

# Public Open House Presentation

PRESENTED BY



May 8, 2019



- Purpose of Tonight's Meeting
- Project Need
- Study Area
- 2012 Staten Island North Shore Alternatives Analysis (SINSAA) Process
- 2012 SINSAA Goals & Objectives
- Why Is A Supplement to the SINSSA Needed?
- Re-Evaluation of BRT & LRT Alternatives
- Next Steps



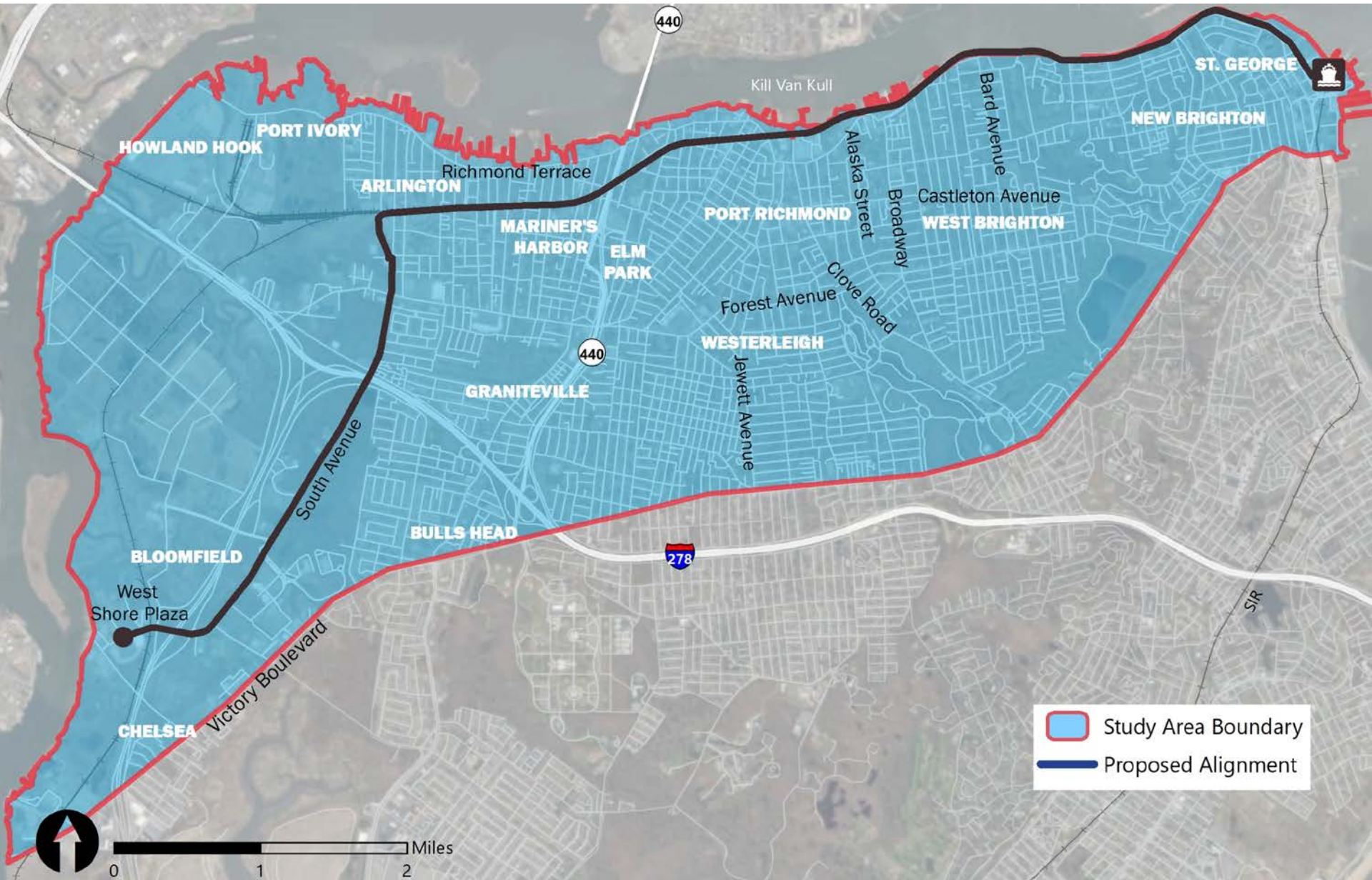


Passenger Service on the North Shore in the 1950s



Project Need: North Shore Transit & Growth

# Study Area

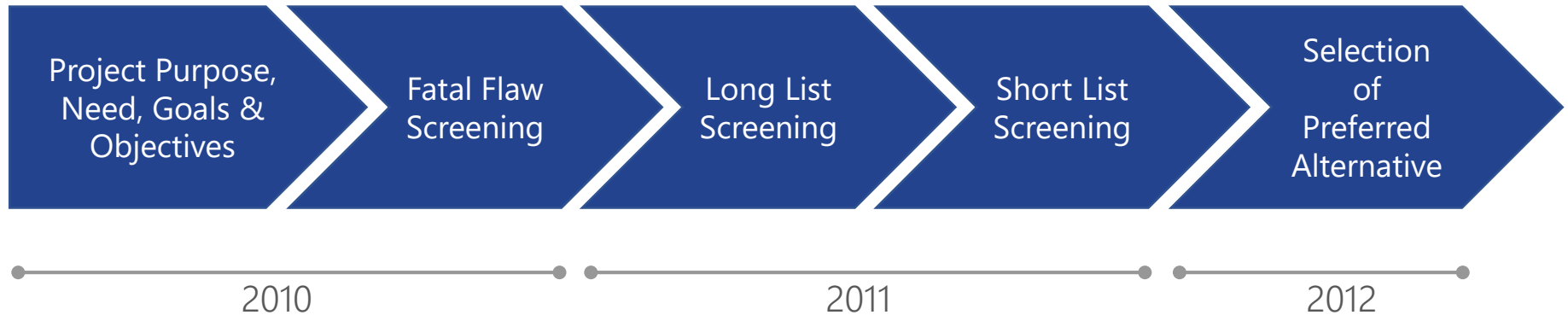


# Right-of-Way



- ~5 miles of abandoned North Shore Railroad right-of-way
- Street running on South Avenue

# 2012 SINSAA Process



## An Alternatives Analysis (AA):

- Facilitates objective decision-making
- Recommends a single alternative
- Considers public input
- Describes:
  - How and why alternatives were developed
  - Criteria used to evaluate the effectiveness of alternatives
  - Which alternative best meets the study area needs



# 2012 SINSAA Project Goals

Improve Mobility

Preserve & Enhance the  
Environment, Natural  
Resources & Open Space

Maximize Limited  
Financial Resources for  
the Greatest Public  
Benefit





# 2012 SINSAA Short List Alternatives

## ■ **Transportation Systems Management (TSM)**

- Low-cost bus transit improvements (e.g., intersection & signalization improvements, route restructuring, etc.)
- FTA requirement (baseline option) at the time of 2012 study

## ■ **Bus Rapid Transit (BRT) to West Shore Plaza**

- One-seat ride from St. George to West Shore Plaza
- Dedicated busway & mixed traffic in South Avenue
- Provides access for feeder bus service
- Lower cost & higher ridership than LRT
- Highest flexibility of modes considered

## ■ **Electric Light Rail Transit (LRT) to West Shore Plaza**

- One-seat ride from St. George to West Shore Plaza
- Dedicated rail line & mixed traffic in South Avenue
- Would have utilized modified Clifton Shop/Yard for fleet maintenance & some storage
- Highest cost & lowest ridership vs. BRT

# 2012 SINSAA Short List Alternatives

## ■ **Transportation Systems Management (TSM)**

- Low cost bus transit improvements (e.g. intersection & signalization improvements, road widening)
- Full implementation of 2012 study

No longer required

## ■ **Bus Rapid Transit (BRT) to West Shore Plaza**

- One-seat ride from St. George to West Shore Plaza

Selected as Preferred Alternative in 2012 SINSAA

- Lower cost & higher ridership than LRT
- Highest flexibility of modes considered

## ■ **Electric Light Rail Transit (LRT) to West Shore Plaza**

- One-seat ride from St. George to West Shore Plaza

Eliminated in 2012 SINSAA

- Highest cost & lowest ridership vs. BRT



# Summary of 2012 SINSAA Public Involvement Process

- **Multi-Tiered Approach**
  - Over 30 meetings
- **Interagency Committee**
  - Government Agencies
- **Community Engagement Committee**
  - Elected Officials, Community Boards, Civic Groups
- **Public Open House Presentations**
  - April 2010
  - February 2011
  - September 2011
  - May 2012
- **Final SINSAA published in August 2012**

# Why We Need to Supplement the 2012 SINSAA



- **Changes since 2012**
  - Development at St. George
  - Infrastructure changes to support resiliency
- **The 2012 SINSAA Supplement will account for changes in conditions**
- **Updating BRT & Electric LRT Options**

2012

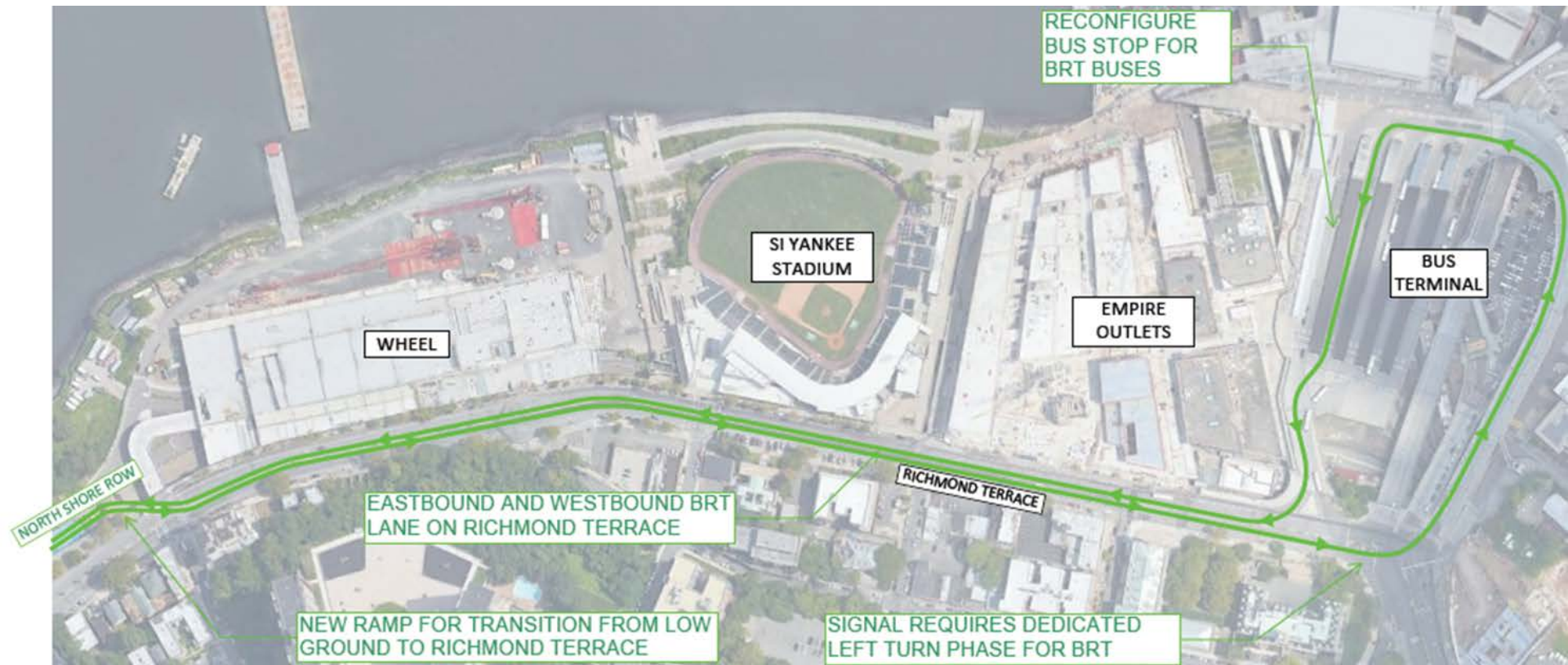


2018



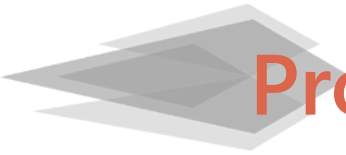
Access to St. George Terminal

# 2019 Updated BRT Option



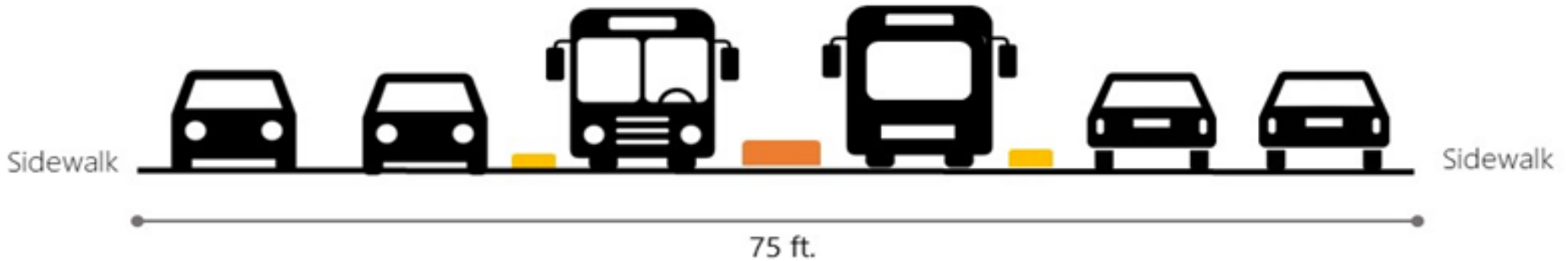
## ■ 2019 Updated Access

- Uses former North Shore Railroad ROW to Nicholas Street
- New ramp at Nicholas Street to access Richmond Terrace
- 2-lane dedicated median busway (0.5 miles) in Richmond Terrace
- Uses TSP at intersections
- Uses existing NYCT St. George Bus Terminal



# Proposed Richmond Terrace Busway

## Richmond Terrace



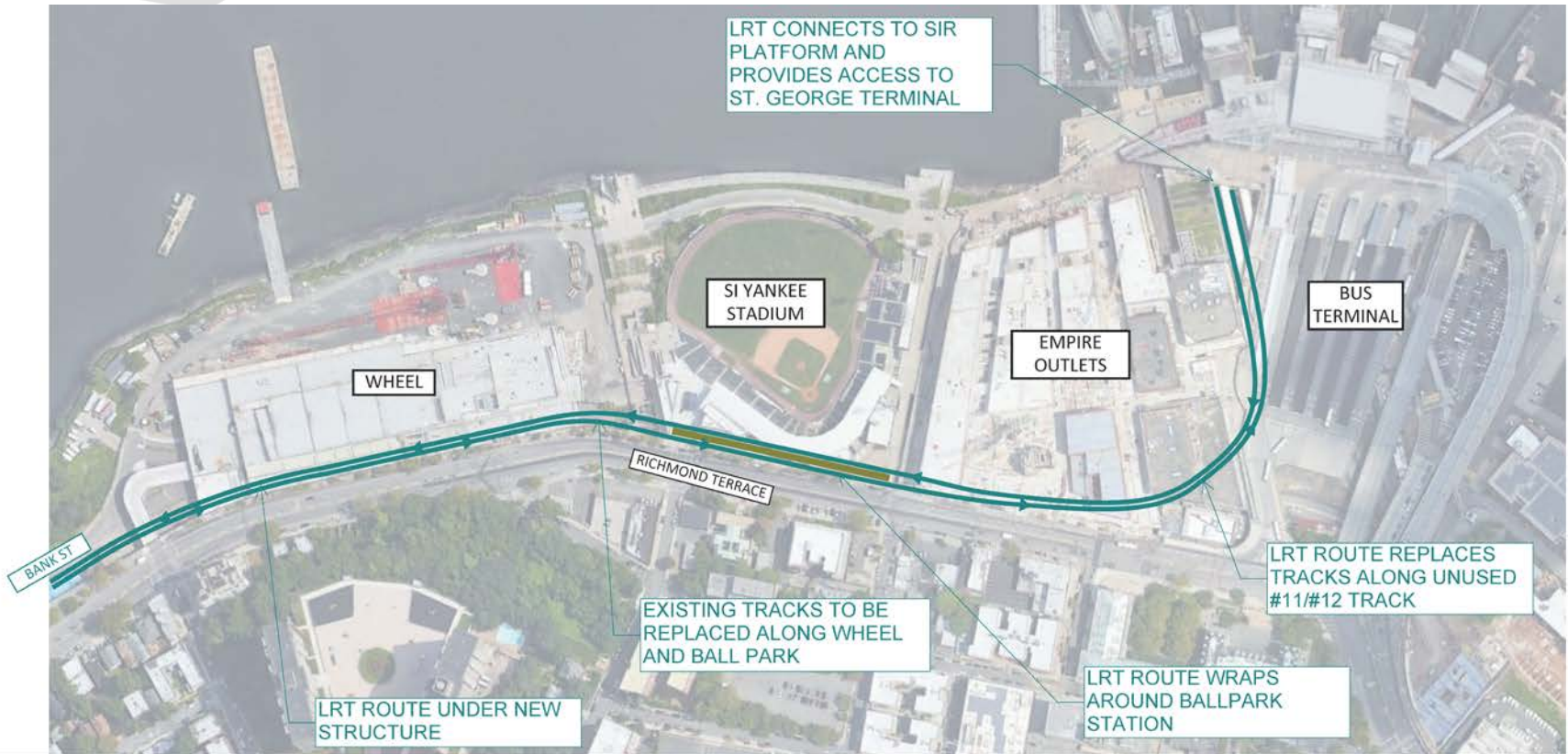
- Traffic Lane
- Dedicated BRT Lane
- Mountable Curb (2 feet)
- Median (5 feet)

# 2012 SINSAA Proposed Routes Using Busway



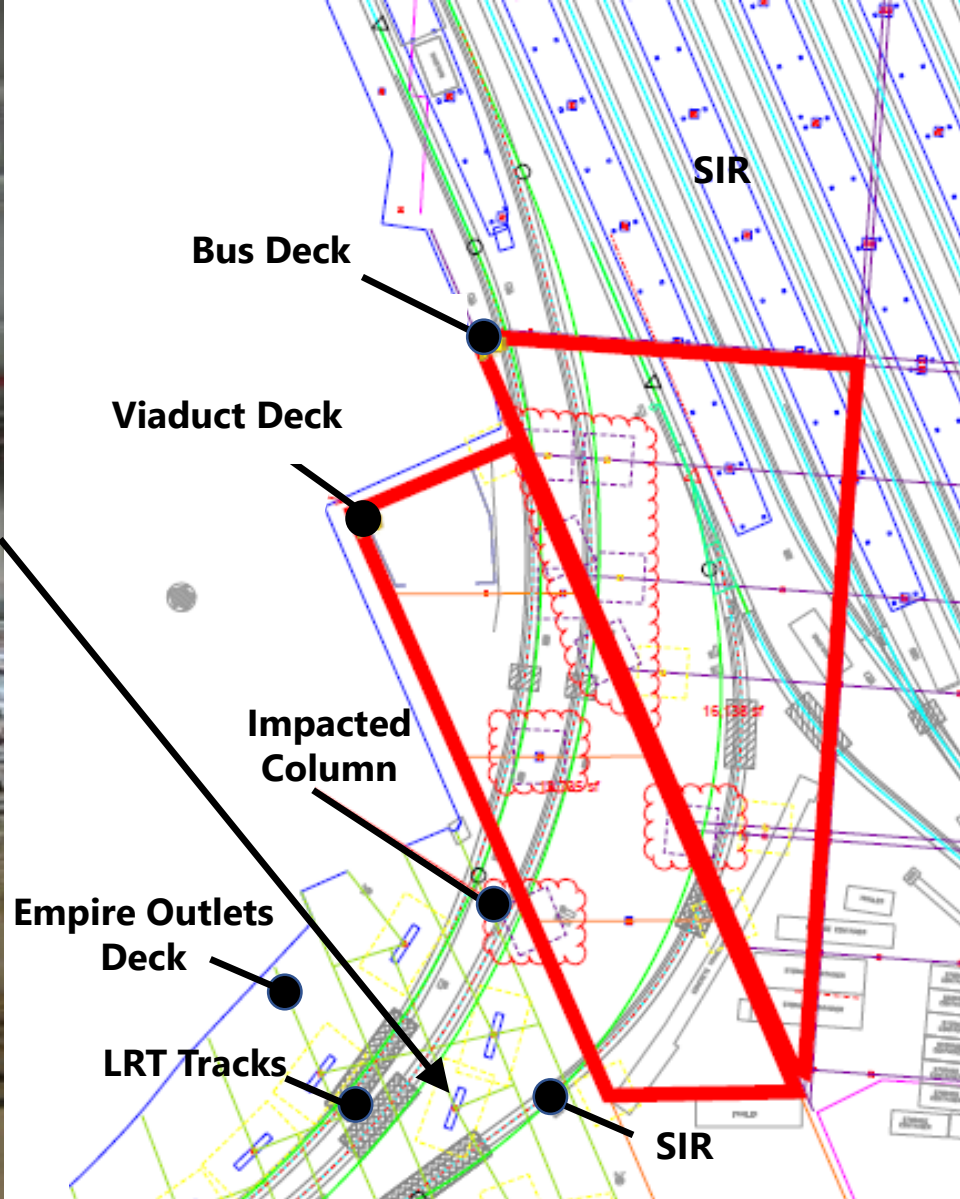


# 2019 Updated Electric LRT Option



## ■ 2019 Updated Access

- Uses former North Shore Railroad ROW to St. George Terminal
- Access to ferry from SIR level
- New LRT-only maintenance facility required
- Modifications to structural columns (Empire Outlets/Bus Deck)
- Impacts to SIR operations



SIR Tracks Beneath Empire Outlets

# 2019 Alternatives Comparative Matrix

Screening Categories	2019 BRT Option	2019 LRT Option
<b>Operations</b>	<ul style="list-style-type: none"> <li>• 2 Dedicated Lanes</li> <li>• Uses North Shore Railroad ROW &amp; Richmond Terrace</li> <li>• Access: Upper Level Bus Depot at St. George Terminal</li> <li>• Accommodates articulated buses</li> <li>• Uses existing bus depots</li> <li>• Signalized intersections</li> </ul>	<ul style="list-style-type: none"> <li>• 2 LRT Exclusive Tracks</li> <li>• Uses North Shore Railroad ROW</li> <li>• Access: SIR Level at St. George Terminal</li> <li>• Federal Rail Administration (FRA) Waiver would likely be required to operate with SIR</li> <li>• Needs dedicated LRT maintenance facility (Clifton Yard no longer available)</li> <li>• No signalized intersections</li> </ul>
<b>Parking Displacement</b>	<ul style="list-style-type: none"> <li>• Loss of approximately 200 spaces on Richmond Terrace</li> </ul>	<ul style="list-style-type: none"> <li>• No on-street parking loss</li> </ul>
<b>Effects</b>	<ul style="list-style-type: none"> <li>• <b>Community Effects:</b> : No change in number of Richmond Terrace traffic lanes; intersections modified with TSP; loss of 0.5 miles of exclusive bicycle lane</li> <li>• <b>SIR:</b> No impacts</li> <li>• <b>Construction:</b> Impacts from:               <ul style="list-style-type: none"> <li>○ Reconstruction of Richmond Terrace</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <b>Community Effects:</b> No change to Richmond Terrace</li> <li>• <b>SIR:</b> Operational conflicts &amp; impacts to existing yard</li> <li>• <b>Construction:</b> Impacts to:               <ul style="list-style-type: none"> <li>○ SIR</li> <li>○ bus deck &amp; ramp (column relocations)</li> <li>○ Empire Outlets (column relocations)</li> </ul> </li> </ul>
<b>Potential Ridership</b>	<ul style="list-style-type: none"> <li>• 11,732 AM peak users</li> </ul>	<ul style="list-style-type: none"> <li>• 10,590 AM peak users</li> </ul>
<b>Estimated Cost in 2010 \$</b>	<ul style="list-style-type: none"> <li>• Capital Cost: \$484 Million</li> <li>• O&amp;M Cost: \$6.6 Million</li> </ul>	<ul style="list-style-type: none"> <li>• Capital Cost: \$1.14 Billion</li> <li>• O&amp;M Cost: \$8.17 Million</li> </ul>

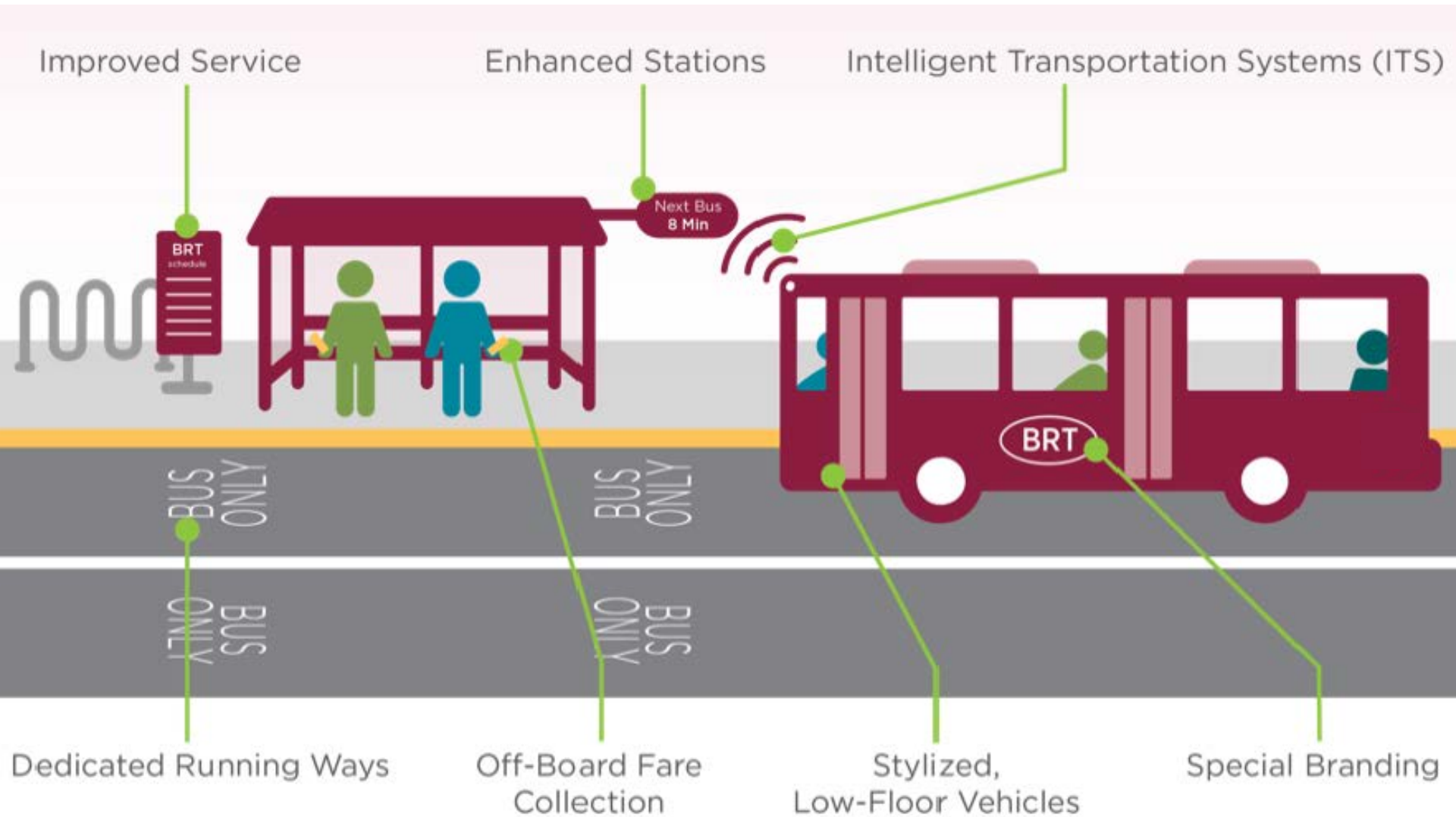
# 2019 Alternatives Evaluation Matrix

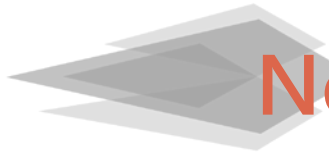
	BRT	LRT
<b>Goal: Improve Mobility*</b>		
Total Stations Served	●	●
Access from transit dependent populations	●	◐
Travel Time from Arlington to St. George	●	●
Improved Access to Business Parks (Teleport & Matrix)	●	◐
Intersection Impacts	◐	●
Estimated Ridership	●	◐
<b>Goal: Preserve &amp; Enhance the Environment, Natural Resources &amp; Open Space*</b>		
Potential Land Use Impacts	○	○
Potential Noise Impacts	●	◐
Potential Impacts to Parklands	◐	◐
Air Quality (Emissions)	◐	◐
Waterfront & Visual Resource Effects	◐	○
<b>Goal: Maximize Limited Financial Resources for the Greatest Benefit*</b>		
Estimated Capital Cost	◐	○
Operating & Maintenance Costs	◐	○
Compatibility with NYCT Operations	●	○
Implementation Period	◐	○

- **Most Successful**
- ◐ **Moderately Successful**
- **Least Successful**

\*Based on SINSAA goals as evaluated in 2012 SINSAA

# 2019 Updated BRT Alternative: Recommended to Advance





# Next Steps

Project  
Scoping

Preparing Conceptual  
Engineering

Environmental Review

Robust Stakeholder & Community Engagement Throughout Project



We want to hear from you!

<https://new.mta.info/northshoreeis>

MTA New York City Transit  
Staten Island North Shore EIS  
2 Broadway, 17th Floor  
New York, NY 10004