PLAN 2040
Appendix 7: Public Outreach and Participation

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1. Introduction

NYMTC’s public outreach process is guided by its Public Involvement Plan (PIP) which was adopted in April 2012 and is based on the federal regulation and guidelines that guide public outreach for the Metropolitan Planning Organization. The PIP, which is briefly described in Chapter 7 of Plan 2040 and could be found at www.nymtc.org, lays out the guidelines, tools and techniques for public outreach for all of NYMTC’s planning products. In addition to taking comments through various means during the Plan 2040 development cycle, formal public outreach was conducted in two phases: open-houses and internet-based outreach during September-October 2012 and a formal comment period from June 17-July 16, 2013.

Outreach

Sept - Oct 2012

This round of outreach was intended to solicit input from stakeholders and members of the public on the transportation needs of the region that would help to build on available information and lay the foundation for Plan 2040. For this outreach effort NYMTC key target audiences for the Plan 2040 were the general public; community based advocacy groups; Environmental Justice (EJ) communities; and private stakeholders. The University Transportation Research Center (UTRC) was recruited to assist with this effort and it was implemented in a number of different ways as outlined below.

RTP Website

NYMTC launched a special RTP website (www.nymtc-rtp.org, www.nymtc-rtp.com) which served as a major conduit for disseminating information on the RTP plan development. The website provided the following information:

- An access to RTP related publications; Plan 2040 Draft Outline, Growth Forecasts, and Public Involvement Process, as well as planning data and maps. All documents are available for download.
- A Calendar inclusive of upcoming meetings, open houses, and agendas.
- A timeline of the Plan 2040 progress.
- Links to NYMTC member agencies in each of the ten NYMTC counties.
- Crowd-sourcing/Links to Interactive online forum/platform to receive public comments (MindMixer) and other social media outlets; Facebook, Twitter, Pinterest, and Wordpress Blogs to solicit public comments.
- Contact information of the NYMTC staff for any inquiries or comments via mail, telephone, fax or email.

Interactive Virtual Website: MindMixer

NYMTC launched an interactive website called MindMixer (http://ideas.nymtc-rtp.org/) to engage diverse groups of people throughout the metropolitan area into a healthy discussion forum. The website served as a platform which allowed visitors to submit an idea, refine and refine ideas, and create or join discussions on transportation issues. All visitors were required to sign up to join the site; the information was used to create a demographic profile of users. The user friendly website was designed around five chosen topics, selected by the NYMTC advisory committee. The topics included: safety, congestion, environment, freight, mobility, and general transportation issues.

Plan 2040 Public Workshops

NYMTC organized 10 public workshops/open houses between September 12 and October 17, 2012 (see Figure 1 image of notice) in each of 10 counties within the NYMTC planning area which includes the five boroughs of New York City; the Lower Hudson Valley counties of Putnam, Rockland and Westchester; and Nassau and Suffolk counties on Long Island. Each workshop consisted of two sessions which enabled numerous stakeholders to attend. The first session began at 4:15 PM and the second session at 6:30 PM. These workshops were held at the most convenient locations which were accessible through public transit and for participants requiring special assistance. One session from each round of workshops conducted in New York City was webcasted, archived, and made available to the public. The information provided at the open houses was posted on NYMTC’s main website, the Plan 2040 website, and was provided to participants upon request.

NYMTC staff gave a PowerPoint presentation at the beginning of each of the two sessions in order to give background information on NYMTC and the transportation planning process, and to discuss trends, forecasts, and current conditions. Participants were able to ask questions about any aspect of the process and to address specific issues or projects. These comments and questions were recorded for consideration. After the presentations, participants went around to five workshop stations that were staffed by NYMTC members. The stations replicated the same topic areas as the MindMixer online forum: Safety, Congestion, Mobility, Freight, and Environmental Justice. Each station used visualization and display materials such as maps, charts, aerial images, and diagrams. All of the visualization materials, including the presentation, were posted on the Plan 2040 website. As partici-
pants walked around from station to station, staff answered any questions and discussed transportation and regional planning issues. Staff or participants wrote down comments and suggestions on paper display boards. Participants were also able to access the MindMixer interactive website at a computer kiosk, where they could also submit comments and thoughts.

Additional Outreach Tools

In order to publicize the available resources to the general public for their input into Plan 2040, NYMTC used the following tools to encourage maximum participation:

- Press Releases (also available in different languages for a diverse community of the NY Metropolitan region)
- Social Media Ads/Internet Message Boards
- Display Ads at various meetings/conferences
- Announcements at Media Outlets: Television, Radio, and Newspaper
- Newsletter and Email Announcements in coordination with other transportation focused agencies
- Interactive communication to the EJ population and Under-Represented Groups

Comments Received

NYMTC outreach efforts elicited hundreds of comments (summarized in the following tables). These comments were reviewed and considered by NYMTC members at the Transportation Coordination Committee (TCC) level. Each of the three subregions - Lower Hudson Valley, Long Island and New York City - held agency planning sessions to discuss and review public comments and issues.

Special Public Outreach Sessions

Prior to the main outreach sessions described above, NYMTC held two special sessions on: Pedestrian and Bicycle transportation on March 12, 2012; and, Safety and Security on June 7, 2012. These two special sessions were held to gather early input from the public on these specific elements of Plan 2040. Both of these sessions were also live webinars so that people who were unable to attend in-person could participate via the internet. The comments received at these meetings were very useful in planning for the public workshops held later in the year as well as to help shape those specific elements in Plan 2040.

OUTREACH JUNE - JULY 2013

The required 30-day public comment period for the draft Plan 2040 began on June 17 and ended on July 18, 2013. As a result of comments received, and in keeping with NYMTC’s Operating Procedures, a supplementary comment period was held from August 12-21, 2013. The comments and official NYMTC responses are located in Appendix 7 on pages 7-32 to 7-43.
2. **Public Comments Sept - Oct 2012**

**Regionwide Comments Plan 2040**

- **General Transportation Issues**
  1. Evaluate Alternatives to New York State’s Gasoline & Diesel Tax
  2. Improve regional connectivity across the Hudson River
  3. Impact on Bear Mountain Bridge due to toll increases on GWB, TZB,
  4. Evaluate the impacts of SOGR projects
  5. Privatization opportunities for transportation projects
  6. **NYMTC’s Governance**
     For Suffolk, Nassau, Westchester, and Rockland. Each has a County Executive each County Executive has an input into the NYMTC decisions. But then there’s the city of New York and you have only one Executive. You have five Executives in the city of New York who are closer to the community, who know the needs of their community, but you have only one person who makes all of the decisions.
  7. **Community Boards and the Regional Transportation process**
     Need to improve Community Board Based Information Distribution and educate them as to how they can get involved in the transportation planning process.
  8. The full cost of travel must be considered i.e. all externality costs - congestion and accident – must be included in the financial analysis
  9. **Older Adults and People with Disabilities: Mobility management models needed for all areas**

- **Pedestrian and Bicycle Issues**
  1. Need bike racks on the area's transit systems
  2. Improve pedestrian conditions around major rail stations; alleviate sidewalk congestion
  4. All bridges should have dedicated (separate) bike lanes
  5. Incorporate bike/pedestrian transportation in every transportation project.
  6. Measureable commute growth representing bike use is missing from the analysis due absence of ped/bike linkages
  7. Pedestrian/Bikeway between Manhattan and Jersey City/Hoboken
  8. Tax credits needed for bicycle commuters
Public Transportation Issues

1. No.7 subway extension to Secaucus Junction needed

2. New mass transit (rail/subway based) facility to bring New Jersey commuters to Manhattan (replacement for ARC project)

3. Address the lack of public transit in Staten Island to NJ locations

4. New York Metropolitan bus idea
   Introduce Bus-Only-Shoulder Program for NYC Express Buses, Atlantic Express X23/X24, Bee-Line BxM4C, CT Transit's I-Bus and Hampton Jitney/Long Island Transit to speed up bus service when traffic along highway is slow than 35mph.

5. Need mass transit (specifically light rail) on the new TZB

6. Subway Extension to Staten Island
   Build the rail/subway tunnel connecting the Bay Ridge branch of the LIRR, the BMT subway at 59th St in Brooklyn, the railroad on the North shore of Staten Island, and Staten Island Railroad.

7. Increasing the capacity of the existing rail systems
   Projects not as massive as ARC, LIRR/GC, 7-line extension or 2nd Ave Subway but will provide crucial service to underserved areas which are increasing in population and need better connections to employment centers:
   - Restoring express service on the center track of the F-Train in Brooklyn.
   - Improve signal timing thus providing the ability to run more trains per hour.
   - Running more rail freight on the Bay Ridge line as well as using it for passenger service. Currently only 1% of the regions goods are moved by rail. Increasing capacity on it would reduce truck traffic on the congested bridges and tunnels. Additionally in recent years there has been an increase of commuters traveling from borough to borough from Brooklyn thru Queens to the Bronx. Using this line for passenger service as well would reduce VMT and enhance reverse commuting opportunities to major employment centers in Westchester, CT and L.I.
   - Improving Staten Island connection with the mainland by increasing the capacity of the Howland Hook SI freight rail as well as adding passenger service to the NJ Mainline and Newark Airport. Many SI residents use and work at the airport and need convenient access to it and NJ Transit to 34th St Penn Station.
   - Restoring the Rockaway Branch of the LIRR which would provide a 20 minute ride from Penn Station to JFK.
   - Restore Citypass on LIRR and Metro North.
   - Enhance reverse commute options using the existing LIRR track, particularly from Riverhead to Greenport and Patchogue to Montauk, at the same time as Peak trains are going into the city.

8. Implement ferry services between Central New Jersey & Lower/Midtown Manhattan

9. LIRR Extension to Lower Manhattan, do not stop there
   Make the PA NY&NJ connect the LIRR Brooklyn Branch with NJ Transit's Hoboken Branch, and let BOTH RR's have direct service into Lower Manhattan, with freight service using those new tunnels between rush hours and over night. The expansion of the LIRR to NJ would give Nassau and Suffolk Counties direct access to markets west of the urban core. While expensive, this is a project of regional importance that should be considered long-term.
Traffic Congestion Challenges

1. Parking concepts to reduce congestion
   - Reduce the amount of built parking - this will make driving less attractive and convenient and encourage use of mass transit.
   - Promote the use of parking info ("APPS") to reduce unneeded congestion circulation

2. Implement pricing equity – everyone to pay their fair share – congestion pricing

3. Need two passenger rail tunnels across the Hudson - ARC replacement

4. Congestion pricing status and tolls
   - What’s the status of the congestion planning in the region?
   - Will the plan consider tolls and their effects?

Sustainable Regional Transportation Ideas

1. TOD - Tie transit level of service to density
   Tie future levels of transit service to achieved density levels and pedestrian-friendliness of station areas. (i.e. are they attractive, walkable, and with an appropriate mix of land uses?)

2. Sustainability action for communities that live with rail
   Communities that live with freight rail around Fresh Pond Terminal need noise abatement--for the noise of engines, brakes, couplings, and rails. Hours of operation must be addressed--through coordinated passenger and freight rail improvements, alternative classification yards, and marine transportation use. For these NYC neighborhoods, the increased use of freight rail has meant degradation of quality of life, property, and health.

3. Coordinated Human Services Planning
   Transportation Needs of Home Health Care must be considered including collaboration across providers organizations.

4. Transit-Oriented Redevelopment / Downtown Revitalization
   Change zoning to allow residential housing in upper stories of buildings in downtown Village areas near transit stations. Provide incentives for property owners to re-hab and rent apartments above storefronts -- thus inspiring downtown revitalization while at the same time creating transit-oriented-redevelopment. Provide municipal incentives to improve and "green" streetscapes to enhance the residential appeal. What we need to advocate for are a series of "downtown" transit nodes that interconnect via corridors (either roadways, walkways, bike lanes, linear parks). However, increasing density is only appropriate if there is the proper infrastructure in place to accommodate additional growth. The roads must be expanded, and wastewater treatment must be already in place.
Transportation related environmental issues

1. **Truck operations**
   Require all truck and buses to have an automated engine turn off - will reduce idling, a major issue.

2. **Use of permeable surfaces**
   Roadways and/or sidewalks should include more permeable surfaces to reduce storm-water run-off, especially in areas that are already very polluted.

3. **Infrastructure need to be built for electric vehicles**

Transportation Safety Challenges

1. **Safety data should be accessible to the public**

2. **Need to promote transportation safety in schools**

Freight Movement Issues

1. **Trucks on Parkways**
   Commercial traffic within viable weight and height standards should be allowed on parkways (i.e., Belt from VNB to JFK) to reduce congestion on local truck routes.
Public Transportation
1. Mass transportation requires focus on maintenance & enhancement, so that it can provide a proper balance between (encourage) business & tourism.
2. Strengthening the County’s relationship with MTA-MNR is important

Pedestrian and Bicycle
1. Hudson Fjord Hike/Bike Trail - Hudson Highlands State Park contains North America’s #1 hiking Trail - Breakneck Ridge - but getting to it and nearby trailheads along Rt. 9D can be dangerous. To facilitate park access, Scenic Hudson is working with four Highlands communities to create the Hudson Fjord Hike/Bike Trail, and eight-mile route from Cold Spring to Beacon that will enable pedestrians and bicyclists to reach the park without traveling on the busy road. Increasing opportunities for recreation- and tourism-related businesses, this is the type of project that acts as a catalyst for substantial economic benefits in tourism-dependent economies.
2. Link TZB bike route to Old Croton Aqueduct and South Country Trailway
3. The Yonkers-NYC Link (Bronx River Parkway reservation pathway extension) project is a vital 3.8 mile missing link which would provide access to a 23 mile trail connecting Westchester County to NYC. The project already has $1.3 in federal funds and needs 20% local match to move into construction. NYMTC’s help needed in moving the project forward. Would help to ensure the functionality of the trail for the trail for the community as 17 connects neighborhoods to each other, provide access to public transportation, and open acres of parkland for recreation, education, and ecological use.

Transportation Safety
1. Improvements needed at the Intersection of 119 and Norwood Rd. Reconstruct Bridges and sidewalks needed.
2. When route 100 is repaved, pave over the rumble strips

Sustainable Regional Transportation
1. Identification that tourism is one of the greatest economic drivers in the County right now

General Transportation Issues
1. Need to focus on the transportation and development needs of the 684/84 corridor
2. Open up Putnam County as a bedroom community. Partnerships with Metro North for our day-trippers for our bike paths so people can come to Putnam County and stay.
3. The relationship with NYMTC (the MPO) is exciting as it could help with the county’s thrust for economic development
Public Transportation

1. Mass transit is needed on the new TZB from day one
2. Northern Branch into Rockland County. NJT is slowly bringing the Northern Branch light rail up into Bergen Co. This line once went to Nyack and the right-of-way still exists. Why not have NY chip in funds to bring this line back into Rockland Co. since rail will not be included on the new Tappan Zee Bridge.
3. The ROW is now a rail-trail in Rockland.
4. Tracks to connect local shopping areas and regional rail. There are existing under-used local rail tracks in Rockland County that could be revitalized for use by local shuttle trains. For example, an active rail track exists from Monsey area to Suffern Train station and toward Spring Valley, but is not used for commuter/shopper transport. It serves only for commercial product transport. Several shopping centers and Village shopping areas back up to the tracks and already-existing parking lots could serve as parking for commuters. The tracks pass within walking or bicycling distance of numerous residential areas and nearby apartment buildings. A "rail shuttle" could be used locally to connect shopping areas and also for accessing trains stations serving the regional systems. This would greatly reduce car travel -- and encourage community-building. There may be similar opportunities in other communities.
5. COACH USA needs Sunday Service on Tappan Zee Express. Tappan Zee Express should run during Palisade Mall shopping hours and extended Tappan Zee Express from Suffern Bus Stop to Suffern Station to allow easier transfer between Metro-North's Port Jervis Line as well.
6. Installation of bidirectional bus controlled traffic signaling technology on Route 59 btw Exit 14 Park N Ride Nanuet & Mountainview Ave Nyack; eliminating the need to construct exclusive bus lanes along I-287.7.
7. Need construction of a new bus only entrance ramp @ Kilby Street in Nyack connecting to I-287E.
8. TZB bus improvements:
   (a) Possible stations: Exit 14 Park N Ride, Smith St Park N Ride, S9/303 Park N Ride, Palisades Mall-Macys lot, Mountainview/59.
   (b) Possible AM routing: S9EB to 303NB to Palisades Cntr Dr to I287 via exit 12 merging into bus bypass shoulder lane (BBSL). Bus merges back onto S9 @ exit 11 and proceeds to Kilby St where it remerges back onto I287 BBSL to new bridge lane & into Tarrytown. Connector separate AM rush hour Shuttle service would run local & serve Nyack & South Nyack. PM rush hour routing would combine both bus lines suggested above with possible improvements on I287 WB to include use of a BBSL btw the TZB & exit 10.
9. Rockland County’s access to mass transit and multimodal mobility options - Greater service on the Pascack Valley Line, etc. How do we ensure that Rockland County doesn’t continue to be the regional orphan with regard to mass transit and the ability for us to get into the city without having to use our cars?

Pedestrian and Bicycle

1. North / South Bike Travel in Rockland County Needs Improvement - Every weekend, as many as 5000 cyclists ride from the five boroughs and Northern Jersey toward Nyack in Rockland County. It’s mostly recreational riding done by mostly serious bikers. But it’s also a serious problem: parts of 9W are unsafe and the alternative, River Road in Piermont and Grandview, is already too crowded with parked cars, auto traffic, joggers and cyclists, too.
2. The bike path on the new Tappan Zee Bridge will add thousands of casual cyclists to the mix when it is opened in 2017.
3. NYMTC should study car and bike traffic on these North-South mixed use roads and find new routes to relieve the congestion and increase opportunities for recreational riding the separate cars from cyclists. One proposal worthy of consideration is a 2002 Palisades Interstate Parks plan that looked at building a shared use path along the Palisades Interstate Parkway between the George Washington Bridge and Bear Mountain.

4. Add a shared use bike PED and sidewalks path connecting Nyack with the Palisades Mall and further west to Nanuet.

5. Need to have sidewalks included in the reconstruction of New Hempstead Road

6. No sidewalks exist on Route 59 in Central Nyack

**Traffic Congestion**

1. I-287 improvements- widening of the existing eastbound shoulder lane on I-287 btw exit 12 - TZB & open to bus only use during peak period, peak directional travel. (3 mile segment)

2. TZB improvements: Bus only (shoulder lane) use in the south lane while traveling eastbound on a newly constructed TZB and in the north lane while traveling westbound.

3. Installation of ramp meters in exit 10 helix and controlled by buses riding in I-287 bus bypass shoulder lane (BBSL). Buses would yield to any oncoming traffic at merge point with exit 10 entrance ramp.

4. Address congestion on US 50, Central Nyack and also Main St. in Nyack

**Transportation Safety**

1. Walking & biking on Route 59 is dangerous.

2. Need more pedestrian signals at Leonia Avenue & Route 304

3. Sidewalks and safe crossing zone must exist to provide access to all bus stops. Especially Route 59, Orangeburg Road, (Vet’s Highway). Also, Link Park in Nyack.
Public Transportation

1. Bee-Line Bus Service Idea: Westchester County Department of Transportation should run Bee-Line bus service to run overnight service; only Route #20 bus is only 24-hour bus line in Westchester County. Some Bee-Line buses should operate during Thanksgiving and Christmas, so people who are without car can commute to their friends or relatives house for party.

2. Bee Line Buses Should Run Later - Many people rely on public transportation to get in and out of New York City, especially for work. However, they should be able to do so for fun, too. A Bee Line Bus that stops running before 9pm is no help to a Westchester County resident who wants to visit Madison Square Garden.

3. Resources should be provided for for Bee-Line bus to install bike rocks on buses with focus on its routes serving rail stations.

Pedestrian and Bicycle

1. Complete the Missing link the Westchester City Trail - Westchester’s highly popular North County and South County Trails can provide a safe and very pleasant bike and walking route from the Bronx to Putnam County. It is missing a key connection in Elmsford NY - whose completion will require a significant investment to provide a bridge over a flood plain. Without that connection, cyclists and walkers are diverted to local streets. Reopening the bridge would be a trivial cost - except that the Junk Yard is squatting on it. County should go back to the Army Corps of Engineers to see if there is a type of “bridge” they will allow that would be less costly.

2. Bronx River to East View bike path/route – a safe and effective link is needed in Westchester County to connect the North County Bike trail in the Eastview area of Greenburgh to the Bronx River Trail in Valhalla. The route would also serve Westchester County Med Center, the Cross Westchester Executive Park and Westchester Community College. It would follow the alignment of Old Saw Mill River Rd and Grasslands Rd

3. Bike Lane/Paths - Westchester along I-287 Corridor: The I-287 Corridor is a major transportation corridor for the entire Hudson Valley - and is essentially impossible to safely bike across due to highways and hills that create barriers and force all traffic onto the major roads which have been designed entirely for auto and truck traffic and are unsafe for cyclists and pedestrians. Developing this route would link major bike/ ped trails (the North & South County Trails, the Aqueduct Trail, Walkway on the Hudson, the bike/walk path planned for the new Tappan Zee Bridge, The Bronx River Trail/East Coast Greenway, Playland Parkway trail and the proposed bike/walk trail along the Hutchinson R. Parkway. It would also link the 3 Metro North lines and the downtowns of Tarrytown, Elmsford, White Plains and Rye - as well as the office locations along Westchester Avenue in White Plains and Harrison.

4. Westchester Route 117 Corridor Bike & Pedestrian Improvements: Route 117 runs from NY Route 9 in Sleepy Hollow to Route 35/I-684 in Katonah and is a major regional transport corridor. For much of its length it is dangerous for cyclists - and sidewalks are limited. From Pleasantville to Katonah, it runs in a valley along a relatively flat route between some of the higher hills in Westchester County. The route has been a major transportation corridor for over 200 years and now includes the Metro North Harlem line as well as the Saw Mill River Parkway. Because the parkway is closed to trucks, Rt 117 must handle all regional truck traffic, as well as much through truck traffic between I-684 in Katonah and the Tappan Zee Bridge as this route (combined with Rt 9A) is shorter than the I-684 / I-287. In addition, for most of the route North of Rt 141 in Pleasantville, the road has narrow 10 ft travel lanes without shoulders, is often in poor condition due to drainage issues. There is no sidewalk between Pleasantville and the Mt Kisco border and sidewalks are apt to be compromised in other areas of the route.
5. Additional bike trails - Westchester / Putnam: The North County Bike Trail needs more connectors to other trailways and adjacent communities. Several important connections that should be developed:
   - Baldwin Corners to Golden's Bridge (Metro North) over an abandoned trail line. This is currently in plan - but provision must be made to address area where ROW has been encroached on and needs to be rerouted.
   - Yorktown Heights to FDR State Park - also over and abandoned Rail Line - project has been planned in details - but lacks funding to proceed.
   - Eastview to Bronx River Parkway, Valhalla - This would need to be a new trail - possibly going through the Westchester Community College Campus.

6. Northern Bronx River Parkway Trail - The Bronx River Parkway trail from Scarsdale to Valhalla, needs major re-engineering and planning. It is currently missing important sections (From Main Street to Westchester County Center), and other sections have steep grades, tight turns and are often flooded. A connection is needed from Valhalla to the North County Trail in Eastview, which would have the added value of connecting access to Westchester Community College, Elmsford Office Park, Westchester Medical Ctr and an existing trail into Tarrytown.

**Transportation Safety**

1. Westchester roads not bike-friendly - Westchester roadways are not bike friendly. Rte 9 near Tarrytown has 4 narrow lanes – the road needs a road diet. Bike Route 9 has to jump the Hudson on the Bear Mountain Bridge because Westchester highways are still too dangerous to ride there are few safe cross roads suitable for bikes crossing the Putnam Rail Trail needed - road names @ crossings, user services signs, better mile posts on NY Central RR mile post points.
Public Transportation

1. Eliminate unnecessary transportation hubs: link bus/train to toll plaza connect to escalator at Tarrytown station
   On Westchester side: Run bus/train to stop on toll plaza (i.e.: center lane) and connect to escalator leading below the bridge to connect w/Tarrytown train station AND River Walk AND save the (Irving and the Quag) neighborhoods North & South from being swallowed by huge, unnecessary transportation hubs – also saving Tarrytown’s Broadway from endless congestion & Traffic jams & pollution.

2. Transportation to NYC through Westchester County: Old Putnam ROW light rail or bus. The Saw Mill River valley is one of the few sections of metropolitan New York that has no rail service that connects to the NY city system. Why not resurrect the old Putnam right of way with an elevated light rail or elevated electric bus route? The bike and walking path presently located on the Putnam line would remain intact and improved with over head weather protection and possible lighting. This line would also reduce bus traffic on local city and state roads. Maintenance of rail cars or buses could be performed at the present Liberty Line bus terminal located off the main track. What is the MTC’s comment on my proposal?

3. Need a Woodbury Commons train station on the Port Jervis line

4. Make provisions for bus on shoulder from Palisades to thruway to Tappan Zee

5. What happened to the idea of building rail service along the NJ side of the Hudson River, opposite Manhattan?? If ever rapid transit was needed, it’s there! Is there such a plan in the works?

6. Tappan Zee Bridge – Consider and evaluate BRT connection between Palisades Mall & Tarrytown as a joint first phase for each county to build on (to expand service) once complete

7. Rail plans need to be developed for the new Tappan Zee Bridge.

Pedestrian and Bicycle

1. Need proper and safe bike and pedestrian crossing times at intersections

2. Need to encourage Walking School Buses in the region

3. Need facilities for bikers on Route 9A

4. Bike path connections were more clear in earlier TRB plans – In earlier plans for the TZB, the bike path would tie into existing Paths (Esposito trail), but in the new designed plan, is no longer clear where bikes would connect to valley side streets that basically allow two way traffic as they are, and would find unusable if a lot of bikes use them.

5. Actually Implement the Mid Hudson South Bike / Ped Plan - The MID-HUDSON SOUTH REGION BICYCLE & PEDESTRIAN MASTER PLAN done in 2001 identified an array of key projects that still need to be done. A strong argument can be made to stop planning and start doing.

6. Bike Lane on the New Tappan Zee Bridge - While this is part of the current plan, there is always a chance that it could get removed or deferred until later. It needs to stay in plan and be open for bikes the same day the bridge is open to cars and trucks.

7. Tappan Zee Bridge ped-bike issues - Programmed for new bible/ped path, but all services end where bridge ends. There needs to be safe, marked connections to nearby, roads, trails and Paths. Route 119 between Tarrytown & Elmsford is direct 2½ mile connection between TZB and Putnam Rail Trail. But route 119 is Not Safe for Bicycle Riding. 12 foot curb, lanes without any shoulder or bike lane, yet heavy use by buses & trucks. Road needs restriping if not re-building for safety.
Freight Movement

1. Build a rail bridge between Newburgh and Beacon – A rail bridge is needed between Newburgh and Beacon to connect the Southern Tier and CSX River to lines east of Hudson. Rail bridge would be used for passengers and freight.

Sustainable Regional Transportation

1. Expand mobility management models for older adults and people with disabilities
2. Coordinated Human Services: Establish transportation links with health care facilities and hospitals.
3. Tourism oriented parkway and bike trail- Putnam to Dutchess in the 2040 RTP
   Transform a portion of State Route 9D between the Village of Cold Spring and City of Beacon from a 2-lane highway into a recreational, tourism-oriented parkway. Recommend that the project Hudson Fjord Hike/Bike trail project be included in the 2040 RTP. Specific route of the trail to extend from Cold Spring Train Station up Cold Spring’s Main Street, north along Fair Street to Little Stony Point, then north in-between Route 9D and MNR’s Hudson line past Putnam County line into Dutchess County.

General Transportation Issues

1. Tappan Zee Bridge - River walk connected under the bridge expands travel options beyond driving to the train station.
2. US 59: Lack of sidewalk and congestion negatively impact local businesses
3. Take traffic pressure off Hudson River Crossings - Due to fewer trains, lack of parking facilities, lack of a one-seat ride, commuters west of the Hudson river have far less access to rail transit. Bring back the West Shore Commuter Line! Review and resuscitate the ARC Tunnel. Add a Mid-Hudson Regional tunnel option. Add rail to the Newburgh-Beacon Bridge.
Nassau - Long Island Comments *Plan 2040*  
September-October 2012

**Public Transportation**

1. Nassau Inter County Express (Long Island Bus) need to be improved – routes N2, N6, N8, N20, N21, N23 & N27 should be revisited.

**Pedestrian and Bicycle**

1. Long Boarding (skateboards) is becoming very popular. The ability of them to share the bike lanes will need to be kept in mind.

**Transportation Safety**

1. Crossing needed near intersection of Port Washington Blvd and northern Blvd. (N23 Bus changing to N21 or N.20)
2. Crosswalk needed at Roslyn Clocktower - Across Old Northern Blvd to (formerly known as) G.W. Manor near the Village of Roslyn

**Freight Movement**

1. Investigate the possibility of an international freight facility for Nassau County
Public Transportation

1. The Peconic Bay, five-town, eastern Long Island region needs a comprehensive transportation system because of growing traffic congestion.

Pedestrian and Bicycle

1. The following pedestrian/bicycle issues need to be addressed:
   - Pedestrian and bicycle safety and sidewalks in Suffolk county
   - Bike racks on buses in and beyond Suffolk
   - Old Commack Rd. trail to be connected to Edgewood Reserve
   - Greenleaf Trail – San Souce Park, to be linked into Greenway Trail in Setauket
   - Wantagh Parkway, extension (rebuild bikeway north to Northern State Parkway). Extend Kings Park Bikeway to the waterfront and/or Sunken Meadows Park.
   - Build the Port Jefferson to Wading River Rail-Trail.
   - Funding should be provided for bike racks on Suffolk County transit buses
2. Retrofit some existing county roads e.g. 58 and 39 for ped/bike; bike safety amenities needed; connections between William Floyd Parkway and a new proposed Town Center also needed.

Traffic Congestion

1. The towns of Riverhead, Brookhaven and Islip sponsored a Long Island Regional Economic Development Grant to address congestion on the Long Island Expressway
2. Do not decrease speed limit on 347. It is a major E/W route; coordinate the traffic lights for better traffic flow
3. Need a tunnel from the end of Route 135, Seaford Oyster Bay Expressway to the intersection, interchange of I-95 and I-287

Transportation Safety

1. Concern over crime and the number of trees taken on the Setauket Greenway
2. Unsafe entrance from Deer Park Avenue onto Southern State Parkway. The southwest cloverleaf entrance from Deer Park Avenue onto Southern State Parkway eastbound is much too SHORT. Place the entrance much further from the actual entrance on Southern State Parkway. Land is available to make this change a reality just west of Deer Park Avenue.

Transportation Related Environmental Issues

1. Pilgrim Intermodal is the wrong place for a large international freight transfer point; it is too ground water sensitive being the only ground water recharge area in the region open spaces.
2. Freight transfer at Calverton at old Grumman site way to close to groundwater levels and head of Peconic River. Also not near many major roadways; it should be closer to LIE, not in the center of a vastly unpopulated sensitive area.
Suffolk - Long Island Comments Plan 2040  
September-October 2012

Sustainable Regional Transportation

1. Establish Bike share & bike lanes from LIRR-Farmingdale station to SUNY-Farmingdale, which also need more bike racks.
2. Create a regional Bus Rapid Transit System in Nassau and Suffolk Counties, for example along Sunrise Highway and Long Island Expressway. Existing bus routes which could be upgraded might include the SR1 from Amityville to Huntington, the SR45 from Smithtown to Bay Shore, and the SR40 from Babylon to Patchogue. Route 110 from Amityville to Huntington could be a good local route for express bus service, as could a route from the Central Islip LIRR station up Route 347 to the Port Jefferson LIRR station; from there the express bus route could follow Route 25A east to Wading River.
3. NYSDOT actually completing the project to widen Route 347 and complete its few proposed interchanges is a more-urgent priority than planning a new light rail infrastructure that would stay on the drawing boards for years.
4. Follow the roadmap of growth previously outlined by Dr. Koppelman embracing the creation of denser downtown areas, centered around train stations. TOD centers should only be embraced if the appropriate infrastructure (i.e. roads, wastewater treatment) can handle the infusion of density and growth.

General Transportation Issues

1. The Route 347 Greenway is Awesome! The notion of this idea is simply to reinforce the inclusiveness and excellent design qualities of the Route 347 Greenway, and the potential for this roadways design concepts to be re-applied to other state routes such as NYS 111 and 454 nearby, as they both sorely need improvements which are sensitive to the community and provide for the safe movement of all users.
2. Protected bike lane in South Chelsea. The reduced the number of traffic lanes, provided split phase, physical lane separation at the turns, are very effective.
Regional Long Island Comments *Plan 2040*  
September-October 2012

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**Public Transportation**

1. Rising transit fares on LIRR: Discouraging ridership

**Pedestrian and Bicycle**

1. Ensure safe biking in Long Island, especially along the sides of the North-South roads such as William Floyd Parkway  
2. Funding of LI Motor Parkway Trail (Corridor 16 & 17), Ocean Parkway (Nassau Portion), Robert Moses Causeway Bike Path, Sagtikos Bikeway, Finish PJ. Wedding River Bikeway, Edgewood Pressure to LI Motor Parkway at Bethpage State Park (corridor 16) including many destinations (Heartland, Otsego Park, various Huntington Parks, Melville commercial area, old Bethpage State Park, Eisenhower Park, Jones Beach, etc.)  
3. Bike lockers needed at rail road stations (racks are not secure enough).  
4. Need more bike storage facilities at railroad stations

**Traffic Congestion**

1. Get towns near LIRR to allow new parking lots to be added – legislation may be required.  
2. More parking is needed at LIRR stations but lots should be expanded up and not out  
3. Construct parking garages near LIRR stations – consolidate parking lots into parking garages  
4. More people need to be able to walk and bike to the station and not take their cars. What really is needed is High-density building around each station.

**Transportation Safety**

1. Upgrade LI's Parkways for current traffic and safety needs e.g. lengthening merges on each older cloverleaf interchange. Route 106/107 on the NSP. Additional problems include poor drainage on the Sagtikos at Crooked Hill Road and the Southern State’s various sharp curves.  
2. Need automated enforcement: speed, red light cameras and intentional violation

**Freight Movement**

1. Encourage Intermodal Facilities in Industrial Areas of LI. Explore the placement of intermodal freight stations in several of the key industrial areas of Nassau/Suffolk: Ronkonkoma, Hauppauge, Edgewood and Calverton. These centers should take advantage of already-existing rail spurs, and future expansion of the system can be built along existing, unused rights-of-way.  
2. Burdens of freight rail to LI are borne by people around Fresh Pond Terminal in Queens. These include diesel emissions from old, high polluting, Tier 0 locomotives, noise and seismic effects from old equipment and tracks, foul odors, vermin and other pest species, pollution of air, water, and land, and open cars of garbage and unsightly rail property in residential areas.

**General Transportation Issues**

1. Reverse Commute - More people are working on Long Island and unemployment continues to raise due to the factor the available jobs are not readily accessible by L.I.R.R, service. And those do have jobs have to use their car because there is not enough service available. It is time to consider the alternative.  
2. Explore private public partnerships  
3. Resuscitate MAGLEV study done some time ago
Public Transportation

1. Build a Metro North Station in Co-op City - A Metro North Station in Co-op City will create jobs and update the area’s infrastructure. Also, it will cut down on travel time between the Northeast Bronx and various points.

Pedestrian and Bicycle

1. Need to complete the Starlight Park, Phase 2 link in Bronx River Greenway
2. Develop a ped/bike underpass at Bruckner and Bronx River; one side to Hunts Point and another to Soundview
3. Bronx River greenway connection - Make the Bronx River Greenway connection in Yonkers
4. Bronx River greenway - List the Bronx River Greenway on “Strategic Regional Transportation Investments in the current Plan” map! Over $140M allocated for projects
5. Need bike lanes & ped-way on Whitestone or Throgsneck bridges
6. Pelham bike path - Leave Pelham bike path and pave Putnam rail trail.
7. Connect Yonkers to New York city along Bronx River Parkway - Connect the northern sections of the Bronx River Pkwy to the Bronx River Greenway, the south, making a 23 mile connection
8. Bronx River Greenway from Bruckner Boulevard, connecting it to the Hunts Point neighborhood and to Soundview neighborhood - Importance of closing a link; currently a gap that currently exists in that Bronx River Greenway right in the midst of the Bronx.

Traffic Congestion

1. Major Deegan - The traffic here, especially the area surrounding Exits 7N/S (The GWB), is atrocious. Getting to the east side from Westchester during rush hour is very difficult.
2. Major Deegan Expressway - there is no worse way to enter Manhattan from points north than through the Major Deegan Expressway, especially the area around the GWB onramp (Exit 7N/S). Any way to allow for the freer flow of traffic along that stretch (more lanes, moving one of the 7 onramps further away from the other, or even something drastic like a BQE style double-decker highway) would be greatly appreciated.

Transportation Safety

1. Safe street crossings at Gun Hill Road and Willet Avenue - Near a school, church and major transit hub, the intersection at Gun Hill Road and Willet Avenue need a serious safety study to protect pedestrians and drivers from serious injury.
2. Double parking issue - Grand Concourse bike lanes blocked by doubled parking
3. Pedestrian/truck conflict - Ped access and truck conflicts at I 278-L 895 interchange
4. Signal study and safety crossing redesign - Gun Hill Road and Olinville Avenue – signal study and safety redesign needed as there are not enough crossing delineations
5. Major pedestrian crossing challenges - Gun Hill Road and Willett – not enough time to cross Willet and LT from Gun Hill Road are fast near school.
Freight Movement

1. Truck traffic on local streets - Need to keep trucks off local streets in Hunt Point
2. Sheridan Expressway - Decommission/tear down the Sheridan Expressway encourage trucks on Oak Point Avenue

Sustainable Regional Transportation

1. Safe connectors/pathways needed to major parks & greenways
2. Focus on safe connectors/pathways to major parks and greenways, to ensure that pedestrians/bikers can get to these off street transportation routes for example, Westchester Ave, Bruckner Blvd. 233rd Street, Broadway – which all interest with major greenway and/or parkland routes.

Transportation-Related Environmental Issues

1. Local health – Need consideration to be given to local health issues such as the high rate of asthma in the Bronx
Public Transportation

1. Transit – subway - Rebuild the BMT west end line New Utrecht Avenue two-way traffic between 9th Avenue & 39th Street. Shave the downtown sidewalk to the benches
2. Transit – subway - Demolish the entire BMT west end line which runs between 38th Street (36th Street) & Mermaid Ave (Coney Island) which serves the D train. Coney Island has excess service (too many lines) – convert it to parking
3. Station - Coney Island station – turn it into a 2-way traffic parking lot
4. Transit – subway - Keep the Bay Parkway elevators
5. Fast Ferry (like) System incorporated to Southern Brooklyn - A fast ferry system needs to be incorporated to Southern Brooklyn including the neighborhoods (but not only) of Sheepshead Bay, Brighton Beach, Coney Island/Sea Gate, Bensonhurst/Bath Beach, Dyker Heights/Bay Ridge, and Sunset Park. 5 or 6 stops along the waterfront would take a shorter amount of time to get to Lower Manhattan than the subway already does. Extend the Ferry East to the Rockaways as this area also is undeserved by mass transit and needs additional transportation options to be developed.

Traffic Congestion

1. Gowanus Expressway replacement with a tunnel definitely should be revived - Among the benefits would be additional lanes for the Expressway (including a westbound HOV/bus lane), replacement of a badly-deteriorated and dangerous highway structure, and the removal of an elevated highway that cuts off the Brooklyn waterfront from surrounding communities, opening up new green space where it is sorely needed. The best truck route in truck-dependent New York City would be greatly-enhanced.
2. Traffic flow - 9th Avenue/Prospect Park West: connect the streets with a low-story bridge over Greenwood cemetery: 2-way traffic should apply. Also New Utrecht Ave, 86th St., 10th Ave., Stillwell Ave; 2-way streets
3. Atlantic Arena congestion must be addressed

Transportation Safety

1. Speeding motorcycles Issue with motorcycles speeding on Newkirk Avenue (cross streets East 8th & Coney Island Avenue) despite 20 M.P.H. signs
2. Truck traffic - Trucks should be redirected to turn on East 8th Street to 18th Avenue and then to Coney Island Avenue. Same for school buses. Trucks are illegal on Newkirk Avenue so that should not be a problem.
3. Speed & truck laws enforcement - There are the speed and truck laws but they are not being enforced. The issue also becomes one of safety for the many school children in this area

Freight Movement

1. Allow trucks on the Belt Parkway
Brooklyn - New York City Comments Plan 2040  
September-October 2012

Sustainable Regional Transportation

1. Red Hook Streetcar Project - The Brooklyn Historic Railway Association (BHRA), a 501-c-3 non-profit corporation founded in 1982, is seeking to resume and expand upon its project "X550.01, D009817", the Brooklyn Heritage Trolley Project: an electric streetcar line connecting transportation starved Red Hook with downtown Brooklyn.

2. Turn Coney Island station into a parkway - we don’t need four BMT lines served there.

General Transportation Issues

1. Replace the Gowanus Expressway - The current re-build capacity of the expressway will not accommodate the truck and auto demand that will be created by the enhancements to the Staten Island Expressway and the replacements of the Goethals and Kosciusko bridges. There is no viable alternative in the Gowanus Corridor. A replacement with a tunnel was shelved by NYSDOT with nothing proposed as the needed alternative.
Public Transportation

1. Connect 125th St. select bus service to existing transit stops - Select bus service connections to existing transit stops and schedules would be great at 125th street.
2. Dedicated bus lane enforcement makes mass transit faster and more efficient. More people would be inclined to use it.
3. Transit - Bus services downtown - Not enough downtown buses go to South Ferry – Stop early at Houston
4. No. 7 Line extension - A Subway station on the # 7 line at 41st Street and 10th Avenue. The City committed to build such a station in the Final Environmental Impact Statement of the Hudson Yards rezoning with a live date of 2025, to alleviate various adverse impacts
5. Extensions of Second Avenue subway - Extend Second Avenue north at least to E125th Street; and south to Hanover Square.
6. Elevators needed at 148th Street Lenox station - Wheelchair users and parents cannot access this station or escort their children down the stairs and must rely on passersby for assistance. This helps with grocery shopping as well as bike riders.
7. Extension of Eleventh Ave (#7) subway - Subway should be extended south to new stations at 23rd Street & 11th Ave and Tenth Ave & 14th Street to a final terminal at Eighth Avenue & 14th Street. Station should also be added at Tenth Avenue & 41st Street.

Pedestrian and Bicycle

1. Complete the Manhattan Greenway - Just 3 miles, out of 32, keep the "Green Necklace" from being complete around Manhattan Island. One mile is past the U.N., the most congested detour of the three, passing through Midtown East and exposing riders to heavy traffic, multiple entrances/exits to the FDR, and hills with no bike lanes at all. The other two are in Harlem, and the first one - 123-132 is barely half a mile, requires no new land or excursions over the fiver (unlike the U.N. gap), and only serves as a staging area for construction vehicles now. The last gap from 145-165 needs some new land or over-the-river construction, but would be a great park for Harlemites and New Yorkers as well.
2. If Warranted, Widen sidewalks along bike lanes - 8th avenue bike lane is great ... for pedestrians. Sidewalks are too narrow and should have been widened.
3. Complete the east side esplanade - For a relatively small cost the East Midtown neighborhood could have an enjoyable amenity, a vital and safe passageway for bikers, park-goers and other New Yorkers, for decades to come.
4. Greenway access improvements from 145th street in Central Harlem - Gaps and uneven grades make access along the eastside of the greenway dangerous. Eastside streets and avenues are not bike friendly. Greenway access improvements from the Westside to 145th street in Central Harlem could be improved.
5. Manhattan ped-bike route - Complete the Manhattan circumferential bike/ped route-priority for UN – 63rd St. GAP. Widen the FDR Drive Path to separate bike and foot traffic. Complete Harlem River Drive Paths
6. Pedestrian improvements needed at West 62nd Street
7. Bring all bike lanes to the standard of 9th avenue south of 23rd - Those bike lanes had split phases and a physical separation for the turning bays.
Traffic Congestion
1. Physically separate bus lanes on each bridge in/out of Manhattan - Transit for commuter should have priority to be as efficient and rapid as possible. This will encourage more users to switch from cars to BRT. A physically separate lane for incoming and outgoing buses at traffic choke points would make a difference. This has been implemented with success by the PANYNJ at the Lincoln Tunnel.
2. Traffic flow - Link the Morningside Drive lanes to the Columbus Avenue lanes for 2-way traffic; use the Columbus Avenue lanes that don’t link to the Morningside Drive lanes for 2-way traffic for parking

Transportation Safety
1. Turning lights and arrows - West 79th Street – Red arrow for lights and flashing amber when turns allowed
2. Neckdowns - West 85th Street – Pedestrians improvements neckdowns.

Freight Movement
1. Allow trucks and buses on the West Side Highway - from the George Washington Bridge to Battery Park. Today an enormous amount of trucks use 9th and 10th avenues in the middle of residential districts, with pollution and congestion.
2. Create a freight master plan for CB 9, 10, 11 and 12 - Create a master plan for travel and movement linking all community boards in the upper Manhattan area of NYC including CB 9, 10, 11 and 12.

Sustainable Regional Transportation
1. Tour and Charter bus garage - There is a peak demand for 345 bus parking space for 7 months of the year. These buses bring tourists to visit the city or attend Broadway shows. The current curbside parking capacity is insufficient and shrinking. As a result buses cruise around the city contributing to congestion and idle in illegal curbside parking spaces adding to the pollution.
2. Build a Bus Parking Garage in Manhattan for ALL buses – as more and more commuting is done by bus and the economy relies increasingly on charter buses, a parking garage must be built to house ALL of these buses when they wait for their passengers. Today they either go back to New Jersey and clog the Lincoln tunnel to come back to New York in the evening, they idle on our streets, the drivers cannot rest and put passengers safety at risk.
3. Idling along 125th street continues to impact the asthma rates of the community. One of the factors causing congestion is that traffic is merging onto a lesser number of lanes.

General Transportation Issues
1. Connect Morningside to Columbus Ave. and introduce parking - Take the lane..the Morningside Drive Lanes, connect them to the Columbus Avenue lane(s) and that leaves extra space that’s on Columbus Avenue on either side, use that space for parking
2. Tolling - One approach to with congestion on Manhattan city streets would be to modify, financial, and tolling incentives so that steered over higher companies more suitable infrastructure like Staten Island, bridges to get to Brooklyn, and Long Island.
Public Transportation

1. Q-100 Busto Rikers Island – Buses need repair and substantial upgrading. Need more frequency also.
2. Transit and mode change - the train line Woodhaven/Cross Bay would reduce community travel time from/to the Rockaways and get people to change to transit
3. Rockaway line between - JFK - Long Island City. The Rockaway line would also connect Long Island City to the Airport and Manhattan
4. Rockaway beach line – Restore the Rockaway Beach Line to enable economic growth
5. BRT need to/from LaGuardia Airport
6. Long Island City move water taxi dock. Move water taxi dock closer to existing Gantry State Park block (50th Ave and center Blvd). and connect to existing walkways.
7. Need more articulated Buses, Limited stops on Q60, Limited Stops on Q23
8. Reopen Elmhurst LIRR station - Given the 45% increase in population from 1980 to 2010 as well as the increased access thanks to East Side Access, the Elmhurst station on the Port Washington Branch should be reopened. TOD should be encouraged where possible in the immediate area.

Pedestrian and Bicycle

1. Queensboro Bridge: Bike/Ped Access – need more space on bridge for cyclists and pedestrians and safe cyclist access to and from the Manhattan side of the bridge. The south (or north) side single traffic lane could be converted to cycling-only, with the other side reserved for pedestrians, as is done on the Williamsburg and Manhattan Bridges.
2. Flushing Meadows Park Bike/Ped Access - all pedestrian and cyclist access points to this park need to be improved. They should be easier and safer to get to, and more visible to all traffic, including motor vehicles.
3. Queens/Brooklyn Bike Connectors: Grand/Metropolitan - continue the bikelane on Grand into Queens. Grand and Metropolitan are two of the only routes from Brooklyn up into Northeastern Queens. The bike lane on Grand in Brooklyn vanishes as you hit the bridge, but the cyclists don’t.
4. Bike and pedestrian safety - Queens Boulevard – needs better safety for bikes and pedestrians. Make it a complete street and better safety will follow
5. Rockaway boardwalk – needs a bike lane
6. Cycling infrastructure needs to be improved in Queens and specifically on Queens Blvd.
7. Bike Channel needed from Rego Park, Forest Hills, Kew Gardens thru Jamaica to Jamaica Station
8. Protected, Public Bike Parking - The N/Q train in Astoria, Queens can be an eye sore. However, its structure can be leveraged for sheltered bike space. It will increase the livability of areas that are outside a 15 minute walk of the subway; add value to any elevated train; increase ridership on the MTA.

Transportation Safety

1. Look at Queens Blvd. Safety improvements in Woodside/Sunnyside – lots of new residential development
2. Install Traffic Signal on Crocheron Ave at 166th Street - A traffic signal needs to be installed on Crocheron Ave at 166th Street. There is no traffic signal on Crocheron for almost ten city blocks, between 171st Street and 162nd St even though there is a dangerous curve in the road which limits sight. It is also a bus route and one block away from the LIRR Broadway Station. At minimum there needs to be speed bump so cars cannot speed around the curve but a traffic light would be best.
3. More parking meters needed on both sides of Queens Blvd., from 69th Avenue to the end (Regal Park & Forrest Hills) for safety.
Traffic Congestion
1. Improve express service via public transportation to/from Queens and suburbs to ease congestion
2. Need two extra roadway lanes @ LIRR and Woodhaven Blvd. on Woodhaven Blvd.
3. Queens-LIRR structure over Woodhaven Blvd needs reconstruction for better traffic flow on Woodhaven.

Freight Movement
1. Freight Interagency Taskforce - Create an interagency task force to study freight rail in Queens.

Sustainable Regional Transportation
1. Complete streets - Make Queens Blvd. a “complete street” with bike lanes, safer pedestrian crossing, and beautification (with vegetation).

Transportation Related Environmental Issues
1. Rail Yard issues in Western Queens: quality of life and environmental impacts - The issues of increased use of the rail yards in Queens needs to be addressed, including engine-switching and idling activities that occur all hours of the night. The noise and air pollution diminishes residents’ quality of life.

General Transportation Issues
1. Redesign Queens Boulevard - A redesign of the Boulevard that would decrease or narrow the number of parking and travel lanes, and add park-like green spaces and bikeways to the medians would calm traffic; shift cars that more properly belong on the LIE and Grand Central Parkway to those roads; make the road easier to cross by pedestrians; provide a proper bike corridor for the growing numbers of those wishing to travel by bike - be they commuters making the relatively short ride to the 59th Street Bridge into Manhattan or those wishing to go shopping at the Queens Center Mall, etc.; and, improve the health and well-being of those living along this dangerous eyesore. Eastern Parkway in Brooklyn, the same width as Queens Blvd., is a good example of what could be accomplished.
2. Include Access to LaGuardia Airport in the Transportation Plan
3. Economic Development and expansion of options in LIC and Jamaica - Queens has several areas such as Long Island city & Jamaica, which have been undergoing significant economic development and therefore require reinforcement and expansion of transportation options.
Public Transportation
1. Increase transit options on Staten Island. More and better mass transit needed.
2. Metro card vending machines needed in many areas
3. Extending Hudson Bergen Light Rail from 8th Street through Bayonne Bridge to Staten Island
4. Increase the automated bus announcements and bike racks on buses over the Verrazano Bridge to Brooklyn
5. Need improved select bus service between Tottenville, Eltingville Transit Center, Staten Island Mall and across the Bayonne Bridge to the 8th St Hudson-Bergen LRT in Bayonne would improve mobility for those traveling in western SI and in to New Jersey.

Pedestrian and Bicycle
1. Verrazano Bridge Bike/Ped Path - Currently there is no accommodation for bicyclists and pedestrians over the Verrazano-Narrows Bridge, unlike many other NYC bridges, and Staten Island and Brooklyn residents deserve a toll-free option across the Verrazano. Adding a path across the bridge will be a crucial pioneering link to a regional bikeway network. It would make the Verrazano Bridge more efficient, increase physical activity and health, increase tourism and economic activity on both sides of the bridge, connect the Brooklyn Waterfront Greenway to the Gateway National Park grounds (and other regional greenways and bike lanes), offer world-class views of the skyline, and provide a walkable egress route in case of citywide emergency.
2. There should be bicycle access on all bridges including Goethals and Outerbridge Crossing as well as the Verrazano.
3. Safe North-South Bicycle Route needed on Staten Island - Staten Island does not have a single, safe North-South bicycle route.
4. Complete long-promised bicycle path alongside Rockland Ave
5. Bike Network on Staten Island - Staten Island needs a well thought out Commuter Bike Network that is then implemented.
6. Reopen the Goethals Bridge Bike/Pedestrian Path - S.I. – NJ - The Goethals Bridge between Staten Island & Elizabeth, NJ has two bike/ped paths that have been closed on & off for years, and are closed now. This is a missing Critical Path Link in the regions bicycle/hiking network. Goethals bike/ped path would be a good "mitigation" for the multi-year loss of the Bayonne path.
7. The Staten Island side needs some bicycle infrastructure such as bike lanes on Forest Ave and the SI Expy service road leading into Forest Ave.
8. Convert North Shore Rail to Bike/Ped Path. Staten Island is long overdue for the installation of a bike trail that actually links cross island communities. A bike/ped path that connects the Staten Island Ferry to the new Fresh Kills Park would be a huge upgrade to sustainable infrastructure and would cost virtually nothing since the rail right of way is ripe to be converted.
9. More bike lanes and connecting parks along the North Shore needed

Traffic Congestion
1. Excessive Staten Island vehicular traffic impedes bike commuting and general bike travel. Staten Island needs more dedicated bike lanes, not more shared lanes.
2. Grid system development for SI. The borough needs more grid like blocks, higher density, straighten curvy roads, fewer dead ends.
Sustainable Regional Transportation

1. Pursue Transit Oriented Development along SIRTOA Corridor

General Transportation Issues

1. Re-Open Staten Island North Shore Train Line - either with a Train or a Light Rail and it needs to be done before the new St George Mall and Ferries Wheel Opens. It should also go over the new Bayonne Bridge to connect to the NJ Light Rail.

2. Increase Accessibility for SI’s West Shore Businesses. For Staten Island to compete in the metropolitan area, locations near the Staten Island Expressway and the West Shore Expressway need to be showcased. Staten Island businesses are already at a disadvantage due to the unavoidable tolls entering the island from each of the four bridges that feed into Staten Island. Because of the toll disadvantage that many companies choose to still overcome, increased access to the major highways in Staten Island is essential to level the playing field for businesses.

3. Assist the Goethals Bridge Replacement Project however necessary
Public Transportation

1. More Bus Rapid Transit (BRT) /Select Bus Service (SBS) Routes are needed in the City including a BRT/SBS route be added to Crossbay/Woodhaven Blvd to provide better transportation options to the Rockaways and Southern Queens
2. Make all subway stations wheelchair accessible
3. Improve off-board bus fare collection used on the Manhattan and Bronx SBS routes 1) Holders of weekly or monthly passes should not use the curbside fare kiosks. The fare inspectors should have small MetroCard readers that could verify whether a pass was valid or not. 2) A regular fare box should be installed on each bus for last-minute passengers. 3) Make the paper receipt a valid fare on the corresponding "regular" (non-SBS) bus
4. A Single Unified Transportation System – Need a single unified transportation network with one fare system, one owner, one maintainer, one agency to hold accountable.
5. Such a concept would limit each region’s ability to meet the needs of their consumers.
6. Extension of the Brooklyn LIRR Branch to Lower Manhattan - makes this line useful and puts Nassau County in a competitive position, which it needs to be in, since it has been losing population in recent years.
7. Reopen some of the abandoned stations along Atlantic Avenue, such as the Woodhaven station.
8. Extend rail to LGA – Revive efforts to extend rail service - either N train spur or light rail - to LaGuardia Airport.
9. Need Rockaway Ferry Services between LaGuardia - JFK - Wall Street - 34th Street
10. Maintenance and expansion of transit options to address car use - We need a sound, safe and efficient transportation plan that connects us to other parts of the New York region and to each other.
11. Better transit access to underserved communities - If possible, subway and bus service need to be able to provide better access to underserved areas.
12. Need to create awareness and market ferry services
13. Need free transfers from the AirTrain to LIRR to encourage greater use

Pedestrian and Bicycle

1. Queens/Brooklyn Bike Connectors and need more Space for Bike Riders and Walkers on the Pulaski Bridge - The Pulaski Bridge, which connects Greenpoint and Long Island City across Newtown Creek, provides a narrow path for pedestrians and cyclists to share, next to six lanes of fast-moving motor vehicle traffic. This bridge is being re-done and it is vitally important that bike infrastructure be a part of the redesign, as well a bike path connection that location to northern queens.
2. Bike Racks near subway stations - Subway stations along Queens Boulevard (M/R) and then along Hillside and Jamaica Avenues (E/F) should be outfitted with bike racks and streets leading to those stations should have bike lines. This will take strain off of bus routes and alleviate parking problems around stations.
3. Make the subway more bike-accessible
4. Add north arrows in the sidewalk at subway entrances/ exits
5. Improve Bicycle access and travel to and from Ferries
6. No bike lanes in Queens! The LAST thing Queens needs is the addition of bike lanes. It’s a safety hazard.
7. George Washington Bridge pedestrian-bike commute. Re-open path 24 hr/7 days a week – it is now closed midnight to 6 AM. Blocks cycle community on late shift in entry morning recreation riders.
8. Throgs Neck Bridge - Consider installing one or a pair of bikes/ped paths on this bridge
9. Add more bike lanes everywhere possible. Provide more bike racks at mass transit points. Create a "free ride-a-bike" program in areas near transit stations. Make taking bikes on rail, bus or ferry transit easier -- and offer deep discounts to commuters who carry-on their bicycles. Add bike lanes to all Hudson River Bridge Crossings.
10. Provide tax credits for bicyclists - By providing some manner of tax credit to people who commute via bicycle, you give them further incentive to get out of their cars reducing congestion and public transit delays, while simultaneously helping the environment.
Transportation Safety Challenges

1. Install Red Light and Speed cameras at more locations across the City
2. Change signal timing to reduce speed limit to 20 mph. By changing the signal timing the issue of enforcement goes away.
3. Separating bike and car lanes save lives and should be pursued as much as possible; arrows and paint are not enough
4. Need increased enforcement efforts to deal with speed and other violations on residential streets.
5. The bicycle lanes hindering traffic on Staten Island and create safety problems

Freight Movement Issues

1. Equal Playing Field for Staten Island businesses with toll incentives - Staten Island businesses are at a huge disadvantage due to the unavoidable bridge tolls. The regional plan has to account for a way to lessen the burden on Staten Island businesses in regards to the many tolls.
2. Need more new freight locomotives in NYC and NYS. Most of the locomotives are very old generating air and noise pollution affecting resident who live near freight rail operating areas.
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<td>New Goal needed: A goal not included in Plan 2040 is one that would work to reduce the number of vehicle miles traveled, or VMT, by 2040. Plan 2040 must include this goal, and use this as a way to reframe how the plan addresses the regional challenges over the next 25 years.</td>
<td>Plan 2040's shared goal to enhance the regional environment includes all desired outcomes reducing traffic congestion, improving air quality and reducing greenhouse gas emissions. Near term actions related to this goal include evaluating and enhancing demand management programs and emissions reduction programs, as well as planning for expanded road pricing. A logical result of these outcomes and actions would be a reduction in the growth of VMT.</td>
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<tr>
<td>2</td>
<td>Tri-State Transportation Campaign</td>
<td>Near Term TIP Projects: several projects serve to expand road capacity or overemphasize road expansion and widening components in projects that are more multi-modal in nature. As a result, Plan 2040 should reevaluate and revisit these projects including the following projects. NYSDDOT must reprioritize the fix-it-first components of these projects, as well as reevaluate all project criteria to ensure investments are made that will support existing downtowns and main streets first and foremost.</td>
<td>The near-term projects respond to the transportation needs defined by NYMTC members and the goals and outcomes of Plan 2040. Due consideration is given to all modes of transportation in the decision-making process. Plan 2040 fully supports the transportation and land use connection but land use decisions are local and NYMTC members decision-making processes operate within this framework.</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Tri-State Transportation Campaign</td>
<td>a) Long Island Expressway (Queens) HOV/Active Transportation Demand Management: Tri-State supports the use of dedicated bus lanes to enhance transit access, reduce transit commute times and incentivize transit usage. However, new lanes must not be built, but repurposed from existing lanes. Furthermore, if studies project that HOV lanes will be sufficiently utilized; HOV3 lanes should be utilized as well.</td>
<td>The Lie Managed Used Lane and Active Transportation Demand (ATDM) Project will extend the existing contra flow lane from the vicinity of 59th St in the West to the vicinity of 99th St in the East. This will be achieved within the current footprint of the Long Island Expressway and will not require new lanes to be built. ATDM strategies will be utilized to accommodate the same number of lanes for East Bound Traffic during the AM peak. The Design/Operation of the Managed Lane will not preclude any feasible alternative.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Tri-State Transportation Campaign</td>
<td>b) Route 347 “Greenway”- NYSDDOT’s multi-modal Route 347 project is a testament to effective collaboration among NYSDDOT, local civic groups and advocates to foster a corridor that better accommodates different users of the roadway. As the project continues, NYSDDOT must continually reevaluate the need for future widening components of the project, and fast track efforts to partner with adjacent properties to make good on the promise of creating a more walkable and smart growth oriented corridor.</td>
<td>NYMTC remains committed to the complete streets design philosophy for the entire NY347 corridor consistent with its member approved EIS and for the benefit of all users.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Tri-State Transportation Campaign</td>
<td>c) Tappan Zee Bridge: Tri-State believes the Tappan Zee Bridge should be rebuilt, but with a bus rapid transit system operating thereon at the time of opening or as soon as possible thereafter. Failure to add transit to the I-287 Corridor would gridlock the Hudson Valley’s economy and does nothing to prevent rising traffic congestion and air pollution. It is imperative that the Governor’s Mass Transit Task Force identify short, medium and long-term transit improvements – in particular bus rapid transit – to be included in any new Tappan Zee Bridge project.</td>
<td>The Mass Transit Task Force (MTTF) is specifically charged with identifying short, medium and long-term transit options; develop funding strategies to implement and sustain transit operations; and submitting a final recommendation for a comprehensive transit plan along the I-287 corridor. The MTTF, of which the Tri-State Transportation Campaign is an active member, is currently assessing the feasibility of mode alternatives; alignment options; and potential roadway improvements to facilitate more effective transit in the corridor.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Charles Caserta</td>
<td>Inspecto Inc. (Pontiphinan Division)</td>
<td>With the trans-economic districts that you already developed in Suffolk County, I know there’s a lot of public opposition to some of these because they’re associated housing development projects. Have you looked at the impact of those associated housing development projects in the plan, or is it assuming that those projects don’t exist? I was just more curious as to whether or not the plan was accounting for the increase in traffic. So then the next question is, what kind of percentage of over capacity you have built into the system to accommodate increases such as that?</td>
<td>NYMTC maintains a development inventory database which is an annual compilation of detailed information regarding major development projects for the ten counties within the NYMTC planning area. Project information includes location, scale, and phasing of each development. The most recent project information is taken into consideration for developing the socio-economic forecasts which are entered into NYMTC’s travel demand model, along with planned changes in the transportation system in the region to predict future travel demand on our transportation system.</td>
</tr>
<tr>
<td>7</td>
<td>Tri-State Transportation Campaign</td>
<td>3) Projects Prioritization: Plan 2040 says little about how projects throughout the region will be prioritized. There are many competing interests for projects in the region, but in order to best achieve Plan 2040’s vision of an enhanced regional environment, improved regional economy, improved regional quality of life, and a convenient, flexible, safe, secure and resilient transportation system, backed by sufficient financial resources, Plan 2040 must outline a project prioritization process that prioritize the following:</td>
<td>The priorities of NYMTC members are outlined in Chapter 1 of Plan 2040 which details the Council’s Shared Vision. Achieving this vision including the goals and outcomes of Plan 2040 are constrained by available financial resources. One of the main priorities of the Council is indeed system preservation given the NYMTC planning area’s needs and resources allocated, described in the financial chapter - Chapter 6.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Tri-State Transportation Campaign</td>
<td>A Projects should be prioritized on the basis of how likely they will reduce VMT or slowest growth of VMT.</td>
<td>See response above</td>
<td></td>
</tr>
</tbody>
</table>
# Plan 2040 Public Comments with Responses

**June 17 - July 18, 2013**

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<tbody>
<tr>
<td>9</td>
<td>Tri-State Transportation Campaign</td>
<td>Projects should be prioritized on the basis of improving the safety of the most vulnerable users of the transportation system, namely pedestrians, cyclists, seniors and children.</td>
<td>See response above</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Tri-State Transportation Campaign</td>
<td>Projects should be prioritized on the basis of how likely they will grow transit ridership in the region.</td>
<td>See response above</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Tri-State Transportation Campaign</td>
<td>Projects should be prioritized on the basis of maintaining existing road and bridge infrastructure in the region.</td>
<td>See response above</td>
<td></td>
</tr>
</tbody>
</table>

**Ped-Bike Related**

<table>
<thead>
<tr>
<th>12</th>
<th>Amerika Grewal</th>
<th>Tri-State Transportation Campaign</th>
<th>Need to strengthen the bridge link between Staten Island and other boroughs with train service, pedestrian and cyclist access</th>
<th>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of these concepts.</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Mark Wildonger</td>
<td>Scenic Hudson</td>
<td>Did not find in the draft TIP or Plan the recommendations for implementing the Hudson Fjord Trail. This was provided as input during the RPL public outreach. Please let me know where it could be found.</td>
<td>The Hudson Fjord Trail has been added to Plan 2040's aspirational “vision” element.</td>
</tr>
<tr>
<td>14</td>
<td>Rebecca Wellman</td>
<td>Include the Verrazano Bridge for bicycle/pedestrian access in Plan 2040</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Arlena Yuen</td>
<td>Include the Verrazano Bridge for bicycle/pedestrian access in Plan 2040</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Felix Huang</td>
<td>Include the Verrazano Bridge for bicycle/pedestrian access in Plan 2040</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
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</tr>
<tr>
<td>17</td>
<td>Howard Kayne</td>
<td>Include the Verrazano Bridge for bicycle/pedestrian access in Plan 2040</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
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<tr>
<td>18</td>
<td>Anthony Nguyen</td>
<td>Include the Verrazano Bridge for bicycle/pedestrian access in Plan 2040</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
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<tr>
<td>19</td>
<td>Paul Gammarano</td>
<td>Include the Verrazano Bridge for bicycle/pedestrian access in Plan 2040</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
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<tr>
<td>20</td>
<td>Aaron Deutsch</td>
<td>Include the Verrazano Bridge for bicycle/pedestrian access in Plan 2040</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
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</tr>
<tr>
<td>21</td>
<td>Jenny Leigh</td>
<td>Include the Verrazano Bridge for bicycle/pedestrian access in Plan 2040</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
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</tr>
<tr>
<td>22</td>
<td>Andrea Crawford</td>
<td>Friends of Queensway</td>
<td>I am here to advocate for the addition of the QueensWay to the RTP, which is a proposed bicycle and pedestrian cultural greenway project in Central Queens. The Queensway will reclaim a 3.5-mile rail corridor that has been lying abandoned for 50 years, running through the heart of Queens from Rego Park and Forest Hills down through Richmond Hill and Woodhaven, to Ozone Park.</td>
<td>The QueensWay project concept has not been developed sufficiently and its inclusion in Plan 2040 would be premature.</td>
</tr>
<tr>
<td>23</td>
<td>Andrew Stone</td>
<td>NYC Program of the Trust for Public Land</td>
<td>I am here today to propose adding to the RTP a new Queens County bicycle and pedestrian project now in the planning stage, called the QueensWay. The Queensway will reclaim a 3.5-mile rail corridor that has been lying abandoned for 50 years, running through the heart of Queens from Rego Park and Forest Hills down through Richmond Hill and Woodhaven, to Ozone Park.</td>
<td>The QueensWay project concept has not been developed sufficiently and its inclusion in Plan 2040 would be premature.</td>
</tr>
<tr>
<td>24</td>
<td>Chris Coppa</td>
<td>I would like the MTA to include bicycle access on the Verrazano Bridge</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Robert DeBiase</td>
<td>Bike and pedestrian pathways on the Verrazano Bridge need to be included in the 2014 to 2040 Regional Transportation Plan.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Hayley Richardson</td>
<td>I am a resident of Park Slope, Brooklyn. I am writing in the hopes that pedestrian and bike access on the Verrazano Bridge will be part of the NYTMC’s long range plan. Completing this “missing link” will improve access for all New Yorkers.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Linda Cohen</td>
<td>Please correct this glaring illogical omission. Please include pedestrian/bike paths on the Verrazano Narrows Bridge in your plan.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Richard Wonder</td>
<td>Add pedestrian and bicycling access to the Verrazano Bridge</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Steve Faust</td>
<td>This plan should include the completion of the bicycle and pedestrian paths on the Verrazano-Narrows Bridge.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
<td></td>
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## Plan 2040 Public Comments with Responses

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<tr>
<td>30</td>
<td>Steve Faust</td>
<td></td>
<td>There are two other Staten Island bridge connections that should be addressed in PLAN 2040 as well: (1) PORT Authority should be asked why the existing sidewalks on the Goethals Bridge remain closed. (2) The NYMTC 2040 Plan should ask PORT to include a replacement bike/ped path as part of the planned Outerbridge Crossing deck replacement project.</td>
<td>The Goethals walkway was closed in the mid 90's, due to structural deterioration. The walkway was deemed unsafe to keep in operation and too expensive to rehabilitate pending major work on the bridge. Outerbridge Crossing deck replacement is a repaving project and doesn’t afford an opportunity to safely include a bike lane.</td>
</tr>
<tr>
<td>31</td>
<td>Gary Reilly</td>
<td></td>
<td>My largest concern is the lack of planning for pedestrian/bike facilities for the Verrazano Narrows Bridge.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
</tr>
<tr>
<td>32</td>
<td>Gene Aronowitz</td>
<td></td>
<td>On this 50th anniversary of the bridge, it's time to finally include bicycle and pedestrian pathways across the Verrazano bridge.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
</tr>
<tr>
<td>33</td>
<td>Roy Fischman</td>
<td></td>
<td>The project that should be added to the plan is the construction of the pedestrian / bicycle path on the Verrazano Bridge.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
</tr>
<tr>
<td>34</td>
<td>Matthijs van</td>
<td></td>
<td>I wish to state my support for the inclusion of a pedestrian/bicycle path on the renovations to the VZ bridge</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
</tr>
<tr>
<td>35</td>
<td>Joan Hudson</td>
<td></td>
<td>I’d like to see Verrazano Bridge bike/ped access in the Plan 2040!</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
</tr>
<tr>
<td>36</td>
<td>Paul Gammarano</td>
<td></td>
<td>Request that you include bike and pedestrian access to the Verrazano bridge in the Regional Transportation Plan.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
</tr>
<tr>
<td>37</td>
<td>Daelin Fischman</td>
<td></td>
<td>A stronger connection to the rest of NYC can make Staten Island the next frontier of growth in NYC. A stronger connection includes long term mass transit connections to the rest of NYC. In the short term a bike path over the Verrazano Bridge would drastically improve city access to Staten Island.</td>
<td>This comment was conveyed to the MTA for evaluation. Future planning activities may explore the feasibility of this concept.</td>
</tr>
<tr>
<td>38</td>
<td>Tri-State Transportation Campaign</td>
<td>Pedestrian and Cycling Infrastructure: According to Plan 2040, nearly 50 percent of all traffic fatalities in the region are pedestrians and cyclists. While Plan 2040 emphasizes the need for better and safer walking and bicycling environments in the NYMTC region, the plan does not go far enough in advocating for safer walking and bicycling environments. The Plan should:</td>
<td>NYMTC recognizes the need to emphasize safety of all users of the transportation system to the extent that a new safety and security goal with outcomes was added to Plan 2040: “Enhance the Safety and Security of the Transportation System for Both Motorized and Non-Motorized Users.” Safety will continue to be a focus issue as Plan 2040 is being implemented.</td>
<td></td>
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<tr>
<td>39</td>
<td>Tri-State Transportation Campaign</td>
<td>o Encourage municipalities like Westchester, Nassau, Putnam, Orange Counties and others to adopt Complete Streets legislation/policies;</td>
<td>Plan 2040’s Pedestrian-Bicycle Element discusses Complete Streets in the overall context of street design as a regional strategy for improving pedestrian and bicycle systems. The Plan is developed and adopted by NYMTC’s members, which include five suburban counties. Nassau County recently adopted Complete Streets legislation.</td>
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<tr>
<td>40</td>
<td>Tri-State Transportation Campaign</td>
<td>o Ensure NYMTC adopts a Complete Streets policy to not only institutionalize NYMTC’s commitment to Complete Streets, but also to assist in prioritizing local and regional projects that accommodate all users of the road safely;</td>
<td>Plan 2040’s Pedestrian-Bicycle Element discusses Complete Streets in the overall context of street design as a regional strategy for improving pedestrian and bicycle systems. The Plan is developed and adopted by NYMTC’s members and effectively institutionalizes this regional strategy for the members.</td>
<td></td>
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<tr>
<td>41</td>
<td>Tri-State Transportation Campaign</td>
<td>o Ensure increased funding to programs that support safer walking and cycling environments from federal sources like the Highway Safety Improvement Program;</td>
<td>This comment will be considered as Plan 2040 is implemented</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>Tri-State Transportation Campaign</td>
<td>o Explicitly recognize the role that pedestrian and cycling infrastructure play in the resiliency of the region’s transportation system. In the aftermath of Super Storm Sandy, cycling infrastructure allowed New York City to get back to work quicker. According to NYCDOT, on the Thursday after the storm, cycling across the East River Bridges grew by 150 percent over a typical Thursday. The pedestrian and cycling infrastructure is an important component of the regional transportation infrastructure and will continue to be so as the resiliency aspect of Plan 2040 is further developed.</td>
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<tr>
<td>43</td>
<td>Tri-State Transportation Campaign</td>
<td>According to Plan 2040, NYSDOT Region 10 only plans to add 32 miles to Long Island’s 189 mile network of on/off road bicycle network by 2030. This number is far too low. As a point of comparison, NYCDOT added 200 miles of bicycle lanes in the three years from 2007-2009. NYSDOT Region 8 makes no commitment to add bicycle lanes in any substantive way in Plan 2040.</td>
<td>NYMTC’s member, NYSDOT Region 8 has two off-road mixed use trails on the 2014-2018 TIP that will add to the system of such trails in the lower Hudson Valley. Phase 2 of the PIP trail will be constructed in this TIP as well as an off-road portion of Bike Route 9, both in Rockland County. Though the focus is on a Preservation First approach to infrastructure, cyclists will benefit from the pavement preservation projects which reestablish the full extent of the paved shoulders.</td>
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<td>44</td>
<td>Robert DiBiase</td>
<td>Tri-State Transportation Campaign</td>
<td>In addition, many of the region’s bus and train systems do not foster multi-modal transportation as a result of the lack of bike racks on buses and the prohibition of bike access to trains during peak periods. This discourages cycling as a solution to the ‘last mile’ problem faced in many of the region’s suburban communities.</td>
<td>Due to increased dwell times at bus stops and concerns about personal property, bike racks on NYCT buses are not being considered at this time. Lack of capacity on commuter trains for bikes to be brought aboard during peak periods; accommodations made in recent years such as allowing folding bicycles on all trains at any time, and allowing bicycles on specific off peak trains from which they had previously been banned. Bike parking at outlying MNR stations better with the recent introduction of a new type of station bike rack.</td>
</tr>
<tr>
<td>45</td>
<td>Tri-State Transportation Campaign</td>
<td>Plan 2040 must more clearly outline objectives for growing cycling in the region by:</td>
<td>See responses below</td>
<td></td>
</tr>
<tr>
<td>46</td>
<td>Tri-State Transportation Campaign</td>
<td>Committing to grow cycling as a transportation mode share by 10 percent in NYC;</td>
<td>In Appendix 2 (the Ped-Bike plan) there are many projects and strategies in place or proposed, to increase cycling mode share across the NYMTC planning area and improving and growing the pedestrian/bicycle infrastructure. Pedestrian and cyclist safety is a key element of the ped-bike plan and Plan 2040 in general. Committing to specific percentages and/or quantities is not currently being considered but is a possibility in the future.</td>
<td></td>
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<tr>
<td>47</td>
<td>Tri-State Transportation Campaign</td>
<td>Committing to grow cycling as a transportation mode share by to 5 percent in the metropolitan suburbs;</td>
<td></td>
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<tr>
<td>48</td>
<td>Tri-State Transportation Campaign</td>
<td>Doubling the cycling network by 2040 in the metropolitan suburbs and New York City;</td>
<td></td>
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</tr>
<tr>
<td>49</td>
<td>Tri-State Transportation Campaign</td>
<td>Increasing the percentage of bicycle and pedestrian projects in implementation stage;</td>
<td></td>
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<tr>
<td>50</td>
<td>Tri-State Transportation Campaign</td>
<td>Increasing the ratio of miles of roads under construction that include bicycle and pedestrian facilities;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>Tri-State Transportation Campaign</td>
<td>Decreasing percentage of pedestrian fatalities occurring within a quarter mile of transit stops;</td>
<td></td>
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</tr>
<tr>
<td>52</td>
<td>Tri-State Transportation Campaign</td>
<td>Increasing number of miles of facilities for pedestrian and bicyclists in a state of good repair;</td>
<td>Over 90% of Plan 2040’s resources will be spent on system preservation (state of good repair) and this included the pedestrian/bicycle infrastructure</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>Tri-State Transportation Campaign</td>
<td>Expanding bike racks on suburban bus systems like Westchester and Nassau Counties;</td>
<td>Some NYMTC members such as Putnam, Rockland and Suffolk have bike on bus programs. Other members may implement as they work on integration the ped-bike and transit networks. Westchester County is currently examining the issue of adding bike racks on its buses</td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>Tri-State Transportation Campaign</td>
<td>Recommending a change to LIRR and MNR policy to allow bicycles on trains during peak hours and to work with Amtrak to reform its bicycle access policies on the Northeast Corridor;</td>
<td>Lack of capacity on commuter trains for bikes to be brought aboard during peak periods; accommodations made in recent years such as allowing folding bicycles on all trains at any time, and allowing bicycles on specific off peak trains from which they had previously been banned. Bike parking at outlying MNR stations better with the recent introduction of a new type of station bike rack.</td>
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<tr>
<td>55</td>
<td>Tri-State Transportation Campaign</td>
<td>Expansion of New York City’s Citi Bike system to all five boroughs in the next five years and advocate for regional bike share systems on Long Island and the Hudson Valley.</td>
<td>Work is in progress that could expand the Citi Bike program city-wide. In the lower Hudson Valley and in Long Island bike share systems are options for local municipalities.</td>
<td></td>
</tr>
<tr>
<td>56</td>
<td>Tri-State Transportation Campaign</td>
<td>Expanding the High Crash Corridor Program, but mandate NYSDOT to work with local municipalities and stakeholders to identify specific pedestrian safety treatments;</td>
<td>NYMTC members work on pedestrian safety issues, and coordinate with other jurisdictions within the MPO planning area. This mandate is unnecessary as NYSDOT has a good foundation of cooperation with local municipalities and stakeholders. NYSDOT has done improvements in Smithtown, Hempstead Turnpike and are reviewing options for the Sunrise highway and other locations.</td>
<td></td>
</tr>
<tr>
<td>57</td>
<td>Tri-State Transportation Campaign</td>
<td>Adopting a ‘Vision Zero’ policy as opposed to just exploring this strategy.</td>
<td>At this time NYMTC members will work on trying to achieve the desired outcomes of Plan 2040’s safety goal.</td>
<td></td>
</tr>
<tr>
<td>58</td>
<td>Robert DiBiase</td>
<td>Tri-State Transportation Campaign</td>
<td>Appendix 2 - Pedestrians and Bicycles, New York City Project List 1: Among constrained projects (page 77) is Project 5 – Korean War Veterans Terminus. On the map (page 76) is a constrained Project 6. However the location is at the West Shore Expressway terminus of the Korean War Veterans Parkway. What is generally known as the Koreans War Veterans Terminus is at the Arthur Kill Road and Richmond Avenue end of the parkway. It should probably also be called Project 5 since there is already a Vision Project 6.</td>
<td>Adjustments will be made to the numbering in Appendix 2</td>
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<td>59</td>
<td>Tri-State Transportation Campaign</td>
<td>2) What is the difference between the Constrained Project 4 and Vision Project 7? Also, what is the difference between Vision Project 8 and Vision Project 9?</td>
<td>They are phases of the same project</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>Tri-State Transportation Campaign</td>
<td>3) The map on page Appendix 2 – 76 appears to show the route for Vision Project 6 – Staten Island North Shore Rail Trail (Travis Spur to Snug Harbor) as going along the Richmond Terrace right-of-way in its entirety. However, the rail right-of-way deviates from the Richmond Terrace right-of-way significantly around Port Richmond. If the rail right-of-way were followed it would approach and perhaps even connect with Constrained Project 3 – West Shore Expwy Greenway</td>
<td>The route specified in the comment will be re-examined and changes made if/as necessary on the map</td>
<td></td>
</tr>
<tr>
<td>61</td>
<td>Jack McGreavy</td>
<td>A modern mass transit system is needed to alleviate traffic congestion. Use the present infrastructure and LIRR right-of-way to meet the region's growing demands.</td>
<td>This comment is noted</td>
<td></td>
</tr>
<tr>
<td>62</td>
<td>Unidentified Lower Hudson Valley Meeting</td>
<td>There is nothing about the Port Authority Bus Terminal, the whole situation about Penn Station, the need for the Trans-Hudson rail service. What plans are in place for them? And they're not even being considered in your 20 year plan. And that seems to be a major shortcoming here that has to be directly addressed</td>
<td>In its shared vision, Plan 2040 contains all phases of the Moynihan Station Project, the Amtrak Gateway project, and planning for the North-East Corridor and Empire Corridor inter-city passenger and freight rail improvements.</td>
<td></td>
</tr>
<tr>
<td>63</td>
<td>Michael Klatzky</td>
<td>The RTP should include the restoration of commuter rail on the West Shore Line from West Havenstraw.</td>
<td>There is an vision (undefined as yet) project in Plan 2040 which will seek to address this issue</td>
<td>Preliminary feasibility study has been done; project is not being advanced at this time.</td>
</tr>
<tr>
<td>64</td>
<td>Orrin Getz</td>
<td>Include extension of the No. 7 line from the west side of Manhattan to the Secaucus Transfer Station</td>
<td>This comment has been forwarded to MTA for consideration</td>
<td></td>
</tr>
<tr>
<td>65</td>
<td>Jason Petrucci</td>
<td>The Montauk Branch of the Long Island Railroad east of Patchogue should have more service to Montauk, possibly on a seasonal basis. Recent studies of East End transit demand suggest that train service to Montauk as frequent as what currently runs to Patchogue would probably be beneficial. A 2nd track or passing tracks would be needed to accommodate the increased train service, and should be studied.</td>
<td>This comment is noted. The response below addresses the issue of the 3rd Mainline track.</td>
<td></td>
</tr>
<tr>
<td>66</td>
<td>Jason Petrucci</td>
<td>Plan 2040 proposes extension of the electric service area of the Long Island Railroad to Stony Brook on the Port Jefferson Branch, Yaphank on the Mainline, and Patchogue on the Montauk Branch. These are good proposals in and of themselves, but some other railroad capacity enhancements which could provide greater service flexibility go unmentioned. In particular, construction of a 3rd Mainline track (probably on the south side of the existing tracks) between Bellersose and Hicksville in central Nassau County would ease the anticipated 50% or greater ridership expansion on the Long Island Railroad once East Side Access to Grand Central Terminal is operational. Also, electrification of the Central Branch, which connects Bethpage to Babylon and which generally accommodates express trains, could greatly facilitate transit travel between the South Shore in Suffolk County and Hicksville or the Hub region in Nassau County.</td>
<td>This comment is noted. The response below addresses the issue of the 3rd Mainline track.</td>
<td></td>
</tr>
<tr>
<td>67</td>
<td>Tri-State Transportation Campaign</td>
<td>Transit: (1) Plan 2040 incorrectly defines ‘Rapid Transit’ as “a passenger railway system that can carry large numbers of people with great frequency.” BRT could play a major role in enhancing the transit network in the region, and should also be recognized as ‘Rapid Transit’ in Plan 2040. (2) In order to further encourage transit use, Plan 2040 should call for New York City Council legislation mandating businesses with 50 or more employees to provide pre-tax commuter benefit options and to work to discourage parking perks offered by employers. (3) Plan 2040 fails to recognize the importance of one of the most integral projects to the region, namely the need for a Third Track along the LIRR’s Main Line Corridor.</td>
<td>(1) The definition of rapid transit will be revised in Plan 2040 to account for all aspects of this mode. As an MPO NYMTC is unable to lobby for legislative changes; however individual members have been addressing the issue of pre-tax benefits. (2) Employer-based demand management programs – including the pre-tax commuter benefit – are included in Plan 2040’s Transportation Demand Management section. (3) Comment regarding LIRR Main Line capacity is noted. The LIRR plans to add a second track between Farmingdale and Ronkonkoma. The environmental review and planning effort for a third Main Line track through Hicksville is anticipated to resume over the next few years.</td>
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### Transit/Ferry Related

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<tr>
<td>68</td>
<td>Roland Lewis Metropolitan Waterfront Alliance</td>
<td>1) Enhanced transit connections Extend bus routes and bike lanes to the water’s edge so riders can more easily reach ferry terminals.</td>
<td>Integration of the ped-bike and transit networks is one of the objectives of the ped-bike plan (Appendix 2)</td>
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## Plan 2040 Public Comments with Responses
### June 17 - July 18, 2013

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<tr>
<td>69</td>
<td>Roland Lewis</td>
<td>Metropolitan Waterfront Alliance</td>
<td>(2) Improved signage To facilitate ease of travel to upland destinations, the New York City Department of Transportation can install neighborhood maps at the exit of each ferry landing site that identify locations of the nearest subway stops, bus routes, commuter rail stations, and bike lanes</td>
<td>NYC DOT will continue to explore options for expanding its Pedestrian Wayfinding program.</td>
</tr>
<tr>
<td>70</td>
<td>Roland Lewis</td>
<td>Metropolitan Waterfront Alliance</td>
<td>(3) Fare integration Distinct fares and payment systems constitute perhaps the most significant barrier to ferry ridership. Lacking integration with New York City Transit, riders must pay an additional fare to reach inland destinations, while a separate ticketing system fosters the perception that ferries and mass transit are meant to be used independently of one another. A singular fare payment system that allows riders to seamlessly transfer from ferry to bus to subway will optimize the citywide multimodal transit experience and defray the added cost of ferry connectivity.</td>
<td>Fare policies are set by operating agencies and do not fall under the metropolitan transportation planning process. This comment has been shared with the appropriate operating agencies. For many ferry services fare changes require approval of local municipalities who play a critical role in ferry policies.</td>
</tr>
<tr>
<td>71</td>
<td>Roland Lewis</td>
<td>Metropolitan Waterfront Alliance</td>
<td>(4) Regional rail-to-ferry connectivity Trans-Hudson river crossings for rail are operating at or beyond capacity, leading to further car and truck congestion for Manhattan-bound commuters. Increased ferry service and greater connectivity with rail service is one partial solution.</td>
<td>NYMTC's shared vision identifies overall ferry planning as one of the planning initiatives to be pursued.</td>
</tr>
<tr>
<td>72</td>
<td>Roland Lewis</td>
<td>Metropolitan Waterfront Alliance</td>
<td>(5) Expanded ferry service Compared to rail and road transportation, ferries require minimal capital investment (our waterways are ready-made for transit), enabling affordable and rapid service to transit-poor neighborhoods. MWA has identified the following locations as ideal for new ferry infrastructure:</td>
<td>NYMTC member NYCDOT will continue to work with NYCEDC to explore potential new locations for ferry service.</td>
</tr>
<tr>
<td>73</td>
<td>Roland Lewis</td>
<td>Metropolitan Waterfront Alliance</td>
<td>(1) Soundview/Clauson Point Park and Ferry Point Park, Bronx – these transit-poor neighborhoods would stand to benefit significantly from ferry transit. Residents here suffer some of the longest Manhattan-bound commutes in the City, and many drive into Manhattan. Community support in both Soundview and Ferry Point is extremely high.</td>
<td>NYMTC member NYCDOT will continue to work with NYCEDC to explore potential new locations for ferry service.</td>
</tr>
<tr>
<td>74</td>
<td>Roland Lewis</td>
<td>Metropolitan Waterfront Alliance</td>
<td>(2) 58th Street Pier/Brooklyn Army Terminal, Brooklyn – given the 14-month closure of the R-train tunnel into Manhattan, this service is particularly critical</td>
<td>NYMTC member NYCDOT will continue to work with NYCEDC to explore potential new locations for ferry service.</td>
</tr>
<tr>
<td>75</td>
<td>Roland Lewis</td>
<td>Metropolitan Waterfront Alliance</td>
<td>(3) Rockaway (108th Street and Beach Channel Drive) – this post-Sandy ferry service has proven extremely popular among Rockaway residents fed up with long and unreliable commutes. This service should be made permanent.</td>
<td>NYMTC member NYCDOT will continue to work with NYCEDC to explore potential new locations for ferry service.</td>
</tr>
<tr>
<td>76</td>
<td>Roland Lewis</td>
<td>Metropolitan Waterfront Alliance</td>
<td>(4) Astoria, Queens – new waterfront development in Halletts Cove will overwhelm the already overcrowded subways from western Queens.</td>
<td>NYMTC member NYCDOT will continue to work with NYCEDC to explore potential new locations for ferry service.</td>
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### TOD Related

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<tr>
<td>77</td>
<td>Tri-State Transportation Campaign</td>
<td></td>
<td>(6) Transit Oriented Development: Plan 2040 should: (a) Call for the creation of a Transit Village Planning program for the downstate region to assist municipalities in designing, rezoning and planning TOD districts around rail and bus hubs, modeled on New Jersey’s successful program; (b) Call for the creation of a Transit Village Capital Program to support municipalities primed to build TOD but lack the resources to build the necessary infrastructure to support higher densities. (e.g. sewers, pedestrian, cycling infrastructure to access stations, parking garages)</td>
<td>Shared Land Use Designations, which includes TOD is part of the Council’s Shared Vision in Plan 2040. As Plan 2040 is being implemented NYMTC members will continue to develop initiatives that could target the shared land use designated locations, especially in Nassau and Suffolk Counties. One of the goals of Plan 2040 is “Building a case for obtaining resources to implement regional investments.” As the TOD discussions continue these suggestions may be options for NYMTC members.</td>
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### Freight Related

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<tr>
<td>78</td>
<td>Richard Guattieri</td>
<td>Downtown Brooklyn</td>
<td>Downtown Brooklyn has very little done in term of freight because no funding or on the brink of disaster leaving an old 1940-50 infrastructure with substandard features, shoulders and Downtown Brooklyn having development but no infrastructure.</td>
<td>This freight plan component is an interim plan designed to be the beginning of a full freight plan component which will hopefully begin in early 2014. Solutions to the issue you raise will be addressed in the full freight plan component. The highway and rail reports may provide some of the information you looking for. They are available from the NYMTC website.</td>
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## Plan 2040 Public Comments with Responses

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<td>79</td>
<td>Daniel Miller</td>
<td>Brookhaven Rail Terminal (BRT)</td>
<td>Cost Prohibition. Appendix 8 identifies rail clearance data, however, there is no project financing discussion in Appendix 8, except to conclude that to achieve 23’ double stack container clearances is not achievable without correcting the 3rd rail issue and that the “cost to obtain vertical clearances throughout New York City and Long Island, though not yet estimated, is likely to be prohibitively expensive”. There is no mention of what plan or data is available or is being compiled to evaluate if the “prohibitively expensive” conclusion is true or not or if member agencies have evaluated this issue, gathered data about these conditions, prepared cost estimates, developed passenger service disruption avoidance assessments, projected freight traffic with rail clearances in place or assessed what is the feasibility of user fees to fund the debt service on the cost of the improvements as part of a public/private partnership financing plan.</td>
<td>We will address the language you reference in this plan. Since this is an interim update only, the full update will address this issue in a more comprehensive manner but meanwhile it would be advisable to review the rail mode subreport available on the NYMTC website.</td>
</tr>
<tr>
<td>80</td>
<td>Daniel Miller</td>
<td>Brookhaven Rail Terminal (BRT)</td>
<td>Referencing Appendix 8 in the RTP. Neither Appendix 8 rail freight information, nor Appendix 8 itself is referenced in the body of the RTP except in the RTP Table of Contents.</td>
<td>We will address this issue.</td>
</tr>
<tr>
<td>81</td>
<td>Daniel Miller</td>
<td>Brookhaven Rail Terminal (BRT)</td>
<td>Unification of rail freight operations. In Appendix 8, Strategy B, “unification of rail freight operations” is mentioned but there is no summary or mention of the obstacles, various agencies’ roles and responsibilities, private railroads involved, or how the unification could benefit the rail freight system through operations and service benefits, rate improvements and increased freight volumes East of Hudson while protecting and not impacting passenger service. Reference should be made to the NYSDOT 2009 Rail Plan objectives and policies and the recognition that the rail freight and agency actions. This could be included in Chapter 7, Additional Planning Considerations, which identifies partner agency information and study sharing.</td>
<td>This freight plan component is an interim plan designed to be the beginning of a full freight plan component which will hopefully begin in early 2014. The solution to the issue you raise will be addressed in the full freight plan component. You may want to read the modal subreports that were produced as part of this interim plan. The rail report may provide some of the information you looking for. It is available from the NYMTC website. We will examine the NYSDOT 2009 Rail Plan for information that could be relevant to this plan.</td>
</tr>
<tr>
<td>82</td>
<td>Daniel Miller</td>
<td>Brookhaven Rail Terminal (BRT)</td>
<td>Transportation Security. In Chapter 5 Transportation Security, rail is mentioned in the context of disaster - damaged assets and service interruption. However, no mention is made of the potential role of rail freight in maintaining emergency material, equipment and supply chain continuity of operations. Both Nassau and Suffolk Counties should be consulted by NYMTC if a part of their objective is to make sure that investments in rail freight as an emergency preparedness measure are included in their planning.</td>
<td>Plan 2040 includes a new goal on resiliency: “Improve the Resiliency of the Regional Transportation System.” One of the outcomes of this goal is “greater resiliency of the regional supply chain by identifying options for goods movement during and after events.” Nassau and Suffolk Counties are both members of the Council and as such are part of the ongoing Council discussions on addressing resiliency issues.</td>
</tr>
<tr>
<td>83</td>
<td>Daniel Miller</td>
<td>Brookhaven Rail Terminal (BRT)</td>
<td>Long Island Intermodal Sites Study - The June 2013, NYSDOT and the CUNY Institute for Urban Systems report, Consideration of Potential Intermodal Sites for Long Island report is mentioned. It is stated that the Report recommends the PILGRIM State Hospital site due to its central location on Long Island, its connection to the LIRR, and its large size. However, the BRT site was identified as a feasible site in an Appendix to the Report and that is not mentioned in the RTP.</td>
<td>We will make this correction.</td>
</tr>
<tr>
<td>84</td>
<td>Daniel Miller</td>
<td>Brookhaven Rail Terminal (BRT)</td>
<td>List of Short line Railways - Appendix 8 Section 4.2 Rail Freight lists five short line railways. Brookhaven Rail should be mentioned. Regarding rail yards and terminals, BRT is not mentioned in the text but is shown on Figure 4.3 Section 5.1 on Page 5.2.</td>
<td>We will make this correction.</td>
</tr>
<tr>
<td>85</td>
<td>Daniel Miller</td>
<td>Brookhaven Rail Terminal (BRT)</td>
<td>P3 Legislation - Reference is made to formerly introduced NYS Legislation regarding P3’s, citing 2010 NYS Legislative Bills. However, the more recent 2011 - S5445 nor the June, 2013 NYS Comptroller, Thomas P. DiNapoli’s Report on P3’s are not mentioned.</td>
<td>We will review the references mentioned and consider for inclusion if/as appropriate.</td>
</tr>
<tr>
<td>86</td>
<td>Daniel Miller</td>
<td>Brookhaven Rail Terminal (BRT)</td>
<td>Please Provide a copy of: In Section 4.0 Page 4-1 reference is made to a Technical Memoranda for Task 2.1.1 “Highway Network and Infrastructure,” Task 2.1.2 “Rail Network and Infrastructure. Please provide a copy to BRT.</td>
<td>These reports are available on the NYMTC website at <a href="http://www.nymtc.org">www.nymtc.org</a>.</td>
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### Plan 2040 Public Comments with Responses

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<tr>
<td>87</td>
<td>Mary Parisen</td>
<td>Civics United for Railroad Environmental solutions (CURES)</td>
<td>While the 2004 freight plan acknowledged and outlined many of the issues stated in Appendix B, it focused on specific plans and studies for freight rail expansion without comprehensive planning and specific projects for: concomitant technological upgrades; route and mode redundancy; and reduction of needless community burdens that adversely affect public health and quality of life in NYC neighborhoods. The final 2040 freight plan must turn these issues into specific plans and studies.</td>
<td>This freight plan component is an interim plan designed to be the beginning of a full freight plan component which will hopefully begin in early 2014. Solutions to the issue you raise will be addressed in the full freight plan component. You may want to read the modal subreports that were produced as part of this interim plan. The highway and rail reports may provide some of the information you looking for. They are available from the NYMTC website.</td>
</tr>
<tr>
<td>88</td>
<td>Mary Parisen</td>
<td>Civics United for Railroad Environmental solutions (CURES)</td>
<td>To mitigate existing and greatly increasing &quot;adverse environmental and community impacts of the freight transportation system&quot; CURES asks that the 2040 plan include plans that address:</td>
<td>See responses below</td>
</tr>
<tr>
<td>89</td>
<td>Mary Parisen</td>
<td>Civics United for Railroad Environmental solutions (CURES)</td>
<td>- The use of advanced technology, possible reconfiguration, and state of good repair for equipment, tracks, and switching and classification facilities at the state’s Fresh Pond Terminal/Yards and CSK’s Swamp Switch on the Fremont Line. Presently these operations shriek, crash, and shake homes throughout the nighttime and early morning hours. This rail yard comprises just 10 acres. The associated Swamp Switch is a small Area also. Even if classification is done elsewhere, this junction/switch is where all the greater Long Island freight rail lines are embedded. This small, but critically important rail facility needs a technological makeover that makes it a good neighbor to the communities that must live with it;</td>
<td>The regional freight plan is designed to address issues of a regional nature. The issue you raise is local in nature and best addressed with local government agencies.</td>
</tr>
<tr>
<td>90</td>
<td>Mary Parisen</td>
<td>Civics United for Railroad Environmental solutions (CURES)</td>
<td>- The use of advanced technology to reduce diesel pollution and noise from locomotives;</td>
<td>This will be addressed in the full freight plan.</td>
</tr>
<tr>
<td>91</td>
<td>Mary Parisen</td>
<td>Civics United for Railroad Environmental solutions (CURES)</td>
<td>- The use of advanced technology for the safety and security of the Buckeye Pipeline, tankers of petroleum products, nuclear waste from Brookhaven, and other hazards that railroads – common carriers – have in a rail yard that abuts homes, children’s playgrounds, and schools.</td>
<td>This issue will be addressed generically in the full freight plan.</td>
</tr>
<tr>
<td>92</td>
<td>Mary Parisen</td>
<td>Civics United for Railroad Environmental solutions (CURES)</td>
<td>- Redundancy in freight routes and modes, including marine transport in an era when sea level is rising.</td>
<td>This will be addressed in the full freight plan.</td>
</tr>
<tr>
<td>93</td>
<td>Mary Parisen</td>
<td>Civics United for Railroad Environmental solutions (CURES)</td>
<td>- Specific TIP projects to address the issues above, and plans to secure private and public funding for them that include grants, such as for TIP, NYSERDA, and US EPA. To date, CURES has successfully supported $5M in grant and legislative funding for such projects, and stands ready to help secure additional funding for upgrades.</td>
<td>Development of specific TIP projects is a separate process from the RTP although the RTP supports the projects that appear in the TIP. NYMTC has developed a draft TIP covering 2014 through 2018 which is has had a public comment period and which may be adopted by the NYMTC Council this year. You are encouraged to work with Council members to ensure that these kind of projects are included in the TIP. The TIP may be amended at any time.</td>
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#### Safety Related

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<tr>
<td>94</td>
<td>Tri-State Transportation Campaign</td>
<td>Available opportunities listed in the document are dated. Plan 2040 wrongly suggests programs like NYSDOT’s Region 10 Local Safe Streets and Traffic Calming grant program and the SafeSeniors pilot program are current options available to municipalities.</td>
<td>The LSSTC program was noted in the RTP because some of the LSSTC projects, funded with the R-10’s Federal Aid allocations, are still ongoing. This “pilot” program (unique to R-10) that started in 2000, was never meant to be funded by the NYSDOT indefinitely. The time has come for the local municipalities to fund and claim the ownership of this program. Safe Seniors program was a “pilot” undertaken by the NYSDOT. It was not available for the municipalities.</td>
<td></td>
</tr>
<tr>
<td>95</td>
<td>Tri-State Transportation Campaign</td>
<td>In order to combat unsafe walking environments for pedestrians in the downstate region, Plan 2040 should call for the:</td>
<td>See response above</td>
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## Plan 2040 Public Comments with Responses

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<tr>
<td>96</td>
<td>Tri-State Transportation Campaign</td>
<td></td>
<td>(a) Reinstatement of NYS DOT funding for the Local Safe Streets and Traffic Calming grant program to Long Island and the other areas in the NYMTC region;</td>
<td>See response above</td>
</tr>
<tr>
<td>97</td>
<td>Tri-State Transportation Campaign</td>
<td></td>
<td>(b) Expansion of SafeSeniors to other areas in the NYMTC region where our seniors are at high risk for fast moving traffic;</td>
<td>Pedestrian safety, including that of seniors, is one of the safety priority areas in Plan 2040 as outlined in Chapter 6</td>
</tr>
<tr>
<td>98</td>
<td>Tri-State Transportation Campaign</td>
<td></td>
<td>(c) Establishment of a NYS DOT “Safe Routes to Transit” program modeled on NYCDOT’s program;</td>
<td>This comment is acknowledged and will be considered as Plan 2040 is implemented</td>
</tr>
<tr>
<td>99</td>
<td>Tri-State Transportation Campaign</td>
<td></td>
<td>(d) Expansion of the number of schools enrolled in the Safe Routes to School program.</td>
<td>This comment is acknowledged and will be considered as Plan 2040 is implemented</td>
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### Mobility Related

| 100 | Lower Hudson Valley Meeting | | How we move people and goods across the Hudson River? Not only between New York and New Jersey, but between New York and New York. And of course when it’s between New York and New Jersey, it’s the coordination with the North Jersey Transportation Planning Authority. And it seems to be totally lacking. | Some Trans-Hudson options for the movement of people and goods are described in Chapter 5 Section 5 of Plan 2040. NJTPA is a non-voting member of the council and there is ongoing coordination at all levels between NYMTC and NJTPA |
| 101 | Michael Klatsky | | Need a planning effort to construct a tunnel from Atlantic Terminal in Brooklyn to Hoboken Terminal in New Jersey that would connect Lower Manhattan directly to both the Eastern and Western suburbs | Lower Manhattan Access Study completed in 2001; decision made not to advance project due to low cost benefits and considerable community disruptions. |
| 102 | Orrin Getz | | Include Gateway II Project in Plan 2040 | Plan 2040 recognizes the Amtrak Gateway Program as one that could impact the regional transportation system. Further consideration will be given to this program as more details become available. |
| 103 | Charles Caserta | Inspecto Inc. (Pontiphin Division) | Is there anything in the plan for trying to find a way to get Long Island traffic to the mainland, without going through the city and dealing with the traffic. Is there anything in the plan for that kind of express traffic? | Not at this time. Due to limited funds and the need to preserve the integrity and safety of the roadways system wide, per MAP 21, NYS DOT has adopted “Preservation First Approach” to ensure a balanced and effective use of resources. NYS DOT is also embarking on the use of Active Transportation Demand Management strategies, Intelligent Transportation Systems, Drivers First Initiative, etc to improve mobility |

### Congestion Related

| 104 | Tri-State Transportation Campaign | | 2) Increase in VMT questionable: The plan projects 12 percent increases in daily VMT by 2040. While this 12 percent is less than the 16 percent projected in NYMTC’s 2035 Long Range Plan, it still remains far too high an estimate given trends stretching back nearly a decade. NYMTC must insert the goal of reducing VMT into Plan 2040 as a shared goal, and revisit trends predicting higher VMT based on existing and past research. | There is a decrease in the VMT per capita forecast for the 10 NYMTC counties from 2015 to 2040 and the transit trip per capita is also forecast to increase during this period. However, the rate of decrease in VMT per capita and the rate of increase in transit trips per capita are not in the same order of magnitude as the national trends cited in the comments. The main reason for this difference in magnitude is that the NYMTC region is very unique and different from the rest of the nation. NYMTC’s planning area is part of a mature metropolitan area where transit has been a viable option for over a century. This region’s residents and workers have been utilizing transit for work and other primary trip purposes for many years. The infrastructure in the region is conducive to transit travel. Other regions have recently started implementing projects to make transit a viable option and hence a significant mode shift has been observed nationally over the last couple of decades. NYMTC updates the Regional Transportation Plan every four years and these trends are revisited and revised with the latest available assumptions as part of each update. |
| 105 | Charles Caserta | Inspecto Inc. (Pontiphin Division) | The next question I had was the actual performance measures. Are you getting those data from like camera systems on the road or... how are you getting the data? | Performance measures were computed using a post-processor based NYMTC’s Best Practices Model (NYBPM) |

### Roadway Related

<p>| 106 | Orrin Getz | | Widen the NYS Thruway main line section from 3 to 4 lanes in each direction between Exit 11 in West Nyack to Exit 14A in Spring Valley | This comment has been referred to the NYS Thruway |</p>
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<tr>
<td>107</td>
<td>Jason Petrucci</td>
<td></td>
<td>1) Interstate 278 (the Gowanus Expressway) should be completely rebuilt in Brooklyn. Ideally, the new expressway would be 8 lanes wide (or 6 standard lanes plus 2 HOV lanes) and completely underground from its emergence from the Verrazano Narrows Bridge until the Brooklyn Battery Tunnel. This exact proposal was recently canceled, apparently due to lack of funds; I think this decision was a mistake.</td>
<td>The Gowanus Expressway project was advanced upon completion of an Environmental Assessment (EA) in August 1995. A Notice of Intent to proceed as a NEPA Class I (EIS) and SEQR Type I project was published in November 1996, with a scope that provided for improvements to the Gowanus Expressway (I-278) Viaduct from 6th Avenue to the Brooklyn Battery Tunnel (BBT). The costs for the build alternatives investigated including the tunnel exceeded both current and projected funding available for the project. NYSDOT is responsible for the safe operation of 678 bridges in New York City of which more than half are considered structurally deficient. That rate is about double the average for the rest of New York State and funding must be allocated to critical needs throughout NYC. Since 2005, the Department has advanced a series of contracts to address the poor condition of the viaduct’s deck. This has allowed for continued safe operations.</td>
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<tr>
<td>108</td>
<td>Jason Petrucci</td>
<td></td>
<td>2) The reconstruction of Interstate 678 (the Van Wyck Expressway)’s various bridges along with capacity enhancements to some should be made with an eye towards widening the entire expressway to 8 lanes from the Whitestone Expressway in the north to the Nassau Expressway in the south. There is a lack of good north-south traffic flow throughout Queens, particularly along 678.</td>
<td>Pursuing initiatives to improve efficiency of North/South connections in Queens to JFK and South East Queens remains a priority for NYSDOT. As you rightly noted, this has resulted in a number of projects like the Kew Gardens Interchange Bridge Reconstruction and Mobility Improvements, Grand Central Parkway/84th Street Interchange Improvements etc. However due to limited funds and the need to preserve the integrity and safety of the roadways system wide, per MAP 21 NYSDOT has adopted “Preservation First Approach” to ensure a balanced and effective use of resources. The department is also embarking on the use of Active Transportation Demand Management strategies, Intelligent Transportation Systems, Drivers First Initiative etc to improve mobility Citywide.</td>
</tr>
<tr>
<td>109</td>
<td>Jason Petrucci</td>
<td></td>
<td>3) Interstate 878 should be built through the full length of Brooklyn, southern Queens, and southwestern Nassau County. The Cross-Brooklyn Expressway could be built as an underground expressway from Interstate 278 (the Gowanus Expressway) east, possibly becoming an elevated expressway over Linden Boulevard from the East New York neighborhood eastward. It should pass along the Nassau Expressway (which should become a 2-way, fully limited-access expressway) through southern Queens and southwestern Nassau County. If building its old proposed route over the canals east of JFK International Airport is too controversial or damaging to local property values, the Nassau Expressway could either be built 8 lanes wide through what is now Rockaway Boulevard or parallel to Rockaway Boulevard. The Nassau Expressway should be modified in southwestern Nassau County to be completely limited-access. That stretch of the Nassau Expressway is now a high frequency accident area in need of a superior coastal evacuation route.</td>
<td>NYMTC recognizes the associated transportation issues on the I-878 corridor as well as other State highways. Due to limited funds and the need to preserve the integrity and safety of the roadways system wide, per MAP 21, NYMTC member NYSDOT has adopted “Preservation First Approach” to ensure a balanced and effective use of resources. NYSDOT recognizes that we can’t build our way out of congestion due to fiscal constraints and impacts to the communities adjacent to our facilities. We are exploring emerging technologies such as the use of Active Transportation Demand Management strategies, Intelligent Transportation Systems and the department’s “Drivers First Initiative to address congestion and improve mobility Citywide. A Transportation Study was completed in May 2012 which documented long, medium and short term improvements on I-878. The department is partnering with NYCDOT, NYSDOT Region 10 and Nassau County to implement series of short term safety and mobility improvements along the corridor. These improvements include, Signal Coordination between Nassau County and NYC county line, Intersection improvements at Brooklyn and Guy Brewer, Improvements by Reg 10 at Burnside Ave etc.</td>
</tr>
<tr>
<td>110</td>
<td>Jason Petrucci</td>
<td></td>
<td>4) The proposed HOV/HOT lanes on the Northern State Parkway from the Queens-Nassau Border until the interchange with State Route 231 (Deer Park avenue) in Dix Hills should be completely new lanes in both directions; the approaching eastern segment of the Grand Central Parkway should be 8 lanes rather than 6 to accommodate.</td>
<td>There are no plans to install HOV/HOT lanes on the Northern State Parkway from the Queens-Nassau border to NY 231 due to ROW and environmental issues.</td>
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<tr>
<td>111</td>
<td>Jason Petrucci</td>
<td></td>
<td>5) The fork of State Route 454 (Veterans Memorial Highway) and State Route 347 (the Smithtown Bypass) should include an overpass bridge for the eastbound lanes of 347, effectively making that intersection a fully grade-separated interchange.</td>
<td>This alternative was studied and dismissed as part of the EIS process.</td>
</tr>
<tr>
<td>112</td>
<td>Jason Petrucci</td>
<td></td>
<td>6) Parts of State Route 454 (Veterans Memorial Highway) should be widened to accommodate population and commercial growth in the area, especially considering its central location along the Suffolk County highway network.</td>
<td>There are no plans to widen State Route 454 (Veterans Memorial Highway) due to ROW and environmental issues.</td>
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### Plan 2040 Public Comments with Responses

**June 17 - July 18, 2013**

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<tr>
<td>113</td>
<td>Jason Petrucci</td>
<td></td>
<td>7) Suffolk County Route 16 (Horse Block Road) should eventually be widened to 4 lanes between its intersection with Suffolk County Route 83 (North Ocean Avenue) in Farmingville and its interchange with State Route 27 (Sunrise Highway) between Yaphank and the Hamlet of Brookhaven. This would be done in anticipation of greater traffic from the extensive industrial and condominium development that is in prospect throughout most of that area.</td>
<td>NYMT member Suffolk County acknowledges the comment</td>
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<tr>
<td>114</td>
<td>Jason Petrucci</td>
<td></td>
<td>8) The proposed widening of Suffolk County Route 46 (William Floyd Parkway) to 6 lanes between State Route 27 (Sunrise Highway) and State Route 25 (Middle Country Road) appears to have been dropped. The proposal should be reconsidered, particularly as the bridge that carries Route 46 over the Long Island Railroad’s Mainline in northern Shirley is being reconstructed to accommodate a higher traffic volume</td>
<td>NYMT member Suffolk County acknowledges the comment</td>
</tr>
<tr>
<td>115</td>
<td>Jason Petrucci</td>
<td></td>
<td>9) Suffolk County Route 94 should be extended north of its western terminus at River Road, just north of the Peconic River and Exit 71 of the Long Island Expressway. It should be widened into a full 4-lane highway with a center median and shoulders, up to the traffic light at State Route 25 (Middle Country Road).</td>
<td>NYMT member Suffolk County acknowledges the comment</td>
</tr>
<tr>
<td>116</td>
<td>Jason Petrucci</td>
<td></td>
<td>10) State Route 24 (Flanders Road) should be widened to a 4-lane highway east of the traffic circle in downtown Riverhead, much like the 4-lane section to the west of that traffic circle.</td>
<td>There are no plans to widen State Route 24 (Flanders Road) east of the traffic circle in Riverhead due to ROW and environmental issues.</td>
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<tr>
<td>117</td>
<td>Jason Petrucci</td>
<td></td>
<td>11) State Routes 25 (Main Road) and 27 (Montauk Highway) really need capacity enhancements on the East End. I think State Route 25 should be studied between the eastern terminus of Suffolk County Route 58 (Old Country Road) in Riverhead and Wickham Avenue in Mattituck; State Route 27 should be studied between the eastern terminus of County Road 39A (Flying Point Road) at the eastern border of the Village of Southampton and the start of the 4-lane section at Davids Lane in downtown East Hampton</td>
<td>There are no plans to study capacity enhancements on State Route 25 (Main Road) between Suffolk County Route 58 (Old Country Rd) and Wickham Avenue in Mattituck due to ROW and environmental issues or on State Route 27 between the eastern terminus of County Road 39A (Flying Point Road) to the start of the 4 lane section at Davids Lane in downtown East Hampton due to ROW and environmental issues.</td>
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<tr>
<td>118</td>
<td>Jason Petrucci</td>
<td></td>
<td>12) A bypass route for travel between the Villages of Southampton and East Hampton is still a good idea.</td>
<td>This comment is acknowledged</td>
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**TDM Related**

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<td>119</td>
<td>Tri-State Transportation Campaign</td>
<td>Parking: Plan 2040 misses an opportunity to call for broader parking reforms. Plan 2040 should encourage municipal bodies to revisit their zoning codes to reduce parking requirements. In addition, market-based approaches to parking management should be expanded, including the NYCDOT’s ParkSmart program that has shown wide success in pilot program areas.</td>
<td>Parking management is covered in Plan 2040’s Transportation Demand Management section and covers a range of techniques, including those cited in this comment.</td>
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**Finance Related**

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<td>120</td>
<td>Tri-State Transportation Campaign</td>
<td>1) Given the recent austerity climate in Washington, D.C. it is unrealistic for the region to expect increased revenues in the near future. Plan 2040 should firmly endorse additional transportation revenues like: (a) Tolling currently free bridges; (b) Tolling currently free bridges; (c) Increasing the gas tax.</td>
<td>It is not possible to fully predict the duration of the current austerity climate, particularly over the planning period in question. For this reason, Plan 2040 forecasts a range of possible federal revenues, with the lower limit defined by the austerity focus of MAP-21 and the upper limit defined by historical federal funding trends. Plan 2040 notes that, even at the upper limit of federal funding, additional fund sources will be needed to cover all of the costs defined over the planning period. Plan 2040 explores both project-specific and regionwide sources of additional funding and identifies an approach to their implementation over a ten year period.</td>
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<tr>
<td>121</td>
<td>Tri-State Transportation Campaign</td>
<td>2) Plan 2040 should also call upon New York State Governor Cuomo to sign legislation that will better protect dedicated transit funds from being diverted to plug New York State’s General Fund deficits. Plan 2040 should also call upon local elected officials to be better supporters of their local transit networks.</td>
<td>Specific legislative recommendations are inappropriate under the federally-funded metropolitan transportation planning process.</td>
<td></td>
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<td>122</td>
<td>Charles Caserta</td>
<td>Inspecto Inc. (Pontiphinan Division)</td>
<td>You had mentioned in the forecasted revenues section of the presentation that you were planning to use new funding strategies. Has anybody even looked into that at all? You have mentioned the mileage based funding plan. How do you plan on implementing that? Is it mileage of commercial transit, or is it a mileage of personal cars or what type of thing is it referring to?</td>
<td>Additional funding strategies are outlined in Chapter 6, Section 5 of Plan 2040. Implementation of travel-based revenues is discussed in Chapter 6, Section 6.</td>
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### Plan 2040 Public Comments with Responses

**June 17 - July 18, 2013**

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| 123 | Charles Caserta           | Inspecto Inc. (Pontiphinan Division)     | When you’re determining the numbers for the growth forecast, what metrics/models did you use to determine the forecasted numbers                                                                 | NYMTC produces socioeconomic and demographic forecasts for the 31-county region using 4 models: population, employment, labor force, and household formation.  
- The employment model is an econometric model that uses ordinary least squares regression analysis. Data inputs include national economic indicators and economic drivers. Regression analysis is carried out to forecast employment in the region over the next 30 years.  
- The population model is a cohort-component model based on historical and 2010 population figures by five-year age cohort, sex, and racial/ethnic group, as well as fertility, mortality, and labor force net migration rates. These inputs are used to forecast population growth.  
- The labor force model uses population, labor force participation rates, unemployment rates, net commutation levels, and work-at-home employment as inputs when forecasting labor force demand in the region.  
- The household formation and housing stock preference model uses national, state, and county-level data from the U.S. Census and American Community Survey to forecast future household population, household income, demand for household types and sizes, and housing stock preferences. 
Feedback relationships between these four models ensure internal consistency when producing forecasts for the region. |
| 124 | Gerry Bambrick           |                                        | Need elaboration on: the Project as: “CONSTRUCT TRAFFIC CALMING AND SAFETY IMPROVEMENTS IN ISLAND PARK, OCEANSIDE, GREAT NECK, LONG BEACH AND FLORAL PARK” in the Plan 2014 document at Appendix 1, which includes a list of projects, at page 13, Item #20 | This project is in the Vision Element because there is not yet a defined scope of work, budget and funding source. As such, the communities listed were candidates for a future traffic calming/safety project, but the details on exactly which communities will receive the work and what work will be done there is not available at this time. However, as this project gets closer to moving forward on this project there will be outreach between the County and candidate communities to discuss what both sides would like to accomplish from this project. |

### Plan 2040 Supplementary Public Comments with Responses

**August 12 - August 21, 2013**

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<td>1</td>
<td>Mary Parisen</td>
<td>Civics United for Railroad Environmental solutions (CURES)</td>
<td>We would like to add the following statements. Fresh Pond Rail Yard is a 10 acre, 15 track facility which is highly utilized. With the additional rail terminals like Brookhaven, Calverton Spur, Review Ave and Varick Ave using this rail yard, upgrades to this facility need to be made now and not later. The expansion was undertaken as a result of public policy by the State of New York and the City of New York without regard of the impacts on the community that is hosting this rail facility. Improvements need to be made now and not put off for future years. Our comments have not been addressed. A project is need for Fresh Pond Rail Terminal which we did not see in the draft. The final 2040 Freight Plan must turn the issues into plans and studies.</td>
<td>This freight plan component is an interim plan designed to be the beginning of a full freight plan component which will hopefully begin in early 2014. Solutions to the issue you raise will be addressed in the full freight plan component. You may want to read the modal subreports that were produced as part of this interim plan. The highway and rail reports may provide some of the information you looking for. They are available from the NYMTC website.</td>
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| 2   | Steve Stern               | County Legislature, Suffolk County       | The Plan includes the following lines:  
RTP ID:SSC653C- Construction of the LI Freight Intermodal Rail Facility-Pilgrim State Hospital Site-Construction of Highway Access for Truck Intermodal Freight Facility, scheduled for completion in 2018.  
RTP ID:NSSC653C- LI Freight Intermodal Rail Facility: Pilgrim State Hospital Site Construction of Truck- Intermodal Freight Facility, scheduled for completion in 2021.  
The planned intermodal facility for the Pilgrim State site should be removed from NYMTC's Plan 2040. | NYSDOT shares your concerns regarding the Sagtikos Corridor and has initiated a study to identify existing and future traffic mitigation needs. We are coordinating this effort with Suffolk County Planning, DPW and Economic Development Staff. We agree with you that the Brookhaven Rail Terminal Project has been a success and an example of why freight on rail has a strong future on Long Island. The proposed LITRIM project will continue to remain in our Capital Program and in Plan 2040 until we have determined the future of this project and how to best proceed. |
ENDNOTES

1 NYMTC is comprised of three subregional Transportation Coordination Committees (TCC) which are regional planning forums. The three regions are: New York City (NYCTCC); Putnam, Rockland, and Westchester counties, which is the Mid Hudson South (MHSTCC) though it is often referred to in this document as the Lower Hudson Valley; and the Long Island region comprised of Nassau and Suffolk Counties (NSTCC).