Biking & Walking Improvements

• 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

Cost: $$$$$
Time: ⌁ ⌁ ⌁
Capacity: ⬂ ⬂ ⬃ ⬅
Expanded Bike Share

- 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

Cost: $$$$$

Time: 🕒 🕒 🕒

Capacity: ⬇️ ⬇️ ⬇️ ⬇️}

NYC Better Bike Share Partnership, CitiBike
Expanded Ferry Service

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

- 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)

• 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

Cost: $$$ Time: 🕒 🕒 🕒 Capacity: ⬆️⬆️⬆️⬆️

Other Pros/Cons:
• Service could be as frequent as every 2 minutes
New Regional Rail Station

- 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

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

Cost: $$$$$
Time: ⌚️ ⌚️ ⌚️
Capacity: 🌟🌟🌟🌟🌟
Your Idea About Expansion

Write Your Description Here:

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Pros:

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Cost: $$$$$$$ Time: ☐ ☐ ☐ Capacity: ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐

Cons:

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Anything Else:

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Freight Improvements

• 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

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

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

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

• 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
Land Use

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

- 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

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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