

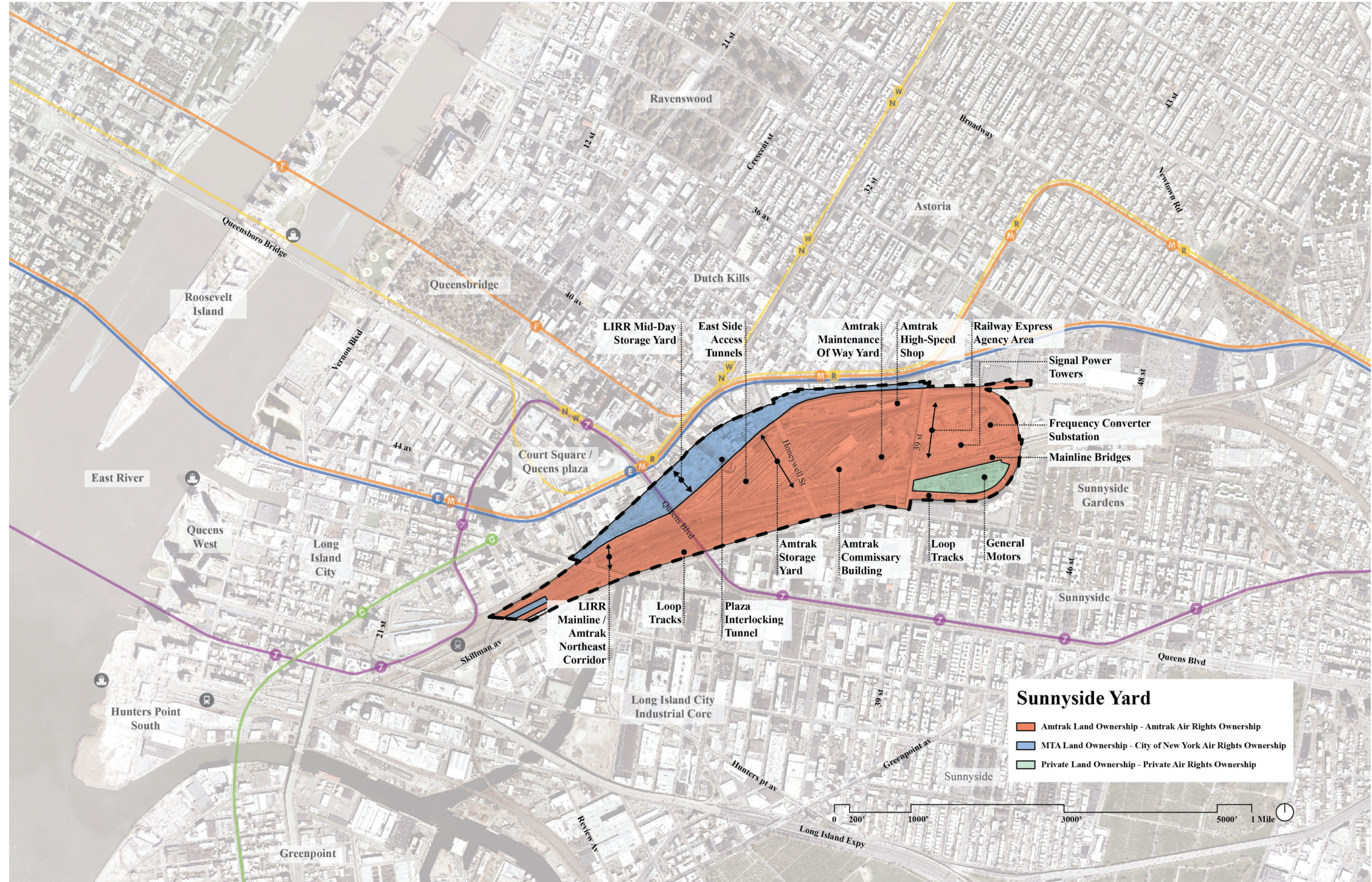
The Future of Sunnyside Yard: **Taking a Transportation and Infrastructure-First Approach**

**NYU Rudin Center
January 22, 2020**

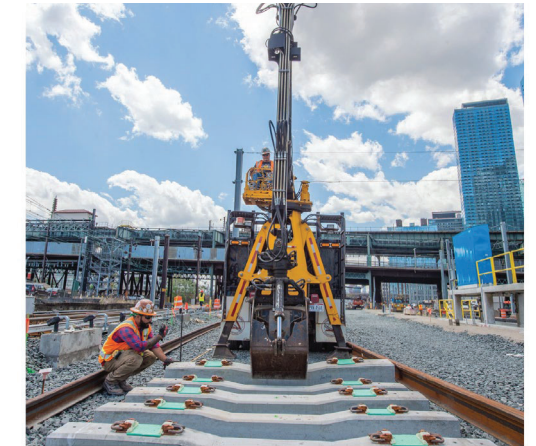


What is Sunnyside Yard?

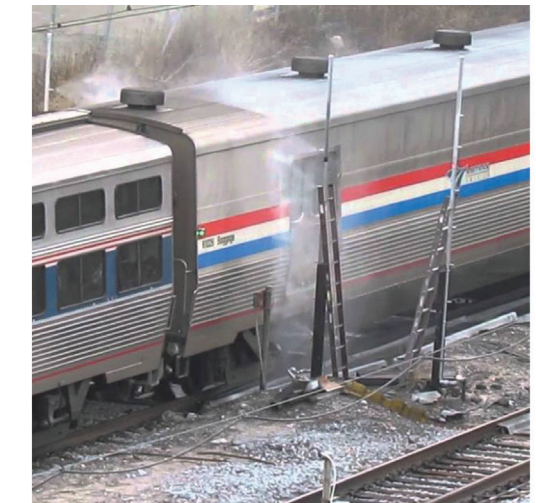
- 180-acre active railyard owned by **Amtrak** (142 acres), **MTA** (31 acres - **City air rights**), and small **private parcel** (7 acres)
- Critical piece of **regional rail infrastructure** since 1910
- One of the **busiest passenger railyards** in the nation
- Critical Main Line tracks, train storage, and maintenance facilities for **Amtrak's Northeast Corridor**
- Also tracks and servicing for **NJT** and **LIRR** trains; Metro-North trains will use Yard in future post-Penn Access



What happens at Sunnyside Yard?



MTA's Midday Storage Yard (under construction)



Train Wash

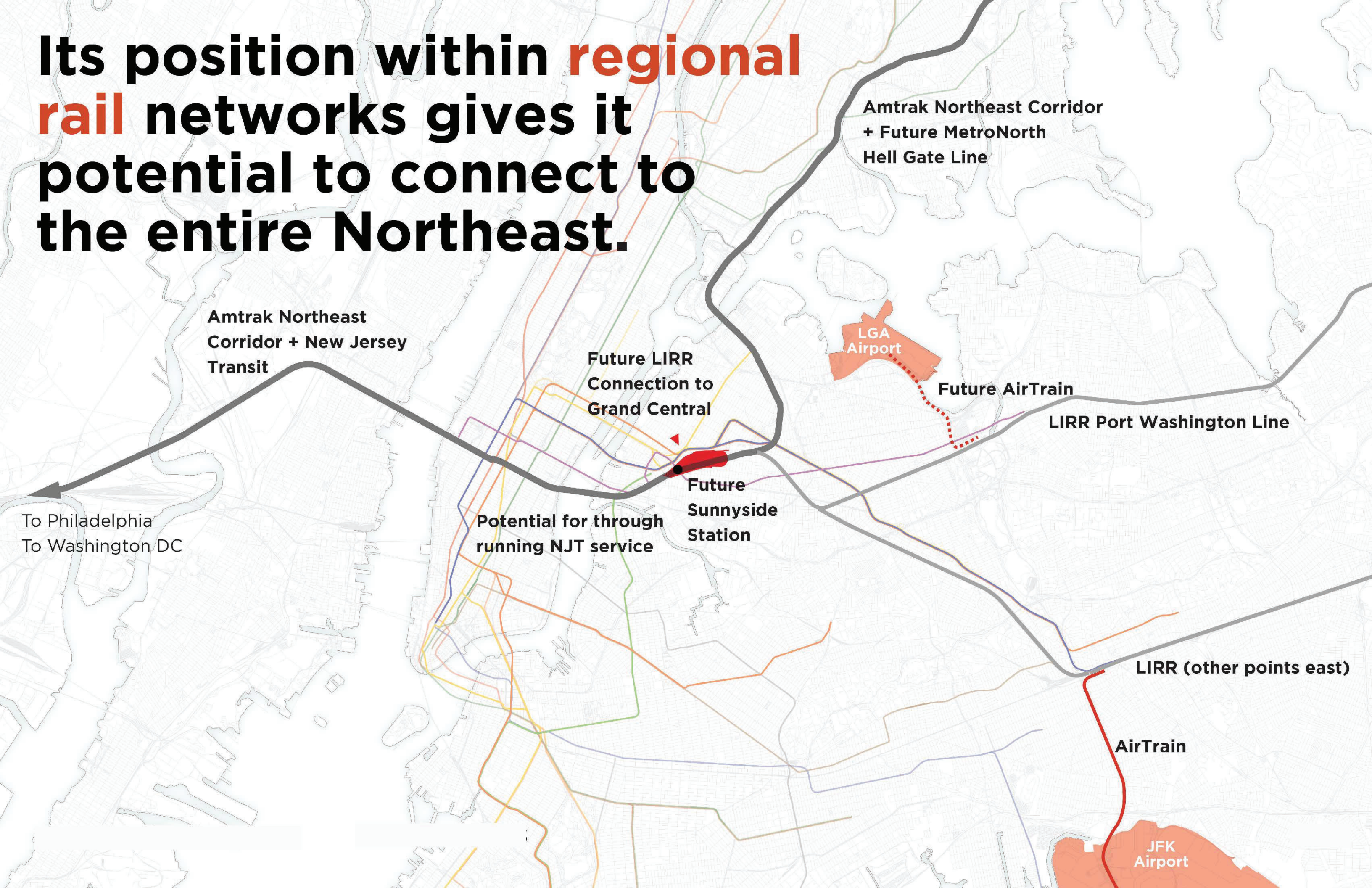


The Main Line

Sunnyside Yard presents a unique opportunity for sustainable, long-term planning that **supports Western Queens neighborhoods.**



Its position within regional rail networks gives it potential to connect to the entire Northeast.

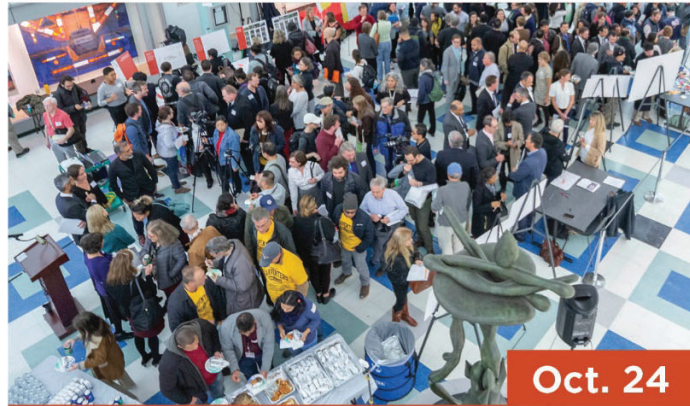


Phases of Sunnyside Yard Master Planning Process

Blue-Sky Listening

Workshopping Draft Concepts

Refining the Master Plan



Oct. 24

**First Public Meeting
400+ Attendees**



Mar. 26

**Second Public Meeting
200+ Attendees**



Sept. 16

**Third Public Meeting
175+ Attendees**



Dec. 4

**Digital Town Hall
100+ Attendees**

**Plan
Release**

2018			2019				2020
Summer	Fall	Winter	Spring	Summer	Fall	Winter	
	Sept. 2018 - Feb. 2019 75+ One-on-one stakeholder interviews			June 2019 - Aug. 2019 Community Events			
			Feb. 2019 - May 2019 Stakeholder group interviews				
Summer 2018 - Winter 2019 Quarterly Steering Committee Meetings							

The Sunnyside Yard Steering Committee – a group of 40+ elected officials, community leaders, regional thought leaders, and technical experts – will play a critical advisory role throughout the process.

Hosts

Vicki Been

Deputy Mayor for Housing and Economic Development, City of New York

Anthony Coscia

Chairman of the Board, Amtrak

Co-chairs

Elizabeth Luskin

President, Long Island City Partnership

Sharon Greenberger

President and CEO, YMCA of Greater New York

Invited Elected Officials

Charles Schumer

United States Senator

Kirsten Gillibrand

United States Senator

Carolyn Maloney

United States House of Representatives

Alexandria Ocasio-Cortez

United States House of Representatives

Michael Gianaris

New York State Senator

Catherine Nolan

New York State Assemblywoman

Jimmy Van Bramer

New York City Councilmember

Melinda Katz

Queens Borough President

Members

Angela Pinsky

Executive Director, Association for Better New York

Annie Cotton Morris

Chair of NYCHA, Citywide Council of Presidents

Antonios Benetatos

President, Dutch Kills Civic Association

Carlo Scissura

President and CEO, New York Building Congress

Dean Devita

Secretary-Treasurer, National Conference of Firemen & Oilers

Denise Keehan-Smith

Chair, Community Board 2

Elizabeth Erion and Gerry Caliendo

Land Use Committee Chair, Community Board 1

Felix Ciampa

Executive Director, Urban Land Institute New York

Frank Wu

President, Court Square Civic Association

Assuanta Howard

Interim Assistant Dean, LaGuardia Community College

Gary LaBarbera

President, Building and Construction Trades Council

Holly Leicht

Executive Vice President, Empire State Development

Jaime-Faye Bean

Executive Director, Sunnyside Business Improvement District

Janno Lieber

Chief Development Officer, Metropolitan Transportation Authority (MTA)

Jonathan Bowles

Executive Director, Center for an Urban Future

Judith Zangwill

Executive Director, Sunnyside Community Services

Lisa Deller

Land Use Committee Chair, Community Board 2

Lynne Sagalyn

Professor, Columbia University

Marie Torniali

President, Steinway Business Improvement District

Melissa Orlando

Executive Director and Founder, Access Queens

Mitchell Moss

Director of Rudin Center, New York University

Nuala O'Doherty

Director of Policy, CEC 30

Sheila Lewandowski

Member, Long Island City Cultural Alliance

Sylvia White

Co-Chair, Justice for All Coalition

Thomas J. Grech

President & Chief Executive Officer, Queens Chamber of Commerce

Tom Wright

President, Regional Plan Association

Tomoko Kawamoto

Director of Public Information, Museum of the Moving Image

The Sunnyside Yard Master Plan
is a framework to guide future
decision-making, cementing
public goods while maintaining
flexibility to evolve over time.



A Transportation and Infrastructure-First Approach

Western Queens Transportation

The Sunnyside Yard Master Plan is an opportunity to **think comprehensively and long-term about local, citywide, and regional transportation needs.**



Sunnyside Master Plan Transportation Strategy

Transportation in Western Queens requires investment in the coming years and decades to **increase reliability, capacity, and transportation options.**

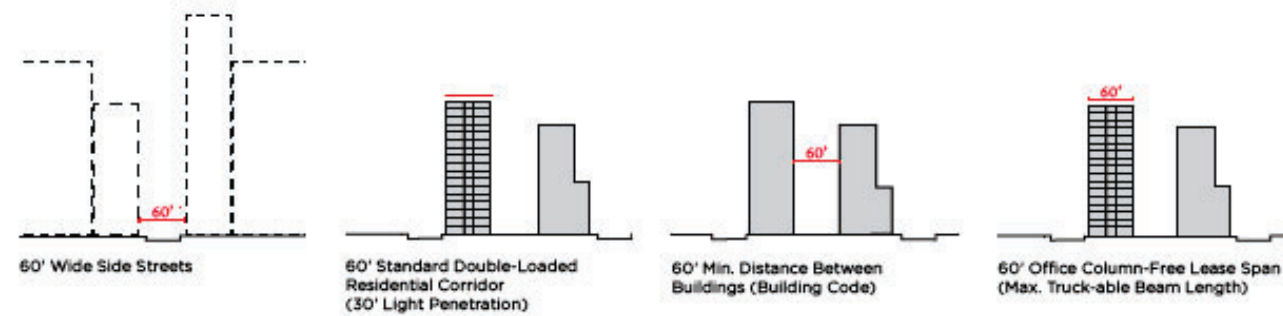
To identify these options, the Master Plan divided transportation into two strategies:

- 1. Designing local streets that prioritize walking, biking, and transit use**
- 2. Addressing the overall transit network and crowded subway system**

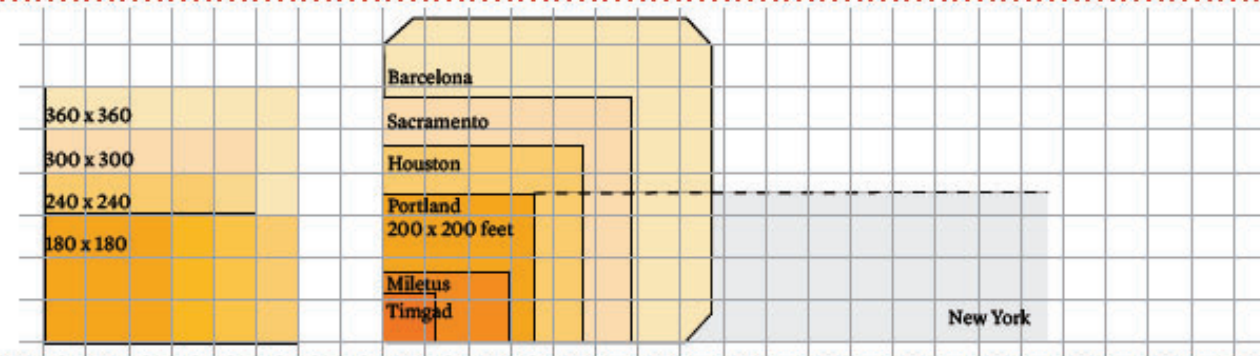


Streets: A People First Approach

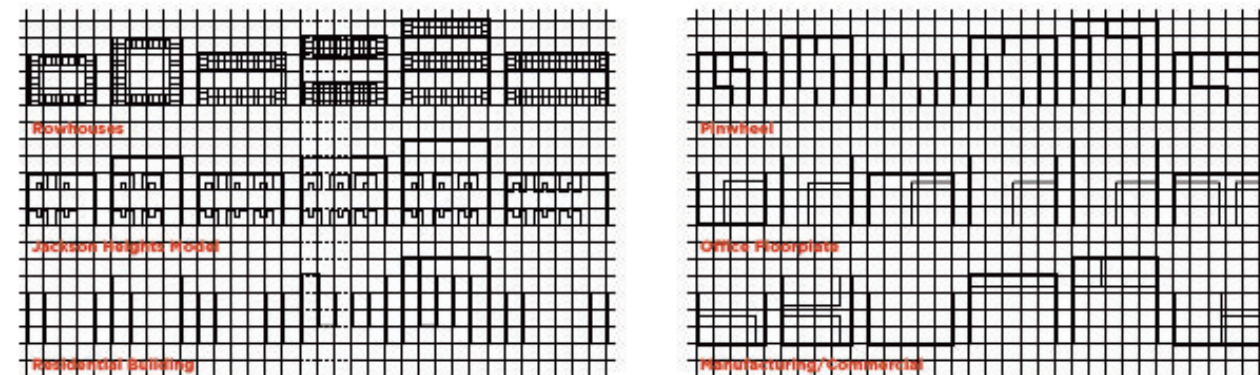
60' appears consistently in New York's built environment...



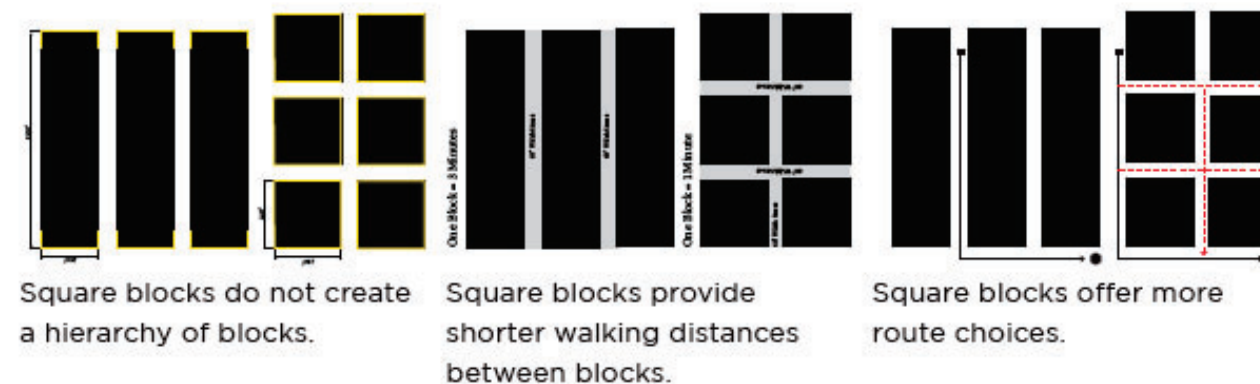
...so we studied 60' module blocks relative to blocks in other cities...



...and how these block sizes could accommodate various types of buildings on Sunnyside Yard...



...and lastly, the differences between rectangular and square blocks.

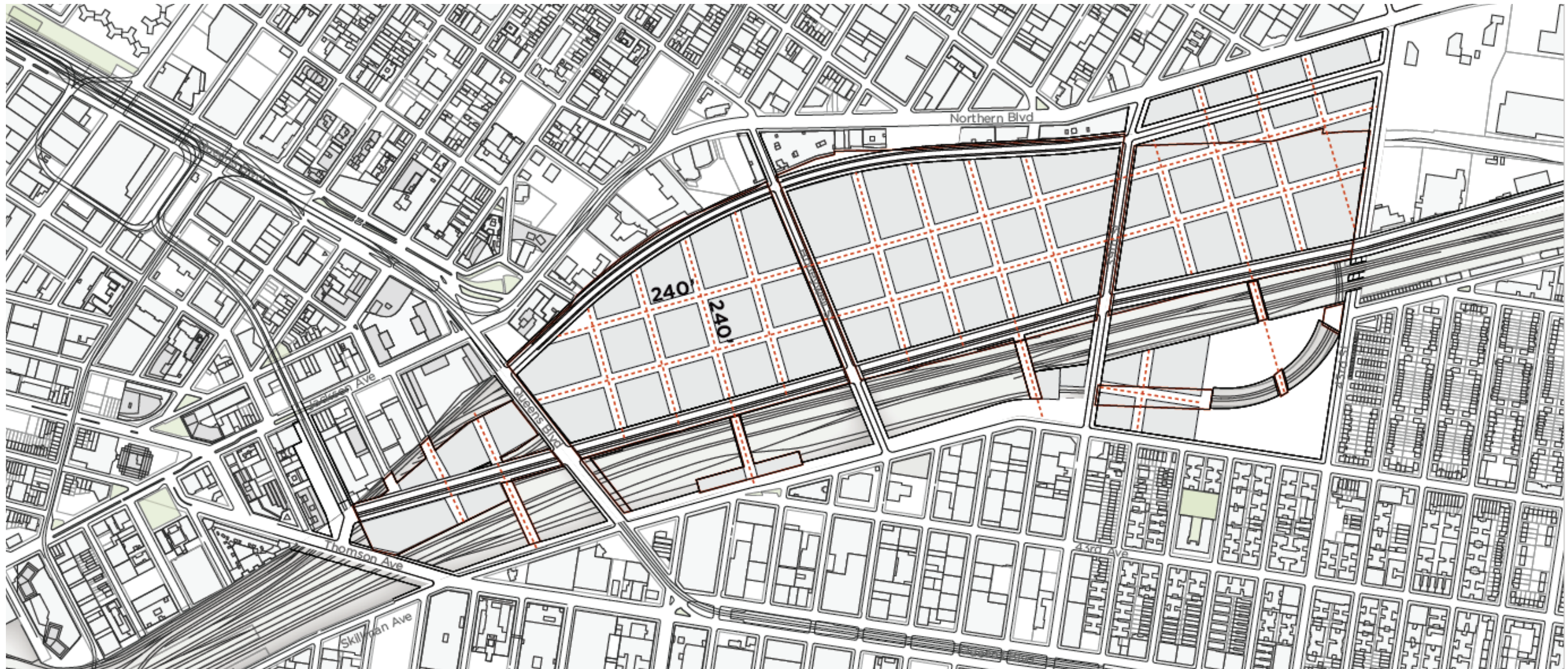


In conclusion, we determined that a 240' X 240' grid of square blocks would be the best fit for Sunnyside Yard.

Streets: A People-First Approach

The plan uses a **base grid of 240' X 240'**, modifying some blocks to integrate seamlessly into the existing street network and surrounding neighborhoods.

The proposed grid **prioritizes walkability** and **accommodates a range of uses** to be flexible and adaptable to **the needs of New Yorkers over time**.

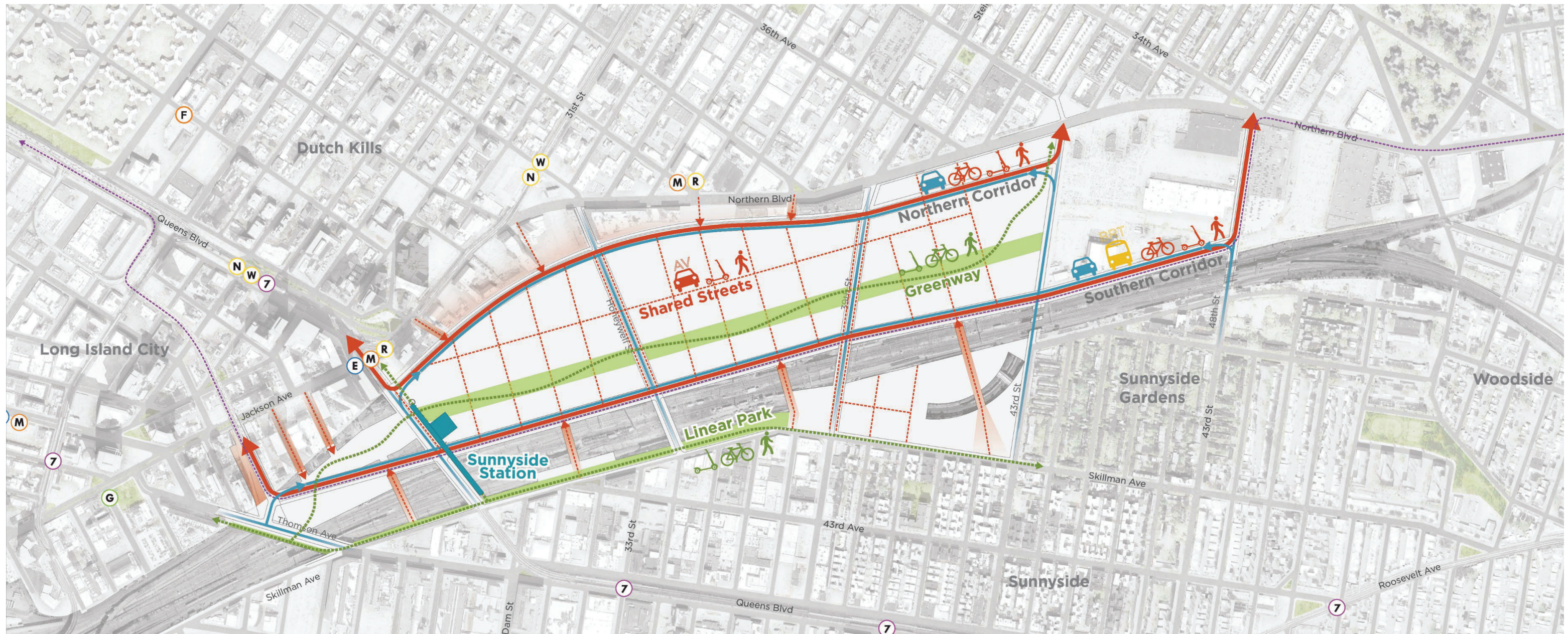


Streets: A People First Approach

New **streets are flexible enough to meet changing needs over time** while enabling **efficient and reliable movement** by a range of modes.

The plan embraces the **goal of safer and more vibrant street life** and seeks to **minimize car traffic** to and from the Yard.

Priorities for streets will differ. Some can handle high volumes of vehicles, while others should be **quiet, local streets with neighborhood-serving uses.**



Street Typologies

A hierarchy of four street types accommodates today's needs as well as emerging forms of transportation.

Passeig St Joan, Barcelona



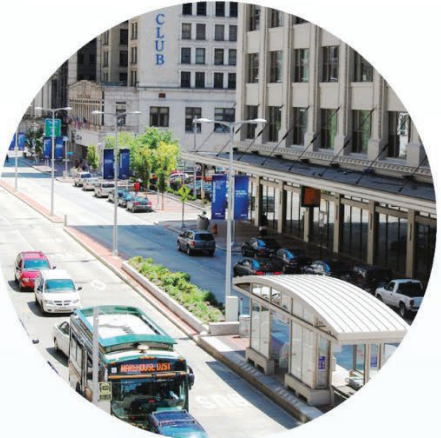
Mariahilferstrasse, Vienna



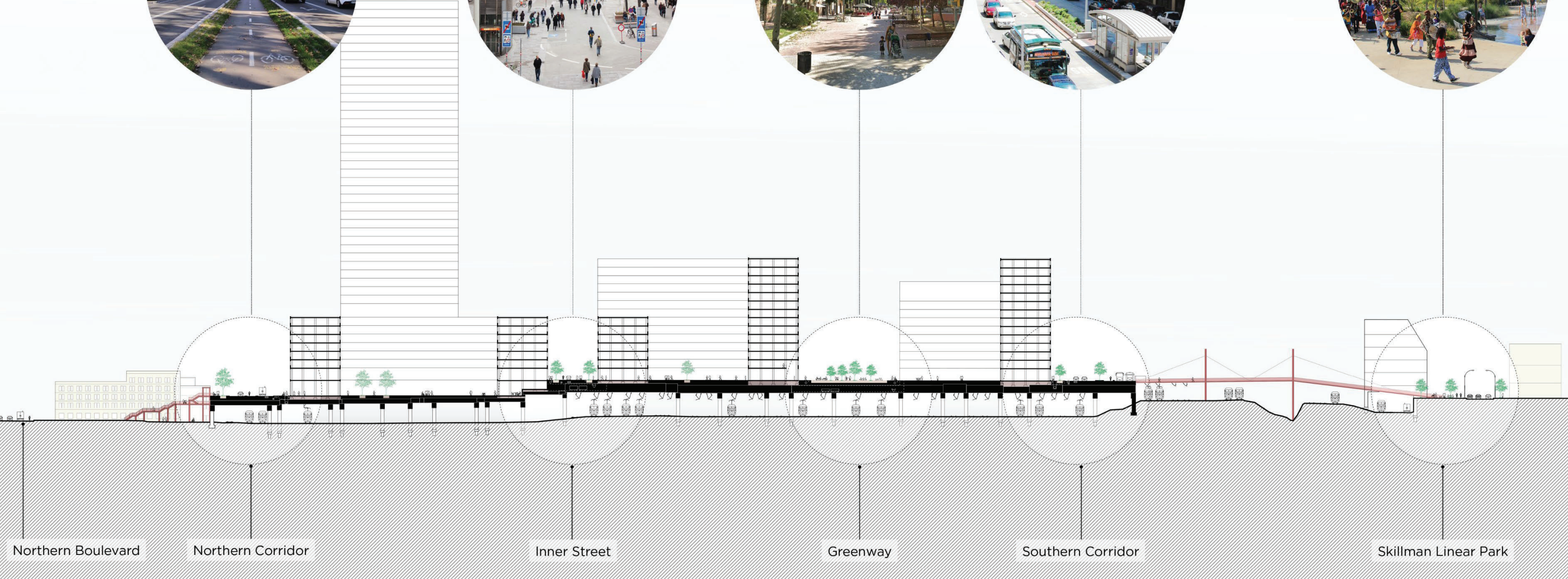
Avinguda Mistral, Barcelona



Euclid Ave, Cleveland



The BeltLine, Atlanta



Northern Boulevard

Northern Corridor

Inner Street

Greenway

Southern Corridor

Skillman Linear Park

Proposed Central Greenway



Illustrative View

Proposed Interior Streets



Illustrative View

Proposed Northern Corridor



Illustrative View

Transit: Network Efficiency & Expansion

The plan's approach to transit was further broken down into two areas:

- 1. Options to reduce the number of people on the subway**
- 2. Ways to expand subway capacity and make the system function better**



Network Efficiency: Additional Options

New Yorkers will have **additional transit options** through **regional rail service**, a new **Sunnyside Station**, and **Bus Rapid Transit (BRT)**.

These interventions can **reduce the number of people relying on the subway** and alleviate the strain on our congested subway system.

SHORT-TERM



Better Local Bus Service



Biking & Walking Improvements

MEDIUM-TERM



Sunnyside Station



Regional Rail Fare Policy

LONG-TERM



Bus Rapid Transit (BRT)

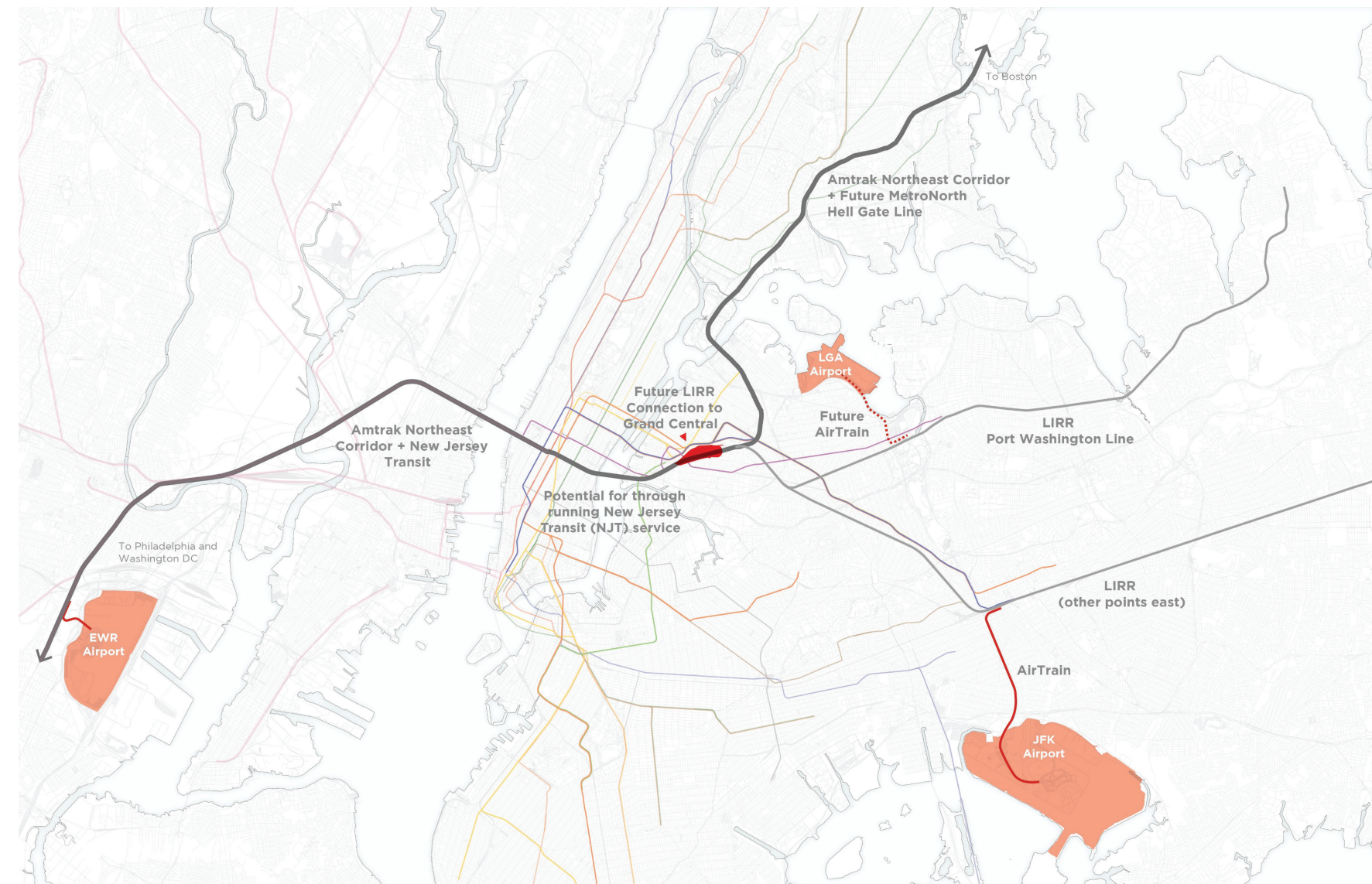
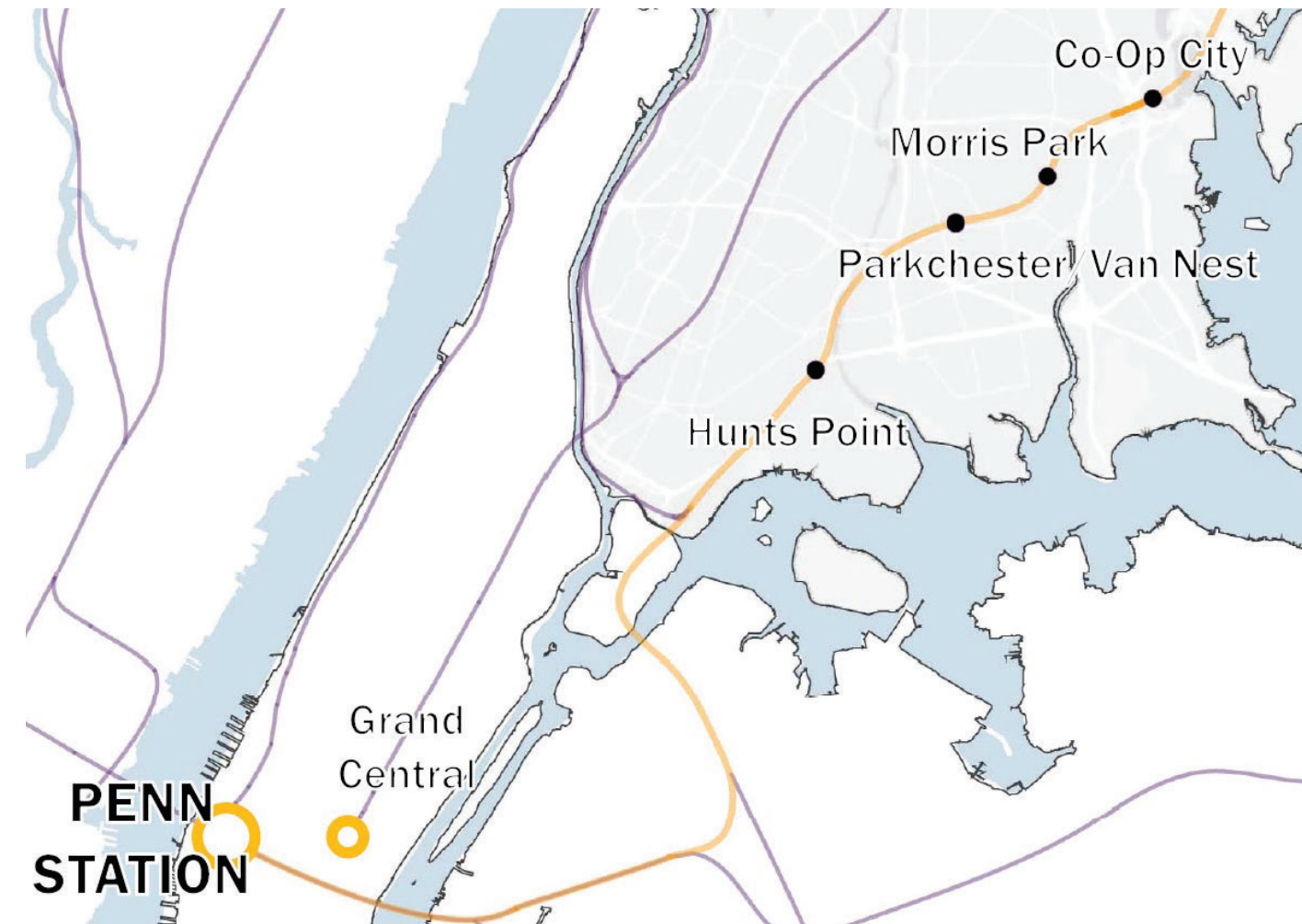


Land Use

Sunnyside Station: A New Vision

Sunnyside Station is a new regional rail station served by Long Island Rail Road initially, and eventually by **Metro-North, NJ Transit, and Amtrak** – creating a hub with **access to every part of the NYC region**.

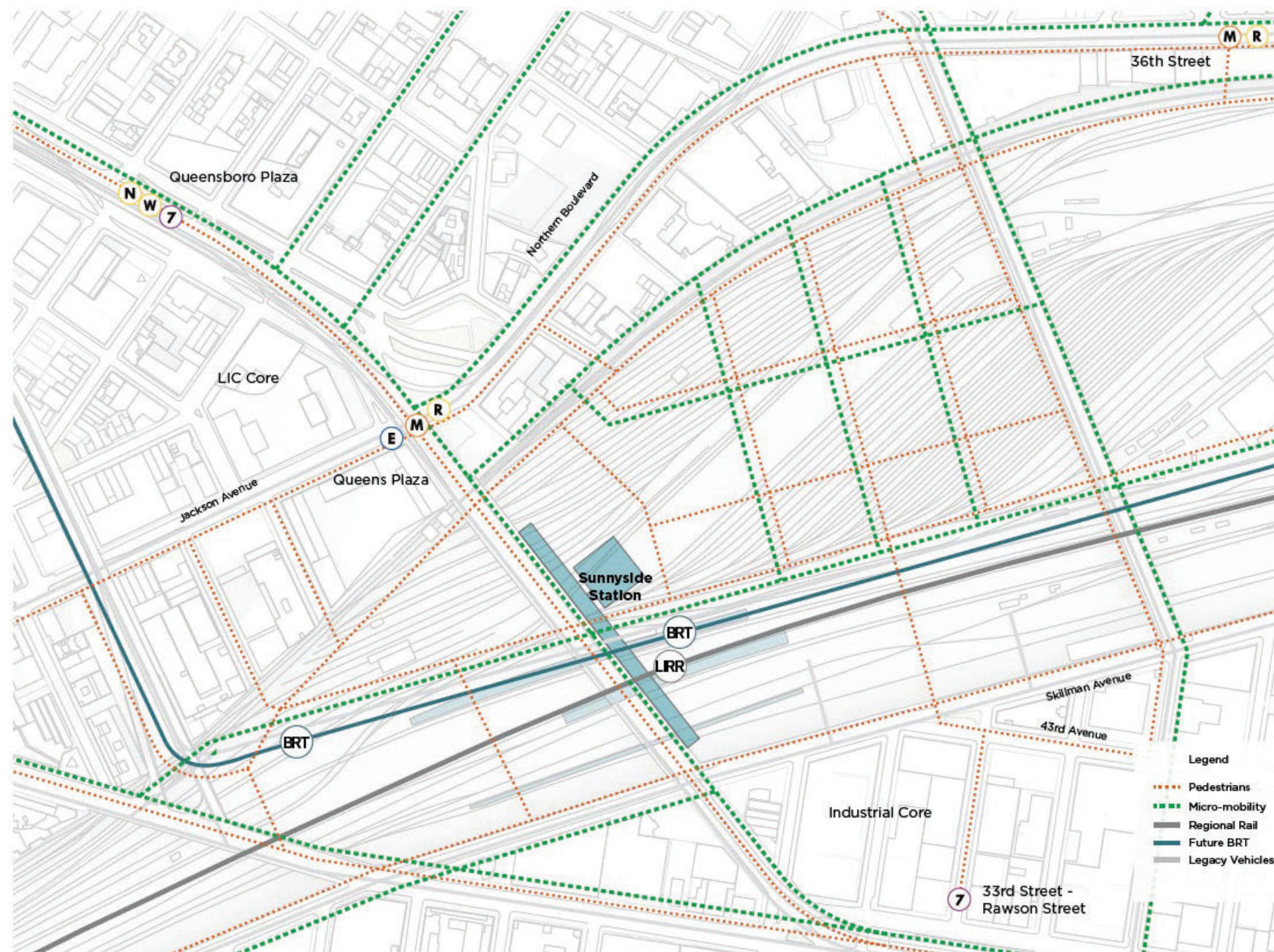
It would **support commercial growth and regional commuting to the Yard**, enabling more balanced land use that mitigates demands on other modes.



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What is Sunnyside Station?

1- A station



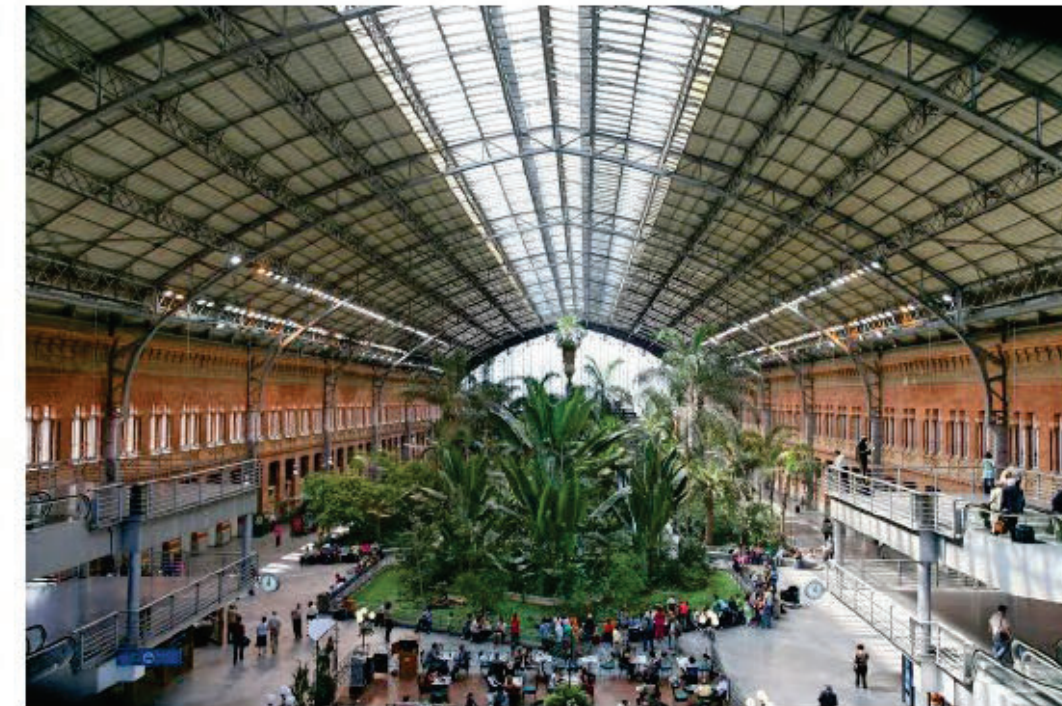
Rotterdam Central Station

2- A connector



Berlin Hauptbahnhof

3- A destination



Madrid Atocha Station

Sunnyside Station



Illustrative View

Subway Approach: More Capacity

Expanding subway capacity and **making the system function better** is crucial to Western Queens, the City and the wider region.

Options include **increasing subway frequency** and **redesigning cars** to carry more people.

SHORT-TERM



More Frequent Subways & New Signals

MEDIUM-TERM



Subway Car Redesign

LONG-TERM



New Subway Line



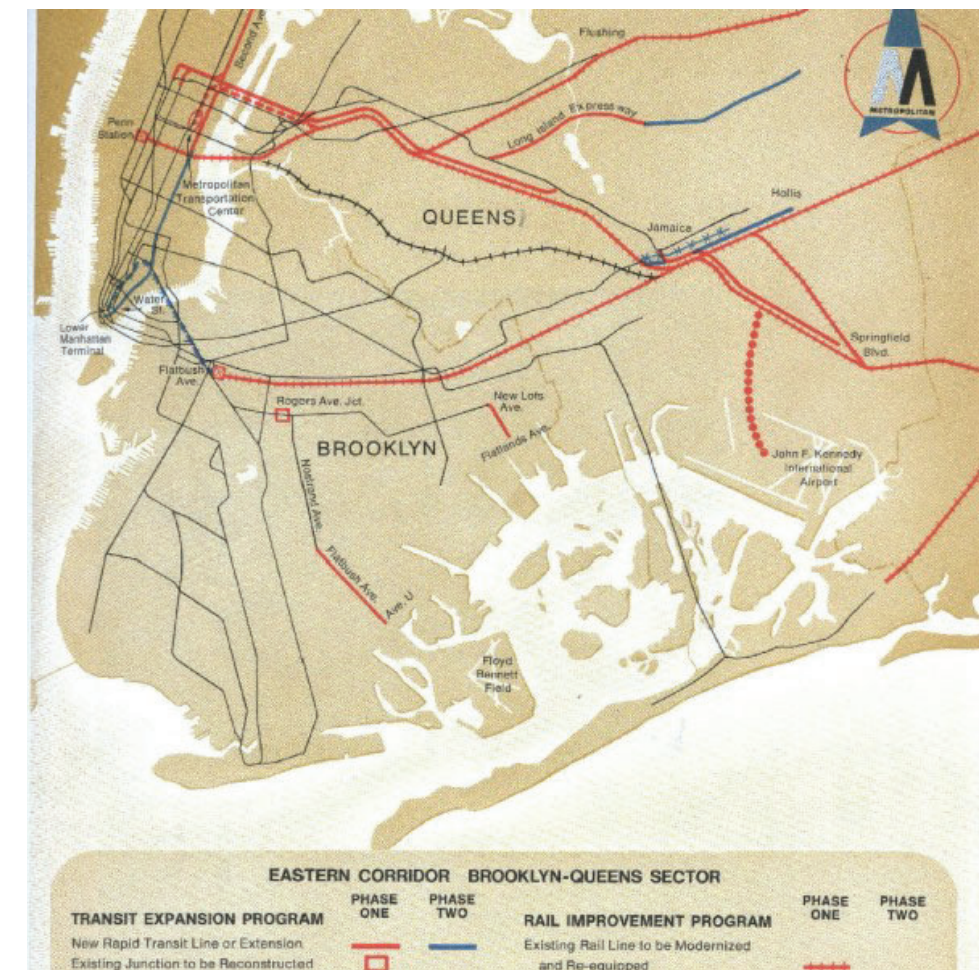
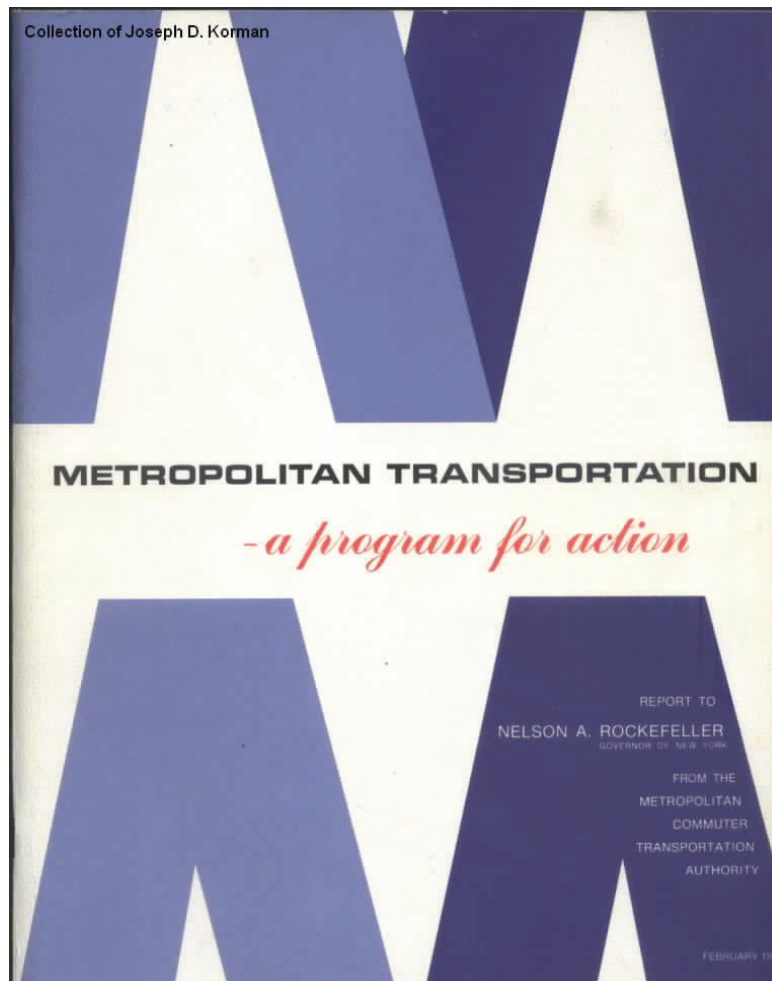
Added Subway Car per Train

New Queens Subway Line

The MTA's 1968 *Program for Action* proposed a “super express”, extending the F Line from the 63rd Street Tunnel to Forest Hills/71st Avenue.

The **right-of-way under Sunnyside Yard was preserved** to enable future construction. **A station could be located in the southeast portion of the Yard.**

A new subway line for Queens is the most impactful of the long-term strategies studied. Numerous alternative routes have been proposed, and a robust alternatives analysis is needed to identify the optimal alignment.



New Subway Line

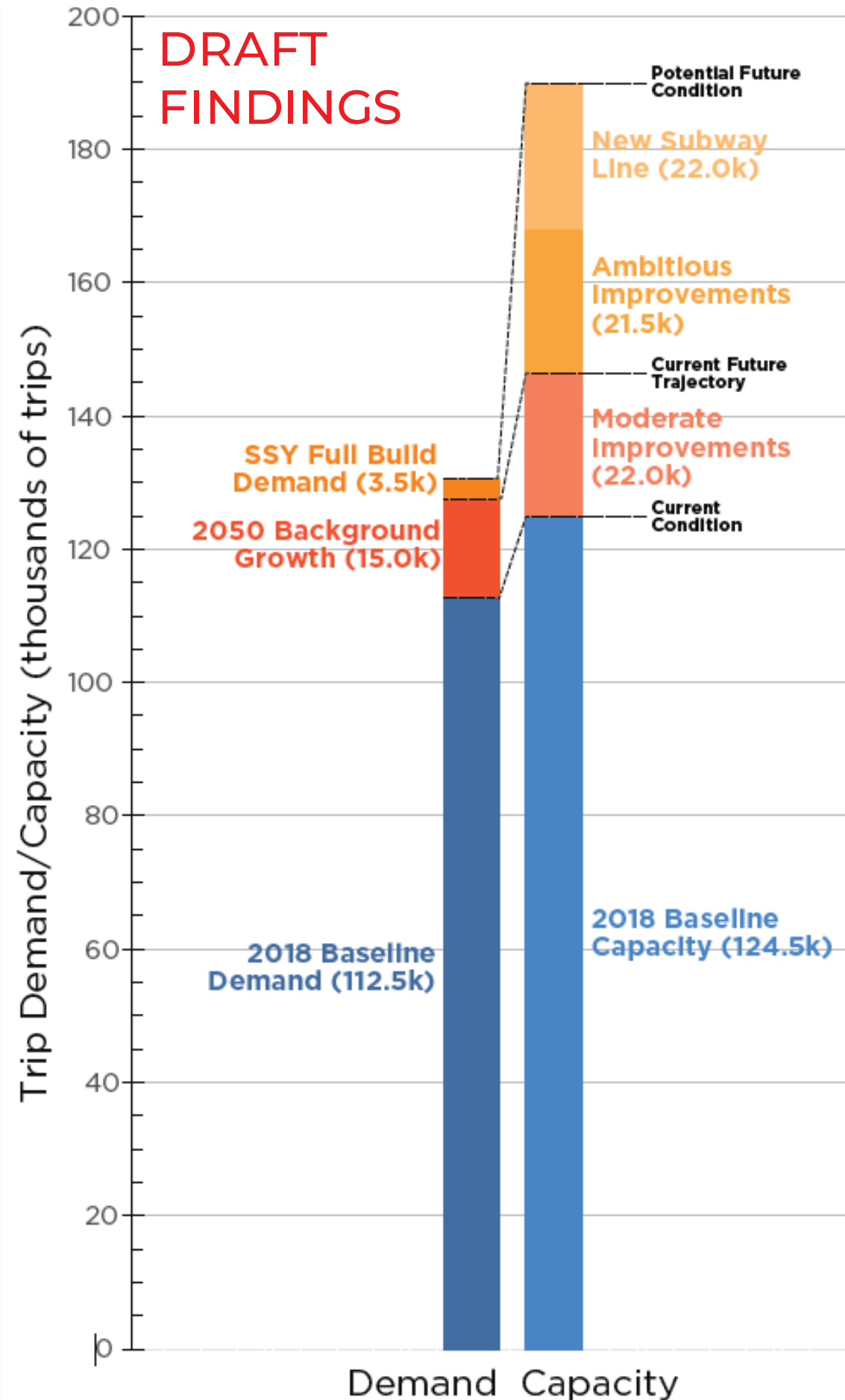
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2050 & Beyond: The Subway Network



Findings

- Much of the anticipated additional subway demand will happen outside of Sunnyside Yard
- With investment, the subway network can accommodate projected new riders in the coming decades
- The next MTA Capital Plan puts the subway on the path to reach at least the “moderate” improvements
- The Master Plan outlines “ambitious” improvements that can make the network function even better

DRAFT FINDINGS

	7 Local	7 Exp	E	F	M	R	NW
2018							
2050 - Moderate Investments							
2050 - Ambitious Investments							
2050 - Ambitious Investments + Mitigations							

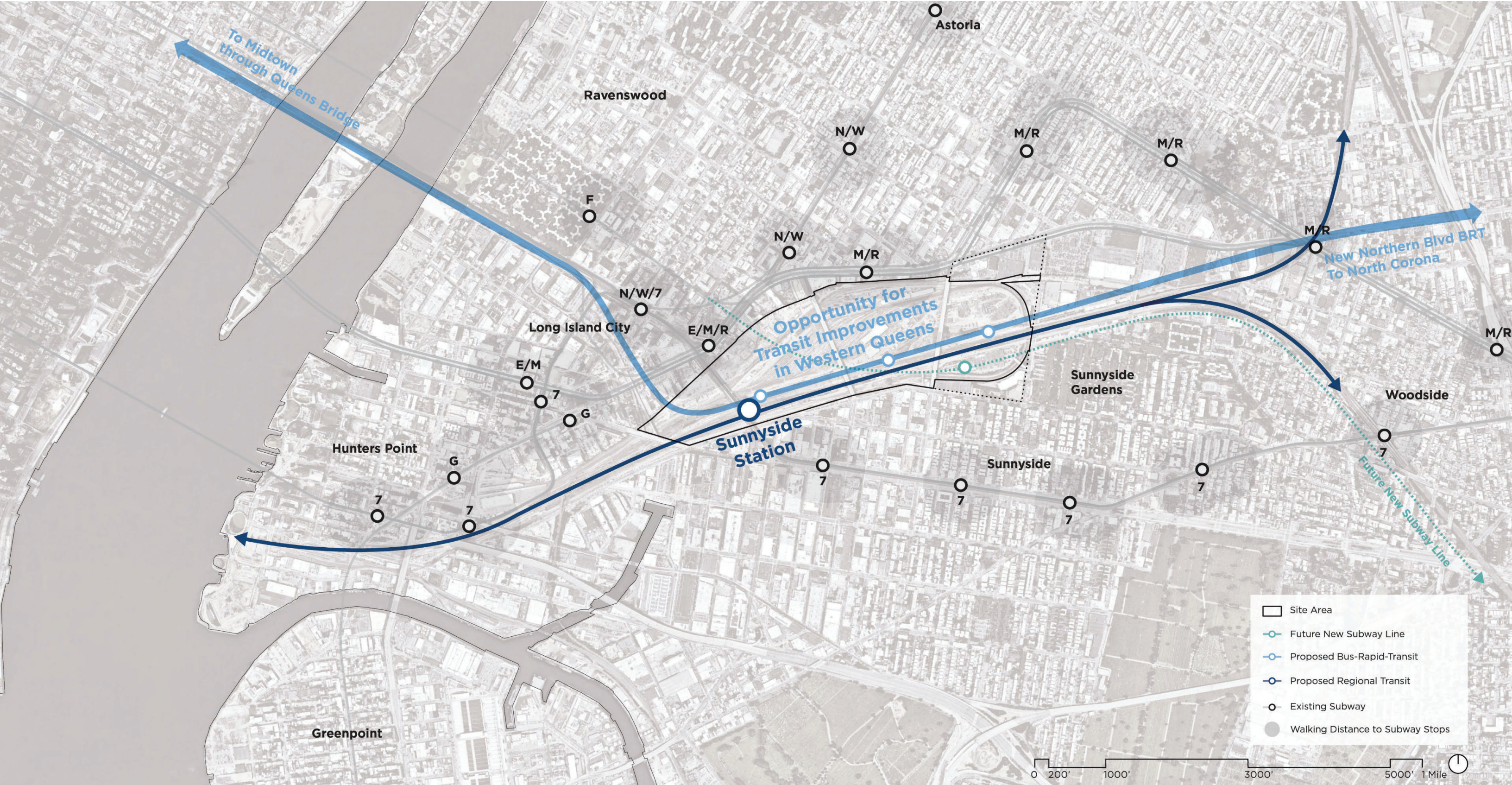


Findings

- Expanding subway capacity provides most of the improvement
- Alternatives to the subway are key to optimizing the wider network
- Better use of regional rail system comes with the new station and changing fare policy
- Robust BRT with connections to Midtown is a viable alternative to the subway
- Need to continue momentum around bike mode share
- Smart land use can help reduce trips on the most crowded lines

Transportation Network

Sunnyside Yard is an opportunity to envision and plan for a revitalized and expanded 21st-century transportation system.



The Future of Sunnyside Yard: Taking a Transportation and Infrastructure-First Approach

January 22, 2020



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NYU Rudin Center
Director



Ruben Diaz, Jr.
Bronx Borough
President



Nick Sifuentes
Tri-State Transportation
Campaign
Executive Director



Denise Keehan-Smith
Queens Community Board 2
Chairwoman