

Moynihan/Penn Station

Grand Central Terminal

# Connecting the Terminals

## Why Connect Penn Station and Grand Central?

A plan for connecting Penn Station and Grand Central was developed by regional transportation agencies in the final phase of planning for a new rail tunnel across the Hudson River. The plan called for using existing tracks and platforms at the two stations, taking advantage of unique elements that were incorporated

into their design when they were built nearly a century ago, to permit their extension. To go the last mile and make this connection work, transit agencies on both sides of the Hudson must fashion a plan for thru-running. This hasn't happened yet, but it could with new leadership in state government.

## Key gains from the connection are:

- 1. Make it much easier for West of Hudson commuters to reach East Midtown**  
Bringing rail service directly to Manhattan's East Side, the largest concentration of office space in the U.S., means that West of Hudson commuters could avoid the inconvenient and time-consuming transfers on overcrowded stairways and passage-ways leading to the two subways required to make this trip. Instead, after a brief stop at Penn Station, their trains would continue to Grand Central Terminal where commuters could easily walk to their destinations.
- 2. Avoid time-consuming access to Deep Cavern station under 34th Street and Macy's**  
Routing trains from the new Hudson River tunnel directly into existing platforms and tracks at Penn Station, instead of sending them into a Deep Cavern terminal station proposed to be constructed under 34th Street and Macy's, would save travelers time and avoid placing them in harm's way.
- 3. Increase train capacity at Grand Central**  
The connection converts a key portion of Grand Central Terminal into a thru station, increasing capacity and improving operating efficiency.
- 4. Improve access to West Midtown for Westchester and Connecticut commuters**  
The connection allows trains from Westchester and Connecticut to operate directly to Penn Station, reaching the many new workplaces planned for West Midtown. Passengers heading downtown can avoid the overcrowded Lexington subway and instead can select from four north-south subway lines that serve Penn Station directly or are only a block away at Herald Square.
- 5. Ease travel between West of Hudson communities and those in the Bronx, Westchester and Connecticut**  
West-of-Hudson residents face a daunting challenge using public transportation to reach destinations in Northern Manhattan, the Bronx, Westchester and Connecticut. The reverse is true as well. Time consuming station changes in Manhattan, along with multiple fares, leave most non-Manhattan travelers with only one choice - crowded highways and river crossings. Thru regional rail service opens up many new travel options.
- 6. Attract more travelers to the Northeast Corridor High Speed service**  
Routing Boston-Washington corridor train service thru the connection gives business travelers from East Midtown a better rail option, reducing dependence on air shuttles.
- 7. Route upstate intercity trains through Grand Central to Philadelphia or Washington**  
With the connection, trains from Albany and points north and west can be routed thru both stations and are aligned to continue to Philadelphia or Washington.
- 8. Improve access to Newark Airport**  
Travelers from the East Midtown office concentration and from White Plains and other business and residential locations in Westchester can more easily reach Newark Airport using the connection.
- 9. Reduce capital and operating costs of the new Hudson River tunnel plan**  
Using existing tracks and platforms at Penn Station and Grand Central and building the connection to Grand Central cuts construction cost by 20%. Thru-running via the connection uses crew and equipment more efficiently, significantly reducing operating cost.

