

# Biking & Walking Improvements

Sunnyside Yard  
Master Plan  
2018/2019

AMTRAK®



City of New York

NYCEDC



**Cost:** \$\$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤 👤

- Corridor and intersection redesign can make biking and walking safer and more accessible, encouraging people to choose these modes
- Bike mode share for commuting is only 1% in NYC (and Western Queens) – could it be closer to 10%? (In some cities around the world it's as high as 30% or more)

## Other Pros/Cons:

- Helps reduce traffic crashes, injuries and deaths
- Can mean the loss of parking or a vehicle lane
- May add to travel time for drivers

# Expanded Bike Share

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NYC Better Bike Share Partnership, CitiBike

**Cost:** \$\$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤

- Cheap, healthy option that can take you to more places (and even sometimes be faster) than the bus or subway
- Bicyclists free up space in cars, buses, and subways
- Can have docks or be dockless; can have pedal-assist power

## Other Pros/Cons:

- May only attract experienced bikers if not accompanied by more bike lanes
- Less appealing in bad weather

# Expanded Ferry Service

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NYC Ferry

**Cost:** \$\$\$\$

**Time:** 🕒 🕒 🕒

**Capacity:** 👤 👤 👤 👤

- NYC Ferry can expand via bigger or more frequent boats (one boat holds 150 - 350 passengers)
- Currently three year-round routes serving Queens and two nearby landings (Hunters Point South & Gantry Plaza State Park)

## Other Pros/Cons:

- Frequencies are rarely less than every 15 minutes (due to docking, etc.)
- Most effective for origins and destinations directly on the waterfront
- Less appealing in bad weather

# Better Local Bus Service

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B82 SBS: Kings Hwy & Nostrand Ave, NYCDOT

**Cost:** \$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤

- MTA bus network redesigns could improve bus service (shorter travel times, more reliability and convenience)
- Some routes could be upgraded to be faster in the future

## Other Pros/Cons:

- Wouldn't address most trips between Manhattan and Queens

# Bus Rapid Transit (BRT)

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Euclid Ave BRT, Cleveland Ohio (NACTO)

**Cost:** \$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤

- Bus Rapid Transit (BRT) is more reliable and faster than regular buses due to features like: 1) dedicated lanes physically separated from cars, 2) off-board fare collection, and 3) high-quality stations with level platform boarding
- BRT could run between Queens and Manhattan via Northern Blvd, Queens Blvd, or a new corridor in Sunnyside Yard, then go over the bridge or through the tunnel

## Other Pros/Cons:

- Service could be as frequent as every 2 minutes

# New Regional Rail Station

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MTA/ Patrick Cashin flickr.com/photos/mtaphotos/

**Cost:** \$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤

- Due to existing tracks, the station would likely be located near Queens Blvd; it could serve Penn Station but not Grand Central
- It could give Queens riders more opportunities to take LIRR rather than the subway

## Other Pros/Cons:

- Regional rail may be more expensive, run with less frequency, and offer less direct service than the subway

# New Subway Lines

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MTA/ Patrick Cashin flickr.com/photos/mtaphotos/

**Cost:** \$\$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤 👤

- The idea of a new Queens subway is not new
- MTA maintained an access route in the 63rd Street (F) tunnel under the East River which can result in a new line and additional subway capacity

## Other Pros/Cons:

- A new alignment could relieve other subway lines
- It may be possible to use existing rail right-of-way and avoid extensive tunneling
- The implementation timeframe is long; no plans currently in motion

# Your Idea About Expansion

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## Write Your Description Here:

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## Pros:

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## Cons:

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Cost:

Time:

Capacity:

## Anything Else:

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# Freight Improvements

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**Cost:** \$\$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 🚶 🚶 🚶 🚶

- Freight contributes to traffic and competes for limited curb space; this is only increasing with more and more home deliveries and returns
- The City (and Sunnyside Yard) could encourage off-peak freight trips/deliveries and last-mile consolidation centers

## Other Pros/Cons:

- Wouldn't address most trips between Manhattan and Queens

# Added Subway Car per Train

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MTA/ Marc A. Hermann flickr.com/photos/mtaphotos/

**Cost:** \$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤 👤

- Adding an additional subway car to the trains adds space – as much as 100+ riders per car
- MTA has identified that this could be possible on some lines but not others:
  - 10 car trains → 11 (EFNW)
  - 11 car trains → 12 (7)

## Other Pros/Cons:

- Challenge of existing platform lengths and operating policies
- Would require a station-by-station assessment of necessary upgrades and completion of planned new train signaling installation

# Subway Car Design

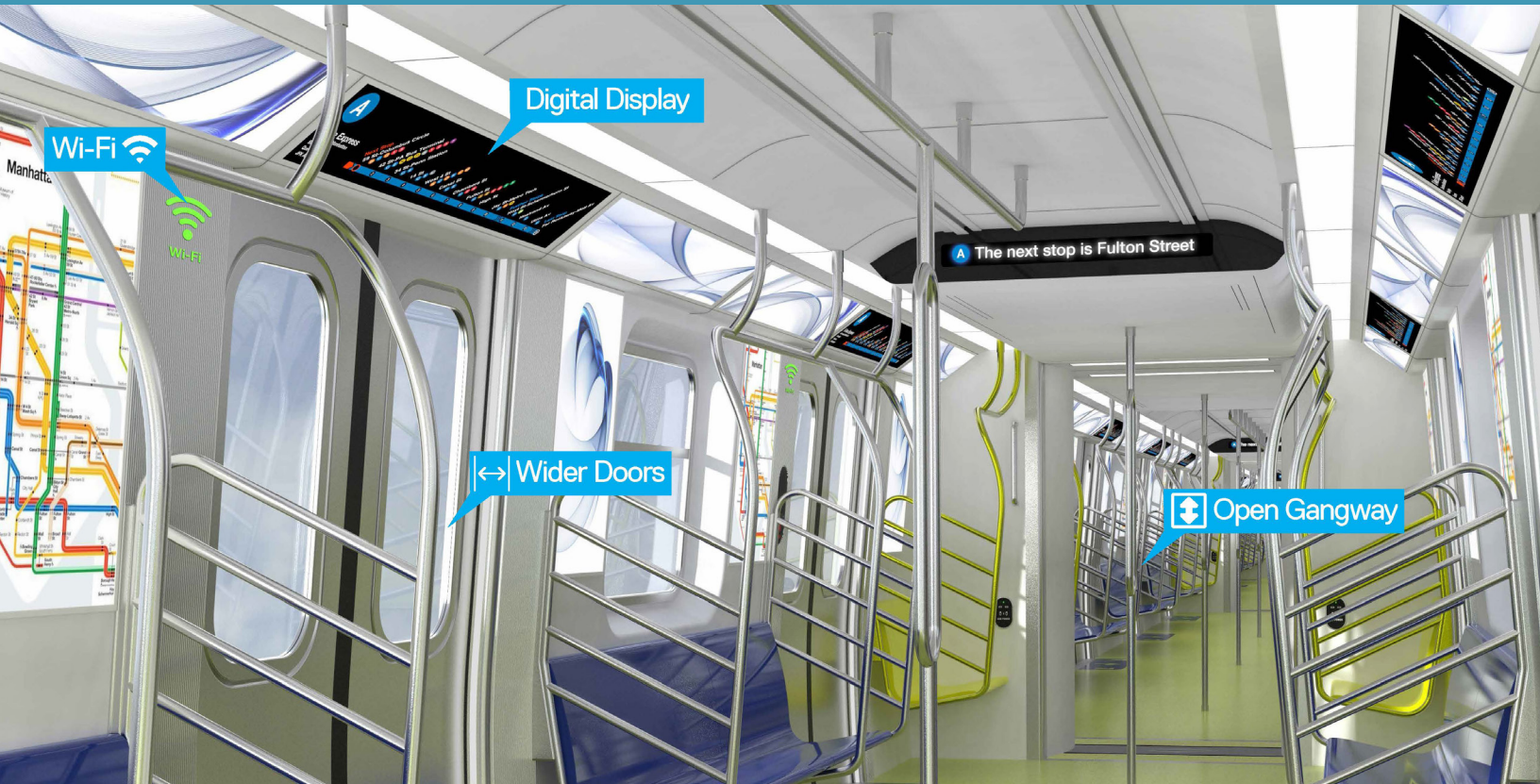
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New MTA subway car interior

**Cost:** \$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤

- Changing the design of subway cars can create more space on trains that are already running
- MTA is already investing in trains with wider doors, better seat configurations, and “open gangways” between cars

## Other Pros/Cons:

- Implementation timeframe depends on gradual turnover/retirement of train cars

# More Frequent Subways

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Tdorante10 - own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=68498841>

**Cost:** \$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤 👤

- MTA's Fast Forward plan includes installing modern signals with Communication Based Train Control (CBTC)
- This means more trains per hour
- 1 more train = room for 1,200 - 1,400 people!

## Other Pros/Cons:

- Implementation timeframe in uncertain
- Gains in capacity are limited by chokepoints in the subway system, like places where multiple routes merge

# Parking

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NYCDOT / flickr.com/photos/nycstreets/

**Cost:** \$\$\$\$\$

**Time:** 🕒 🕒 🕒

**Capacity:** 🚶 🚶 🚶 🚶 🚶

- Providing on-street and off-street (garage/lots) has been shown to lead to more driving
- Sunnyside Yard could provide less parking and only allow essential vehicles to access the interior streets, reducing its impact on surrounding roadways

## Other Pros/Cons:

- May have the biggest impact on local trips - not those between Manhattan and Queens



Forest Hills, Queens, NYC DOT Flickr

**Cost:** \$\$\$\$\$

**Time:** ⌚ ⌚ ⌚

**Capacity:** 👤 👤 👤 👤

- How land is used can change trip patterns when located near transit
- More offices and commercial areas in Queens mean fewer people would need to take the subway into Manhattan, freeing up space on trains

## Other Pros/Cons:

- The alleviation of transportation pressure may be gradual

# Connect to Less Crowded Trains

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**Cost:** \$\$\$\$\$

**Time:** 🕒 🕒 🕒

**Capacity:** 🚶 🚶 🚶 🚶

- Strong walking connections and other options (like free shuttles) can help connect people to subways with more available capacity
- New development near less crowded trains (like the M/R) can also spread out demand for transit

## Other Pros/Cons:

- The impact of these options may be minimal, depending on the scale of the development

# Your Idea About Efficiency

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## Write Your Description Here:

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## Pros:

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## Cons:

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Cost:

Time:

Capacity:

## Anything Else:

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