Agenda

- Study Process
- Study Area
- Problem Statement
- Goals and Objectives
- Existing Conditions
- Project Alternatives
- Schedule
Committee Context

- A Community Engagement Committee (CEC) will provide an opportunity for dialogue between the project team and representatives of the Staten Island community as a whole.

- Invited members include:
  - Elected officials
  - Civic group members
  - Community Board representatives
  - Other important members of the community

- An Interagency Advisory Committee (IAC) comprised of federal, state and city agencies will guide technical elements of the study.

- Both the IAC and the CEC will meet at project milestones.
Introduction

Project Sponsors

• MTA – New York City Transit (NYCT)
• Funded by the Staten Island Borough President

Previous and Concurrent Studies

• MTA New York City Transit
  ▪ Transit Needs Assessment Study for Staten Island, 1995
• Port Authority of New York and New Jersey (PANYNJ)
  ▪ North Shore ROW Feasibility Study, 2004
• New York City Economic Development Corporation (NYCEDC)
  ▪ North Shore Land Use and Transportation Study, 2010
Alternatives Analysis
FTA Guidelines

- MTA-NYCT may apply for Federal Transit Administration (FTA) funding for this project’s Locally Preferred Alternative (LPA)

- NYCT will follow FTA guidelines and prepare an Alternatives Analysis (AA) which includes:
  - A description of the Study Area
  - A Needs Assessment and Problem Statement
  - Study Goals, Objectives, and Evaluation Measures
  - Definition of Alternatives
  - Methodologies
  - Analysis
  - Results
  - Selection of an LPA
Study Process

Define Project Purpose, Need, Goals and Objectives

Fatal Flaw Screening

Long List Screening

Short List Screening

Select LPA and Complete Alternatives Analysis

Late Spring 2010

Late Summer / Early Fall 2010

End of 2010

Environmental Impact Study

Preliminary Engineering

Final Design Construction Operation
Study Area

Primary East-West Roads
- Richmond Terrace
- Castleton Ave.
- Forest Ave.
- Victory Blvd.

Primary North-South Roads
- Clove Rd.
- Jewett Ave.
- Port Richmond Ave.
- Morningstar Rd./Richmond Ave.
- South Ave.
Problem Statement

- Lack of transportation choices for work and non-work trips
- Congested roadways and reliability issues on bus routes
- Off-island and intra-island travel needs conflict
Problem Statement

• Inconvenient transfers between modes
• Existing roadway network physical constraints limit ability to add transit capacity
• Transit travel times that are not competitive with auto travel times
• Insufficient transit capacity to support future growth and revitalization
Goals and Objectives

Goal 1: Improve Mobility

- Increase and improve travel options
- Improve and/or reduce transfers
- Improve access for transit-dependent
- Reduce travel time
- Improve transit reliability
- Improve Teleport/Corporate Center transit access
- Reduce roadway congestion
Goals and Objectives

Goal 2: Preserve and enhance the environment, natural resources and open space

- Improve air quality
- Minimize the potential adverse impact on residential areas, businesses and the built environment
- Minimize potential adverse impacts on the natural environment
- Maintain safe and efficient access to land uses
Goal 3: Develop the most efficient transportation system, to maximize limited resources for the greatest public benefit

- Make use of existing capacity
- Advance the most cost-effective transportation options
- Increase transit revenue potential
- Utilize known and proven transit technologies
- Implement in a timely manner
Existing Conditions
Eastern Sub-Area

Snug Harbor
St. George
New Brighton

Bus Routes
ROW At Grade
ROW On Viaduct
ROW In Cut

New York City Transit
Existing Conditions
Central Sub-Area

Port Richmond
West Brighton

MTA
New York City Transit

NSAA
North Shore Alternatives Analysis
Existing Conditions
Western Sub-Area

Mariners Harbor
Elm Park
Existing Conditions
South Ave / Teleport Area
Existing Conditions
North Shore ROW

- Approximately 5 miles long, and between 20 - 70 feet wide
- Opened in 1890
- Passenger service ended in 1953
- Rail freight service ended in 1989 and was revived at the western end in 2005
Existing Conditions
Transit Services

- Staten Island Ferry from St. George Ferry Terminal to Lower Manhattan
- NYCT local, limited, and express bus services
- Staten Island Railway between St. George and Tottenville
Existing Conditions
Study Area Travel Market

Means of Transportation to Work by Residents of the Travel Market

- Car (67%)
- Bus (19%)
- Other Means (5%)
- Taxicab (0%)
- Ferryboat (5%)
- Subway, including SIR (3%)
- Commuter Railroad (1%)
Existing Conditions
Study Area Travel Market

Work Location of Travel Market Residents
And Mode of Travel for Manhattan Bound Commuters

- Kings County (Brooklyn): 12%
- New York County (Manhattan): 29%
- Ferry: 37%
- Express Bus: 32%
- Other Means of Travel: 31%
- Inside Travel Market Area: 50%
- Outside Travel Market Area: 54%
- All Other Counties: 9%
Project Alternatives

Bus Improvements (TSM)

Bus Rapid Transit (BRT)

Heavy Rail

Light Rail (LRT)

Ferry / Water Taxi
Project Alternatives

The “No Build” Alternative

- Continuation of existing transit operations and implementation of currently planned and funded projects
- FTA-required alternative

Transportation Systems Management (TSM)

- Low-cost bus transit improvements such as traffic signal progression and improved routing and scheduling
- FTA-required alternative
Project Alternatives

Heavy Rail

Guideway
• Exclusive and fixed rail guideway;
  Few to no grade crossings

Vehicle Type
• Rail vehicles with multiple doors
• Multi-car trains

Propulsion/Suspension
• Electric power from third rail or overhead wires

Stops/Stations
• Typically spaced one-third of a mile to two miles apart; Level boarding platforms

Operation
• Minimum headways scheduled to meet the ferry; Speeds of up to 65 miles per hour
Project Alternatives
Light Rail Transit

**Guideway**
- Exclusive or street-running (with traffic) transitways

**Vehicle Type**
- Rail vehicles with low floors
- Single, two-car or articulated trains

**Propulsion/Suspension**
- Electric power from overhead wires or self-propelled diesel power

**Stops/Stations**
- Typically spaced one-half to one mile apart; level boarding platforms

**Operation**
- Minimum headways scheduled to meet the ferry; Speeds of up to 65 miles per hour
Project Alternatives
Bus Rapid Transit

Guideway
- Shared lanes or exclusive busways
- Can transition between different types of guideways to maximize service area

Vehicle Type
- Standard or articulated buses with low floors or high-level platforms;
  distinctive look

Propulsion/Suspension
- Traditional diesel, compressed natural gas (CNG) or hybrid-electric engines

Stops/Stations
- Typically spaced one-half to one mile apart; off-board fare collection equipment

Operation
- Transit signal priority; real-time passenger information systems
Passenger Ferry

- Ferry or water taxi service
- Stops along the North Shore and St. George
- Diesel powered
Project Alternatives
Alignment

St. George Terminal Option

Snug Harbor Option
Project Alternatives
Alignment

South Avenue Option
Schedule

- Fatal Flaw Alternatives
  - Late Spring 2010

- Screen Long List to Short List
  - Late Summer/Early Fall 2010
  - IAC, CEC and Public Meetings

- Select LPA and complete Alternatives Analysis
  - End of 2010
  - IAC, CEC and Public Meetings
Join the project mailing list:

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