

STATEN ISLAND TRANSPORTATION TASK FORCE

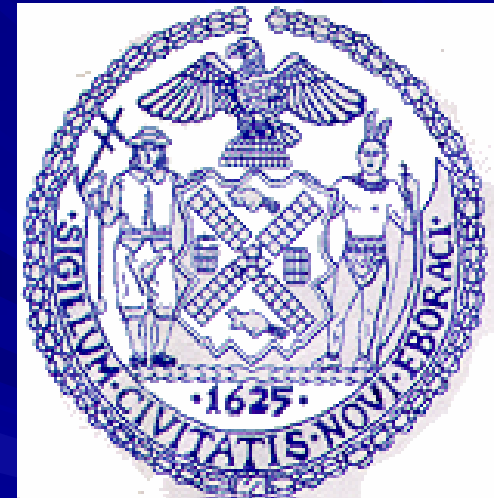
Day 46

March 13, 2006

Michael R. Bloomberg, Mayor

Amanda M. Burden, Director,
New York City Department of City Planning

Iris Weinshall, Commissioner,
New York City Department of Transportation



TASK FORCE MEMBERSHIP

- Iris Weinshall, Commissioner, Dept. of Transportation and Co-Chair, Traffic and Transportation Task Force
- Amanda Burden, Chair, Dept. of City Planning and Co-Chair, Traffic and Transportation Task Force
- Vito Fossella, Congressman
- James Molinaro, Borough President
- Michael McMahon, Council Member
- James Oddo, Council Member
- Andrew Lanza, Council Member
- Linda Baran, President and CEO, SI Chamber of Commerce
- Sean Sweeney, Chair, Community Board 1
- Dana Magee, Chair, Community Board 2
- John Antonietello, Chair, Community Board 3
- Thomas Paulo, Staten Island Borough Commissioner, Dept. of Parks and Recreation
- Joseph McKeever, Inspector, NYPD
- Christie Huus, Assistant Commissioner, Mayor's Community Assistance Unit
- Peter King, NYSDOT
- John Gaul and Keith Hom, MTA
- Lou Venech, PANYNJ
- Raheel Shabih, Transportation Planner, OEM

CITY AGENCY RESPONSIBILITIES

- NYCDOT: local road and non-State arterial network; Staten Island Ferry; bus stop placement
- NYCDCP: land use and transportation planning; coordination with other agencies
- OEM: emergency planning/operations
- NYPD: traffic enforcement and transportation public safety
- DPR: Park planning, operations and management

STATE/REGIONAL AGENCY RESPONSIBILITIES

- MTA: NYCT Bus, Staten Island Railway, Verrazano-Narrows Bridge
- PANYNJ: bridges to New Jersey; port facilities (Howland Hook); March '04 North Shore RR study
- NYSDOT: interstate, limited-access and state-designated roads

OUTREACH

Listening sessions were held to identify transportation issues with:

- Vito Fossella, Congressman
- James Molinaro, Borough President
- Michael McMahon, Council Member
- James Oddo, Council Member
- Andrew Lanza, Council Member
- Linda Baran, President and CEO, SI Chamber of Commerce
- Community Board 1, Transportation Committee
- Community Board 2, Transportation Committee
- Community Board 3, Transportation Committee
- NYSDOT
- MTA
- PANYNJ

STATEN ISLAND TRANSPORTATION PLAN

Day 60: March 27, 2006

- Presentation

- Short-term action plan
- Medium-, long-term and conceptual recommendations

- Discussion

- Next steps

TRANSPORTATION ISSUES

- Development patterns
- Major roads and highways
 - Interagency coordination
 - Enforcement
- Bridges
- Local bus service
- Express bus service
- SIR/rail transit
- Ferry service

POPULATION GROWTH, 1956-2006

■ Vacant land has been developed ...

■ Vacant Land, 1956

- 15% of NYC
- 41% of Staten Island

■ Vacant Land, Today

- 7.5% of NYC
- 17.4% of Staten Island

■ Population Density, 1956

- NYC 51 per acre
- SI 7 per acre

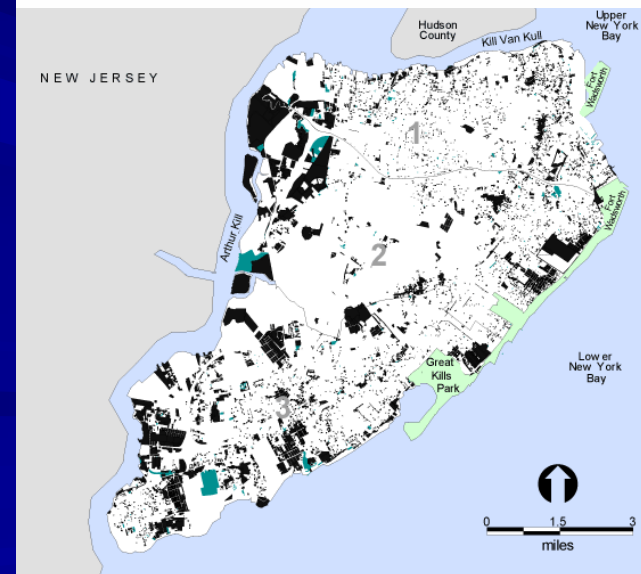
■ Population Density, Today

- NYC 52 per acre
- SI 14 per acre

■ Formerly developed land which went fallow has also been redeveloped



Vacant
Land,
1960s



Vacant
Land,
Today

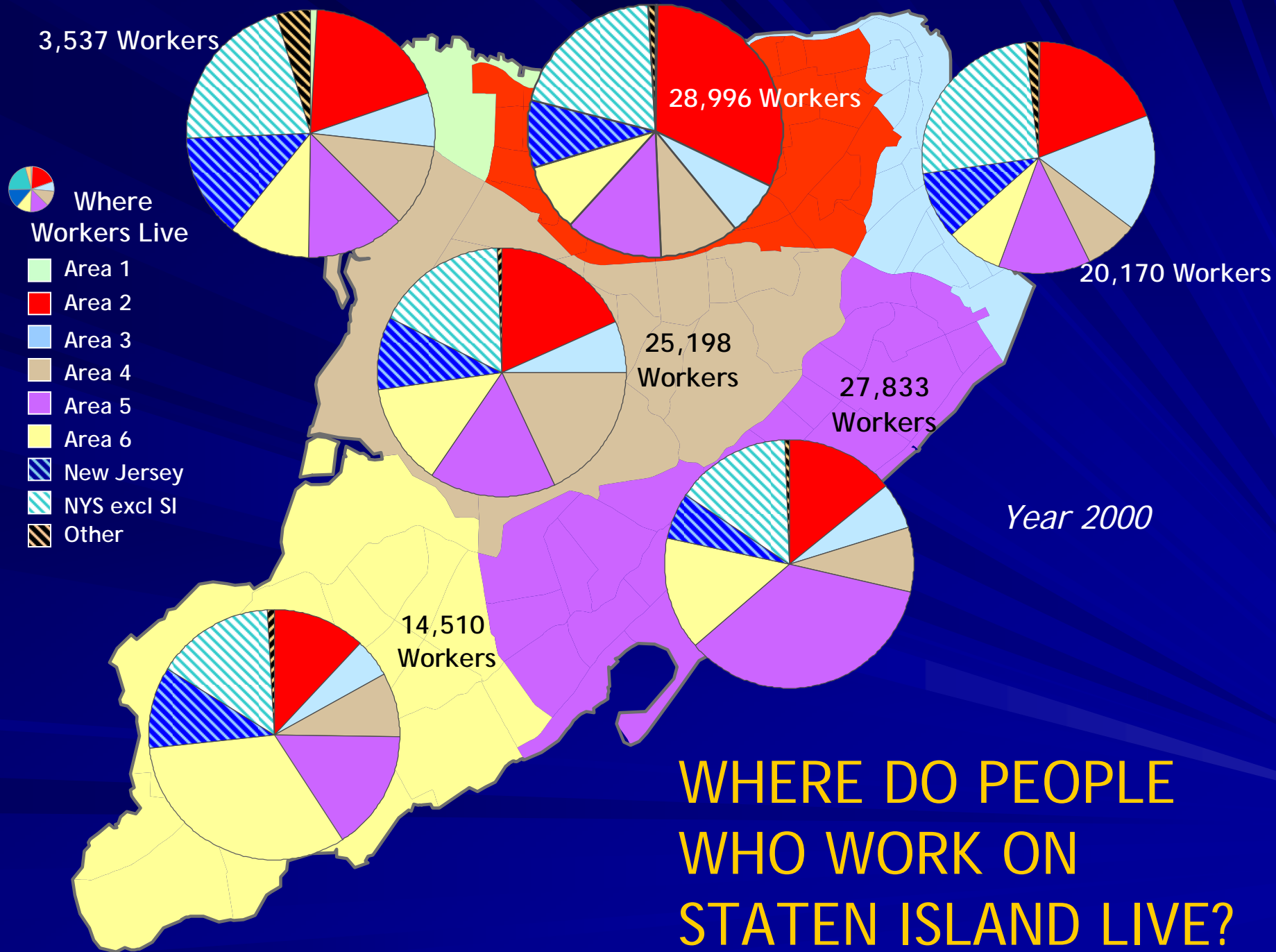
SI RESIDENT EMPLOYMENT DISTRIBUTION IN THE REGION

PLACE OF WORK (2000)	STATEN ISLAND RESIDENTS (2000)
STATEN ISLAND	86,197 (45.1%)
MANHATTAN	53,249 (27.9%)
BROOKLYN	29,425 (15.4%)
NEW JERSEY	12,705 (6.6%)
QUEENS	5,628 (2.9%)
LONG ISLAND	1,319 (0.7%)
BRONX	1,095 (0.6%)
WESTCHESTER	321 (0.2%)
OTHER NY	233 (0.1%)
TOTAL SI WORKERS	191,145 (100.0%)
TOTAL SI POP. (2000)	443,728

(may not equal 100% due to rounding)



Source: US Census Bureau, NYCDP

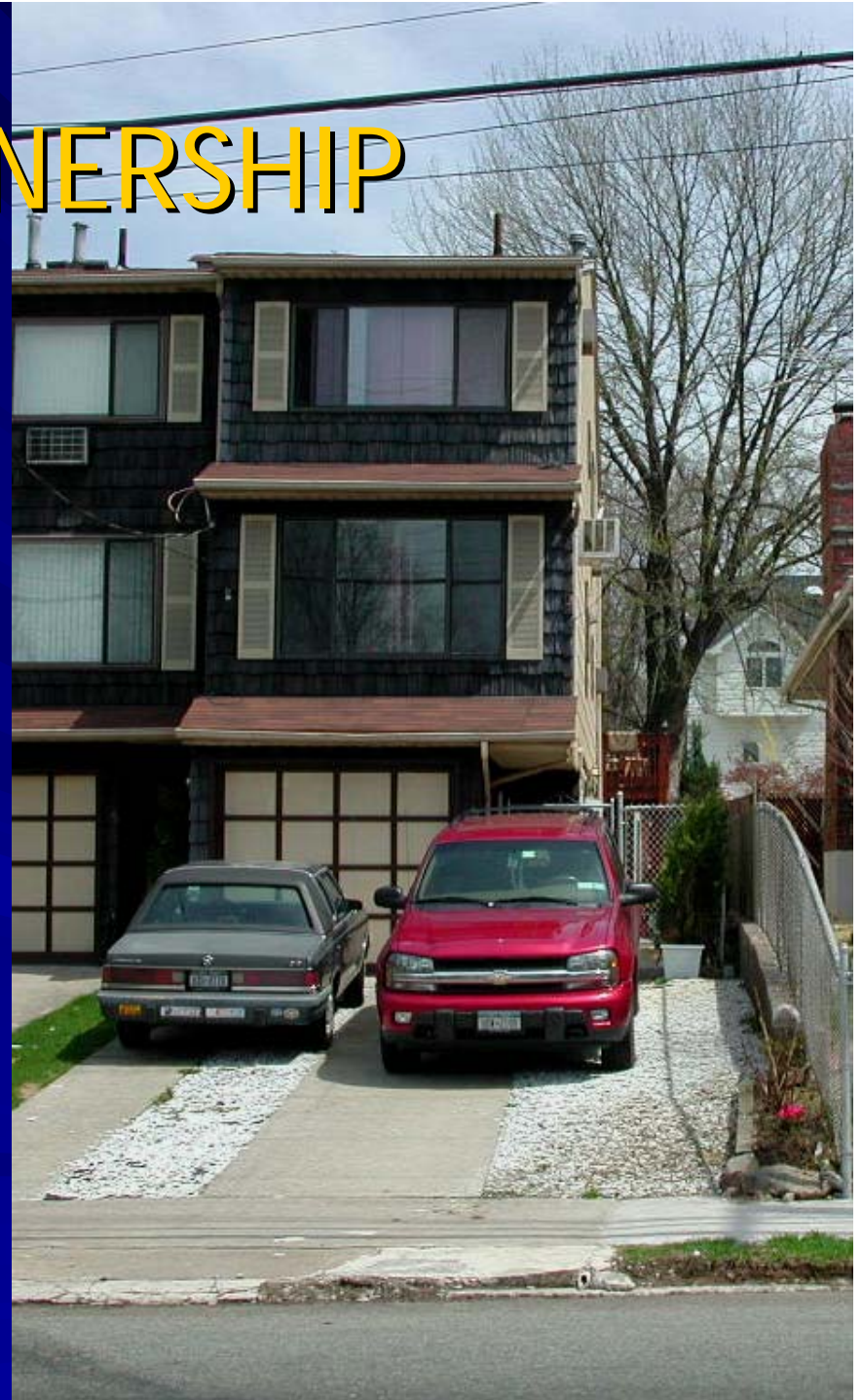


AUTOMOBILE OWNERSHIP

REGISTERED VEHICLES PER 1,000 PEOPLE (2004)

Suffolk County	805
Nassau County	721
Rockland County	716
Westchester County	685
Staten Island	548
Queens	322
Bronx	171
Brooklyn	162
Manhattan	154

Sources: U.S. Census Bureau, NYSDMV



POPULATION DENSITIES

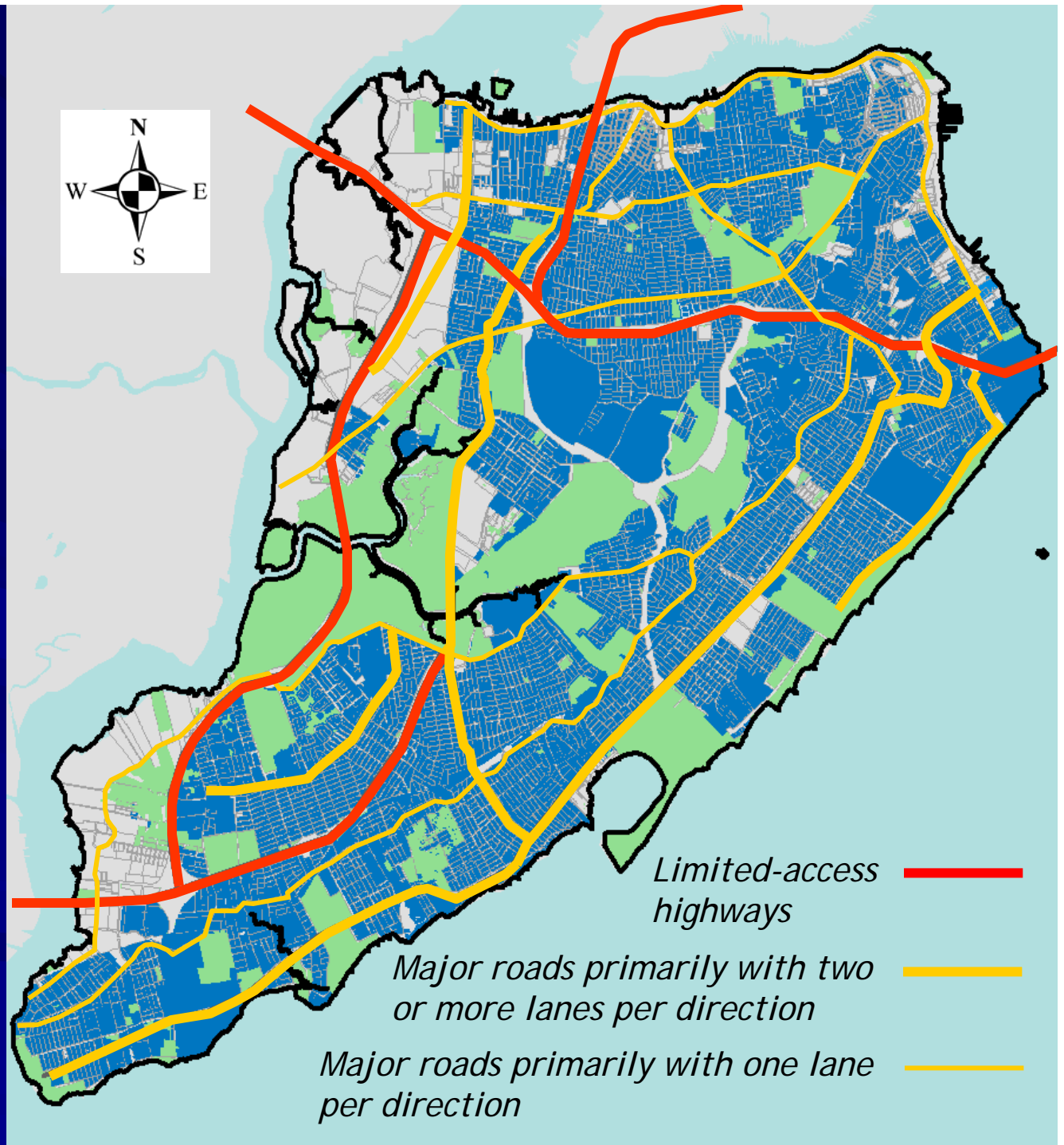
PERSONS PER SQUARE MILE
(2000)

Suffolk County	1,556
Houston, TX	3,372
Nassau County	4,655
Minneapolis, MN	6,970
Staten Island	7,588
Los Angeles, CA	7,877
Boston, MA	12,166
Queens	20,409
Bronx	31,709
Brooklyn	34,916
Manhattan	66,940

Source: U.S. Census Bureau

EXISTING ROADWAY NETWORK

- Limited road system
- Environmental concerns limit new road construction
- With Fresh Kills, 30% of SI will be open space
- Public open space requires providing public access



ROADWAY CONGESTION

Perceived Congested Corridors

- *Hylan Boulevard in New Dorp Area*
- *Hylan Boulevard*
- *Rockland Avenue and Brielle Avenue*
- *Woodrow Road*
- *Annadale Road*
- *Arthur Kill Road*
- *Bloomingdale Road*
- *Victory Boulevard*
- *Forest Avenue*
- *Richmond Avenue*

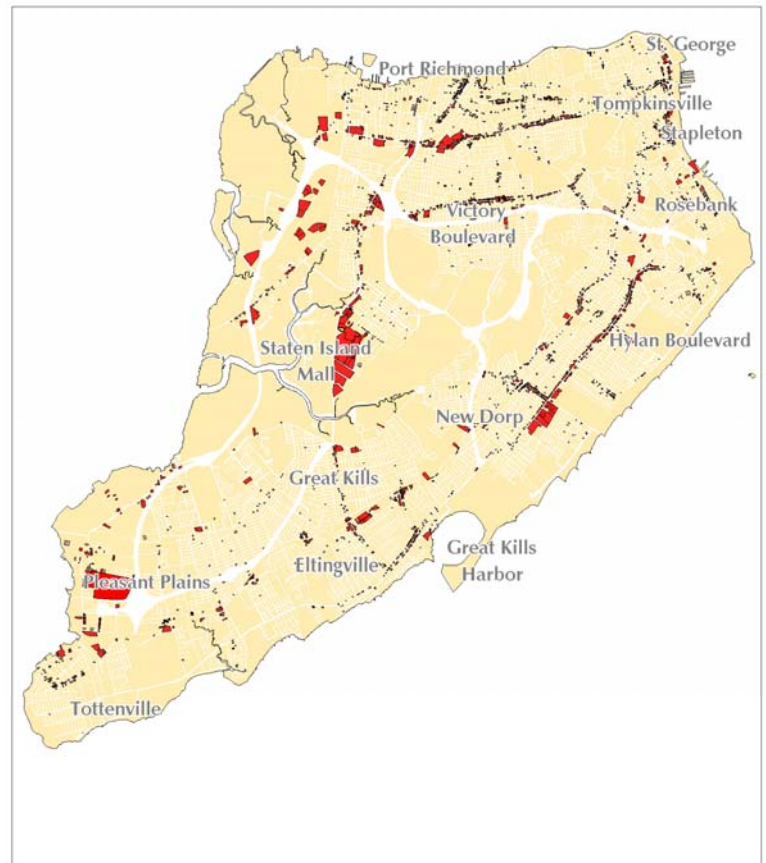
Photo: NYCDOT

WEEKEND CONGESTION: Retail accessed mostly by car



Photo: NYCDOT

Staten Island: All Commercial Areas



LEFT TURN ISSUES



Photo: NYCDOT

OTHER INTERSECTION CONTROL ISSUES

- Right turns on red
- Signal timing
- Stop sign and signal warrants
- Pavement markings
- Daylighting
- Curb cuts



Photo: NYCDOT

WAIVERS: INTERAGENCY COORDINATION

- DOB/DCP/DOT coordination issues
- City is not leveraging opportunities to preserve road space
- Cross-easements remain an issue



ROAD CONSTRUCTION CHALLENGES



- Increased construction activity
- Impact on mobility: loss of roadway capacity
- Impact on street quality: inadequate roadway restoration

Photo: NYCDOT

SAFETY CONCERNS

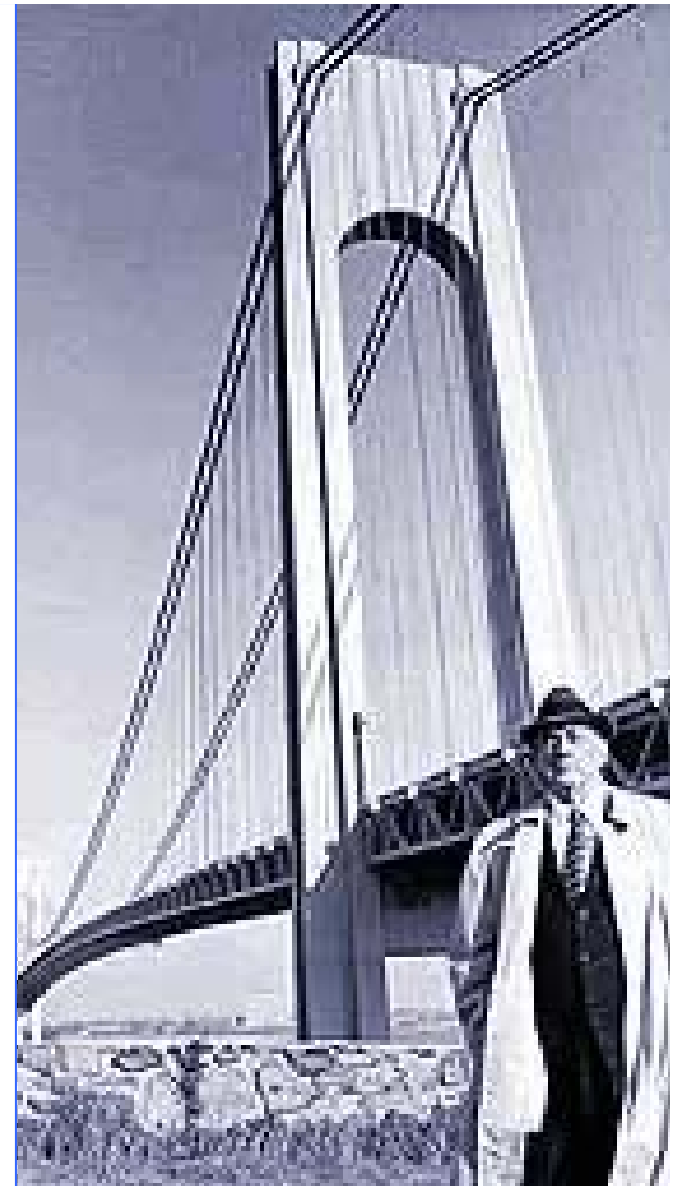
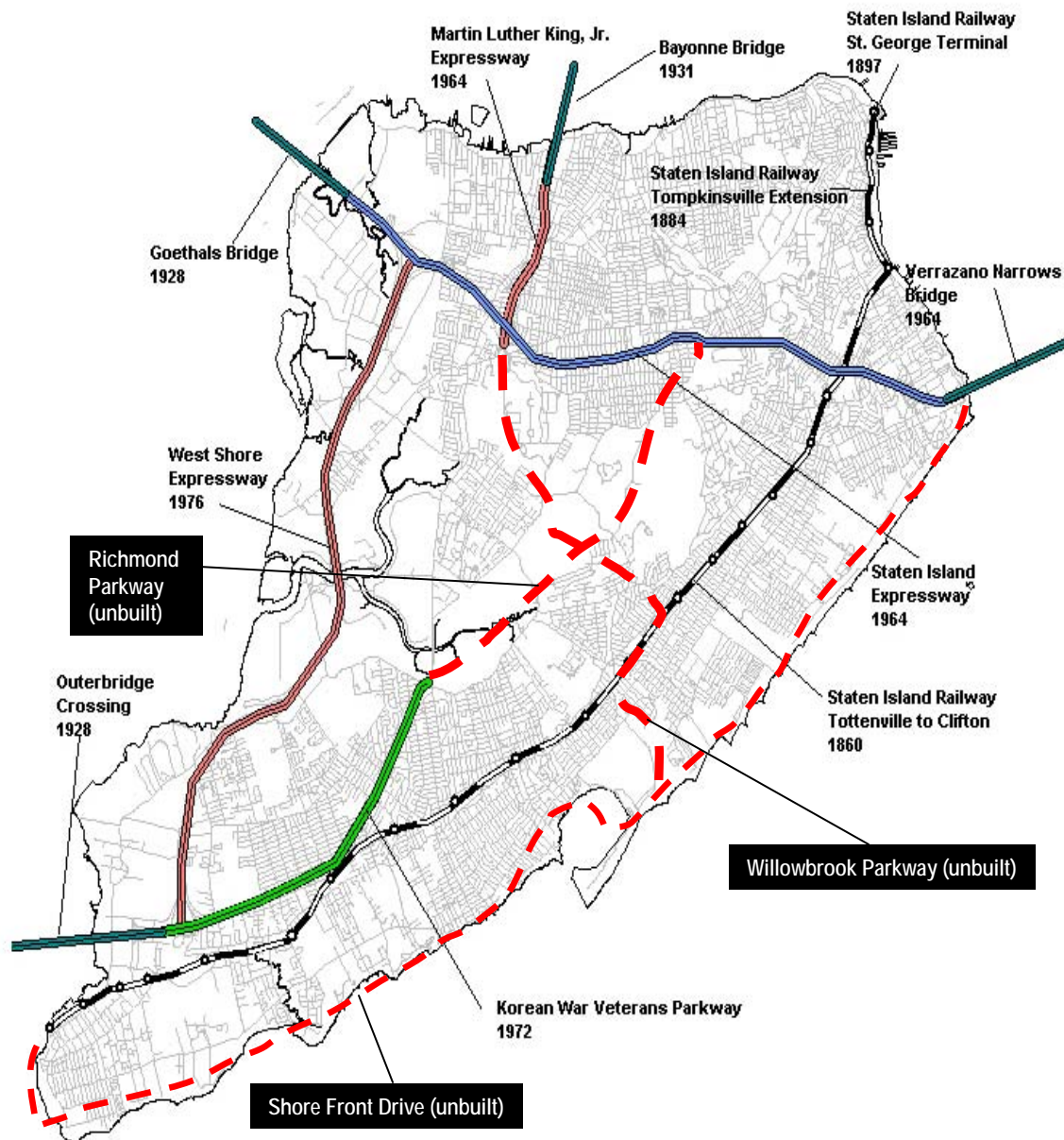


Photo: NYCDOT

ENFORCEMENT

- Emphasis on key corridors and intersections
 - Targee Street and Narrows Road
 - Hylan Boulevard (AM and PM peak enforcement)
 - Hylan Boulevard and New Dorp Lane
 - Victory Boulevard and Richmond Avenue

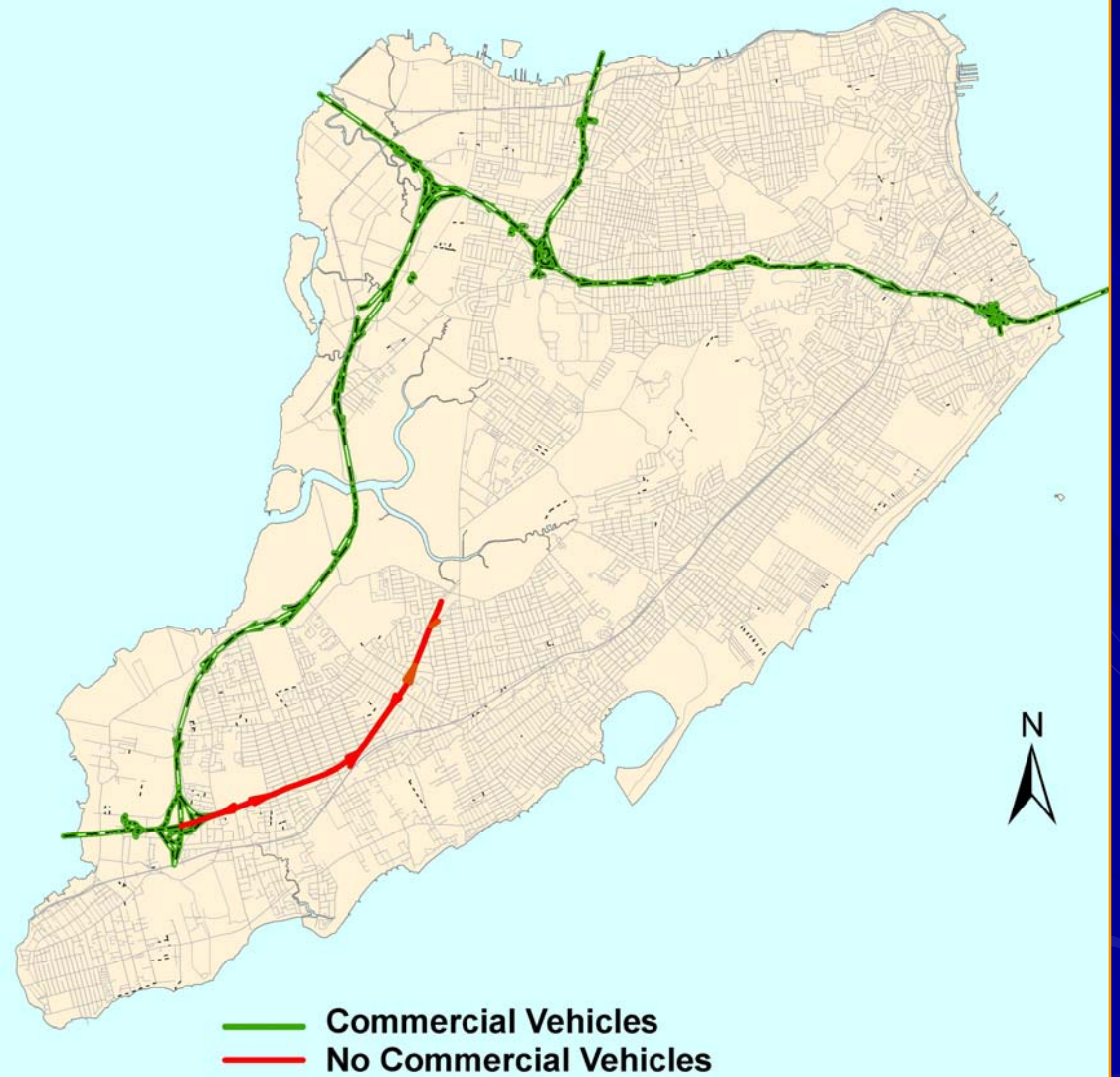
Major Staten Island Roads, Bridges, and Rail Transit Opening Dates



(Photo: Newsday - Long Island History series)

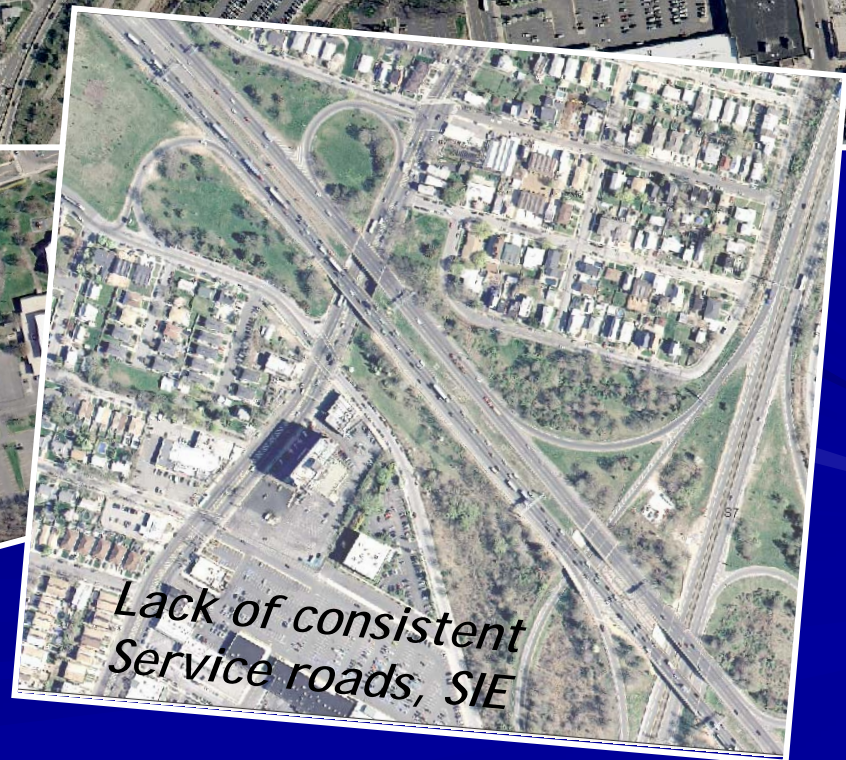
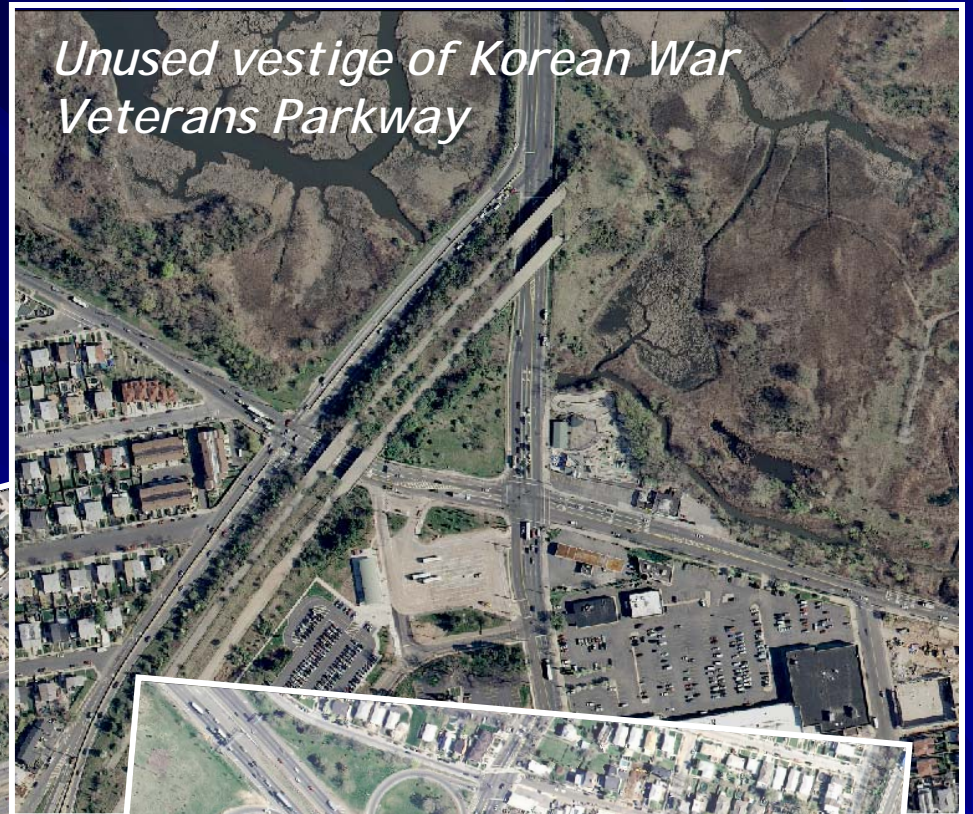
EXISTING HIGHWAY NETWORK

Staten Island Highways

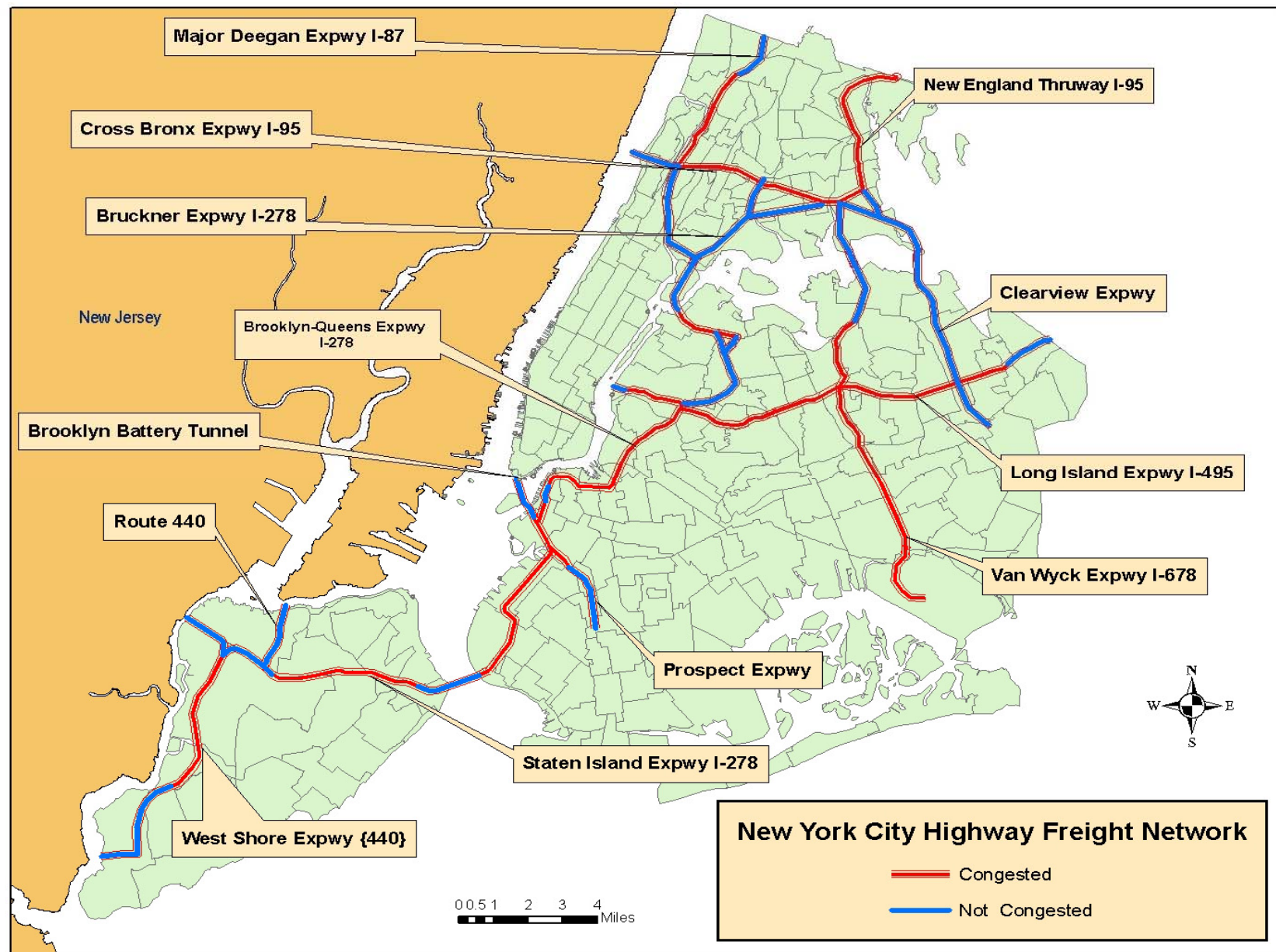


0 2,450,4,900 9,800 14,700 19,600 Feet

LACK OF CONNECTIVITY



REGIONAL FREIGHT NETWORK



BRIDGES



Image:
www.statenislandusa.com

LIMITED BRIDGE CAPACITY



- Economic growth depends on moving goods and people
- Goethals Bridge and Outerbridge Crossing are exceeding capacity
- Only the Bayonne Bridge has extra vehicular capacity and potential space for mass transit

Photos: PANYNJ Goethals Bridge EIS Scoping Presentation

CONDITION OF BRIDGES



*Inset photos: PANYNJ Goethals Bridge EIS
Scoping Presentation*



Image: MTA New York City Bus.
Photo: Trevor Logan,
www.transitalk.info

LOCAL BUS SERVICE

CUSTOMER SERVICE

Deficiencies exist where inter-agency coordination has been absent.



Photo: "Present Problems and Future Solutions to Staten Island's Transportation System," Staten Island Chamber of Commerce, October 2004

EXPRESS BUS SERVICE



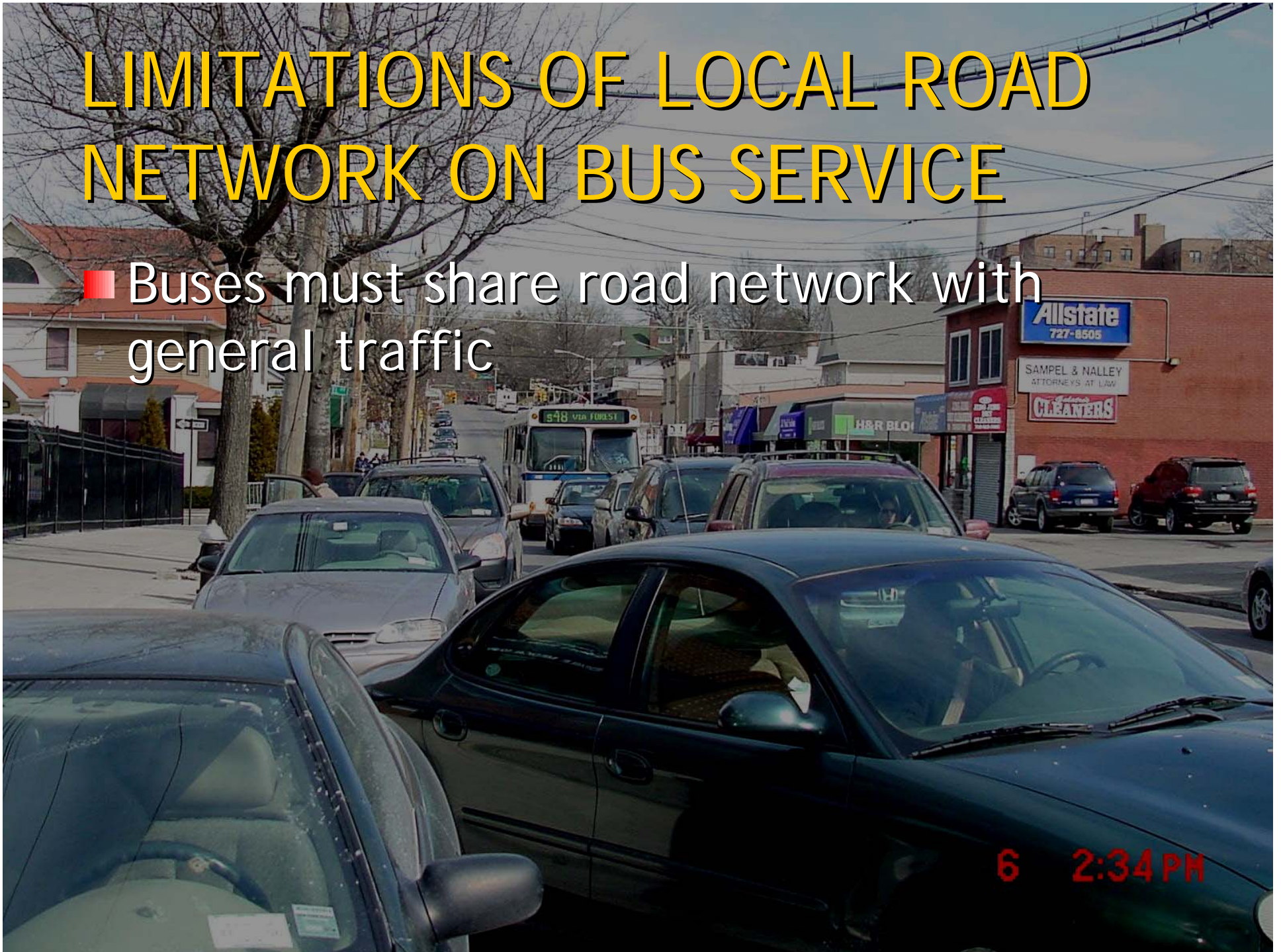
PARK-AND-RIDE LOCATIONS

Eltingville Transit Center. Five local and several MTA express buses stop here.



LIMITATIONS OF LOCAL ROAD NETWORK ON BUS SERVICE

- Buses must share road network with general traffic



STATEN ISLAND RAPID TRANSIT

IN 1965
PLUS PRE-1953
NORTH SHORE AND
SOUTH BEACH
SERVICES



rapidtransit.net

©2001

STATEN ISLAND RAPID TRANSIT: FULL NETWORK UNTIL 1953

MTA SIR, 2006

- Largely in good repair, but 33-year-old fleet could need replacement in the next decade
- Fare only paid at St. George, which had 13,700 average weekday ridership in October 2005
- Other intra-Island commuting patterns:
 - General intra-island commuting
 - Many riders board/exit at Tompkinsville to avoid fare
 - Students use SIR to commute to/from high schools
 - Grasmere heavily used for transfers to Brooklyn buses



SIR PARK-AND-RIDE LOCATIONS



Dongan Hills

*Photo: Chris
Slaight, on
www.nycsubway.org
April 2004*

STATEN ISLAND FERRY

- Critical part of transit infrastructure
- 110 daily trips



- 65,000 daily passengers
- 3 new ferryboats and 2 renovated terminals

Photo: www.siferry.com

FERRIES

NEW YORK HARBOR COMMUTER FERRY ROUTES



40-TRIP PASSES

Manhattan-Belford:
\$565.00 (\$14.13/trip)

*Manhattan-Highlands/
Atlantic Highlands*
\$593.00 (\$14.83/trip)

Maps: PANYNJ

Source: The Post Authority of NY&NJ (Aug. 05) © Greater Volland

LONGEST COMMUTE TIMES IN THE NATION

Average Travel Time to Work of Workers 16 Years
and Over Who Did Not Work at Home (Minutes)

Rank	City	Average
1	New York City, NY	38.3
2	Chicago, IL	33.2
3	Newark, NJ	31.5
4	Riverside, CA	31.2
5	Philadelphia, PA	29.4

Percent of Workers Who Travel 90 Minutes
or More for Top Five Cities and Counties With
the Highest Average Commuting Times

Rank	City	%
1	New York City, NY	5.6%
2	Baltimore, MD	5.6%
3	Newark, NJ	5.2%
4	Riverside, CA	5.0%
5	Los Angeles, CA	3.0%

Rank	County	Average
1	Queens County, NY	41.7
2	Richmond County, NY	41.3
3	Bronx County, NY	40.8
4	Kings County, NY	39.7
5	Prince William County, VA	36.4

Rank	County	%
1	Richmond County, NY	11.8%
2	Orange County, NY	10.0%
3	Queens County, NY	7.1%
4	Bronx County, NY	6.9%
5	McHenry County, IL	6.7%

Source: US Census, 2004 American Community Survey. These figure represent statistical medians only; sampling sizes vary.

WEEKEND TRAFFIC DELAYS



West Shore Expressway. Photo: www.nycrads.com

STATEN ISLAND TRANSPORTATION PLAN

Day 60: March 27, 2006

- Presentation

- Short-term action plan
- Medium-, long-term and conceptual recommendations

- Discussion

- Next steps

- Regularly scheduled follow-up meetings
- Role of Task Force
- Role of consultant