

Sunnyside Yard Master Plan Public Meeting #2 Mobility Workshop

26 March 2019

NYCEDC

 AMTRAK®



Agenda

1. Introductions
2. Why Do We Think About Mobility?
3. Travel in Western Queens & NYC Today
4. How Could We Get Around Differently?
5. What Does the Future Hold?
6. Feedback

Why Do We Think About Mobility?

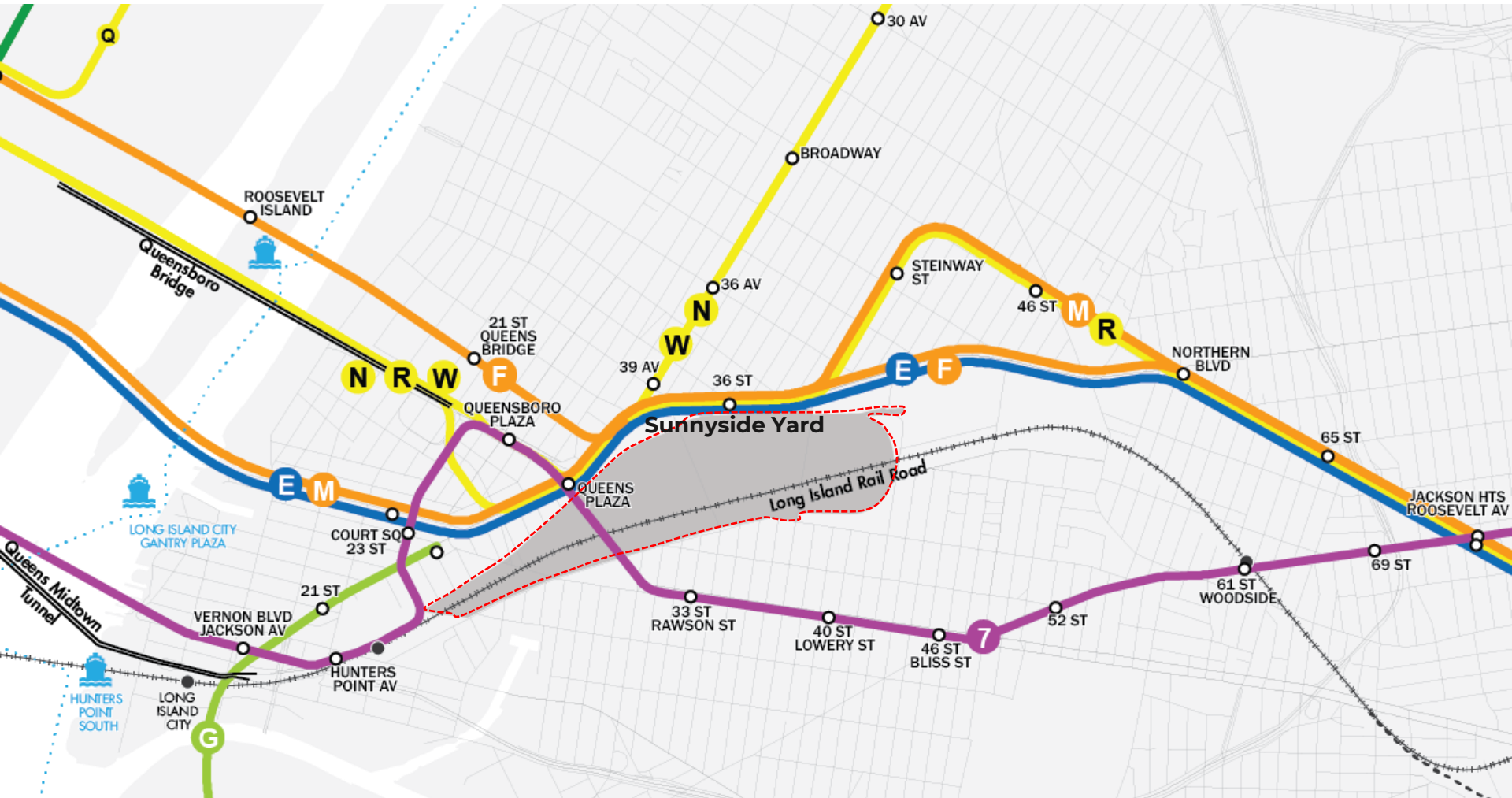
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A Growing & Changing City

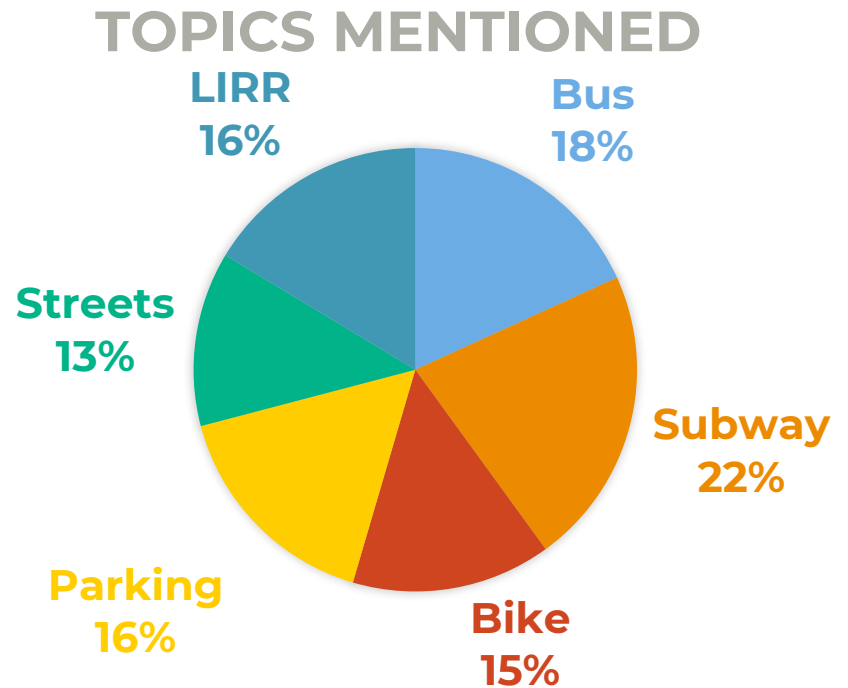
- Increasing demand for commute options while the network of streets and subways is a constant
- Some areas see more congestion and crowding than others



A Growing & Changing City

Public Meeting #1: What We Heard

- Subway crowding
- Increase capacity to meet growing population
- Better use of buses during planned subway work
- Desire for more parking / Requests to eliminate parking
- Unified regional rail ticket to use on LIRR, Metro-North and NJ Transit
- Redesign bus routes to better connect neighborhoods around the Yard
- Improved pedestrian crossings and streetscapes
- Expand CitiBike and bike infrastructure
- Better connections between neighborhoods north and south of the yard



A Growing & Changing City



Roosevelt Avenue (1913)



7 Line (1917)



Queensboro Station (1917)

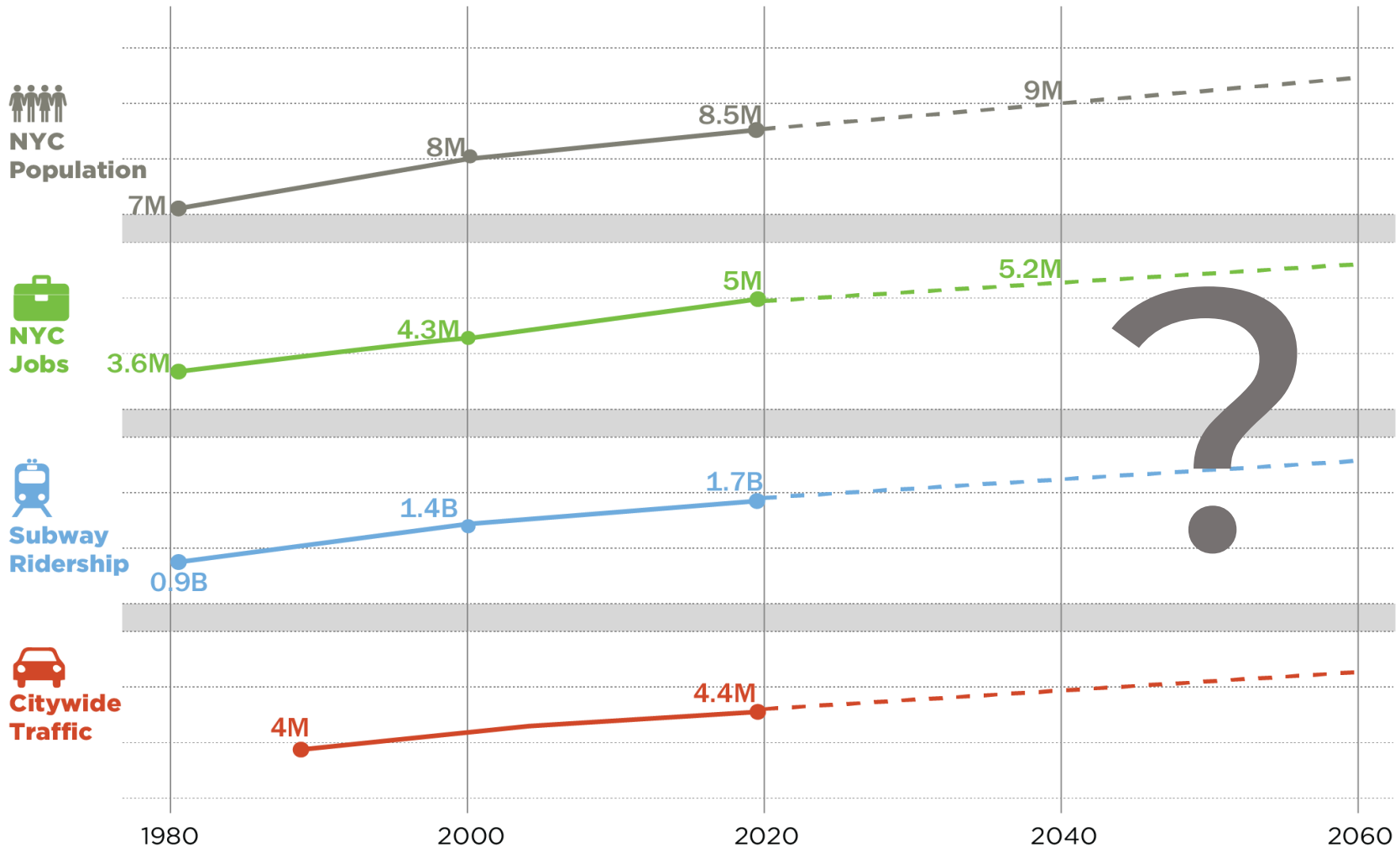


View of 7 line & Queensboro Bridge (1916)

All photos
Courtesy of New
York Transit
Museum

A Growing & Changing City

Remind ourselves how much can happen, and what can change, in 40 years...



Travel in Western Queens & NYC Today

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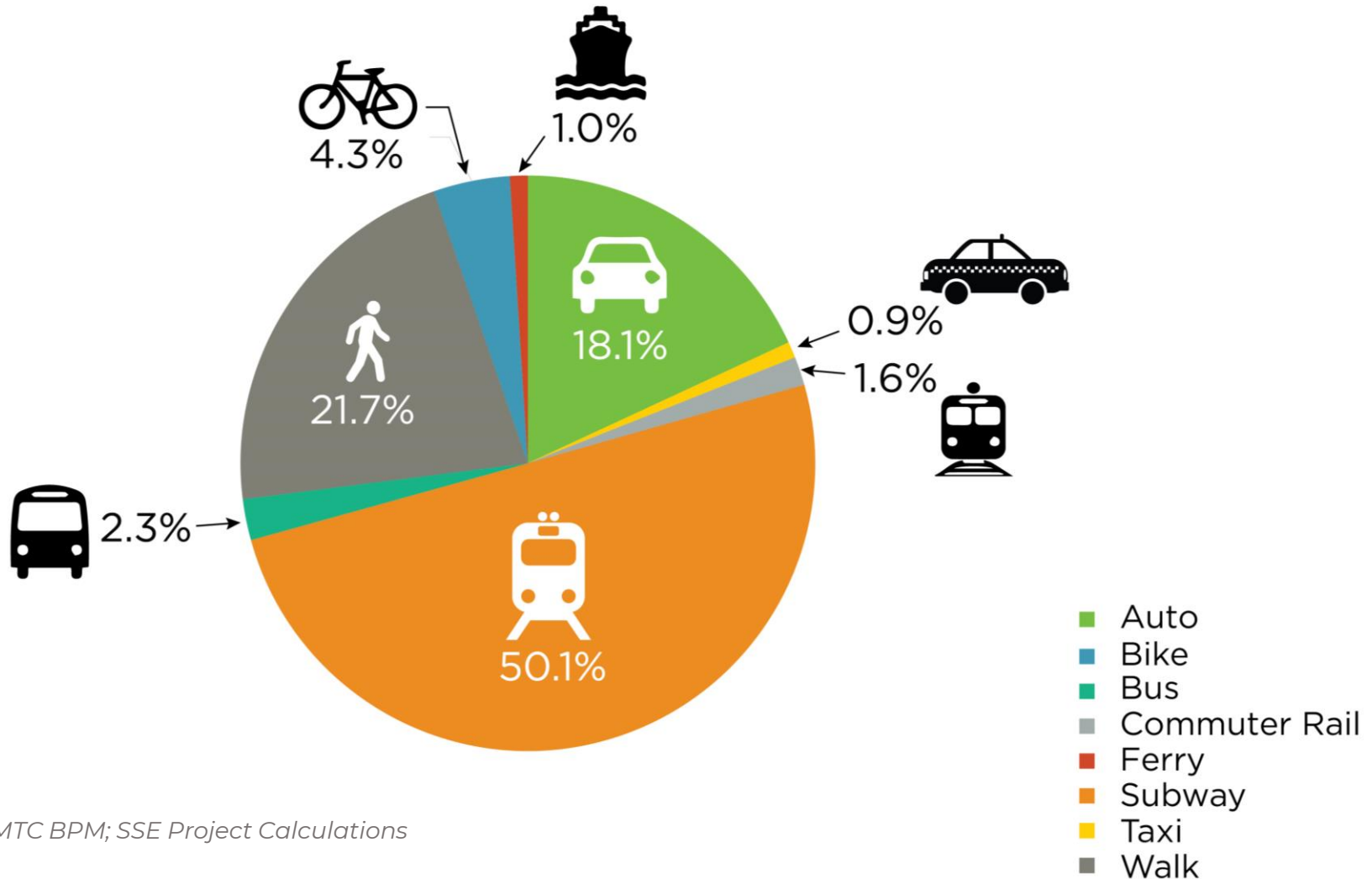
How do you get around NYC?

VOTE BY TEXTING: (281) 962 - 1062

**What mode of
transportation do you
use most overall?**

Travel in Western Queens Today

Travel Mode Use Western Queens



Source: NYMTC BPM; SSE Project Calculations

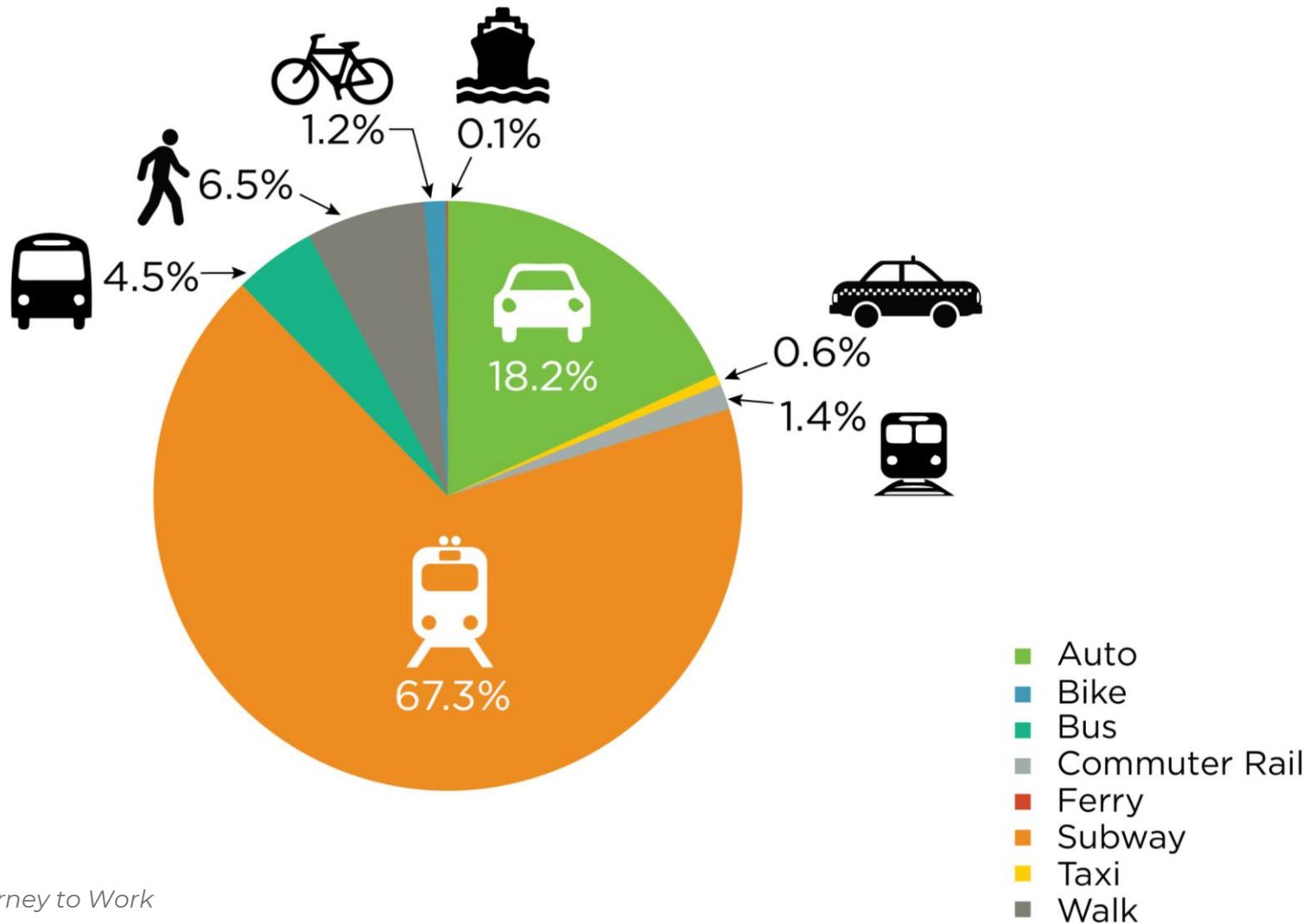
How do you get around NYC?

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**What mode do you use
to get to work or
school?**

Commuting Trips Today

Morning Peak Hour Commute Trips for Western Queens



Source: Census Journey to Work

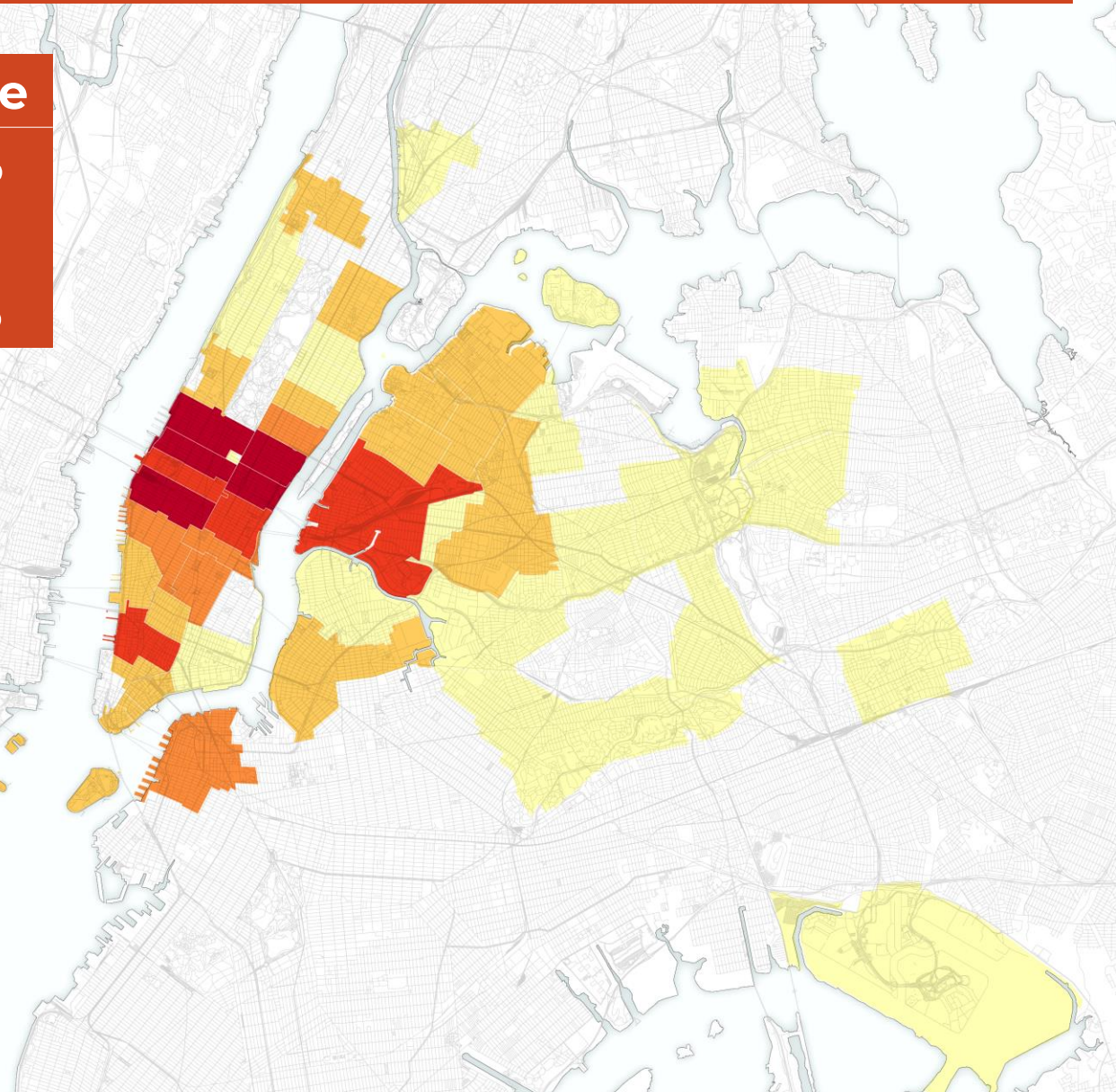
Commute Destinations from Western Queens

Destination	Share
Manhattan	59%
Queens	18%
Rest of Region	23%

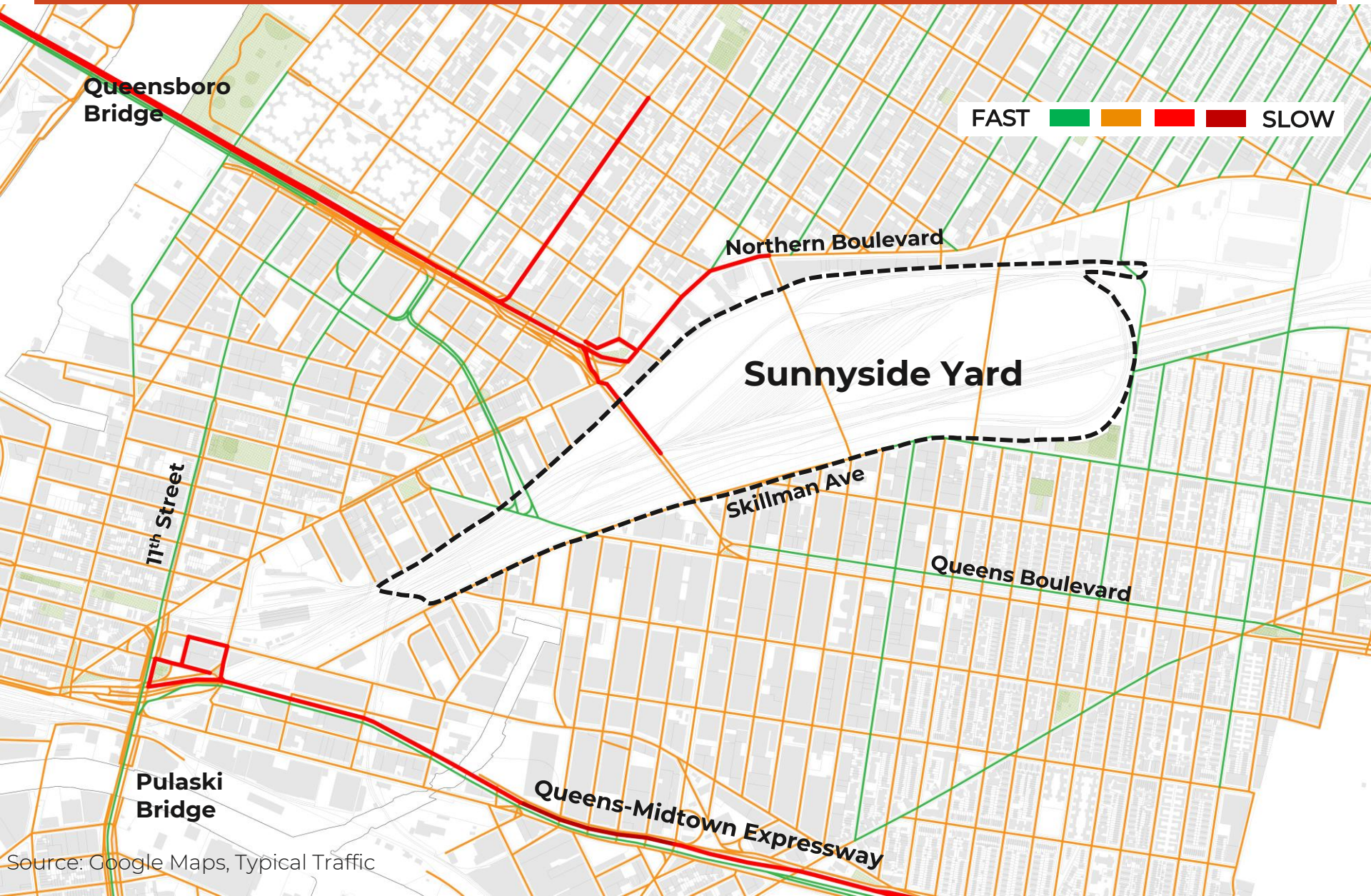


MORE TRIPS

FEWER TRIPS



Traffic Congestion: AM Peak

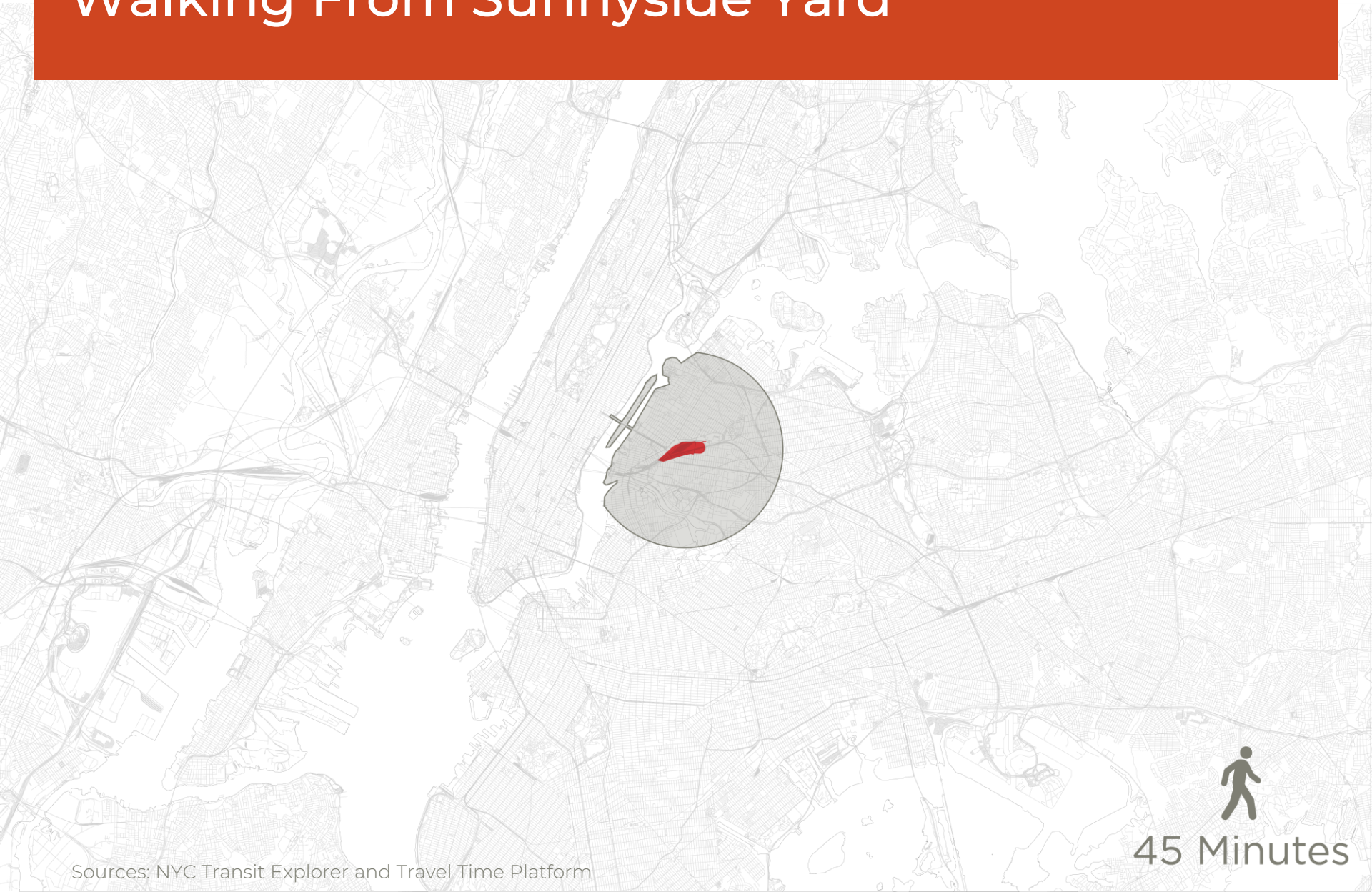


How People Travel Today

How far can you go in 45 minutes...

- Walking
- Traveling by Bus
- Traveling by Subway
- Biking
- Driving

Mobility Study: 45 Minute Radius Walking From Sunnyside Yard

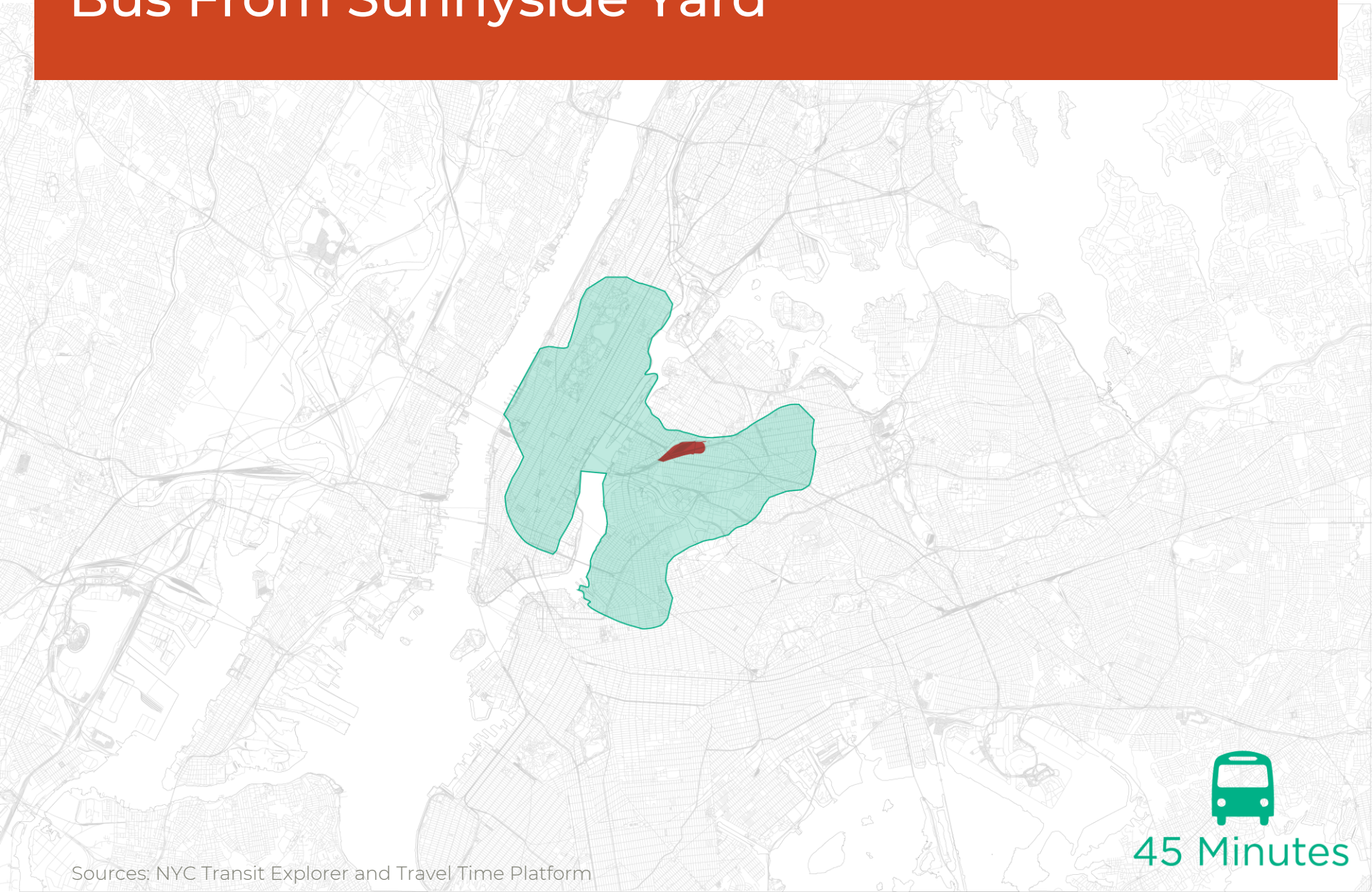


Sources: NYC Transit Explorer and Travel Time Platform



45 Minutes

Mobility Study: 45 Minute Radius Bus From Sunnyside Yard

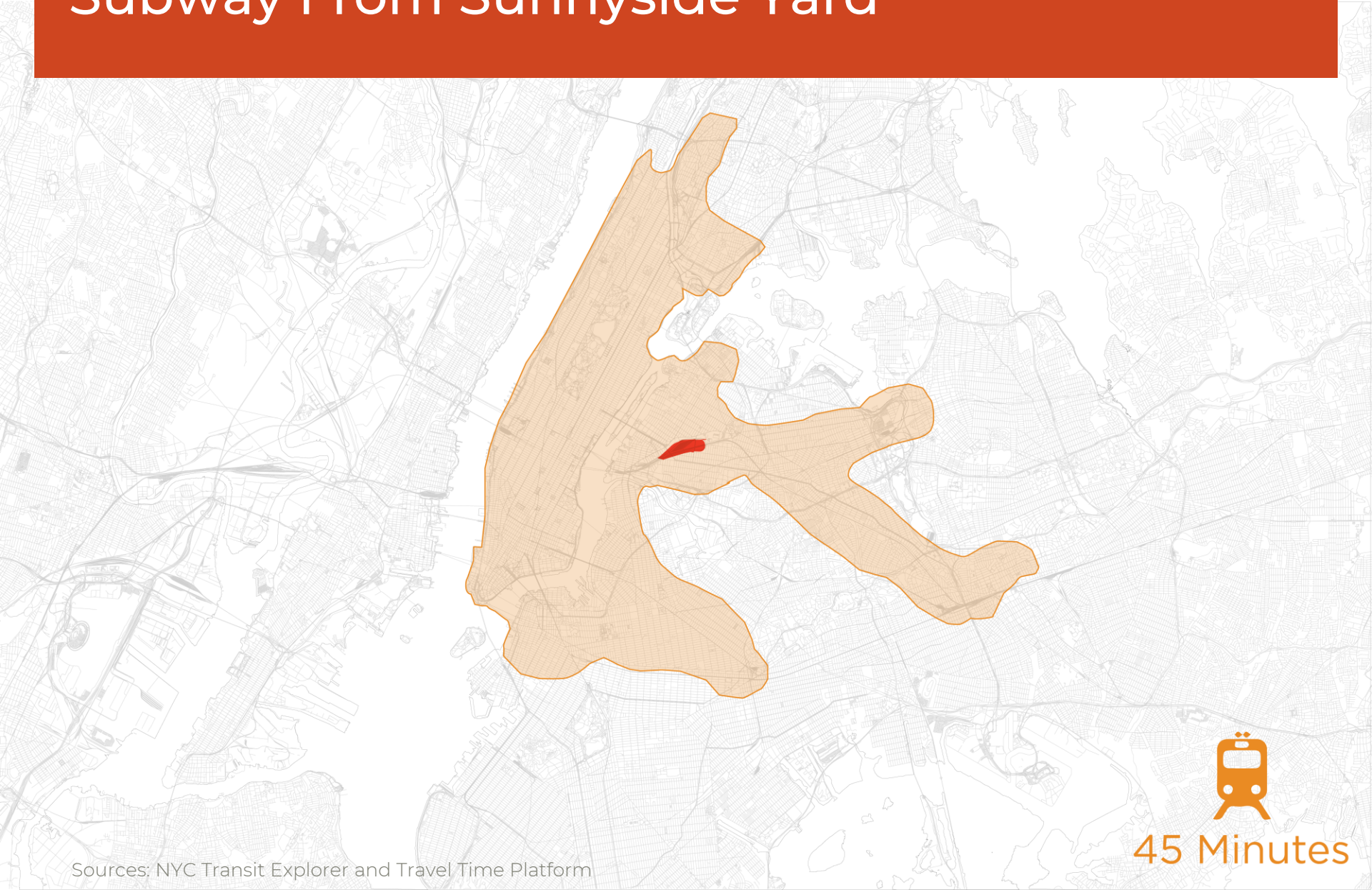


Sources: NYC Transit Explorer and Travel Time Platform



45 Minutes

Mobility Study: 45 Minute Radius Subway From Sunnyside Yard

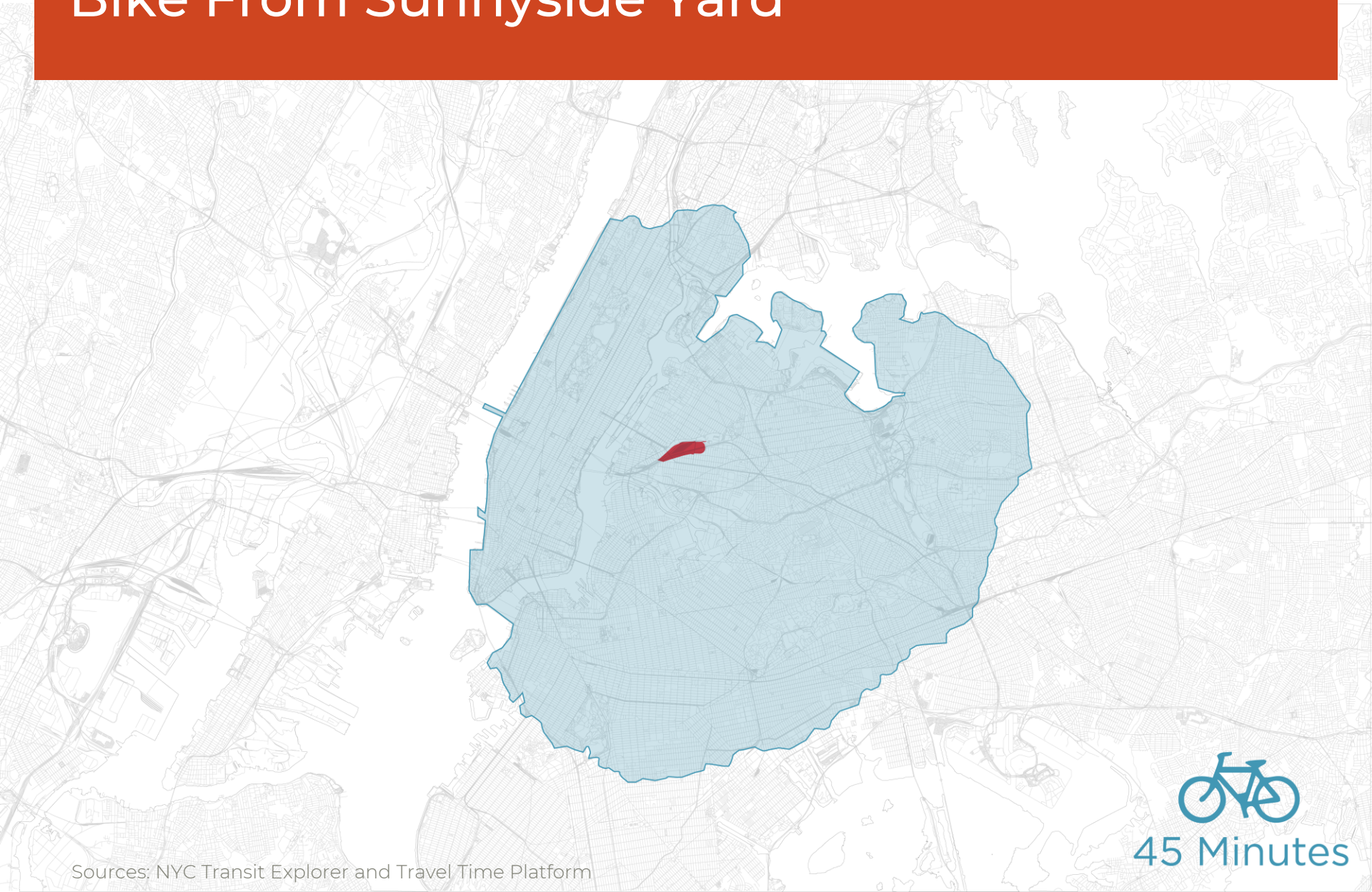


Sources: NYC Transit Explorer and Travel Time Platform



45 Minutes

Mobility Study: 45 Minute Radius Bike From Sunnyside Yard

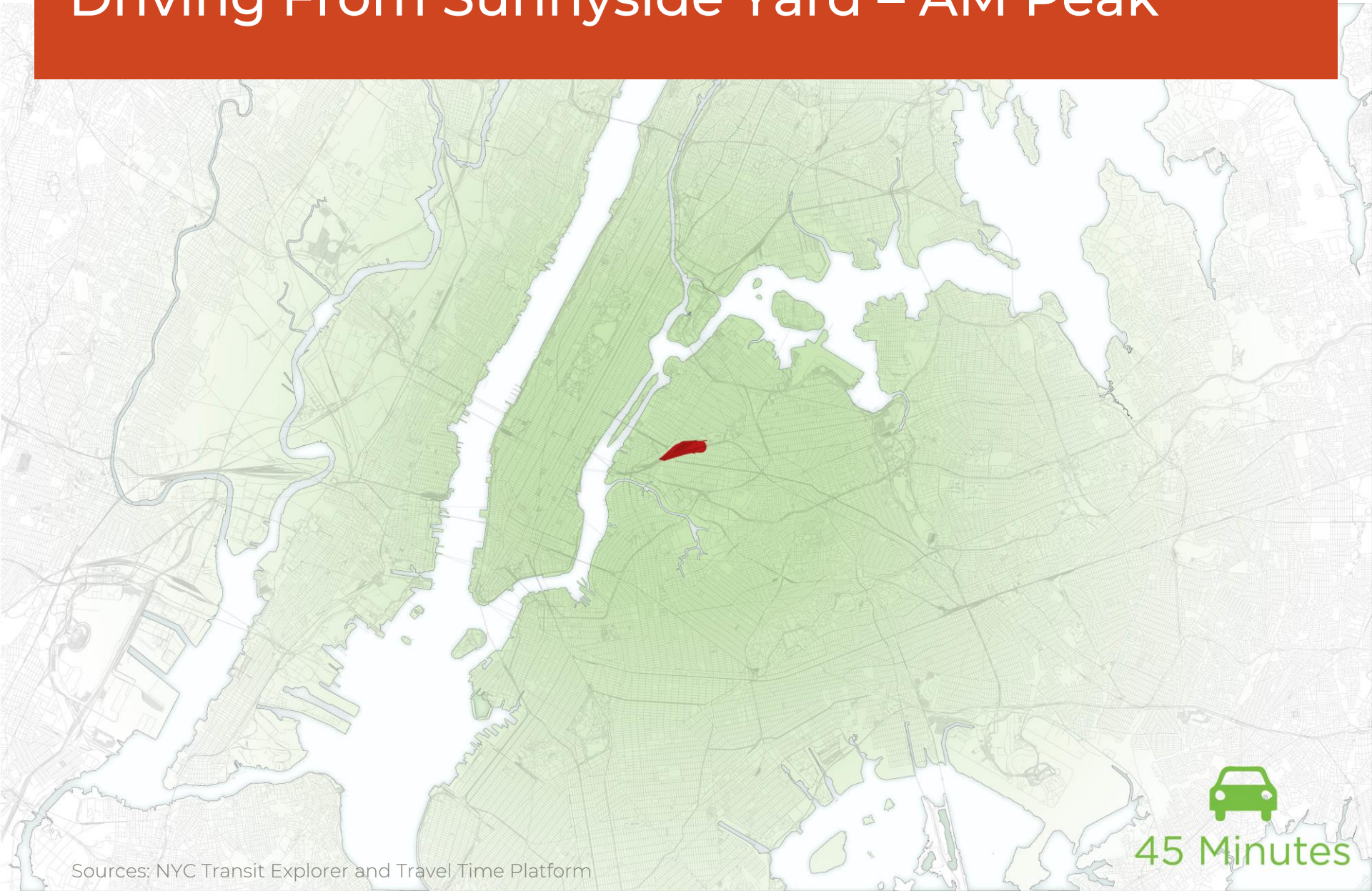


Sources: NYC Transit Explorer and Travel Time Platform



45 Minutes

Mobility Study: 45 Minute Radius Driving From Sunnyside Yard – AM Peak



Sources: NYC Transit Explorer and Travel Time Platform



45 Minutes

How Could We Get Around Differently?

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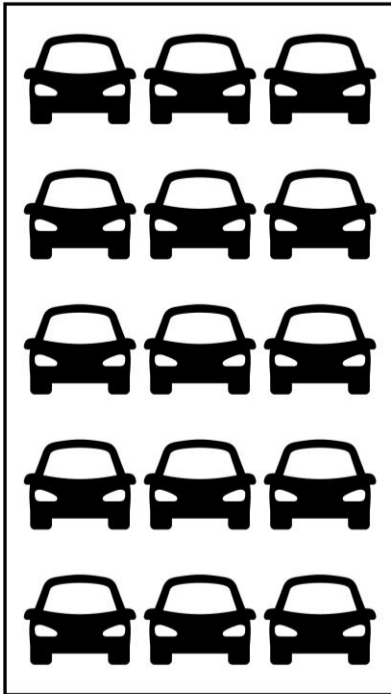
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Types of Improvements

Improvements fall into two categories:

1



2

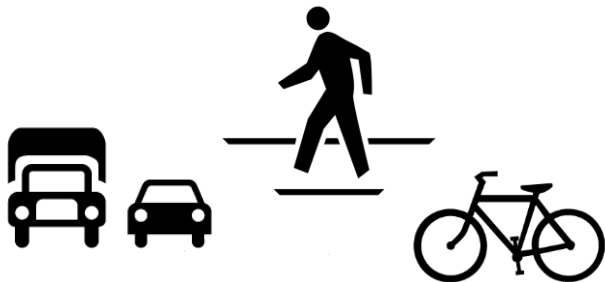


Expansion

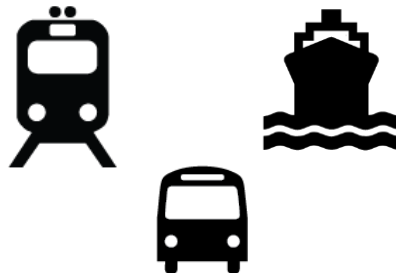
Potential Improvements: Efficiency

- How can we **use the existing transportation network** more efficiently?
- Can we better distribute people and vehicles **without costly new infrastructure**?

STREETS



TRANSIT

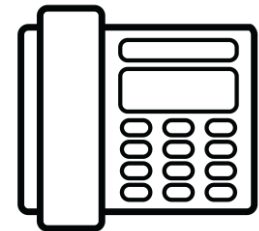
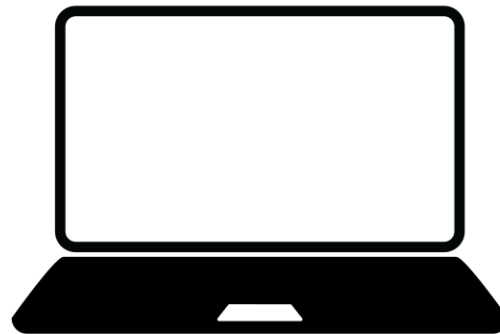


LAND USE



Efficiency: Transit & Travel Demand Management

- **Provide information** about times and places with less traffic and fewer crowds
- **Encourage** reverse commuting, telecommuting, and commuting outside of peak hours



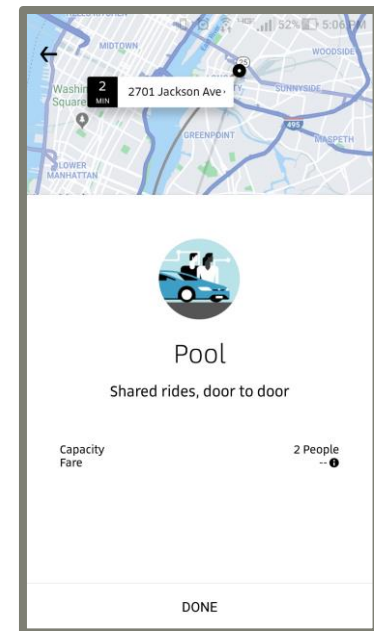
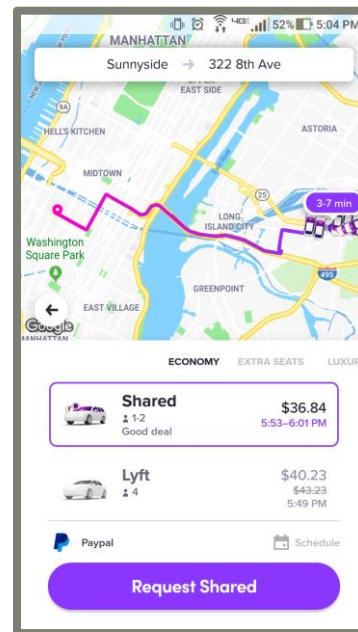
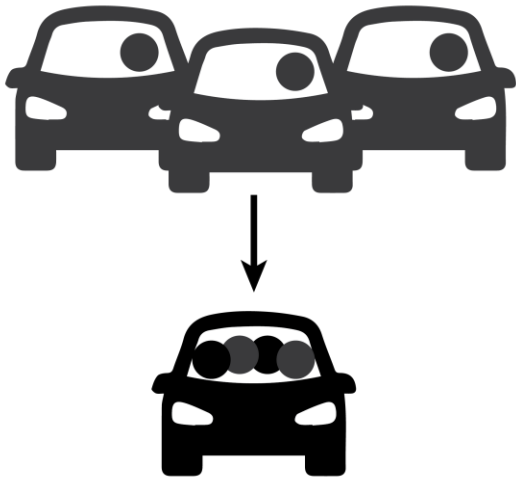
Efficiency: Street Uses

- **Reallocate** roadway space to higher capacity modes
- Implement **congestion pricing** to reduce the number of cars in congested areas
- Explore ways to **incentivize parking turnover**
- Encourage **off-peak freight** trips/deliveries



Efficiency: Shared Vehicles

- Encouraging **carpooling and ride sharing**
- Average group size is 1.5 people



Efficiency: Land Use Changes

Support **Transit-Oriented Development**:

- Mixed –used development
- Steer development near transit



Jamaica, Queens: CaptJayRuffins [CC BY-SA 4.0
(<https://creativecommons.org/licenses/by-sa/4.0/>)]



Flushing, Queens: GK tramrunner [CC BY-SA 4.0
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Potential Improvements: Expansion

Consider system expansion to **create more capacity**:

- How will we **move more people around** during the most congested times?
- What improvements could make more room in
in
our transit and street network?

Expansion: More Frequent Trains

- MTA's *Fast Forward* plan - installing **modern signals** → **More trains per hour**
- 1 more train = room for 1,200 - 1,400 people!



By Metropolitan Transportation Authority of the State of New York -
Montague Tube Fix&Fortify Repair Work, CC BY 2.0,
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Expansion: Subway Car Design

- Changing the **design of subway cars** can also create additional space for people on already scheduled trains

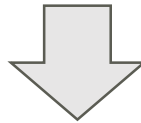


New MTA subway car design and prototype

Expansion: Additional Subway Cars

- **Adding an additional subway car** to the trains adds space
- MTA identified as possible future intervention worthy of investigation on some lines

Today: 8 cars



Tomorrow: 9 cars?



Expansion: New Subway Lines

- Building **new subway lines** is expensive and takes time
- The Second Avenue Subway has made a real difference
- MTA laid the groundwork for a possible new subway in Queens in the future



Expansion: Bus Service

- MTA **bus network redesigns** could improve bus service (shorter travel times, more reliability and convenience)
- Some routes could be **upgraded to Select Bus Service or Bus Rapid Transit** in the future



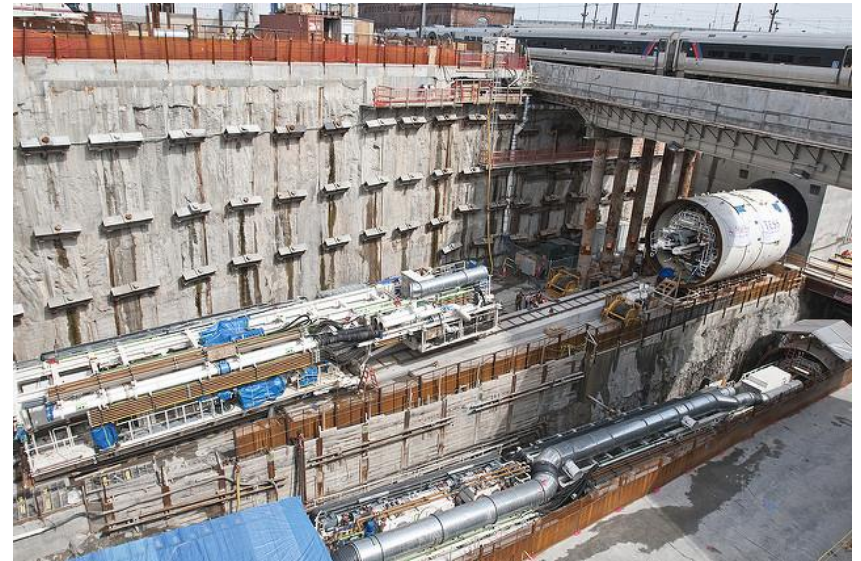
Woodhaven Blvd SBS, implemented in November 2017 – views at Jamaica Avenue and Rockaway Blvd.



B82 SBS: Kings Hwy & Nostrand Ave, Brooklyn New York City Department of Transportation

Expansion: Regional Rail

- East Side Access will bring LIRR trains to Grand Central and **increase potential capacity on LIRR**
- More opportunities for more Queens riders to take LIRR rather than the subway into Manhattan



Expansion: Ferry Service

- **NYC Ferry can expand** via bigger or more frequent boats
- Now three year-round routes serving Queens and **two nearby landings** (Hunters Point South & Gantry Plaza State Park)



NYC Ferry



Expansion: Expanded Bike Share

- Expanding access to bike share offers an **additional travel choice**, and bicyclists free up space in cars, buses and subways



NYC Better Bike Share Partnership, Citi bike



Lower East Side Girls Club, Citi Bike for Youth 2017

Expansion: Bike & Walking Improvements

- Redesign corridors and intersections to **encourage walking and bicycling by making these modes safe and accessible**



Pedestrian and bicycle safety improvements on Northern Blvd and Skillman Avenue, NYCDOT



Pedestrian and bicycle safety improvements at W26th St and 8th Ave

Summary: Potential Improvements

- Different improvements have **varying impacts on different trip types** (work/school commutes, occasional trips, daily errands) and have **different timelines** for implementation
- By 2060, **both transit and the street network will need significant investment** to also increase mobility and capacity as the neighborhood and city grow

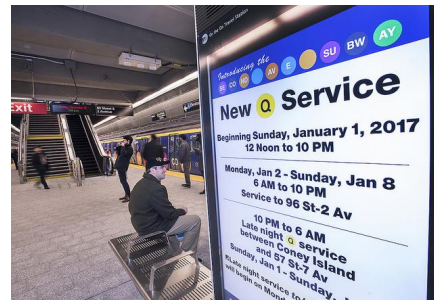
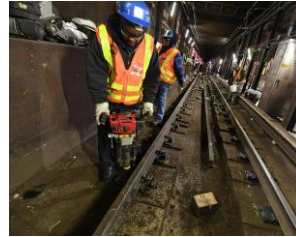
What Does the Future Hold?

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What Does the Future Hold?



Feedback

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