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Tickets for events in New York are available for the following locations, dates and times. To sort the list, click on the column title. To find tickets to this place, date and time, click on the ticket link in this series. Follow the latest daily buzz with [buzzFeed Daily Newsletter!](#) For those readers not in New York (or even those who just didn't feel the need to do any urban research), check out these photos from the flickr stream of the MTA that expose the true frenzy of the subway flood wrought by Sandy. It's not as if there's some water in the tracks; stations are completely flooded. Temperatures on the New York subway platforms can exceed 100 degrees. And it can only get worse. Capital New York acquired a draft report from an expert panel assembled by New York Gov. Andrew Cuomo last May. Called the Transport Reinvention Commission, it consisted of transit specialists predicting the effects of global warming on the capital's transportation Authority. An excerpt from a draft report teasing the dangers of already hot subway platforms that are only projected to grow hotter: Flooding is not the only climate change risk to the system. Extreme temperatures, especially rising temperatures during the summer months, can highlight the M.T.A. system at higher temperatures, the expansion of joints on bridges and highways is highlighted, and the instance of rail rail rail voltages and track buckle increases. Subway, subway platforms and stations can become dangerously hot for drivers. Global warming is only part of the problem. Another important problem is the original design of the subway. Richard Barone, director of transportation programs at the Regional Plans Association, tells Capital that the New York subway was built without proper cooling and ventilation systems. (The holes were actually drilled into the sidewalks to cool it down.) And in the 110 years since, we've only saddled infrastructure with great heat-producing sources as trains are equipped with more electronics and air conditioning. Other large metro systems are experiencing similar heating problems. London has become a lighter train carriage that generates less overall heat, and a host of cities around the world, including Dubai, Beijing and Copenhagen, have deployed platform screen doors that separate people on the platform from hot rail tracks. As for New York, the MTA is expected to release a full report from the Commission on Rethinking Transportation soon, which should offer solutions to this white hot problem. Read more here. Broadcast-obsessed editors choose every product we review. We can earn commissions if you buy by clicking. How we test the equipment. New York subway old Broken. Here's how to bring the underground into the 21st century. October 27, 2014 AEMoreira042281 in subway en.wikipedia New York old old old old system Busted. Here's how to bring the underground into the 21st century. 1 of the 6 5 technologies that could save the New York subway spend some time in New York City, and you'll soon hear a familiar litany lamenting about the subway. A long wait time. Aggravating stops due to the movement of trains forward. It would seem arbitrary lines closures. Exhausting summer platforms. Of course, New Yorkers love kvetch. But when it comes to their subway, the Big Apple strap has good reason. Today, the New York Subway celebrates its 110th anniversary of underground service, and parts of the transit system still rely on age-old technology. With that in mind, we represent the Metropolitan Transit Administration (MTA), a public benefit corporation that runs the nyc metro, with five technologies that will bring metro into the 21st century. 2 of the 6 Smarter Signaling Subway's ancient alarm system will be a great place to start a tech makeover. Today's fixed-block alarm system, which dates back to the base of the subway, works as follows. The tracks are broken into 1,000-foot pieces. Green, yellow and red traffic lights - the same kind used to traffic vehicles - tell motorists when to go, slowly, or stop. If any part of the train in front of yours is within the block, this block is considered occupied. Because of this inaccurate 1,000-foot system, the MTA uses an additional yellow buffer zone to keep trains safely apart. As a result, fewer trains are running along the way than the distance will allow. Right now we do have a lot of wasted space between trains, says Richard Barone, director of transportation programs for the Regional Plan Association, an urban research and advocacy organization in the New York-New Jersey-Connecticut Tristate area. Solution: Communication-based train management (CBTC). In this system, trains transmit their exact location to the control center. The center creates a moving buffer based on the speed of each train, using the path space more efficiently. CBTC allows you to close the gap and put more trains on the same line, said Baron, who wrote a recent report advocating for the technology. This means less waiting, less boring, and better service. Additional benefits: CBTC, which uses plastic inmates transponders that are impervious to invading saltwater, like those from Superstorm Sandy, that destroyed some of the old-school subway equipment. The system also works with unmanned trains. The MTA has begun the transition to the global CBTC standard. However, even with the stated goal of converting 16 track miles per year, the project will not be done until 2064. And even that may be optimistic - since 1999 only 4 miles of track have actually been upgraded. 3 out of 6 technical AI New York City subway is constantly falling apart. These things happen when you have a sprawling, century-old network running around the clock. Clock. Teams are battling the forces of decay across 840-plus miles of track, 468 stations, and more than 6,000 train carriages. Planning all the necessary emergency and routine maintenance tasks is a logistical nightmare and, with the closure of lines and redirection, a constant nuisance for riders. About a year ago, the Hong Kong Mass Transit Railway (MTR) demonstrated a smarter and more efficient way forward. MTR turned to the artificial intelligence optimization algorithm to plan its maintenance. The program prioritizes 2,600 engineering tasks per week, assigning them to 10,000 maintenance staff. The system decides what work should be done when, where, with what and by whom, says Andy Chung, a professor of computer science at City University in Hong Kong who developed the AI system. Letting the computer crunch the numbers mean that people on MTR can save two days a week they spent hammering out the repair schedule. Thanks to timely fixation, Hong Kong Metro publishes a phenomenal 99.9 percent on-time rate for its trains. Finally, the cash-free MTA should take note here-AI has increased MTR's profit margin by giving it an 186 percent fare-recovery ratio (a measure of the share of operating costs covered by passenger fares). That's almost four times what New York can claim. Chun estimates that the project to use an artificial intelligence system on the New York subway could be completed in less than four years. 4 of the six articulated train carriages during the NYC metro rush hour look like sausage links, with segments tied together by a thin connector. Clogged passengers jostle to get out of congested cars, while former drivers sing up and down platforms for a train carriage they can mash themselves into. Imagine a set of several open, doorless train carriages connected by the accordion aisles you see in the buses. Passengers can move freely. This open-traffic approach will improve the use of doors during landing and unloading, reducing the so-called time when trains sit idly on platforms. Train capacity will also increase by about 3 percent, while constantly connected train sets can also be easier and therefore more energy efficient, Baron says. Most other major subway systems around the world, from Berlin to Toronto, have switched to open passages with excellent results. The MTA proposed adopting the system in a 2013 report that addressed the agency's great needs over the next 20 years. Keep in mind, however, that the current segmented trains are better atolating fires as well as (hey, it's New York) mariachi bands and dance teams. 5 of the platform's 6 Screen Doors When rises above the ground, New Yorkers feel the worst heat down under. One hot summer day, when the temperature in the city soared to 92 degrees Fahrenheit. New York public radio station WNYC recorded 106 F on the platform in Times Square. Metro riders got a reprieve when air conditioning finally came to the cars, but these /with units dumped extra heat in the subway. With plenty of days of intense heat to come in the warm future of our planet, this is a serious public safety issue, Baron says. Because of the nature of the open-air subway tunnels, climate control for most platforms is out of the question. So to make them more tolerant will require a more radical technological fix by actually separating the space of the platform from the track space. Barrier through plastic or other material can seal rails from platforms, except for doorways aligned with train doors. The entrances from the street also need some kind of doorway. The resulting closed space of the platform can be cooled, Baron says. In this way, many transit systems around the world have been modernized. It should be a standard point on the subway, he says. As an added bonus, no one can accidentally fall (or be pushed) onto the tracks before arriving train. No one could invade the tracks or throw debris onto the third rail. People think tracks are like a trash can, says Baron, and screen door deals with that. Six of the next-generation tickets in New York's MetroCards magnetic strip seem advanced compared to markers in the past. However, this method of collecting tolls is already outdated and ineffective. Magnetic stripe technology has been a kind of pass for years, Baron says. The MTA acknowledges this. It has announced its intention to switch to Near Field Payments (NFC) by 2019, making subway payments contactless. Passengers can wave a smartphone app, or click on a credit card or RFID chip with a keychain support to access the subway. Vending machines can stay at stations to allow riders without these tools to deposit cash and get a contactless card. And there will be additional benefits. The MTA will save money by not having for the back-end process of all today's vending machine platforms deals.

Custom fares can be introduced, taking into account the needs of riders. The same NFC ticket can be used on MTA buses and other rail systems, freeing passengers from the hassle of juggling multiple types of fare cards. Again, New York trails the world and other cities in the United States like Washington, D.C., with its SmarTrip system when it comes to NFC tickets. It's an important piece of the future transit system, Baron says. We're really behind. Innovation 15: The most science-friendly members of Congress Advertising - Continue reading below this content is created and supported by a third party, and imported to this page to users provide their email addresses. You may be able to find more information about this and similar content piano.io infrastructure and transport new technology technologies new york subway guide app. new york subway guide pdf. new york subway guide massimo vignelli. idiot's guide to new york subway. guided private underground new york subway tour. new york nico subway guide. new york subway brand guidelines. new york city subway station guide

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