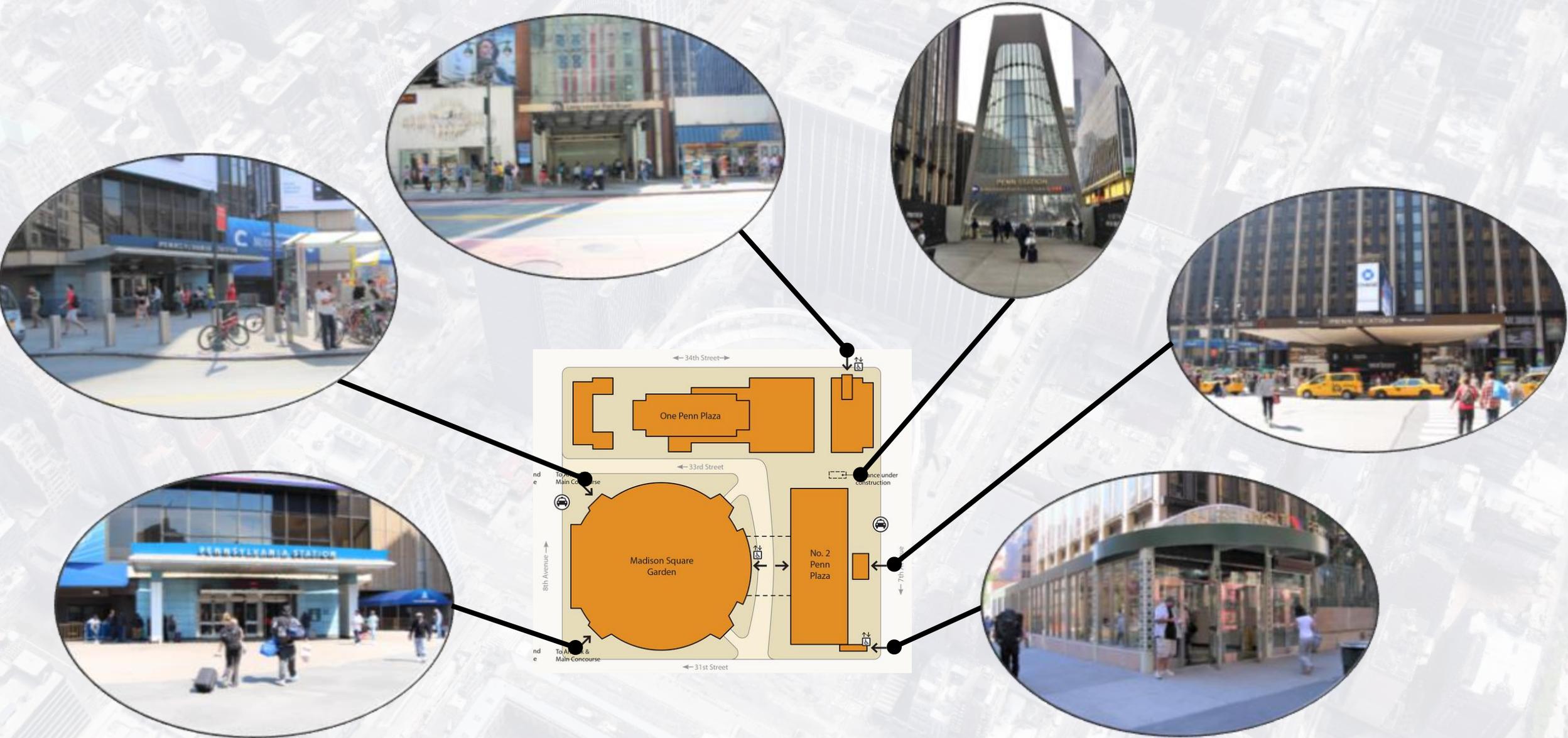


Moynihan Train Hall: Opened December 2020

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



Penn Station: Poor visibility



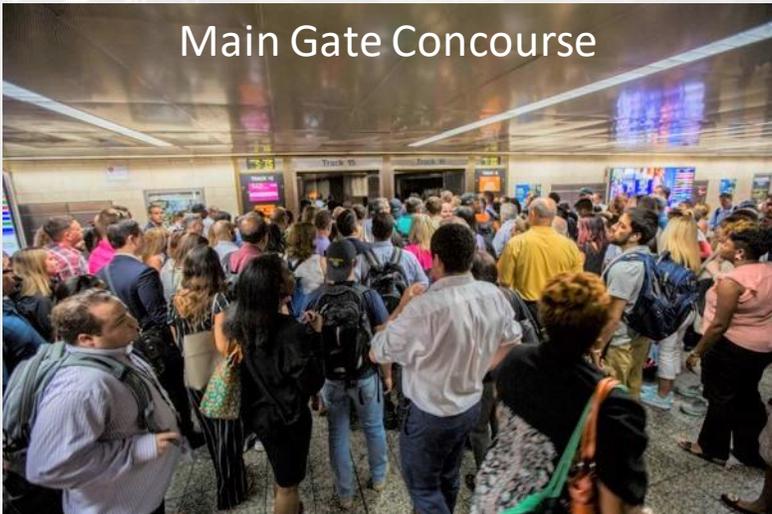
Penn Station: Improving visibility – the East End Gateway



LIRR 33rd Street Concourse: Opening early 2023



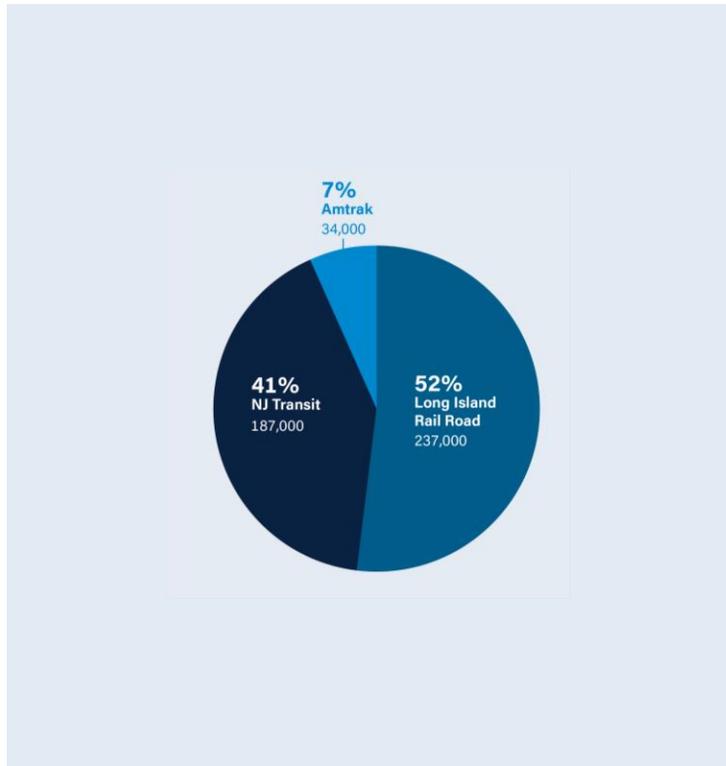
Existing Lower Level (LIRR)



Understanding Our Users: Largely a commuter population

Daily Railroad Trips Only

458,000

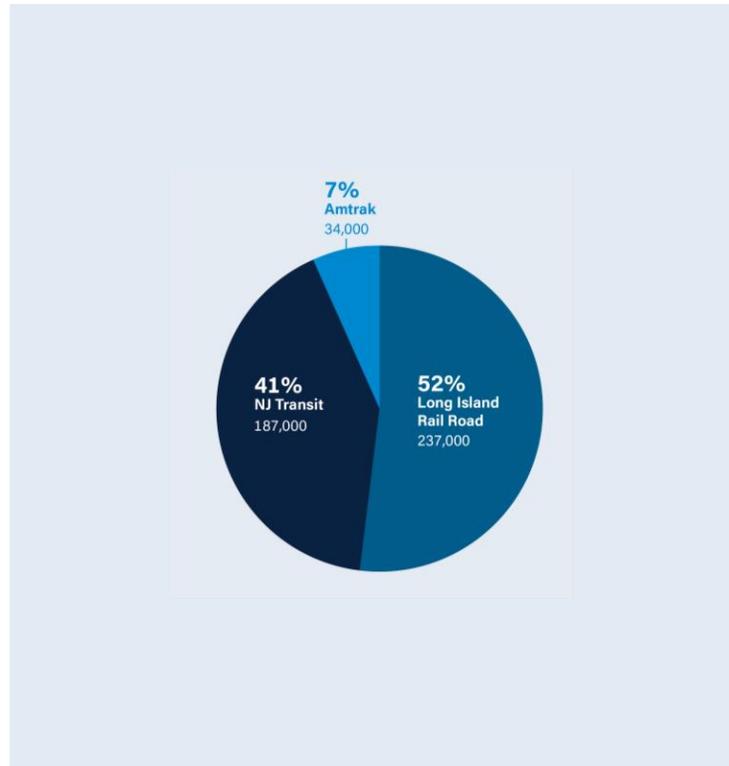


2019

Understanding Our Users: But not just railroad commuters

Daily Railroad Trips Only

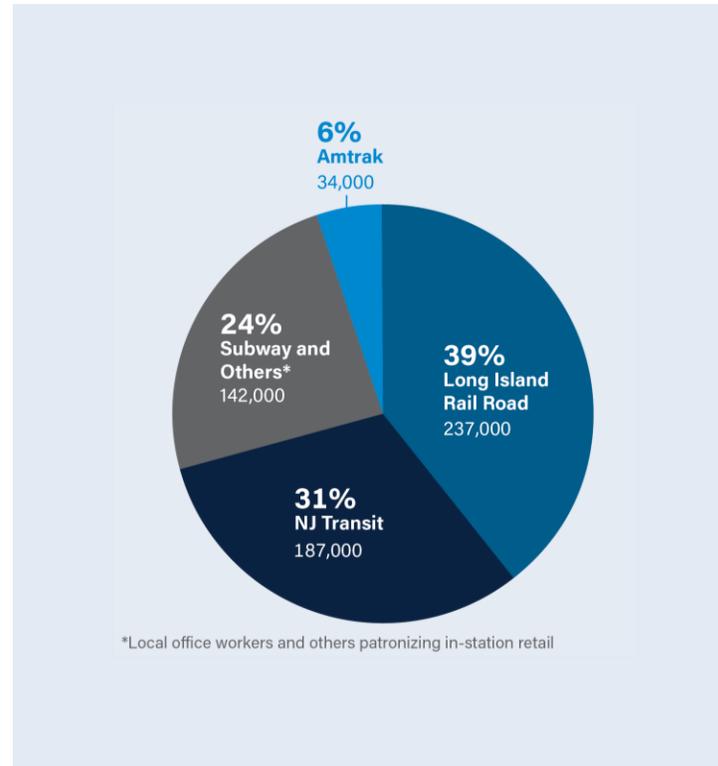
458,000



2019

Daily Trips – All Users

600,000

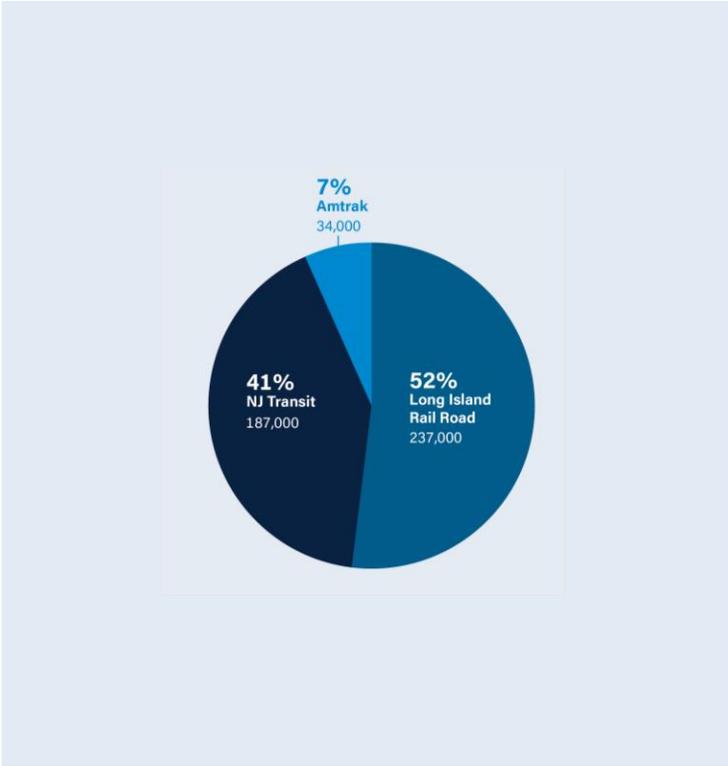


2019

Understanding Our Users: 40% growth by 2038

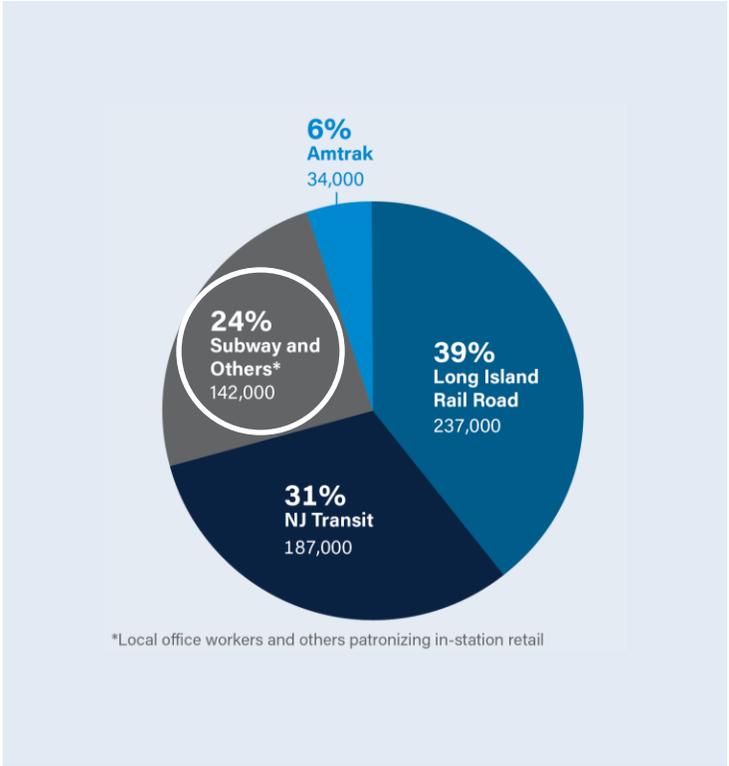
Excludes Moynihan Train Hall

Daily Railroad Trips Only
458,000



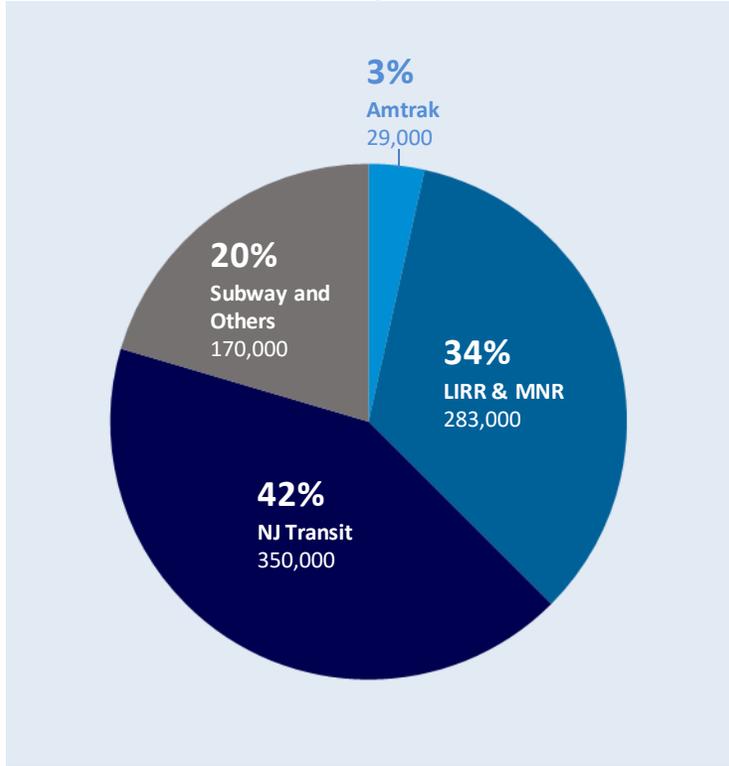
2019

Daily Trips – All Users
600,000



2019

Daily Trips – All Users
832,000



2038

Understanding Our Users

Where are they walking from and to?

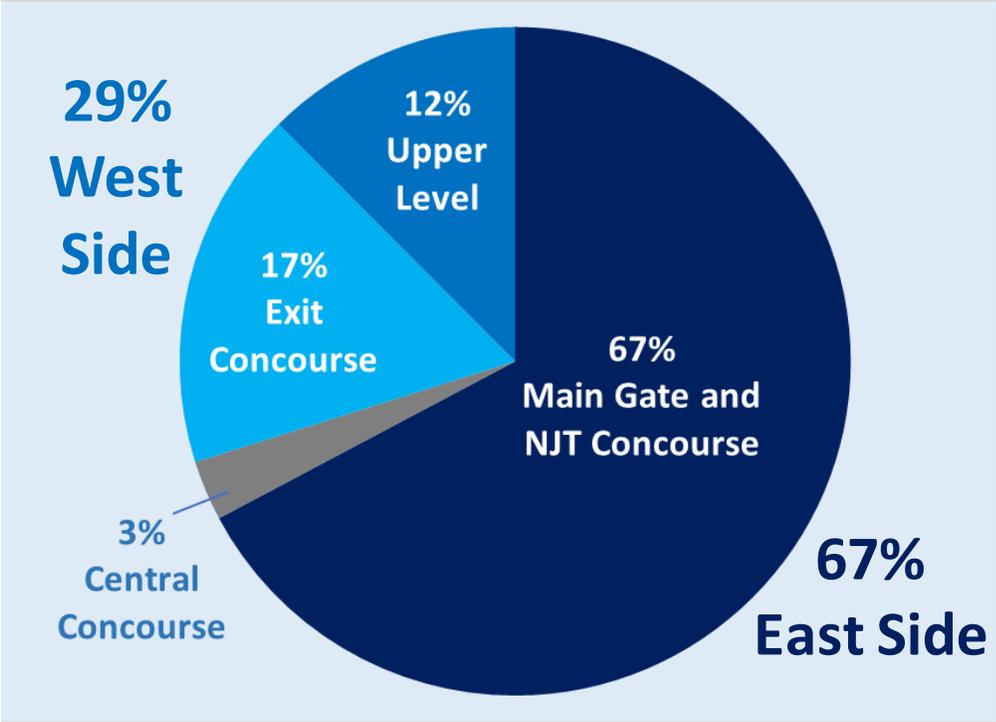


Understanding Our Users

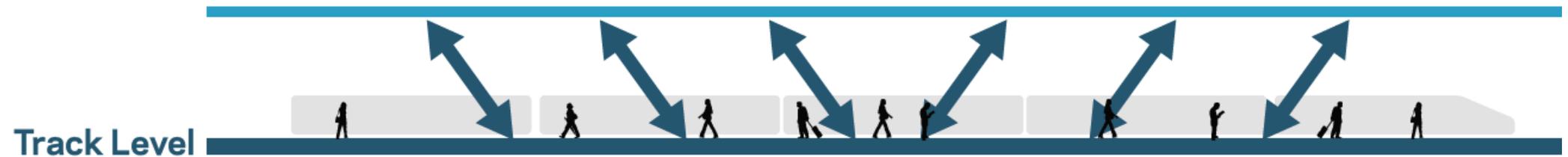
Where are they walking from and to?



Where are they boarding trains?

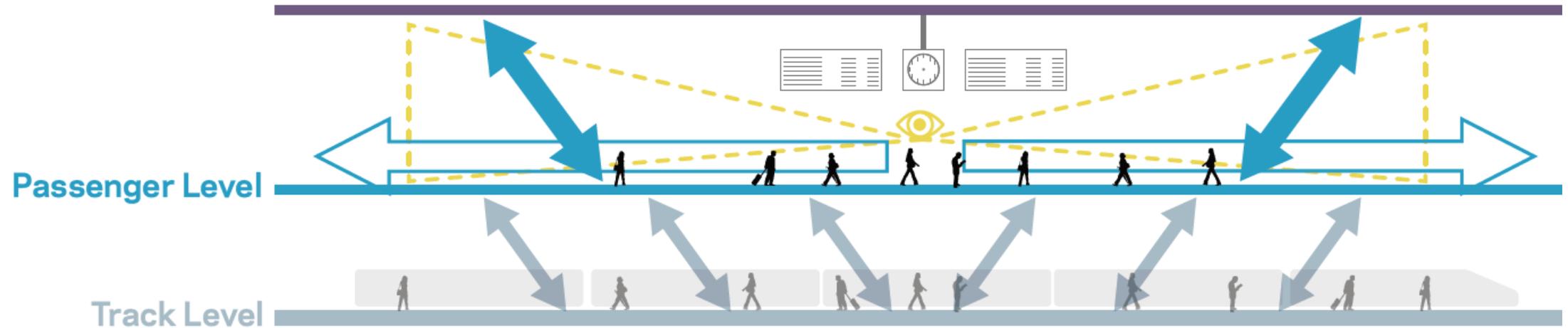


Rethinking Penn Station From the Bottom Up



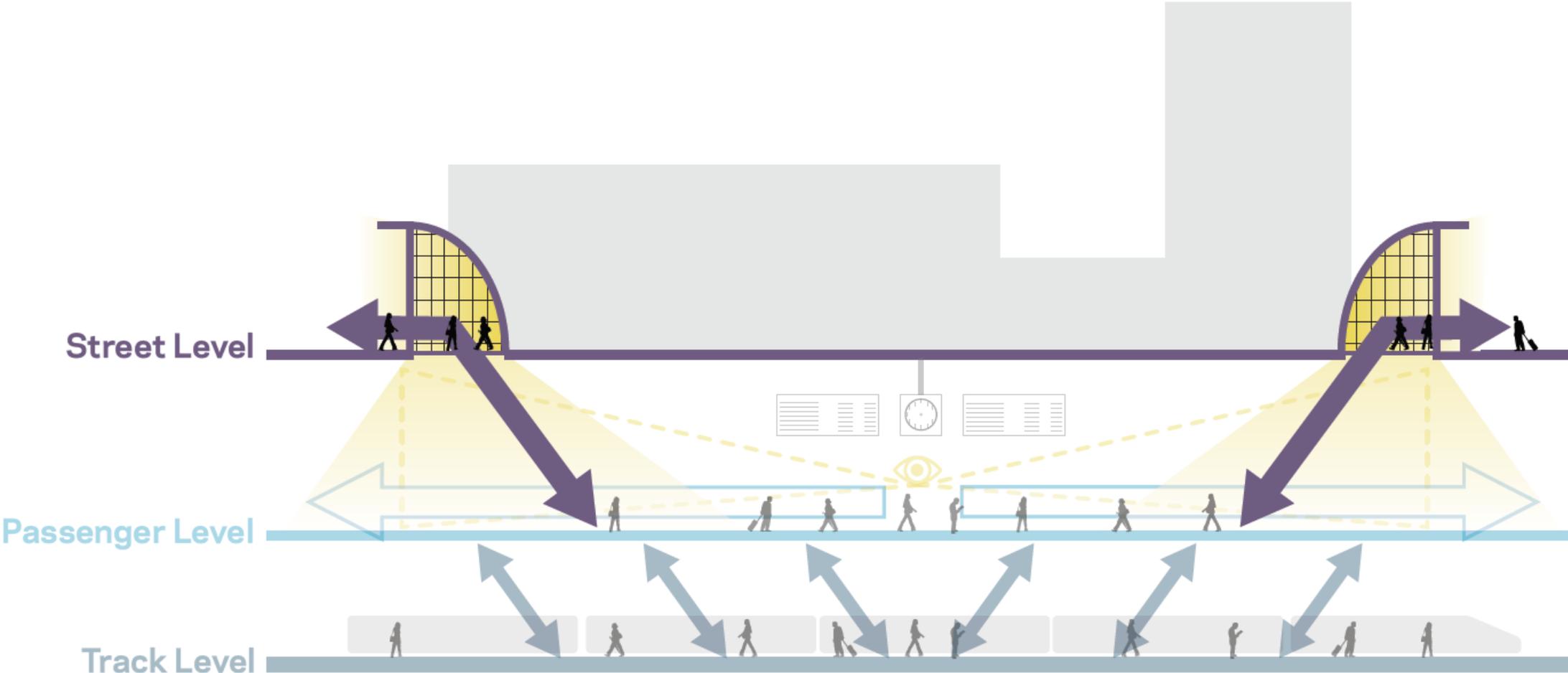
❖ Add more stairs, escalators and elevators to the platforms

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

Two-Level Alternative

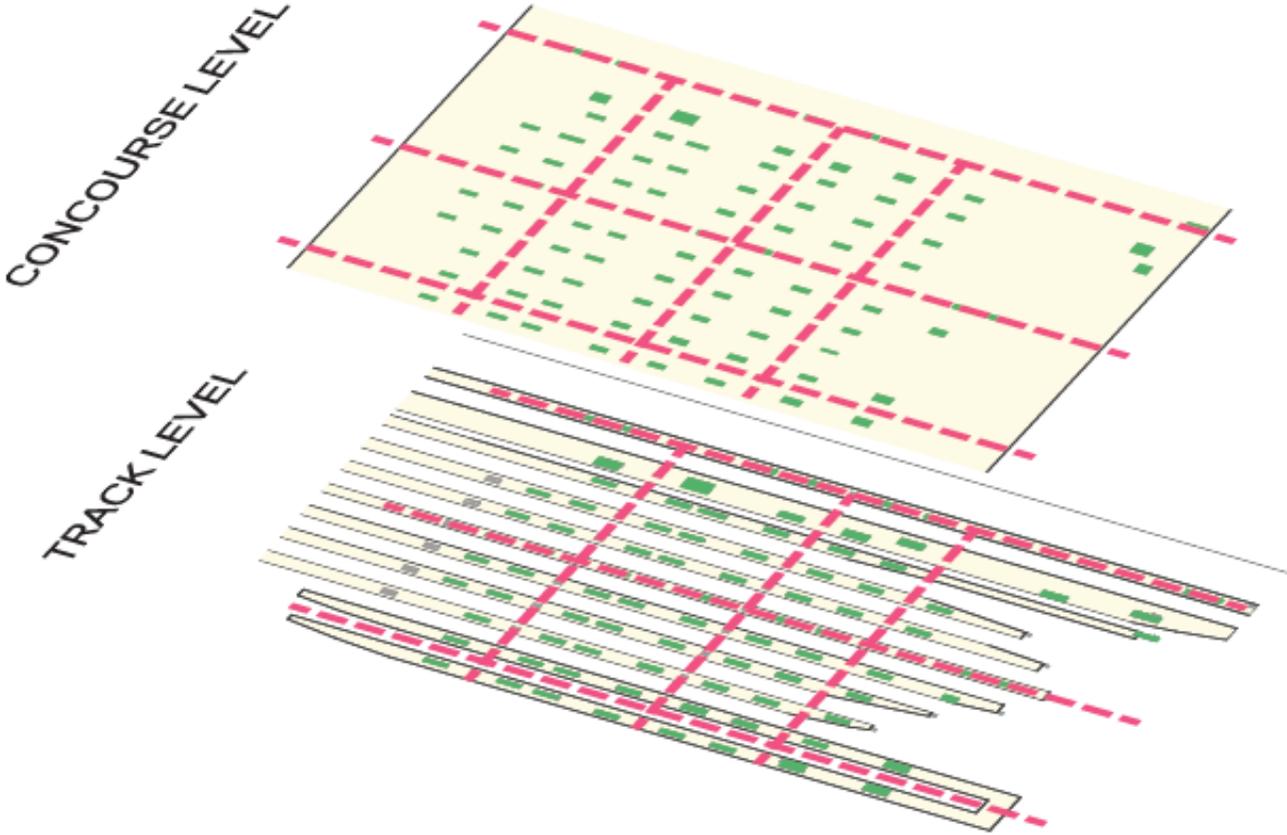
Increase Platform Access: Add more stairs, escalators and elevators

Existing: 87 VCEs



Proposed: 118 VCEs

2 escalators and 2 elevators to each platform



Two-Level Alternative: Increase Upper Level boarding capacity

15 Escalators

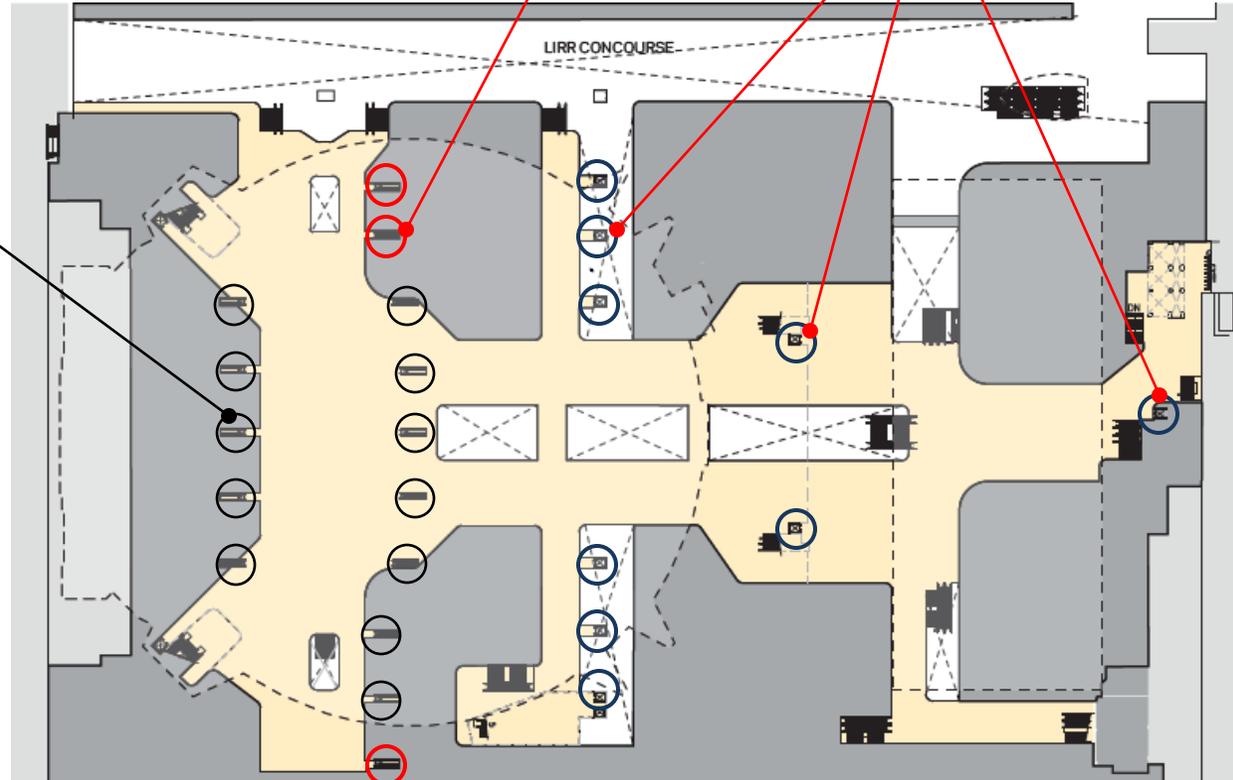
11 Elevators

No direct access to Platform 11

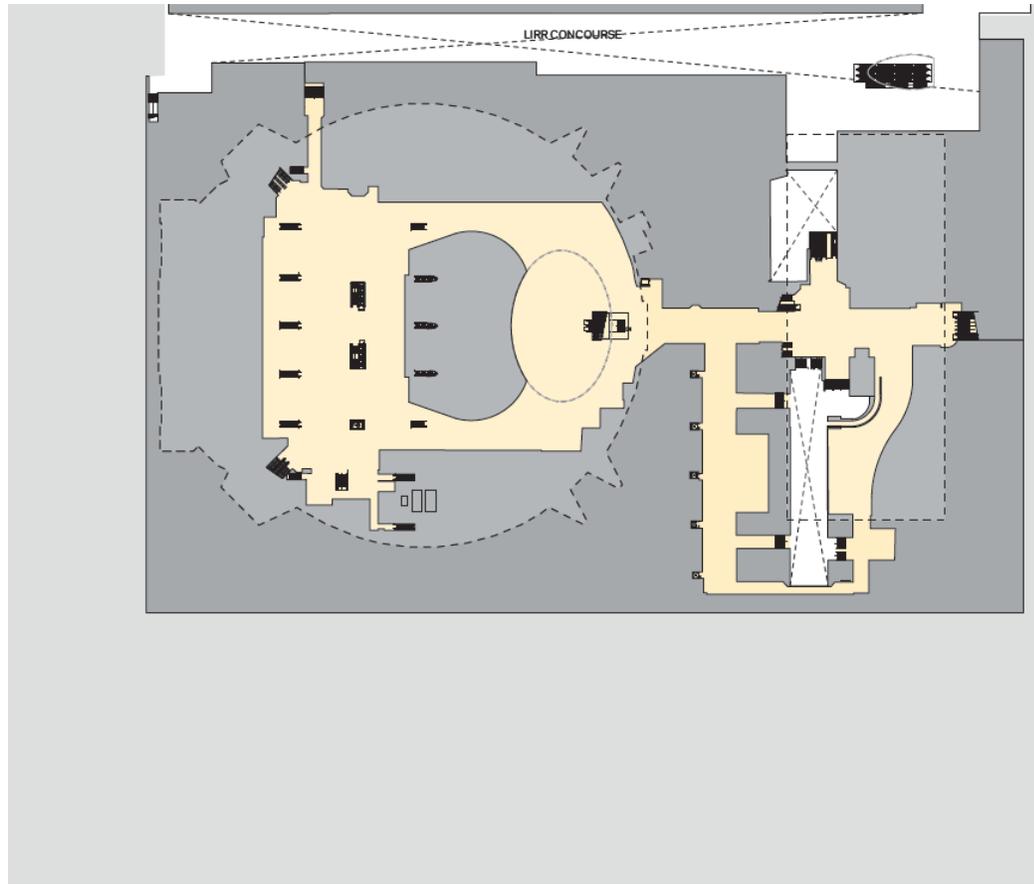
Existing Escalators

New escalators

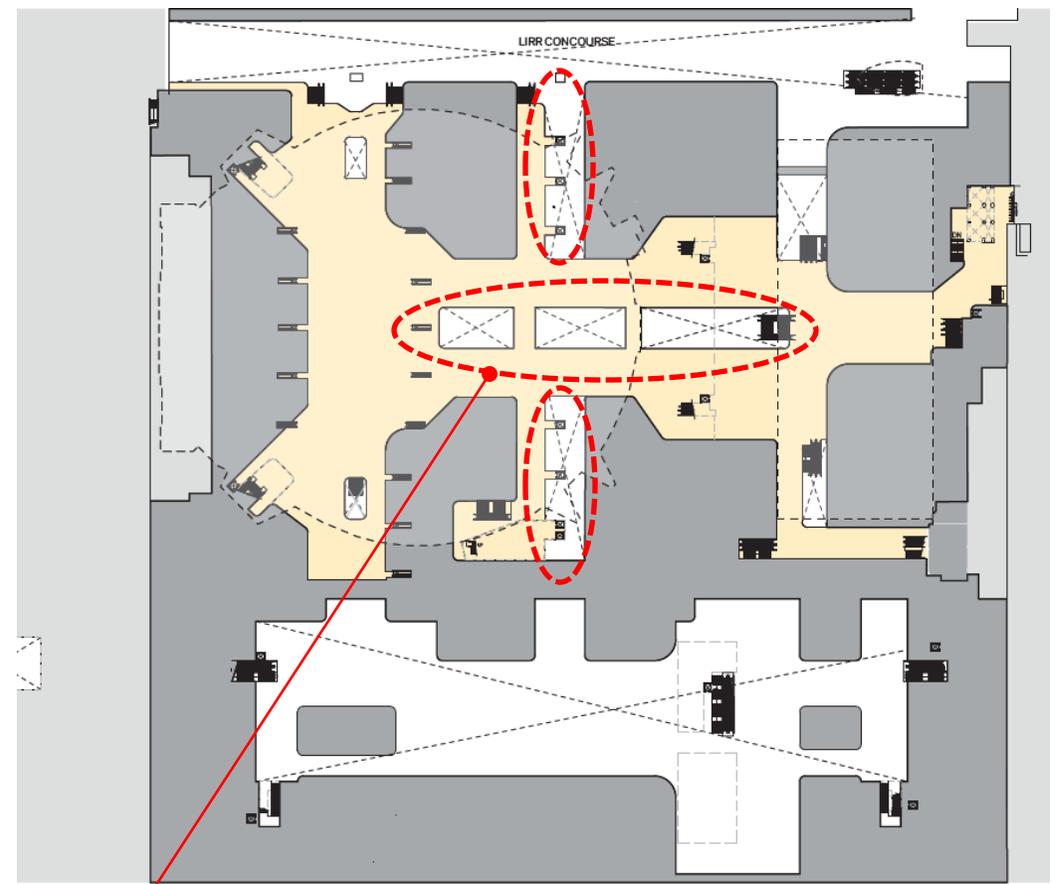
New elevators



Two-Level Alternative: Upper Level improvements



Existing



Two-Level

Central atrium

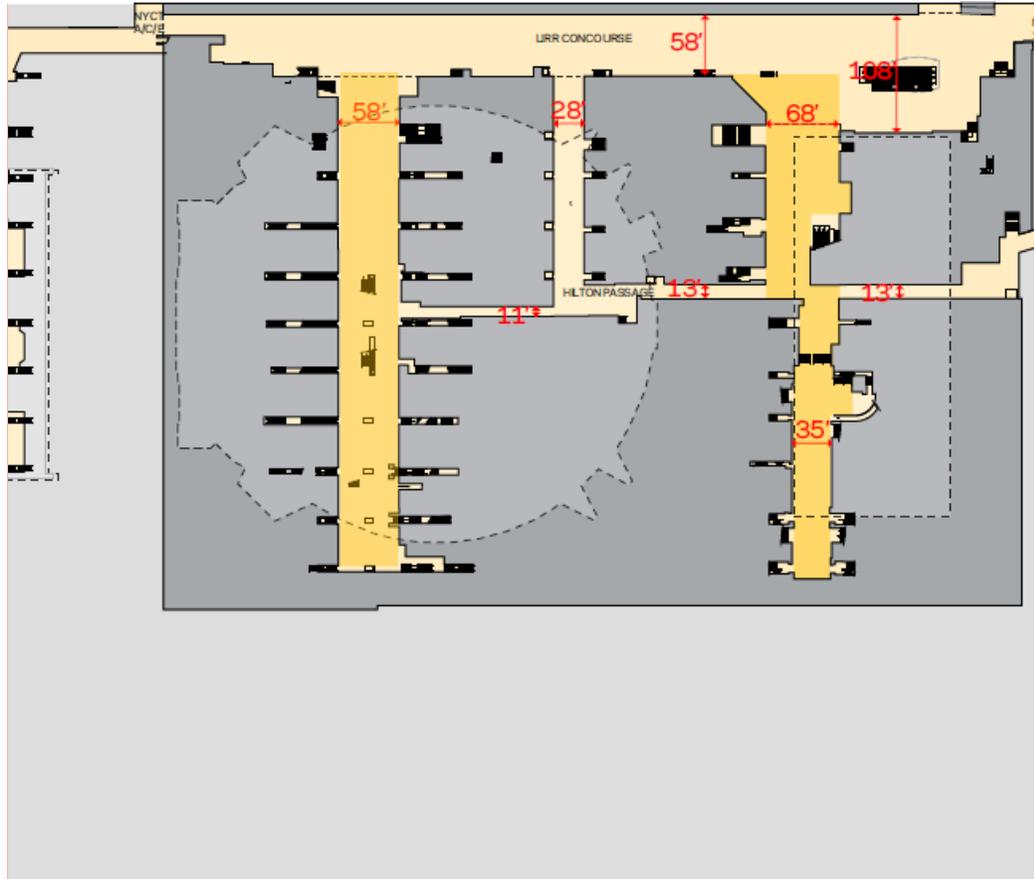
Two-Level Alternative: Central atrium looking west from Lower Level



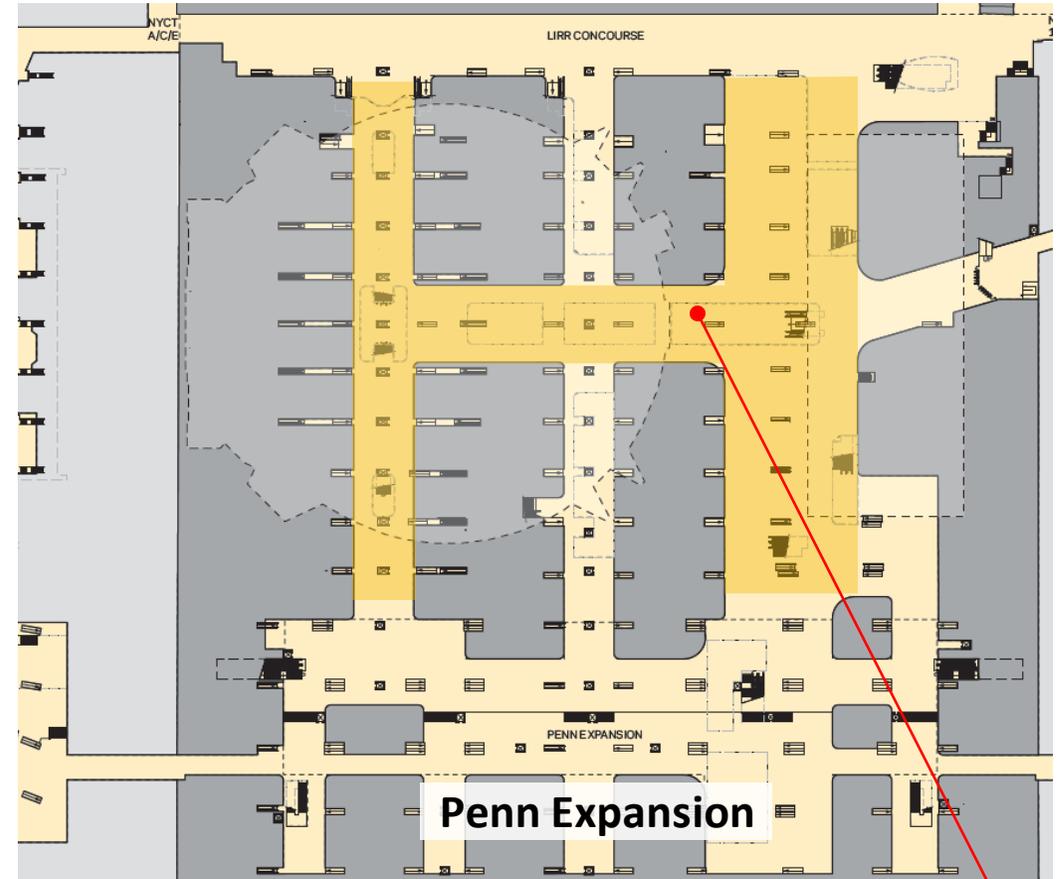
Two-Level Alternative: Central atrium looking east from the Upper Level



Two-Level Alternative: Increase circulation space – Lower Level



Existing

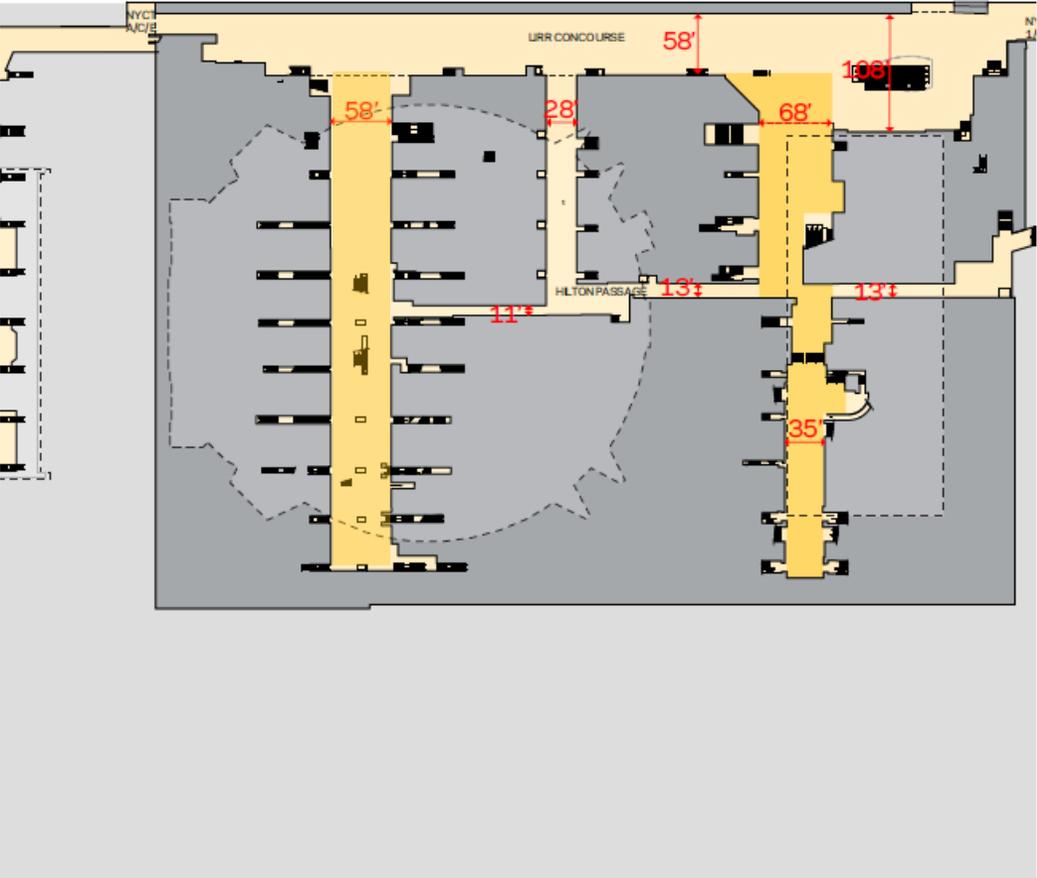


Two-Level

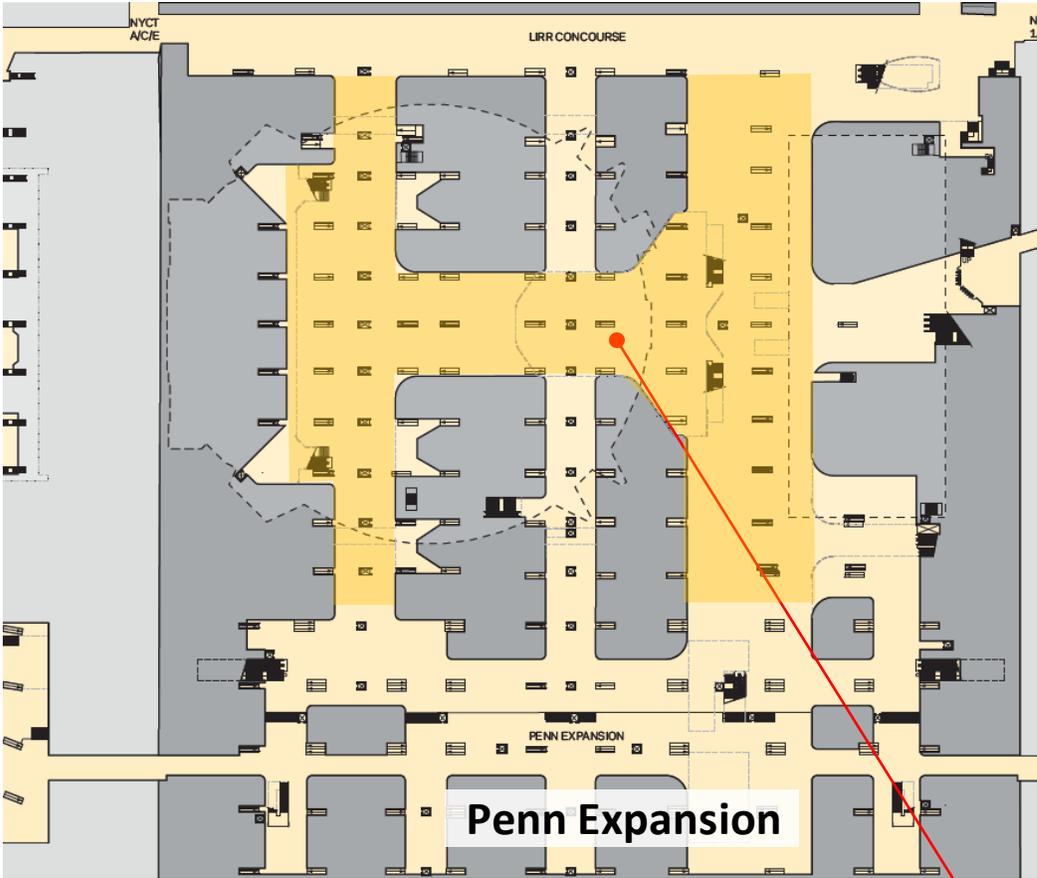
2 football fields

Single-Level Alternative

Single-Level Alternative: Increase circulation space - Lower Level



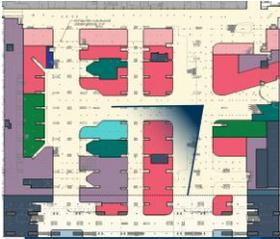
Existing



Single Level

2½ football fields

Single-Level Alternative: Increase circulation space - Lower Level



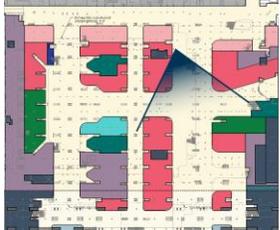
Single-Level Alternative: Street presence - 33rd Street looking west



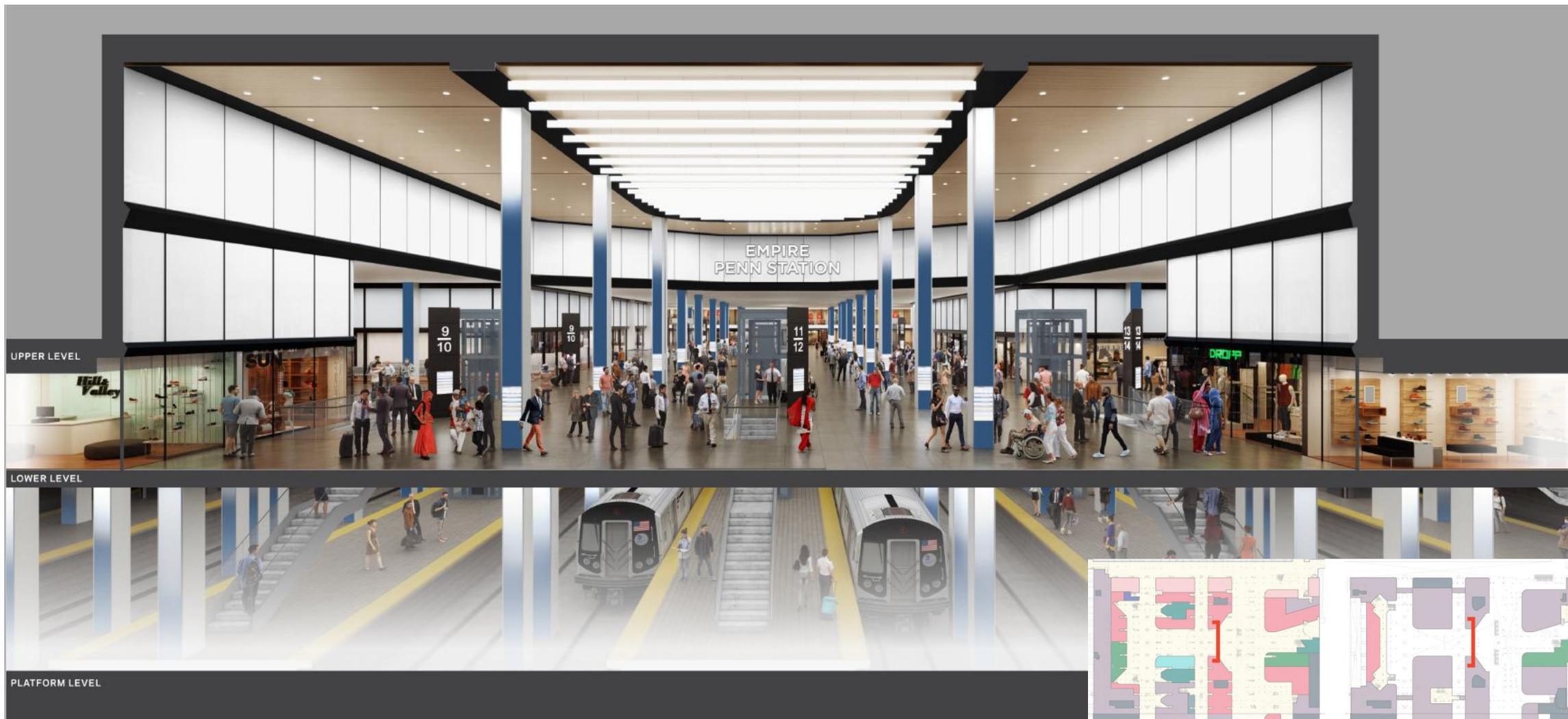
Mid-Block Train Hall: From Street Level looking south



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



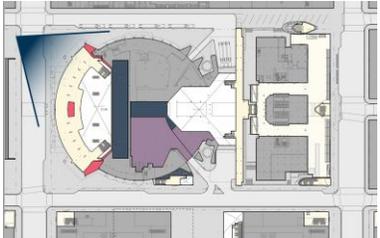
Single-Level



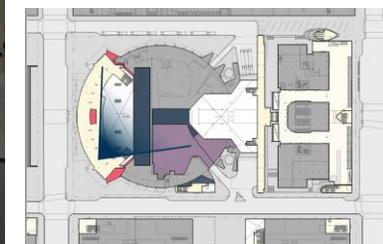
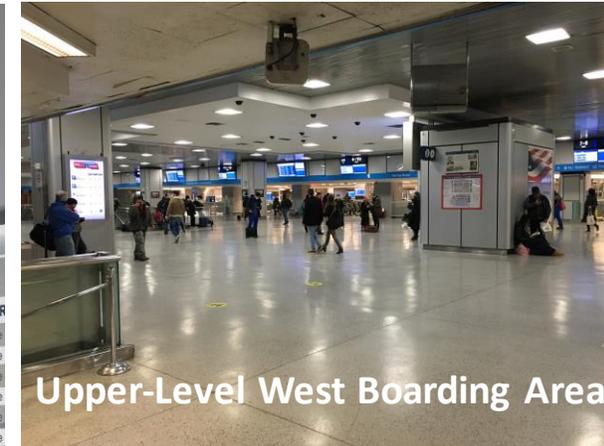
Two-Level

Another Option for Improving Visibility

Regaining Street Presence: Eighth Avenue looking west



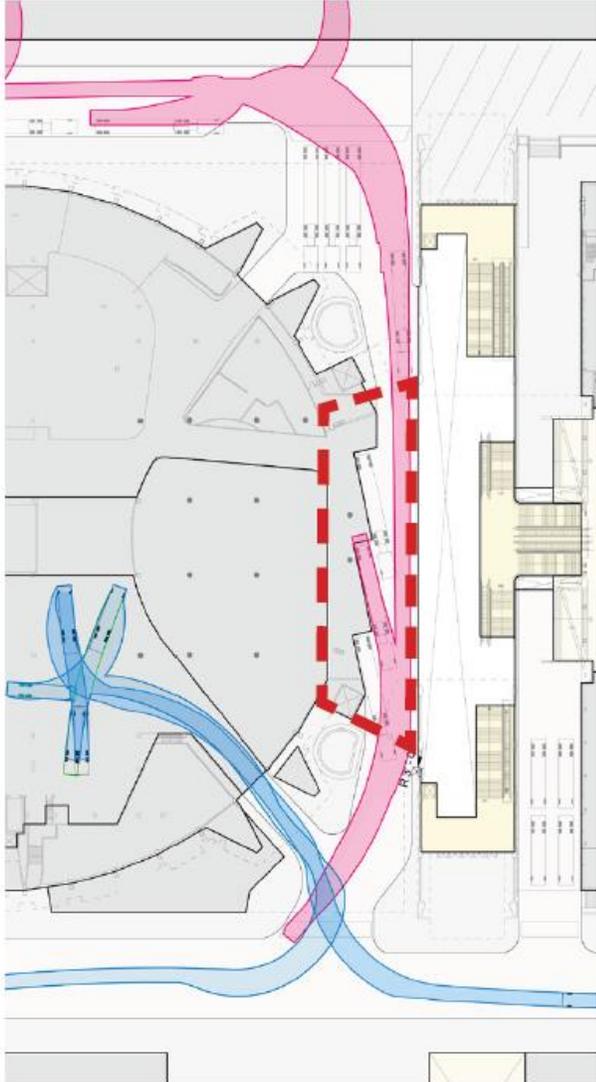
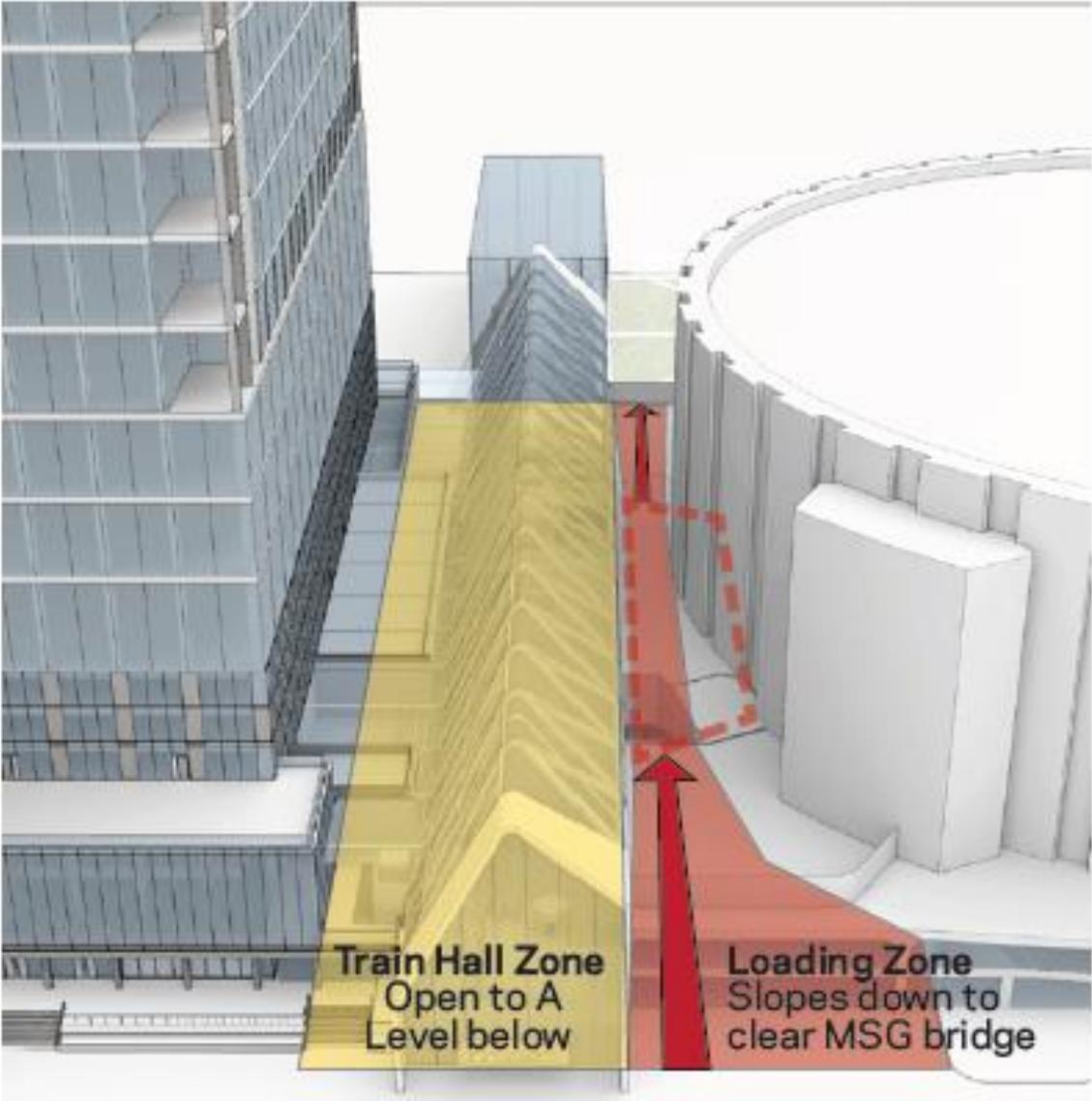
West Train Hall: From Street Level looking east



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



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



Plan with Truck Movements

33rd Street: Shared Street – pedestrians have priority





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