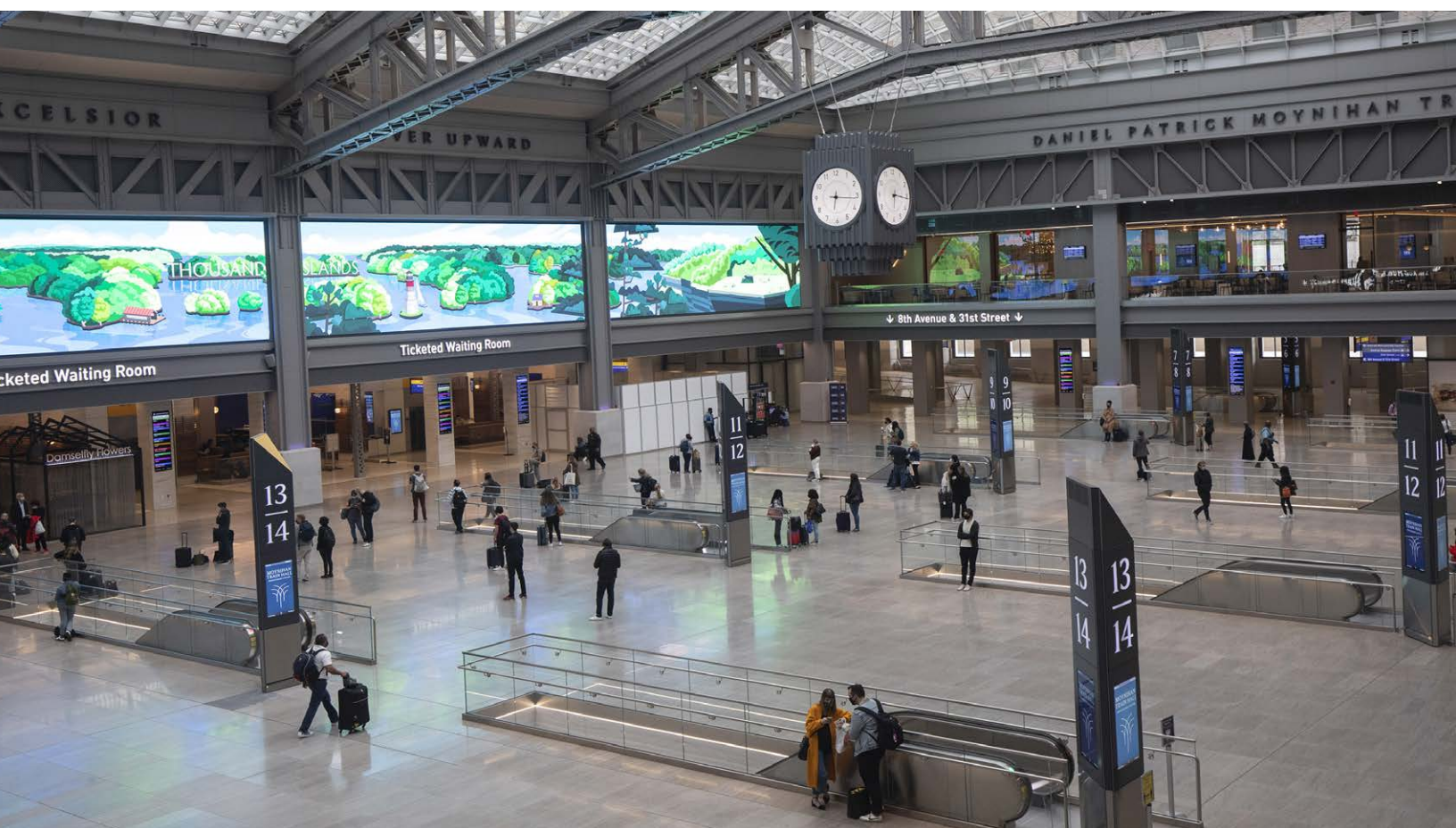




# Moving Forward

Your Region, Connected



**New York Metropolitan Transportation Council**  
**Regional Transportation Plan**  
**Adopted on September 9, 2021**

**Appendix G | Public Involvement Report**

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## 1

## PUBLIC INVOLVEMENT

## 1.1 INTRODUCTION

*The New York Metropolitan Transportation Council's (NYMTC) public engagement strategies for **Moving Forward** (Moving Forward or the Plan) are guided by its Public Involvement Plan (PIP) and its public participation operating procedures, which are both responsive to federal legislation and guidelines for metropolitan planning organization public outreach.*



## 1.2 PUBLIC INVOLVEMENT PLAN

Under federal legislation, NYMTC's current PIP, adopted in May 2019, includes recommendations for better involving the region's residents and employers in the transportation planning process; it is routinely revised to address changing needs of the planning area.

Public outreach is also guided by NYMTC's Title VI Program and Language Access Program operating procedures. The PIP includes specific procedures and strategies for meeting the desired goals and outcomes of the public involvement process and the various mandatory products and processes. In addition to maximizing public involvement in the planning process, NYMTC seeks to remove language-related barriers to public involvement through its Language Access Program.

In developing the PIP, NYMTC identified three desired goals for its public involvement activities:

- Provide a robust, creative, and inclusive outreach process for all populations within the region, with opportunities to engage in meaningful discussions between NYMTC and the public about transportation planning issues.
- Educate the public so they can purposefully participate, know when to provide input, and be encouraged to do so by adopting strategic techniques to involve different audiences and developing a greater understanding of how NYMTC functions as an organization and the roles and responsibilities of NYMTC members and staff.
- Evaluate current and ongoing public involvement activities on a periodic basis to identify successes and areas for improvement.

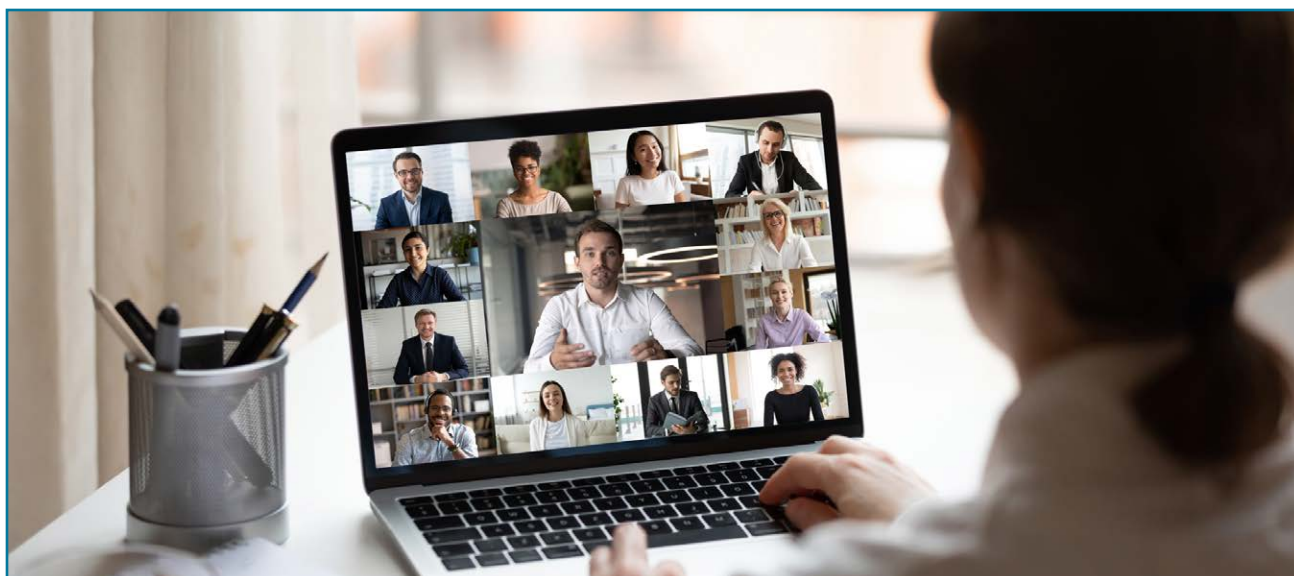
## 1.3 KEY AUDIENCES

NYMTC developed *Moving Forward* in part through a public involvement effort that engaged various constituencies and key audiences in its planning area. It gathered input from the public, community-based advocacy groups, communities of concern, and other stakeholders, including a Regional Transportation Plan Subcommittee composed of NYMTC planning area agency members.

Engagement of communities traditionally underserved, including environmental justice (i.e., minority or low-income) and limited English proficiency populations, was emphasized broadly for outreach efforts associated with *Moving Forward*. To reflect NYMTC's Language Access Program, translation services for limited English proficiency populations were implemented for Plan workshop publicity as well as the online engagement platform modules. Publicity materials included statements to promote accessibility and comply with the Americans with Disabilities Act and federal limited English proficiency guidelines. Participants were provided telephone contact information to reach NYMTC if special accommodations were needed to participate in any of the workshops, or translation services into Spanish, Russian, or Chinese.

NYMTC also maintains a contact list, including but not limited to, government agencies and organizations, local elected officials, neighborhood groups, interested individuals, special interest groups, civic organizations, private transportation providers, environmental justice organizations, and community service groups. The contact list was employed to notify interested stakeholders about opportunities to get involved in the *Moving Forward* outreach process.

An overview of public perceptions of transportation issues in the NYMTC planning area, drawn from this public outreach process, is addressed in this appendix.



## 1.4 CONVERSION TO VIRTUAL OUTREACH

NYMTC initiated early outreach efforts for *Moving Forward* by conducting several in person workshops on shared mobility in September, November, and December 2019 and a region-wide workshop session on micromobility in January 2020. These topics are discussed further in the [Methods and Tools section](#) of this appendix.

In early 2020, NYMTC embarked on additional plan outreach elements when the novel coronavirus (COVID-19) arrived in the United States. NYMTC had charted an outreach plan that included substantial in-person engagement through public workshops, focus groups, and pop-up outreach spanning New York City, Long Island, and the Lower Hudson Valley. When this region emerged as the early locus of the pandemic, the prospect of conducting outreach with large groups of people face-to-face became untenable.

NYMTC, building on its long-term experience of flexibility and adaptation, pivoted the *Moving Forward* engagement program to focus on remote and virtual forms of outreach with great care to ensure that diverse and representative input could be obtained. Public workshops were transformed into a series of highly successful interactive virtual workshops. Focus groups became virtual focus groups with recruitment conducted by a professional vendor that assembled groups of participants

from communities of concern and users of coordinated human transportation services. Although the engagement program always included a website component, the online engagement platform became all the more important with interactive exercises translated in core languages for the NYMTC planning area (Spanish, Russian, and Traditional and Simplified Chinese) pertaining to the Shared Vision and Goals described in [Chapter 1](#) of *Moving Forward*. The *Moving Forward* website includes an educational video primer about NYMTC and the regional transportation planning process, a library to share documents, and a comment form for the public to ask questions or provide input. With the onset of the COVID-19 pandemic, NYMTC also shifted resources towards promoting the online engagement platform on social media and through community-based partner organizations. Throughout the outreach process, NYMTC continuously evaluated demographic data that it received from participants. Targeted surveys distributed through key partners and a statistical sampling survey vendor to fill in gaps both geographically and demographically ensured incorporation of broad-based input. Success was measured by the overall volume, quality, and diversity of feedback received for the Plan. Metrics have been captured for participants across all forms of outreach and include zip code level geographic range, gender,







## 2 METHODS AND TOOLS

*NYMTC implemented a comprehensive program of public engagement in the development of **Moving Forward**. The techniques used in this outreach program are outlined in the following section.*

## 2.1 SPECIALIZED TOPICS

Given the distinct requirements for topics of shared mobility and micromobility, freight goods movement, environmental justice, and coordinated human services to be included in *Moving Forward*, separate/specific public outreach for these topics was conducted via in-person and webinar workshops or facilitated focus group sessions.

- Outreach for shared mobility was conducted by NYMTC in the fall of 2019 via a series of in-person workshops, one per Transportation Coordinating Committee (TCC) subregion in New York City, Suffolk County, and Westchester County, to provide the public with an opportunity to learn about and provide feedback on shared mobility to inform *Moving Forward*. See the attachments to this appendix for summaries.
- Interactive workshops for micromobility were hosted by the Safety Advisory Working Group, an advisory group to NYMTC, to seek input for the development of a regional planning vision for safety and micromobility. These workshops explored perceptions of micromobility and safety issues, ideas and suggestions about safety improvements and investments for micromobility, and perceptions of the future development and sustainability of micromobility. They were conducted on January 30, 2020, at 2:00 p.m. and 6:00 p.m., as in-person workshops with a WebEx option to attend virtually. See the attachments to this appendix for a summary of these events.
- Outreach for the Freight Element of *Moving Forward* focused on soliciting perspectives from the public and interested stakeholders via several activities. A region-wide virtual workshop, “Delivering the Goods: Resiliency and Equity in the Evolving Freight System,” was conducted. The workshop included a PowerPoint presentation with interactive polling exercises to gather input; this event was held at 3:00 p.m. on October 15, 2020, with 97 participants. Participant suggestions were carried forward into the plan development process. See the attachments to this appendix for details.
- Virtual focus groups were conducted for the topics of environmental justice and coordinated human services. See [Section 3](#) for more information.





## 2.2 A MOVING FORWARD BRAND LOGO

NYMTC implemented a brand logo and style guide for all outreach elements to provide a consistent look for *Moving Forward* that was easily recognizable and eye-catching for public outreach collateral materials, publicity, and social media campaigns. The Plan was named: *Moving Forward, Your Region Connected—The Next Regional Transportation Plan for NYC, Long Island, and the Lower Hudson Valley*. The title and different colors employed in the logo represent the geographic and demographic diversity of the NYMTC planning area and support the focus of the public outreach/engagement effort (i.e., we are all working together to create a vision for the future). The bold, bright colors represent a bold vision for the future and evoke the idea that the future is bright. The style guide for branding is found as an attachment to this appendix.





## 2.3 VIRTUAL FOCUS GROUPS

Outreach for *Moving Forward* included six professionally convened virtual focus groups conducted during the week of May 19, 2020, within the three NYMTC planning area TCC geographies (New York City, Long Island, and the Lower Hudson Valley). The facilitated focus groups were conducted via a virtual platform, which allowed each recruit to participate using their own video screen, including the moderator(s). For each geography, NYMTC held two focus groups: one made up of members of the environmental justice community, and one made up of members of the coordinated human services community. Participants were recruited by a professional market research firm, Fieldwork, from an extensive database of potential focus group participants. The objective of the recruitment was to find diverse groups who live within the 10-county NYMTC planning area who identify with the topic categories and have an interest in explaining how existing transportation systems and services support their transportation needs and how they could be improved. The purpose of these focus groups was:

- For the environmental justice sessions, to understand transportation issues, challenges, and needs for communities of concern. These communities are defined as communities with high concentrations of individuals and families living below the poverty line and high concentrations of minority populations.
- For the coordinated human services sessions, to understand the transportation issues and needs for people in two categories: people over age 65 and people with disabilities.

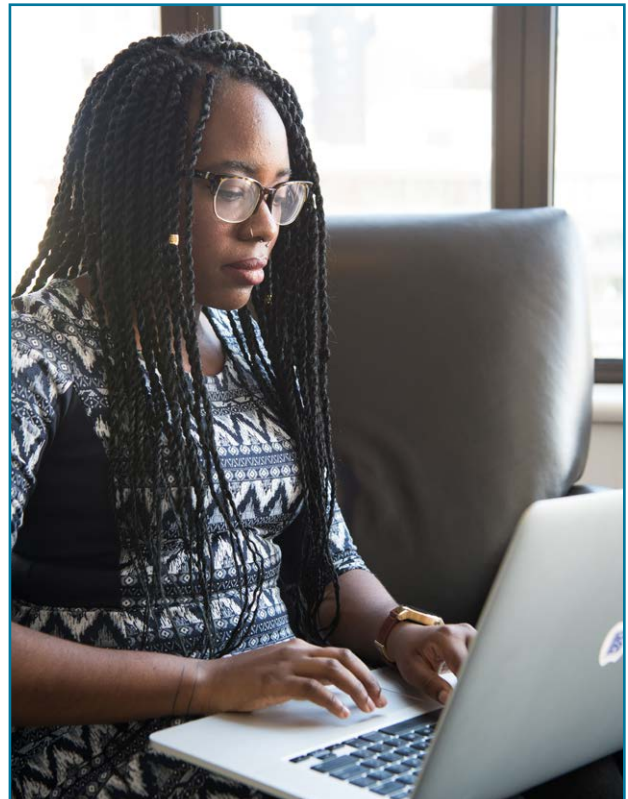
To view summaries of these focus groups, see attachments to this appendix.

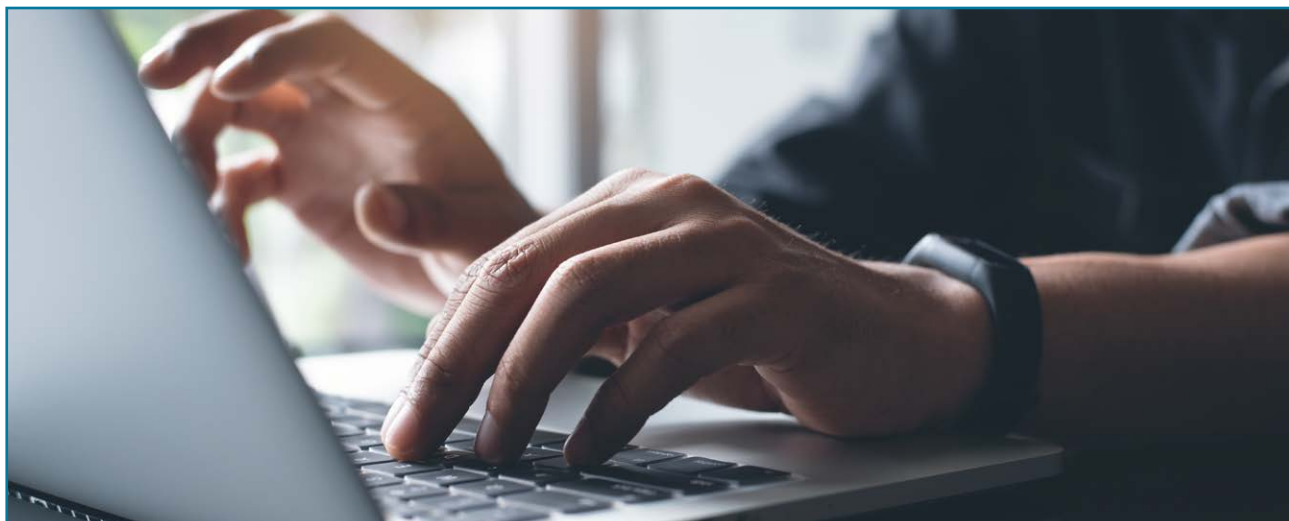
## 2.4 MOVING FORWARD WEBSITE

NYMTC employs an interactive website as a conduit for disseminating and gathering information during the Plan's development. The website provides the following information:

- Home page with a video overview of the NYMTC planning process and the process for the development of the Plan.
- Workshops page with access to event information and registration.
- Interactive exercises page with active links to the engagement platform modules in NYMTC planning area core languages (English, Spanish, Russian, and Simplified and Traditional Chinese).
- Library page with access to related outreach materials and draft Plan documents.
- Contact information for NYMTC staff for any inquiries about the Plan via email comment form and telephone.

A memo of website content pages is found as an attachment to this appendix.





## 2.5 INTERACTIVE EXERCISES ONLINE ENGAGEMENT PLATFORM

From June 16 through September 20, 2020, NYMTC launched an interactive public engagement platform for the Plan using an online survey tool, 'MetroQuest,' to gather feedback from the public on the vision and five strategic goals for *Moving Forward* that include: Planning for Changing Demand; Reducing Environmental Impact; Reliable and Easy Travel; Safety and Security; and Resiliency. The modules were translated into Spanish, Russian, and Simplified and Traditional Chinese to provide better access to the survey for the population in the NYMTC planning area. These interactive exercises were designed to engage diverse groups of people throughout the metropolitan area. All visitors were required to sign up to join the site, and the information was used to create a demographic profile of users. The MetroQuest modules provided access to interactive questions that included pinning input to maps, budgeting games, and prioritization exercises. More than 2,100 people participated in these online activities. For a review of public input collected as well as promotional flyers, see attachments to this appendix.

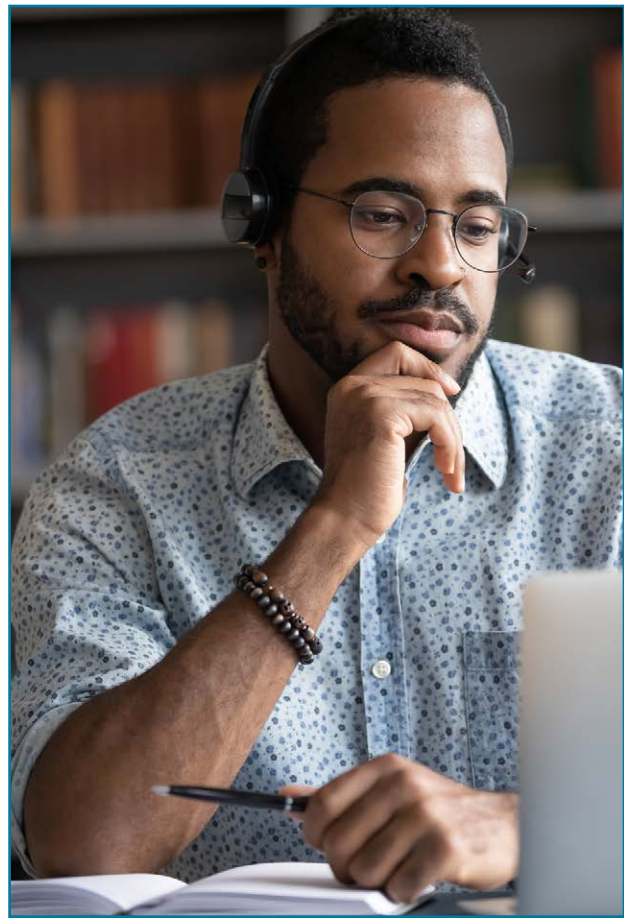
## 2.6 VIRTUAL PUBLIC WORKSHOPS

NYMTC convened virtual public workshops in July 2020 throughout the NYMTC planning area. Each workshop consisted of two daytime sessions for each of the three TCC subregions, which enabled numerous stakeholders to attend. An additional region-wide virtual workshop was conducted at 7:00 p.m. for those who could not attend a daytime TCC event. The first of these daytime sessions commenced at 12:00 p.m., and the second set was held at 3:00 p.m. These workshops were held via WebEx; participants were required to register and receive log-in information to enhance security of the events and avoid interruptions during the presentations. Phone and email information was provided for participants requiring special assistance to reach NYMTC in advance of meetings. Sessions were recorded and archived, and presentations were made available to the public via the [Moving Forward](#) website. See attachments to this appendix for workshop flyers, presentations, and summaries.

## 2.7 OUTREACH TO COMMUNITY-BASED PARTNER ORGANIZATIONS

NYMTC collaborated with community-based partner organizations in each of the three TCC planning areas. NYMTC identified organizations dedicated to community interaction and cooperation such as non-governmental organizations, community organizations, and economic development corporations. With the launch of the website and online engagement platform the week of June 16, 2020, NYMTC conducted outreach to introduce these organizations to the Plan and ask them to participate in the process. Via phone calls and follow-up emails, messaging explained that the development of the Plan was underway and the importance of getting involved to have their members hear about the planning process from community leaders they trust and have a voice in the process. Follow-up outreach to these organizations informed them of upcoming workshops and provided publicity for those events. A memo that includes a list of partner organizations is provided as an attachment to this appendix.

To further broaden outreach efforts to communities of concern, pilot outreach to mutual aid groups in the NYMTC planning area was conducted to understand if these organizations had capacity to help get the word out about the ongoing development of the Plan and which mechanisms of information sharing worked best for them. Outreach began in early September 2020 with phone calls and email follow-ups. Organizations including Vital Brooklyn/New York State Department of Labor, Henry Street Settlement, and the Center for Family Life agreed to distribute information regarding the Plan, including an online link to a regional transportation issues survey based on questions from the virtual workshops. The Center for Family Life also agreed to help distribute online information for the Freight Element workshop in October 2020. A memo on this outreach effort is included as an attachment to this appendix.



## 2.8 ONLINE SURVEY TO INFORM DEMOGRAPHIC/GEOGRAPHIC/ INFORMATION GAPS

Following the completion of virtual workshops for the Plan, possible gaps in the demographic groups and geographic areas that were represented were identified. These groups included low-income, youth, African American, Hispanic, Asian, and female populations and various postal (zip) codes around the NYMTC planning area. To fill these gaps, NYMTC conducted an online survey using the “Pollfish” platform. The questions selected for use in the survey instrument were sourced from the virtual workshops that were held earlier in the outreach process. An additional question about transportation funding sources was added because this information was not covered in the virtual workshops. Nearly 1,000 people responded to the survey. A summary of this outreach is attached to this appendix.





## 2.9 PAID SOCIAL MEDIA CAMPAIGN

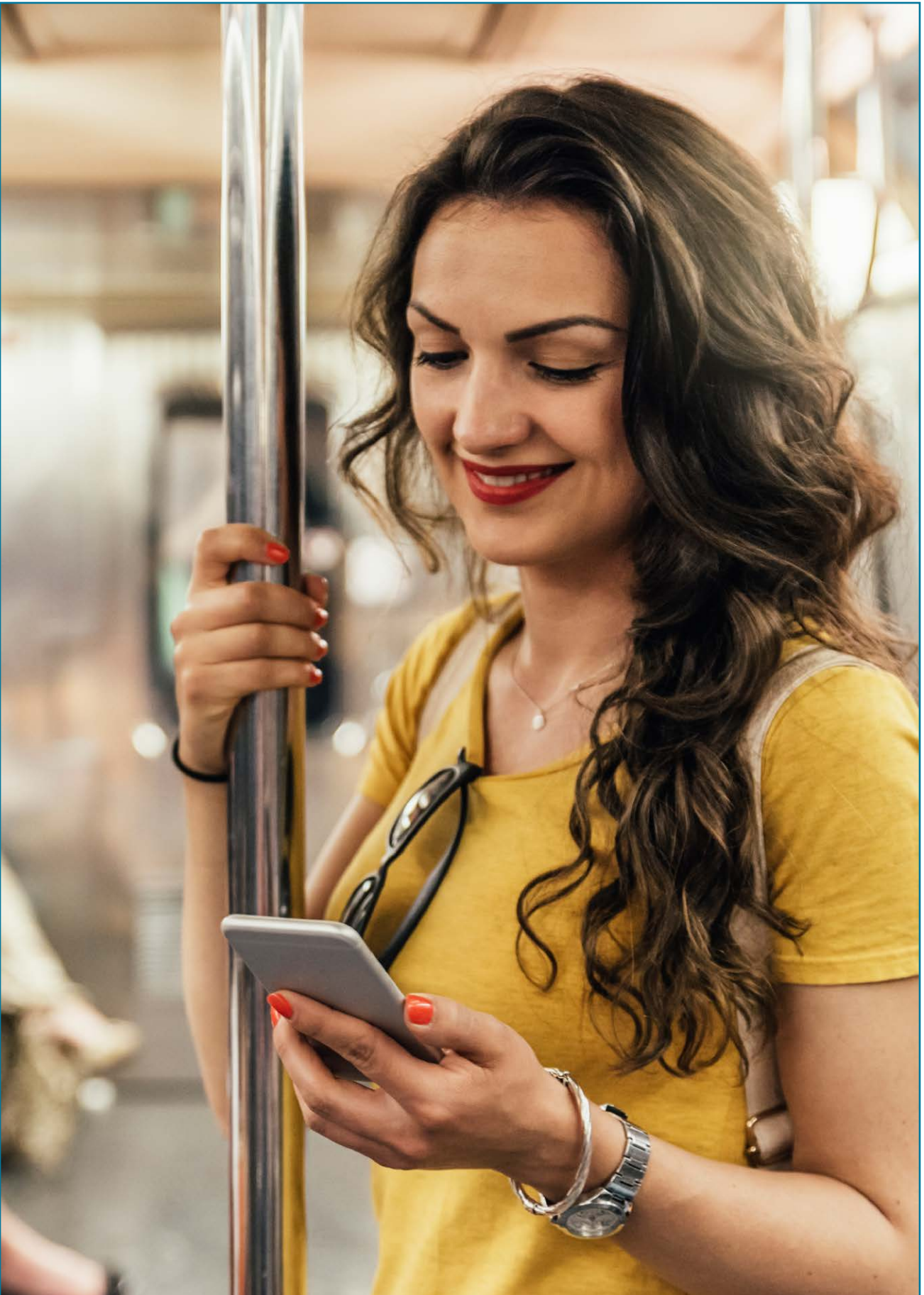
To reach a wider audience across the NYMTC planning area, a paid social media component was incorporated into the outreach efforts. Paid advertising was placed on the Facebook advertising platform, which includes ad placements on Facebook and Instagram. The ads ran for 14-weeks, the full duration of the MetroQuest online engagement platform, and provided direct link into the MetroQuest modules. On a weekly basis, results of the advertisements were reviewed, and strategy adjustments were made. During the combined advertising campaigns, *Moving Forward* social media ads were seen by more than 1.3 million people resulting in 34,817 link clicks, and 2,116 MetroQuest modules completed. A summary of the paid social media campaign is attached to this appendix.

## 2.10 ADDITIONAL OUTREACH TOOLS

To publicize available outreach resources to the general public for their input into the Plan, NYMTC used the following tools to maximize participation:

- Press releases (available in multiple languages for the diverse communities in the New York metropolitan region)
- Social media/internet message boards through established NYMTC channels
- Email e-blast announcements in coordination with other transportation-focused agencies
- Interactive phone and email communication with community-based partner organizations and mutual aid groups to underrepresented groups
- A three-minute introductory video of the NYMTC planning process and Plan development process was created and promoted at public virtual workshops, Regional Transportation Plan Subcommittee meetings, and Program, Finance, and Administration Committee meetings for the region.

Examples of these materials are provided as attachments to this appendix.





# 3

## IMPACT OF PUBLIC INVOLVEMENT ON DEVELOPMENT OF THE DRAFT PLAN

*Throughout the development of **Moving Forward**, NYMTC has engaged the public to gather input. The **Moving Forward** outreach plan was designed as a living document to accommodate any changes in strategies that might be required to optimize input. The goal of the **Moving Forward** outreach plan was to receive meaningful and diverse input for the Plan. The communication goals were to reach and educate the public, including underrepresented populations, on the Plan and to provide the public with the tools needed to provide informed input.*



Public responses cited public health and safety and transit resiliency advancements, pedestrian- and bicycle-focused strategies, and transportation funding as important priorities for the future in the region. These priorities are discussed at length in [Chapter 4](#) of *Moving Forward*.

This section briefly describes input on what the public perceives to be priority transportation issues across the NYMTC planning area with respect to the five strategic goals of: safety and security, reliable and easy travel, planning for changing demand, minimizing environmental impact, and resiliency.



### 3.1 SAFETY AND SECURITY

*To provide a transportation system that ensures the safety and security of people and goods across all uses and modes.*

- Top rated strategies selected by stakeholders for potential priority funding to protect safety of passengers and freight include improving safety by maintaining reliable transit infrastructure (track, signal systems, bridges, tunnels, vehicles, and stations); improving safety by repairing deteriorated roadway pavements and structurally deficient bridges; and investing in technology to protect the safety and security of transportation systems. Top rated priorities for roadway safety include ensuring a safe and efficient roadway through maintenance and repair and building or rebuilding streets to accommodate and safely serve bicyclists and pedestrians. In safety trade-offs exercises, stakeholders noted a balance in the trade-off between security and ease of movement. Safety trade-off input was balanced between personal data security and data sharing for smarter transportation. Regarding non-motorized safety, stakeholders prioritized those walking and biking over road safety for all users. Stakeholders prioritized road safety over vehicle speeds. Stakeholders prioritized cost and delivery time over freight security.

### 3.2 RELIABLE AND EASY TRAVEL

To provide a transportation system that is maintained, operated, and coordinated to better enable inclusive, reliable, easy, accessible, and seamless travel across the region while striving to enhance equity in the services provided.

- Top rated strategies by stakeholders focused on transit route schedules and frequency as well as connections for easy of travel for daily commuters. Accessible, safe facilities were also a priority. Top rated strategies selected by stakeholders for potential priority funding included transit service improvements and modernization of infrastructure including accessibility improvements for users of all abilities.

### 3.3 PLANNING FOR CHANGING DEMAND

*To provide a transportation system that efficiently serves today's population and plans for the growing number of residents, workers, and increasing amount of goods.*

- Top-rated strategies for transportation improvements include the implementation of technologies to provide more efficient, streamlined services such as virtual ticketing; route mapping planning applications; real-time information and communication for customers as well as communication between different modal agencies (bus/train/freight); and maintenance technologies to support sound infrastructure and equipment. Stakeholders also prioritized accessibility and affordability of ridesharing services and transit vehicles for all users.





### 3.4 REDUCING ENVIRONMENTAL IMPACT

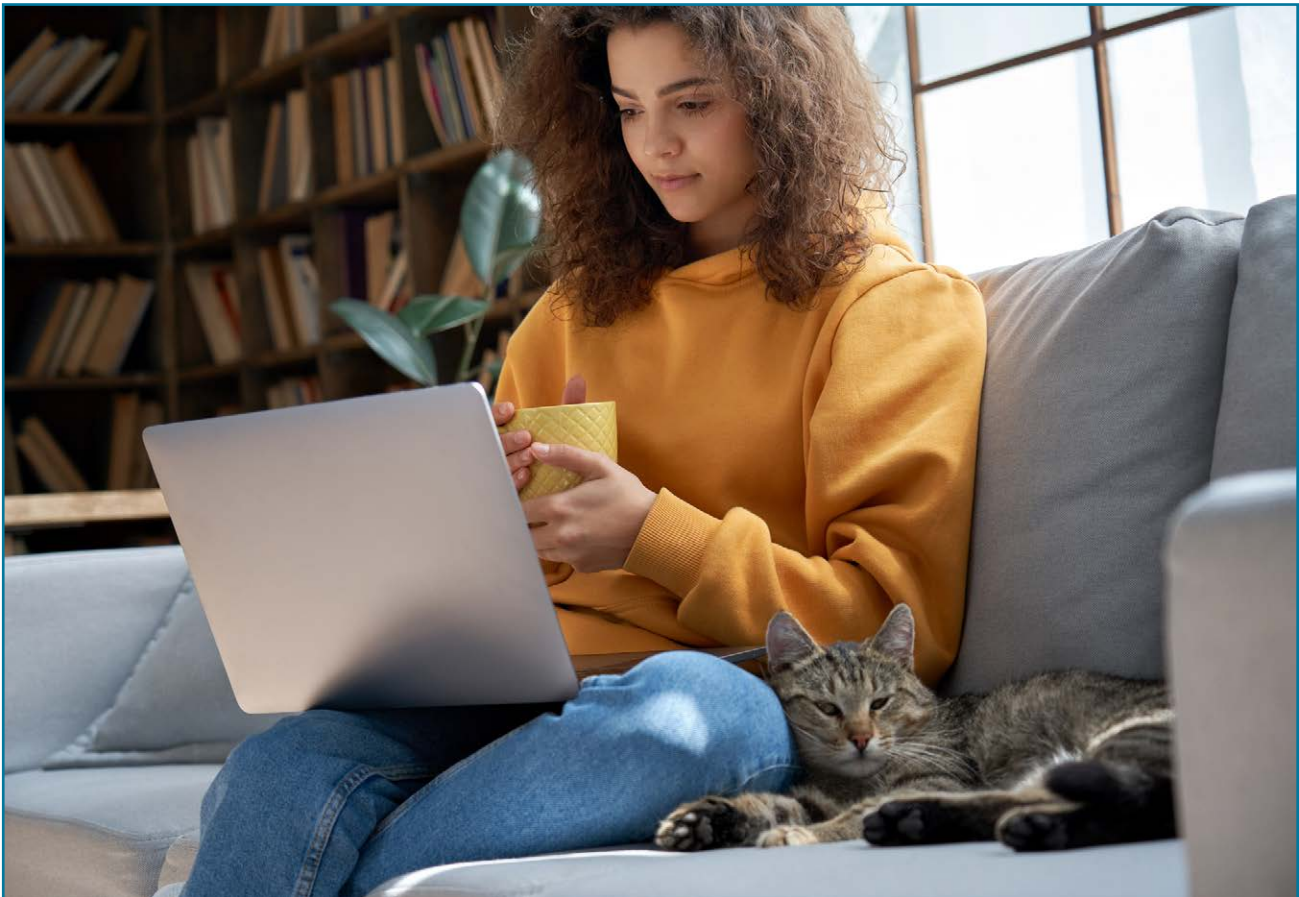
*To provide a transportation system that minimizes its greenhouse gas emissions and other impacts on the environment, especially the effects of climate change.*

- Top rated strategies by stakeholders encourage alternatives to single-rider trips through a variety of services and programs, including increased transit services; Complete Streets programs; employee commuter programs; land use planning programs that include transit-oriented development; and environmental justice and resource management considerations. Energy and fuel efficiency programs were also highly ranked by stakeholders, as well as agency coordination to strengthen partnerships and share best practices.

### 3.5 RESILIENCY

*To provide a transportation system that is resilient and can mitigate, adapt to, and respond to chronic and acute stresses and disruptions.*

- Stakeholders provided their top-rated strategies for transit redundancy that included high-frequency grid networks, service overlaps, and additional vehicles and operators as strategies to provide service redundancy and travel options. Stakeholders also prioritized fleet strategies to ensure new fleets follow energy and fuel efficiency guidelines (e.g., hybrid, electric). Agency coordination on route resilience strategies, communication and real-time information strategies, and fleet procurement also were noted. Top rated strategies selected by stakeholders for potential priority funding included the safety of passengers and freight via mass transit, roadways, and airports with protections against environmental threats and political disruptions such as terrorism.





# 4

## COMMENTS AND RESPONSES

*The required 30-day public comment period for the Draft Plan 2050 occurred during the period June 28 – July 27, 2021. The public comment period was announced using various means of communication, and the draft documents were made available to members of the public and other stakeholders on NYMTC's website [www.nymtc.org](http://www.nymtc.org) and the RTP website, [www.nymtc.org/movingforward](http://www.nymtc.org/movingforward).*



During the comment period, virtual public review sessions were held on three dates: July 8, July 14, and July 22, 2021. On each date, there were two virtual sessions at 12:00 p.m. and 7:00 p.m., held as webinars to provide online access to members of the public and other stakeholders. The details of these meetings could be found in Chapter 5 of this appendix.

In addition to the public meetings, members of the public and other stakeholders were also encouraged to submit comments on the draft documents using other methods such as the RTP website comment form, e-mail, USPS mail, and social media channels. The comments received and NYMTC responses are noted after this page.



## Public Comments & Responses

Public Comment Period: June 28-July 27, 2021

### **General Comments**

*Commenter GC-1: Sanjeev Ramchandra*

**Comment:** I have created an alternative plan to congestion pricing that provides reliable and sustainable revenue to the MTA. Please see the attachment for my brief, 2-page document which describes my plan to raise the sales tax rate in NYC. Thanks for your time and attention and feel free to share this information with anyone who may find interest in this.

**NYMTC Response:** MTA Bridges and Tunnels is in receipt of Mr. Ramchandra's correspondence to NYMTC and thank him for his comments and suggestions regarding Congestion Pricing. In 2019, Governor Andrew Cuomo proposed the MTA Reform and Traffic Mobility Act, which the Legislature passed that April and the Governor signed into law establishing the Central Business District Tolling Program. We are at the start of the federally required Environmental Assessment process which requires robust public outreach. During this process, comments from the public like Mr. Ramchandra's will be received and considered. There will be ample opportunities for the public to continue to weigh in as we move forward.

*Commenter GC-2: Review session participant*

**Comment:** Great presentation; informative and inclusive.

**NYMTC Response:** The comment is noted.

*Commenter GC-3: Review session participant*

**Comment:** Always impressive research, distillation, presentation. Thank you! Data updates helpful. More comments coming after review online.

**NYMTC Response:** The comment is noted.



***Commenter GC-4: Review session participant***

**Comment:** Needs more feedback from the public specialty the people who actually uses the public transportation.

**NYMTC Response:** NYMTC developed *Moving Forward* in part through a public involvement effort that engaged various constituencies and key audiences in its planning area. It gathered input from the public, community-based advocacy groups, communities of concern, and other stakeholders, including a Regional Transportation Plan Subcommittee composed of NYMTC planning area agency members. Engagement of communities traditionally underserved, including environmental justice (i.e., minority or low-income) and limited English proficiency populations, was emphasized broadly for outreach efforts associated with *Moving Forward*.

***Commenter GC-5: Review session participant***

**Comment:** More time to come up with comments please

**NYMTC Response:** Per NYMTC's Public Outreach operating procedures, the public comment period for the draft of *Moving Forward* was thirty calendar days from June 28 through July 27, 2021. Comments were accepted at any time during that period.

***Commenter GC-6: Review session participant***

**Comment:** Please more time for write comments

**NYMTC Response:** Per NYMTC's Public Outreach operating procedures, the public comment period for the draft of *Moving Forward* was thirty calendar days from June 28 through July 27, 2021. Comments were accepted at any time during that period. When the New York City metropolitan region emerged as the early locus of the COVID-19 pandemic, NYMTC pivoted the *Moving Forward* engagement program to focus on remote and virtual forms of outreach with great care to ensure that diverse and representative input could be obtained. Public workshops were transformed into a series of highly successful interactive virtual workshops. See Appendix G: Public Involvement Report for additional details.

***Commenter GC-7: Review session participant***

**Comment:** More reaching out to the public.

**NYMTC Response:** The comment is noted. *Moving Forward's* Shared Vision for Regional Mobility includes guiding principles to consider the needs of all users in NYMTC's planning area throughout the planning process and to engage the public and community stakeholders.

*Commenter GC-8: Hal Tarry, New York Bicycling Coalition*

**Comment:** I checked clicked the button to be added to the mailing list and so hope to know in advance about future comment opportunities. These comments were from a quick scan so some of what I was looking for may already be in the plan

**NYMTC Response:** The Comment is noted.

## **Chapter 1**

*Commenter CH1-1: Todd Fontanella, Western Connecticut Council of Governments*

**Comment:** In Section 1.3, “Our Guiding Principles”, we appreciate the importance of continued coordination with adjacent MPO planning areas in the development and implementation of policies and projects.

**NYMTC Response:** The comment is noted.

## **Chapter 2**

*Commenter CH2-1: Todd Fontanella, Western Connecticut Council of Governments*

**Comment:** Page 28 “Connecticut Transit” paragraph – correct “Stanford” to “Stamford”

**NYMTC Response:** The correction will be made.

## **Chapter 3**

*Commenter CH3-1: Review session participant*

**Comment:** With regards to SED forecasts adjustments for COVID-19, |I like your approach. Most impacts are short-term with little long-terms effects.

**NYMTC Response:** The comment is noted.

## **Chapter 4**

*Commenter CH4-1: Review session participant*

**Comment:** Meeting the needs of the public is a priority

**NYMTC Response:** One of the guiding principles identified in the Shared Vision is: "We will consider the needs of all users in NYMTC's planning area throughout the planning process."

*Commenter CH4-2: Review session participant*

**Comment:** Were the performance metrics under safety just the federally required ones, or did you include additional ones?

**NYMTC Response:** The performance metrics are based on the federally required metrics under the federal Transportation Performance Management (TPM) requirements.

*Commenter CH4-3: Review session participant*

**Comment:** Safety presents a challenge especially with the current increase in violence

**NYMTC Response:** The Vision Goal in question is defined for both safety and security and includes as an objective: "Improve the safety and security of system operations."

*Commenter CH4-4: Review session participant*

**Comment:** How do you handle transit in areas that don't support fixed route?

**NYMTC Response:** An objective of the Reliable and Easy Travel Vision Goal is: "Improve first- and last-mile access to transit," and a program recommendation for this Vision Goal is to: "Increase transit access through micromobility and shared mobility." Additionally, an objective of the Vision Goal to Plan for Changing Demand is: "Incorporate emerging and innovative transportation services and tools into efficient network design." These objectives speak to better integrating different and emerging transportation services.

*Commenter CH4-5: Review session participant*

**Comment:** Presents a challenge especially with the current increase in violence

**NYMTC Response:** *Moving Forward's* Safety and Security Vision Goal includes objectives to ensure that investments in existing physical assets protect the safety of, among others, passengers and freight



systems and to improve the safety and security of system operations. Research recommendations of note for this Vision Goal include inventorying current and developing technology that can be used to improve safety and security and identifying potential funding sources for system security and safety and security training.

*Commenter CH4-6: Review session participant*

**Comment:** It looks like SOVs increased. What are the plans for this?

**NYMTC Response:** *Moving Forward's* Vision Goal to Plan for Changing Demand includes a number of objectives to increase the capacity and reach of transportation services. Program recommendations for this Vision Goal include improving, enhancing and integrating transits services while also expanding the availability of shared-use mobility services, including bike share, carshare, and rideshare that support safe, affordable, and sustainable travel choices. The Vision Goal to Reduce Environmental Impacts includes an objective to encourage alternatives to single-occupant vehicle trips and program recommendations to enhance and integrate commute alternative programs.

*Commenter CH4-7: Review session participant*

**Comment:** Where does global warming fit in?

**NYMTC Response:** *Moving Forward's* Shared Vision for Regional Mobility includes a Vision Goal to minimize the transportation system's greenhouse gas emissions and other impacts on the environment, especially the effects of climate change. That objectives defined for that Vision Goal are focused on reducing vehicular travel and vehicular emissions.

*Commenter CH4-8: Review session participant*

**Comment:** Minimizing impacts on the environment as well as the safety and security goals are on target. We are very concerned on a particular issue.

**NYMTC Response:** The comment is noted.

*Commenter CH4-9: Review session participant*

**Comment:** Concerned with freight transportation safety

**NYMTC Response:** *Moving Forward's* Safety and Security Vision Goal includes an objective to ensure that investments in existing physical assets protect the safety of, among others, passengers and freight systems. Additionally, *Moving Forward's* Regional Freight Element recommends a number of action items related to the Safety and Security Vision Goal in whole or in part (See Table H-7-1 on page H237 of the Regional Freight Element).

*Commenter CH4-10: Review session participant*

**Comment:** Communication with the public about the safety and security

**NYMTC Response:** *Moving Forward's* Safety & Security Vision Goal includes the following programmatic recommendations for education and training programs:

- Expand safety education programs and public awareness campaigns.
- Coordinate and enhance safety education and programs in the suburban subregions.
- Execute training for multi-agency safety and security coordination and/or develop a common guidebook.
- Expand safety and security training programs for local municipalities and communities.

*Commenter CH4-11: Review session participant*

**Comment:** Technology makes it easy to use and engaged

**NYMTC Response:** The comment is noted. *Moving Forward's* Planning For Changing Demand Vision Goal includes an objective to incorporate emerging and innovative transportation services and tools into efficient network design. Additionally, *Moving Forward's* Shared Vision for Regional Mobility includes a guiding principle to harness technological advancements to improve our transportation system.

*Commenter CH4-12: Review session participant*

**Comment:** More use of EV or electric vehicles and more environmentally friendly ways to include nature on the process of construction

**NYMTC Response:** *Moving Forward's* Vision Goal of Reducing Environmental Impact includes objectives to encourage lower-emissions alternatives to trucking and modernize vehicle fleets to higher-standard and lower-emissions vehicles. A third relevant objective is to promote responsible environmental stewardship in transportation projects. Programmatic recommendations related to the Vision Goal and these objectives include vehicular emissions program to reduce emissions from publicly and privately owned vehicle fleets; and innovative materials programs, including permeable surfaces.

*Commenter CH4-13: Review session participant*

**Comment:** Flexibility on how people use the technology to use public transportation

**NYMTC Response:** The comment is noted. *Moving Forward's* Planning for Changing Demand Vision Goal includes an objective to incorporate emerging and innovative transportation services and tools into efficient network design. Additionally, *Moving Forward's* Shared Vision for Regional Mobility includes a guiding principle to harness technological advancements to improve our transportation system.

## **Chapter 5**

*Commenter CH5-1: Review session participant*

**Comment:** Resiliency - Need to be very aggressive

**NYMTC Response:** The comment is noted.

## **Appendix B**

*Commenter PBE-1: New York Bicycling Coalition*

**Comment 1:** Although bicycle travel is talked about favorably in the document the details don't follow through with actions to start making bicycle travel a safe and comfortable mode of transportation outside of NYC. I understand NYMTC can't force the regions to build bicycle safe infrastructure but would like to see this plan ask questions and seek answers for them that might push the regions in the right direction. For example: How do they know that funds spent on cycling infrastructure are being spent wisely if they don't do counts before and after?

**NYMTC Response:** NYMTC's members collect bicycle counts at various levels. For example: <https://www1.nyc.gov/html/dot/html/bicyclists/bike-counts.shtml> . NYMTC also includes bicycle data in its Hub-bound Travel Reports and Regional Transportation Statistics Report. Finally, in Appendix A: Projects, Programs and Studies, "non-motorized" projects in the fiscally constrained element of the Plan and in the speculative "vision" element of the Plan are itemized by county and borough.

**Comment 2:** The regions have a thorough counting program for motor vehicle traffic so they must believe counting is important. Ditto for metrics: The plan spoke about metrics a lot, as it should, but I didn't see any for bicycling. What is the total \$ programmed in the RTP for each region and what % of that is for bicycle infrastructure? What is the % of travel by bicycle in each region and how does it compare to each region's goal for bicycle travel?

**NYMTC Response:** Federally required metrics are provided in Chapter 3 of *Moving Forward*. Additional metrics that are based on the Shared Vision for Regional Mobility and its related Vision Goals are found in Chapter 4, which describes the five Vision Goals and their objectives in detail. Relevant trends and conditions are analyzed for each goal, and related existing planning and programmatic initiatives are described. Additionally, short- and medium- term strategies and actions for each goal and its objectives, as well as metrics that will assist in measuring progress toward each Vision Goal and its objectives, and in informing investment decisions. The Vision Goal for Planning for Changing Demand includes a Mobility Performance metric to measure transportation performance from the traveler's perspective by measuring how effectively and efficiently the integrated mobility system performs while meeting the needs of individual travelers. Additionally, the Pedestrian-Bicycle Element in Appendix B fully describes the extent of existing pedestrian-bicycle investments, while future non-motorized projects and programs are included in Appendix A. Transportation Mode Choice for Daily Commuting Trips, which includes bicycle trips, is also presented in Chapter 3.



**Comment 3:** If this is truly the department of transportation and not an off shoot of the department of motor vehicles then there should be a goal to increase the amount of travel done by healthier and more sustainable modes like bicycling. When/if the regions do set a goal to increase bicycle travel what metrics will be used to determine if progress is being made?

**NYMTC Response:** NYMTC is a regional council which is the metropolitan planning organization (MPO) for New York City, Long Island, and the lower Hudson Valley. As an MPO, NYMTC is responsible for a multi-modal transportation planning process. *Moving Forward's* Appendix B is the Pedestrian-Bicycle Element of the Plan, which describes Existing Conditions and Emerging Trends for non-motorized transportation, as well as strategies and actions within the context of *Moving Forward's* Shared Vision for Regional Mobility. *Moving Forward's* Vision Goal to Plan for Changing Demand includes an objective to encourage walking and biking, transit-oriented development, Complete Streets, parking and curb management, and other long-term sustainable land use strategies that support passenger and goods movement. Finally, in Appendix A: Projects, Programs and Studies, non-motorized projects in the fiscally constrained element of the Plan and in the speculative "vision" element of the Plan are itemized by county and borough.

**Comment 4:** A quick look through the proposed projects in Region 10 didn't show much in the next 4 years. (There were some good projects on the wish list but when some have been on the program and/or wish list for over 20 years they become window dressing) I don't understand how the lack of programmed bike projects can be acceptable in light of increasing congestion, increasing obesity & increasing climate change induced problems.

**NYMTC Response:** In the last 12 years, NYSDOT has built over 30 miles of new shared-use paths across Long Island. This includes the final 10-mile leg of the Ocean Parkway Coastal Greenway, which was completed ahead of schedule earlier this year, and 4.4 miles of Parks to Port Greenway along NY347. There are plans to construct an additional 20 miles of shared use paths over the next ten years in Suffolk County. A good deal of this mileage is part of larger projects such as the reconstruction of NY347 and NY112 that are not specified solely as "non-motorized" projects.

***Commenter PBE-2: Village of Croton-on-Hudson Bicycle and Pedestrian Committee***

**Comment 1:** The recently adopted updated Bicycle-Pedestrian Master Plan for the Village states that, "The BPC's mission is to advise and recommend strategies and actions to the Board of Trustees for the maintenance and improvement of access to the Village's streets for bicyclists, pedestrians and other non-vehicular uses." That document is available on the Village's website: [https://www.crotononhudson-ny.gov/sites/g/files/vyhlf441/f/uploads/croton\\_bike-ped\\_master\\_plan\\_submitted\\_dec\\_23\\_2020\\_1.pdf](https://www.crotononhudson-ny.gov/sites/g/files/vyhlf441/f/uploads/croton_bike-ped_master_plan_submitted_dec_23_2020_1.pdf)

**NYMTC Response:** The comment is noted.

**Comment 2:** The Committee appreciates NYMTC's efforts to incorporate active transportation in its long-range plan, especially by including Appendix B as part of the plan, and we offer comments on that appendix. Our greatest interest would be in having NYMTC's support for two projects we have long discussed as a committee.

- The first is the completion of the Westchester RiverWalk, a planned 51.5-mile-long bike-pedestrian path along the Hudson. While a portion runs through Croton, and is very well-used by our community, it stops at the northern end of Croton Landing Park. That segment is one of several along the planned route, totaling nearly 19 miles, which have not been completed.
- The second project would be to provide greater connectivity and safety for bicyclists between the Croton-Harmon Metro-North Railroad Station and the North County Trailway access point on Route 118 in Yorktown (between Birdsall Drive and Hanover Street). A good number of cyclists take Metro-North from New York City and other parts of the region and disembark at Croton, making their way along village streets, Routes 129 and Route 118 to the trail. Yet the roads there are busy and narrow; the shoulders poorly maintained, covered in asphalt bits, and liable to cause cyclists to slip. We would recommend road improvements, wayfinding, digital maps (triggered by signs with QR code at the train station), and a study of alternative routes and/or bike lanes to ensure the safety of bicyclists and motorists and accommodate the growing interest in non-motorized modes of transportation.

**NYMTC Response:** These projects will be added to the Plan’s vision element in Appendix A.

**Comment 3:** The Committee would also appreciate your including, in the list of accomplishments at the beginning of Appendix B, the recently completed Croton Point Avenue Traffic, Bicycle, and Pedestrian Improvement Project. The project appeared on the STIP as PIN 8780.41. The project made traffic, bicycle and pedestrian improvements to a busy route to the Croton-Harmon train station, Croton Point Park, and ramps connecting to the Briarcliff-Peekskill Expressway (Route 9/9A). The scope included the installation of new traffic control lights, ramp widening with dedicated turn lanes, new ADA compliant sidewalks, and striped bicycle lanes.

**NYMTC Response:** This project will be added to the list of accomplishments.

**Comment 4:** The Putnam County bikeway master plan is described on page B-4. The Committee would like to know if Westchester County has adopted a similar plan. Please add that to the appendix if there is a plan for Westchester

**NYMTC Response:** The Pedestrian-Bicycle Element of the NYMTC Regional Transportation Plan serves as Westchester’s plan.

**Comment 5:** This portion of the appendix continues with a reference to the Empire State Trail (EST). The EST was conceived to provide a route for bicycling and other non-motorized transportation across the state, including segments to the ends of the NYMTC region. The appendix should include additional information about how local routes in the region connect to the EST, the closing of protected or off-road gaps in the NYMTC area in the plan period, and which funding sources are anticipated for that work.

**NYMTC Response:** The EST is described in the context of its connection to the North-South County trailways, which are described in more detail in Table B-12.

**Comment 6:** There are two graphs on page B-5 that are titled Bicycle Crashes and Pedestrian Crashes. The titles neglect to mention that motorized vehicles may have been the cause of the “crashes” and suggests that bikes either crashed with each other or with roadway obstacles. A footnote cites the NYSDOT intelligent transportation systems database as the source for the graphs' data. The graphs should be changed to indicate that vehicles were involved in these crashes (e.g., “MV-Bicycle Crashes” and “MV-Pedestrian Crashes”) and additional details about cause or fault should also be discussed. If the NYSDOT data does include this information, then NYMTC should ask NYSDOT to enhance its data collection.

**NYMTC Response:** This is the existing nomenclature for this data. A follow-up review of the data source will be undertaken.

**Comment 7:** Funding is the subject of section 1.3.2 of the appendix on page, B-6. The text mentions FHWA and NYSDOT funding for pedestrian and bicycle projects. The appendix should also refer to FTA funds that can be used for bicycles. See the FTA page: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/fta-program-bicycle>

**NYMTC Response:** The text will be changed to indicate federal and state funding.

**Comment 8:** The growth in bicycle trips in New York City is mentioned under “Demographic Trends” on page B-9. The plan should include information about how ferries can provide connections between the boroughs for bicycle riders. Other ferries should also be encouraged to allow bicycle riders on board. In addition, the plan should address making transit and railroad trips with bicycles. Only some transit in the region is welcoming to bicycles, and NYMTC should be working to make transit more accommodating of bicycles. That could include the addition of secure bicycle storage at transit stations.

**NYMTC Response:** Reference to ferry accessibility in New York City will be added. Federal funding through the metropolitan planning process has been applied to transit equipment to accommodate bicycles. However, NYMTC organizationally is not responsible for the operating policies of the transit providers in its planning area.

**Comment 9:** Bicycle and pedestrian routes should, as NYMTC's plan acknowledges, be coordinated across municipal boundaries. The list on page B-12 of New York City projects that were underway should indicate which projects also connect across the city line to other jurisdictions. NYMTC should work with its members to assure that planning and design for bicycle routes anticipates connectivity that allows for trips that can cross those boundary lines.

**NYMTC Response:** Connectivity is reflected in the master projects/programs/studies list which appears in Appendix A. NYMTC's members work together to develop non-motorized projects and programs throughout the planning area.

**Comment 10:** The second paragraph under Section 2.4.1 on page B-18 has an error in the fourth sentence. The word “all” should be deleted so the sentence will read, “The number of workers working from home has increased since the 2010 ACS estimates.”

**NYMTC Response:** The correction will be made.



**Comment 11:** The photograph of Patchogue Mayor Paul Pontieri on page B-19 should be replaced with a rider who is wearing a bicycle helmet. According to the Cleveland Clinic, “All bike riders should wear bicycle helmets. Each year in the United States, about 800 bicyclists are killed and another 500,000 end up in hospital emergency rooms. About 2/3 of the deaths and 1/3 of the injuries involve the head and face. Wearing a helmet can reduce the risk of head injury to bicyclists by as much as 85 percent.” (<https://my.clevelandclinic.org/health/articles/4374-bicycle-helmet-safety>) The plan document should be setting an example for all bicycle riders.

**NYMTC Response:** The change will be made.

**Comment 12:** Also, on page B-19, under the subheading Bethpage Ride, the last sentence in the first paragraph refers to one hundred bicycles. The word should be plural.

**NYMTC Response:** The correction will be made.

**Comment 13:** Section 2.5 is about NYSDOT Region 10 projects. In the first subsection, 2.5.1, the appendix mentions an existing route in Nassau County. This is an example of a route that could be linked across the Nassau County- New York City line. Is either jurisdiction working to make this route link with Far Rockaway?

**NYMTC Response:** Connectivity is reflected in the master projects/programs/studies list which appears in Appendix A. NYMTC’s members work together to develop non-motorized projects and programs throughout the planning area.

**Comment 14:** Further in the Region 10 section is subsection 2.5.2, Planned Facilities. There is a project planned an on-road facility on Route 112 to connect to the existing Bicycle Route 25 and the Port Jefferson-Bridgeport Ferry. Since this ferry service allows you to ride your bicycle aboard one of their three ferries, the text should highlight that feature.

**NYMTC Response:** This aspect of the ferry service will be noted.

**Comment 15:** The chapter on micromobility includes section 3.4 on page B-36, there is an explanation of active beacon crosswalk lights. The use of this technology would be a great addition to safety for those needing to cross against vehicular traffic. NYMTC should encourage its members to incorporate these beacons at those crossings for pedestrians and bicyclists that do not already have a traffic signal.

**NYMTC Response:** The comment is noted.

**Comment 16:** Chapter 4 makes recommendations for strategies and action items. This clearly documents priorities that the Croton BPC shares with NYMTC, and some were included in the Village's bicycle-pedestrian master plan. NYMTC can strengthen this chapter by linking the action items with project examples for completed and/or planned projects.

**NYMTC Response:** The master projects/programs/studies list which appears in Appendix A. Section 1.2 of Appendix B discusses recent accomplishments.

**Comment 17:** An inventory of facilities is presented in Chapter 5, and it includes NYSDOT Region 8's inventory for the Lower Hudson Valley. The list includes locations outside of the NYMTC members' area.

That is helpful for trip planning to the greater Hudson Valley. NYSDOT should be requested to highlight its facilities in Rockland, Putnam and Westchester. The inventory omits the Appalachian Trail that crosses those same three member counties.

**NYMTC Response:** NYSDOT's facilities in Putnam, Rockland and Westchester has been included in Chapter 5. Since these are listings of bicycle facilities, it is inappropriate to include the Appalachian Trail.

## **Appendix F**

*Commenter CP-1: Virginia Melendez, WellLife Network*

**Comment:** I am requesting that our agency, WellLife Network, be included as part of the list of transportation providers in the next Coordinated Plan

**NYMTC Response:** The WellLife Network will be added to the appropriate section of the Coordinated Public Transit-Human Services Transportation Plan

## **Appendix H**

*Commenter RFE-1: Civics United for Railroad Environmental Solutions (CURES)*

**Comment 1:** Including Construction and Demolition debris to be containerized as MSW needs to be addressed. Locomotives that move waste by rail must be upgraded to Tier 4 so environmental impacts are minimized

**NYMTC Response:** Appendix H: Regional Freight Element lists waste and scrap materials (STCC 40) as one of six critical supply chains in the NYMTC planning area. The description of the supply chain indicates: "Waste includes waste and scrap materials, MSW, and construction and demolition debris." Figure H-2-31 illustrates the steps in the supply chain of waste moving in the NYMTC planning area. As an organization, NYMTC is not responsible for the actual procurement of rolling stock. Rather its responsibilities are to plan for and make decisions on the use of federal funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. The recommended regional study of needs and opportunities associated with the movement of waste could explore the suggested consideration of locomotive repowering but has not yet been scoped beyond the recommendation in the Freight Element.

**Comment 2:** TIP projects for getting rid of measurable pollution from waste by rail. 1970s locomotives need repowering to Tier 4

**NYMTC Response:** As an organization, NYMTC is not responsible for the actual procurement of rolling stock. Rather its responsibilities are to plan for and make decisions on the use of federal funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. Among the programmatic recommendations in the Regional Freight Element is locomotive equipment upgrades for cleaner fuel operation.

**Comment 3:** NYMTC addresses the lack of regional planning for waste by rail. NYMTC has a regional plan for MSW so thank you for that. However, NYMTC's planning must include C & D construction and demolition debris as well. In Action Item 2.2 C & D including domestic and commercial waste must be included. This containerization issue must be addressed to minimize impacts on the environment which is one of NYMTC's goals. All waste by rail covered. In addition, there needs to be TIP projects for getting

rid of measurable pollution from waste by rail. 1970s locomotives repowered to Tier 4 switchers. There are limitations to the 10-acre rail yard in Glendale Queens. Everything on and off Long Island must go through this rail yard creating bottlenecks and overpasses becoming part of parking empty rail cars. Congestion strategies needed.

**NYMTC Response:** The Regional Freight Element lists waste and scrap materials (STCC 40) as one of six critical supply chains in the NYMTC planning area. The description of the supply chain indicates: "Waste includes waste and scrap materials, MSW, and construction and demolition debris." Figure H-2-31 illustrates the steps in the supply chain of waste moving in the NYMTC planning area. However, this description does not constitute a "regional plan for waste". The Freight Element does recommend a regional study of needs and opportunities associated with the movement of waste, noting that "various agencies and transportation carriers have studied the question extensively, and the opportunity for NYMTC is to build on this work and identify needed multimodal freight transportation improvements at a regional level." Thus, the initiative proposed will not attempt to produce a regional waste plan but would be focused on the movement of waste on a regional scale.

**Comment 4: Waste Supply Chain and Action Item 2.2:** NYMTC's update very commendably addresses the need for regional waste transport planning. Recently, seeing this void in solid waste management planning, Assembly Environmental Conservation Chair, Hon. Steve Englebright, put a \$250,000 appropriation in the recently passed state budget to address DEC's lack of regional waste planning, and the resulting environmental and health impacts. This planning is supposed to include impacts on Environmental Justice Communities and impacts from the Brookhaven Landfill.

How do we know this? Because Baykeeper and Riverkeeper have given notice recently that they are going to sue transfer stations that process C&D for Clean Water Act violations in federal court, as described at this link and in the excerpt below: <https://www.nylpi.org/waste-transferfacilities-in-jamaica-are-violating-the-clean-water-act-according-to-notices-of-intent-to-suefrom-ny-nj-baykeeper-and-riverkeeper/>

*The Notices allege that waste transfer facilities belonging to American Recycling Management LLC and Regal Recycling Co., Inc. on Douglas Avenue in Jamaica, Queens, are operating in violation of the Clean Water Act by discharging polluted stormwater into Jamaica Bay without obtaining, or meeting the conditions of, the required National Pollution Discharge Elimination System permits. This Notice triggers a 60-day waiting period, required by the federal law, after which a complaint may be filed in federal court.*

*The facilities' polluting practices do not only affect Jamaica Bay; the residential community that surrounds the facilities in Jamaica, Queens, have faced the harmful impacts of the facilities' pollution for over a decade. As a result of the facilities' practices, community members are subjected to putrid odors, loud noises from truck traffic, and excessive dust from construction and demolition materials.*



*The New York State Department of Environmental Conservation (DEC) has designated Jamaica Bay as “impaired,” or not meeting water quality standards required to support fish habitats or water contact recreation. The DEC cites polluted stormwater runoff as a primary source of pollutants that cause bodies of water, like Jamaica Bay, to be listed as impaired.*

*Many affected community members testified to the detrimental impacts from these facilities’ operations at a New York City Council Sanitation Committee Hearing on June 24. The hearing was held to consider Int. No. 2349, a bill that would allow the companies to increase these facilities’ permitted capacity, or the amount of waste they can process each day. Increasing capacity, especially in light of the pollution these Notices allege, would undo the progress made by the Waste Equity Law of 2018, and allow these facilities to continue to operate with impunity.*

A CURES Board Member recently took the photographs (see correspondence section) below of a three-sided building with a roof owned by Regal-Royal-American. They show their polluting, open air processing operations on Douglas Avenue in Jamaica. The lack of containment of waste and lack of pollution controls at this facility mean that this particulate pollution is fouling community air and running into and clogging up storm drains. This is the problem Riverkeeper and Baykeeper are addressing. When C&D is dumped and crushed in an open gondola in a three-sided building with a roof, and then the C&D is hauled into NYC and cross country in an open rail car with drains in the bottom, it pollutes air and water too. And when C&D gets into the landfill, decomposing gypsum drywall generates toxic hydrogen sulfide gas.

See Riverkeeper’s testimony to DEC on the Part 360 update below (see correspondence section), which describes why C&D pollution is an Environmental problem, not just a “Quality of Life” problem. This is totally needless air and water pollution because there are modern technologies that can eliminate it. Please add language to the plan update that acknowledges this as an Environmental problem -- just like the unregulated freight locomotive fleets are an environmental problem (Goal 123), include C&D in the regional study, and develop TIP projects to eliminate pollution from this industry. Thank you.

**NYMTC Response:** In its recommendation to perform a regional study of needs and opportunities associated with the movement of MSW, the Regional Freight Element of *Moving Forward* indicates that “various agencies and transportation carriers have studied the question extensively, and the opportunity for NYMTC is to build on this work and identify needed multimodal freight transportation improvements at a regional level.” Thus, the initiative proposed will not attempt to produce a regional waste plan, but would be focused on the *movement* of waste on a regional scale.

Additionally, Table H-7-1 on page H237 indicates that Action Item 2.2 is directly related to *Moving Forward*’s vision goal of Reducing Environmental Impact.

**Comment 5:** In Action Item 2.2, “MSW” must be understood at the state and local level to include C&D. NYMTC receives federal funds, and as federally defined, “MSW” includes C&D, according to Congresswoman Grace Meng’s office. However, MSW, as defined by NYS, is putrescible waste. C&D is a separate category of waste. MSW is already hauled in sealed, leakproof rail containers per a New York & Atlantic Railway tariff. For clarity and for NYMTC’s study to do the job the region needs for its #1 outbound commodity, action Item 2.2. must read: “Perform a regional study of needs and opportunities associated with the movement of MSW and C&D.”

**NYMTC Response:** This change will be made.

**Comment 6:** Open, muffin top loads of C&D in rail gondolas have caused derailments on MNR and LIRR (recently April 2021). C&D is shipped in open gondolas that emit waste blowoff, leachate and odors, polluting community air and water. Both MSW and C&D are hauled by high-polluting 1970's locomotives in densely populated neighborhoods of the NYMTC region, where they do the most harm to the most people. NYMTC's study must comprehensively address these impacts.

**NYMTC Response:** Open gondolas are an example of the "needs" referenced in Action Item 2.2. With regard to the derailment cited, it occurred on May 11, 2021. The cause of the incident has not been determined, as the investigation is ongoing at this time.

**Comment 7:** C&D must be included in any study of waste transport because it greatly impacts both truck and rail traffic. Nationwide C&D is 68% of the tonnage that is being shipped to landfills by truck and rail (see the slide below from Durst Organization affiliate Building Product Ecosystems, <https://www.buildingproductecosystems.org>)

**NYMTC Response:** As indicated in an earlier response, C&D will be added to the recommended Action Item 2.2.

**Comment 8:** There need to be more granular descriptions in NYMTC's Waste Supply Chain that describe the various different types of waste that are being transported, all of which have transportation impacts for this #1 outbound commodity. The current description is inaccurate. For example, when C&D is transported by rail from Suffolk County, the crushed C&D is not hauled in sealed containers, as NYMTC's Waste Supply Chain description implies. Instead it is hauled in Plate F gondolas covered only by pervious orange netting (a CSX tariff). With C&D, after the materials that must be recycled from the C&D are removed, a massive amount of "C&D Residue" is exported from the region to landfills by truck, or by rail in open, unsealed gondolas. Again, C&D must be included explicitly in Action Item 2.2 and the Supply Chain description.

**NYMTC Response:** The Regional Freight Element lists waste and scrap materials (STCC 40) as one of six critical supply chains in the NYMTC planning area. The description of the supply chain indicates: "Waste includes waste and scrap materials, MSW, and construction and demolition debris. Figure H-2-31 illustrates the steps in the supply chain of waste moving in the NYMTC planning area. The description does indicate that: ". At the transfer station, waste products are compressed and loaded into sealed containers for transport by truck or rail to a materials recovery facility." This statement will be revised to better reflect operational conditions. Additionally, reference to "C&D residue" will be added.

**Comment 9:** An omission in the Waste Supply Chain study and in Table H-6-4 (Need for Cleaner Operations) is that in NYMTC's last Regional Transportation Plan, Goal 124 (below) stated that these waste gondolas should be covered. That Goal should be stated in this section of the update. Because of loopholes in state and federal law, this waste is hauled in open gondolas at the discretion of waste haulers and railroads. The open cars emit particulate pollution -- the dust from crushed construction waste. Because of how the gondolas are shaped at the bottom, because they are too heavy to pick up, turn upside down, and empty, and because they don't have solid covers, waste and leachate both collect in the bottom of the cars and run out the drains in the bottom. When putrescible commercial waste is illegally mixed in with the C&D, the trains leave stinking leachate on the tracks after they pass by homes. Go to this link to see filthy empties in neighborhoods of NYC where they are hauled, classified, and stored: <https://www.facebook.com/304819876821/videos/10154498169791822>

Following are a few photos of problems caused by open rail cars of C&D and primitive open air C&D processing (in a building with 3 walls and a roof) at WIN/Tunnel Hills Partners Suffolk Co. facilities. The MTA and LIRR are silent partners in this filthy business, which could not exist without the use of their assets, including Farmingdale Yard and LIRR's freight rail concessionaire, the New York & Atlantic Railway. Note the photo of WIN/THP's Coastal Facility's annual report to DEC that shows MTA is the owner. Note recent photos of WIN/THP C&D operations and gondolas derailed on the main line, at Jamaica (in April 2021), and in Ohio. Note the photos of what this has been like for residents all along the rail line -- whose health, quality of life, and use and enjoyment of their property have been adversely impacted because this new industry has made private fortunes without investment in modern technologies, creating a serious and unjust imbalance of private profits and public costs. The MTA, LIRR, and DEC have turned a blind eye to this mess. Gratitude to NYMTC for proposing a study.

Are these companies too poor to contain this waste in modern transfer stations with pollution controls and in covered rail cars or sealed containers? No. Private fortunes have been made since this filthy, publicly subsidized industry started up in Farmingdale Yard in 2008. This is an excerpt from a *Waste Dive* article that describes Australian multinational independent investment bank Macquarie Group's purchase of Tunnel Hill Partners, which was then acquired by Wheelabrator's WIN Waste Innovations.

Founded in 2008 by principals at American Infrastructure MLP Funds, Tunnel Hill has a major behind-the-scenes presence in the Northeast. The company has grown through multiple acquisitions, including the 2014 purchase of WCA Waste's Northeast assets. For the 12-month period ending in June 30, 2018, revenues were reportedly \$280 million.

With a footprint spanning from Ohio to Massachusetts, Moody's described Tunnel Hill as benefiting from "a unique, difficult to replicate network of collection and transfer assets in a region that is experiencing sharply declining disposal/landfill capacity." The Connecticut-based company now owns two Subtitle D landfills, 14 transfer stations (including many with rail capability), two recycling facilities, one beneficial use burial site and the collection company City Carting.

"...[T]he margins are quite attractive because it's primarily a disposal asset," said Hamzah Mazari, managing director at Macquarie Capital, who had no role in this deal. "We think also the fact they're in the Northeast location-wise is strategic, because as you know there's landfill capacity that's going to shut down in that region over the course of the next few years by 2021. And so what it will do is make these assets in the marketplace even more valuable."

**NYMTC Response:** Item 124 in the NYMTC Plan adopted in 2017 called for the replacement of gondola cars with sealed containers for waste hauling by rail. This was an aspirational recommendation, given the legal discretion available to waste haulers and railroads. For the Regional Freight Element of *Moving Forward*, this recommendation has not been restated specifically, but has been subsumed into Action Item 2.2 as part of the recommended regional study of needs and opportunities. Additionally, MTA Long Island Rail Road (MTA LIRR) engages in regular oversight of New York & Atlantic's operations. It is also MTA LIRR's understanding that the New York State Department of Environmental Conservation has procedures in place to ensure that only authorized waste is processed at construction & demolition facilities.



**Comment 10:** Other reasons why both MSW (including Domestic and Commercial Waste) and C&D must be explicitly understood to be included in Action Item 2.2: This is not just a “quality of life” issue. It is an environmental and public health issue. See Riverkeeper’s testimony to DEC below:

#### **V. Containment Standards for Waste-by-Rail Operations**

The proposed Part 360 regulations exempt transport of waste by rail from operating requirements in Part 364-4.8(g) which mandate that “[a]ll wastes must be properly covered or contained during transport so as to prevent leaking, blowing, or any other type of discharge into the environment.” *See* proposed 6 NYCRR § 364-2(a). The loophole allows for precipitation to enter uncovered railcar containers. The precipitation may then leach through the waste and enter the environment without treatment along the route of train corridor, potentially exposing vast areas and waterways to contamination. During dry conditions, dust can blow off the uncovered containers, contaminating air, soil and water in areas surrounding the train routes.

**NYMTC Response:** As indicated in an earlier response, C&D will be added to the recommended Action Item 2.2.

**Comment 11:** The waste-by-rail industry -- putrescible and C&D -- is growing in the NYMTC region, impacting more communities with pollution, including Environmental Justice Communities like Brentwood, where a new facility that will handle C&D and putrescible was just permitted. Unlike NJ, which has a law that requires a study of cumulative impacts before another polluting facility can be sited in an Environmental Justice Community, NYS requires only “enhanced participation” before DEC approves the permit on a siloed, site-by-site, industry-driven basis. Here is DEC’s description of a public comment on the Omni Brentwood permit:

#### **Environmental Justice**

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**Comment 1:** Constituents bear the burden of a legacy of environmental racism by approval of harmful projects in the community. Community is already overburdened by superfund sites, brownfield sites, three power plants, industrial and commercial facilities. Siting a solid waste facility in a low-income, predominately minority neighborhood goes against the principles of environmental justice and directly injures the residents of the Brentwood neighborhood. Study by the Health Department found Brentwood Gardens suffered high rates of colorectal cancer and asthma, which can be attributed to ongoing exposure to toxic substances. Deny the permit.

Here is a recent letter from the NAACP on a proposed waste-by-rail facility in Brookhaven, which demonstrates adverse impacts and lack of regional planning.



**NYMTC Response:** For Figure H-5-17, the diesel particulate matter data set was interpolated using the annual average of each Census tract from the 2019 Environmental Justice Indexes dataset. The data is owned and managed by the USEPA.

<https://edg.epa.gov/metadata/catalog/search/resource/details.page?uuid={97EB81AC-C3A1-4358-B3FE-1ED031EBACE4}>

**Comment 14:** All waste and scrap are delivered to transfer stations by truck, even if rail is used for the outbound shipment, and some of this truck traffic is inter-county in the NYMTC region. For example, 40% of the C&D tonnage processed by WIN/Tunnel Hill Partners in Suffolk County was hauled there by truck from NYC before being dumped and crushed in a rail car, according to their 2018 - 2021 Annual Reports to DEC. A recent environmental impact report on NYC Council Bill Intro 2349 found that use of freight rail resulted in a reduction of few trucks.

A rough total population count would be 1,744,153 using ACS 2014-2018 data. This uses census tracts so it over selects.

Row Labels	Sum of acsEstimate!!RACE!!Total population
Bronx County	420091
Nassau County	264344
Queens County	765115
Suffolk County	294603
<b>Grand Total</b>	<b>1744153</b>

**NYMTC Response:** The comment is noted. A review of the 2018 Transearch data base does show the movement of waste from New York City to Suffolk County. The recommended regional study could explore this in greater detail.

**Comment: 15:** New York City's new waste laws may impact regional waste flows. NYC's Commercial Waste Zone law specifically includes commercial waste and excludes C&D, so C&D trucks can go anywhere. NYC's Waste Equity Law allows operators who use direct rail to keep tonnage they would otherwise lose, and there is pending City Council legislation to make that rail exception easier to get. This could mean more shipment by rail, putting even more pressure on Fresh Pond Yard's limited capacity. NYMTC has demonstrated responsibility in addressing capacity issues by suggesting planning directions in this plan update. These include facilitating direct shipment of waste off Long Island to Oak Point Yard, without stopping at Fresh Pond Yard. However, Action Item 2.2. -- including both MSW and C&D -- needs funding and approval now to develop detailed plans and projects with stakeholders that will ensure the region's needs are met Sustainably.

**NYMTC Response:** The comment is noted. The Regional Freight Element does not specifically indicate a timeframe to perform the recommended regional study of needs and opportunities associated with the movement of waste. Decisions on the timing of specific studies will be made by NYMTC's members as each annual Unified Planning Work Program is developed and adopted. The recommended regional study will need to consider legal and regulatory impacts on waste movement.



**Comment 16:** Just as NYMTC has commendably acknowledged Climate Change as a major factor in transportation, this plan update should acknowledge how failure to modernize the freight rail system (see NYMTC Goal 123 on page 3 of this comment) and waste-by-rail, and landfilling waste is creating unsustainable public costs, and that there is new equipment that reduces pollution, and recycling action at scale to reduce waste export to landfills.

**NYMTC Response:** The Regional Freight Element details the supply chain for waste. The Freight Element also details the performance and needs of the rail freight system, including connectivity to the larger national rail network. In doing so, the Freight Element recommends actions to modernize and improve rail freight in the NYMTC planning area and larger multi-state metropolitan region. Those recommendations include upgrading locomotive equipment to cleaner fuel operation.

**Comment 17: H138:** NYMTC has demonstrated responsibility in bringing forward the need for clean transportation and the fact that “the types of commodities where water and rail play their largest roles - fossil fuels and waste -- are likely to hold a declining share of regional good movement,” unless they can adapt to handle e-commerce and other growth commodities.

**NYMTC Response:** The comment is noted.

**Comment 18:** The Waste Supply Chain should acknowledge NYC’s commitment to curbside composting, which involves pickup by city trucks and has the significant potential to reduce landfilled MSW by more than a third, as former DSNY Commissioner and runner-up NYC Mayoral Candidate Kathryn Garcia advocated. Another example is recycling gypsum drywall instead of shipping it to landfills, where it produces toxic hydrogen sulfide gas as it decomposes. These slides from Durst Organization affiliate Building Product Ecosystems show how gypsum drywall could be diverted. Amanda Kaminsky of Building Product Ecosystems said that landfilling drywall gypsum should be illegal because it’s a mined mineral, there are environmental and public health impacts, and recycling can stabilize the supply chain for this building product staple. The Queens, Manhattan, Brooklyn, and Bronx Solid Waste Advisory Boards are resources for NYMTC re. diversion of waste from landfills.

**NYMTC Response:** Curbside composting will be added to the waste supply chain description.

**Comment 19:** NYMTC has demonstrated responsibility in Table H-6-4 in stating the “Need for cleaner operations.” LIRR has received \$27 million in NYS appropriations -- \$3M a year since 2013 -- to repower NYA’s 1970’s locomotive fleet to Tier 4 Switchers but hasn’t done it. Instead LIRR purchased “Tier 3+” PR20B prototype locomotives that have proven to be unreliable, sold 4 MP-15s LIRR was supposed to repower and had the state appropriations to repower to NYA for a total of just \$45,400 (and NYA is “refurbishing them one by one, with no repowering of the unregulated engines), and gone off on a tangent with MTA RFP 6263 to purchase prototype 2410 bhp Line Haul locomotives with Cummins engines that are misapplied and won’t operate with Tier 4 emissions while doing low speed, Switcher work in neighborhoods of NYC and greater LI. LIRR also refused to participate in NYC EDC’s highly successful repowering project with DSNY and Waste Management using a DERA grant, which yielded a reliable, near zero emissions Switcher that NYA said works “fantastic” during a NYMTC presentation. LIRR’s purchases of hyper customized prototype locomotives from “established” vendors and consultants has helped push their maintenance costs to more than 4 times the industry average and 25% more than MNR’s maintenance costs. NYMTC also has demonstrated responsibility in the RTP and this update by calling attention to the pollution problem in Goal 123 in the RTP.

CURES asks that NYMTC's Clean Freight Corridors and Regional Waste Study projects include options for a Tier 4 Switcher repowering project, such as the Port Authority did for NYNJ Rail in 2015 and WM did, removing up to 99% of this needless pollution out of the air our families are breathing.

Figure H-5-16: Why is LIRR not responding to this?! New repowering options have emerged including this Wabtec option that CSX is pursuing:

[https://www.progressiverailroading.com/csx\\_transportation/news/CSX-toinstall-Wabtec-locomotive-modernization-technologies--63835?oly\\_enc\\_id=6133B7706701F2A&utm\\_medium=email&utm\\_source=prdailynews&utm\\_campaign=prnewsletter-2021&fbclid=IwAR0LviaCrfGawvzB7m](https://www.progressiverailroading.com/csx_transportation/news/CSX-toinstall-Wabtec-locomotive-modernization-technologies--63835?oly_enc_id=6133B7706701F2A&utm_medium=email&utm_source=prdailynews&utm_campaign=prnewsletter-2021&fbclid=IwAR0LviaCrfGawvzB7m)

**NYMTC Response:** As an organization, NYMTC is not responsible for the actual procurement of rolling stock, nor is it responsible for the use of New York State funding. Rather its responsibilities are to plan for and make decisions on the use of federal funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. However, the Low Emissions Diesel Locomotive procurement ("MTA RFP 6263") is an active procurement for the purchase of Tier 4-compliant engines for New York & Atlantic freight and MTA LIRR work service.

With regard to the studies cited, the Clean Freight Corridors Planning Study is focused on roadway corridors and alternative charging/fueling facilities for commercial vehicles and trucks. The recommended regional study of needs and opportunities associated with the movement of waste could explore the suggested consideration of locomotive repowering but has not yet been scoped beyond the recommendation in the Freight Element.

**Comment 20: Inland Ports:** We don't see how the Alameda Corridor fits in this category, and NYC can't build anything like Virginia Inland Port. Imagining that Maspeth can be such a place is wishful thinking. There's no space for this, and property is being gobbled up. The freight plan says that there's 20,000 feet of track in this Va. Inland Port, 4 miles of yard tracks. Not possible in Maspeth. "New York City will evaluate siting options for an inland port that leverage existing rail corridors. This will provide users of the inland port with the quick and reliable access needed to ensure goods are delivered on time." The sites are going or are gone. Maspeth is going to be an inland terminal? So, cargo is going to be delivered somewhere? Transloaded? Then barged to Maspeth to be redelivered, "leveraging" "existing rail corridors?" Where is this going to happen and where are the customers willing to pay for all this handling and time? NYA rail service is "quick and reliable?" Ask the existing and ex-customers. NYA was running freight trains on July 4th, 2021 because they don't have enough locomotives to make their trains longer. They are hauling trains of empty cars. Of the 10 ASC units supposedly at their disposal, one (NYA 301, a PR20B) has been out of service for more than 2 years, one of the MP15's is on its way to a rebuilder in East St. Louis, and the other 8 are unreliable especially NYA 300 (a PR20B), which recently came out of LIRR's Morris Park Shop.

**NYMTC Response:** The Inland Port concept description that appears as Figure H-6-10 was excerpted from *FreightNYC*, a \$100 million plan to overhaul New York City's aging freight distribution systems through strategic investments to modernize our maritime and rail assets and create new distribution facilities. Although a standalone freight plan, *FreightNYC* is considered to be *nested within* NYMTC's Regional Freight Element. As part of *FreightNYC*, New York City will evaluate siting options for an inland port that leverage existing rail corridors.

**Comment 21:** Urban Distribution Concept - You know who has one and is building it out? Amazon. If you go to all those sites along the Lower Montauk and Bushwick ROW that were and could have been rail

transload facilities, what you will see are trucking terminals and warehouses. FedEx has a big place near the Kosciusko Bridge that's brand spanking new. They took over several properties along the old Kearny Sidings a few years ago. On the Bushwick, where Bohack had warehouses, there's a big new truck terminal. We saw the plans a few months ago. NYMTC has put ideas on paper as a blueprint to 2050, and it's already obsolete. People who want to do business here have their own ideas. They're not waiting for government planning, and they're not asking for freight rail.

**NYMTC Response:** The Urban Distribution concept description that appears as Figure H-6-9 was also excerpted from *FreightNYC*, which describes freight hubs as existing industrial areas where multiple forms of transportation (rail, maritime, and highway) support urban distribution and manufacturing businesses. *FreightNYC* recommends making investments in these existing freight hubs that meet current freight demand while accommodating growth in e-commerce, ensuring economic growth, and making New York City more resilient against supply chain disruption.

**Comment 22:** The Staten Island Facility - The Staten Island facility is very nice, but for Long Island, what expansion means is trucks from Staten Island instead of NJ. Related to this is the Cross Harbor Tunnel plan, which moves the truck pick-up and drop-off point from NJ to Brooklyn or Queens, without a plan for what to do with the resulting increased truck traffic at truck-rail distribution terminals or mitigating the other impacts of this heavy industrialization on the health and quality of life communities of NYC where it doesn't exist now. The idea that this tunnel "gets trucks off the road" is more wishful thinking. This is from CURES' public comment on the FEIS, which includes quotes from the New Jersey Motor Truck Association:

*Testimony shows the Cross Harbor planners discarded practical alternatives with immediate or bigger payoffs to pursue the tunnel: The FEIS states the Cross Harbor team didn't change any conclusions in response to public testimony on the DEIS. Alternatives that would provide relief in the short term or have greater impacts in the long term were dismissed in the DEIS and FEIS. These included incentives for off-hour truck deliveries, which the Cross Harbor testimony of the executive director of the New Jersey Motor Truck Association said the organization would support. Chapter 12, Comment 4-44, Page 12-52: We would support more incentives for off-hour deliveries, such as the New York City Department of Transportation (NYCDOT) successful off-hour delivery program. This would require support from shippers and receivers. We also recommend a study to determine the effectiveness of truck only lanes that could help to expedite freight moving by truck. (Toth)*

*The new maps in the FEIS show more than 1,300 trucks a day concentrated at points in Brooklyn and Queens -- for a reduction of 700 – 900 trucks on eastbound Hudson River and harbor crossings in a 23- county area, all the way up to Beacon-Newburgh. Toth makes the same point that CURES offered in its DEIS testimony: Page 86, Comment 5-23: With few exceptions the final leg of the shipment will move by truck. You are not reducing truck shipments but merely moving the location for pick-up and/or delivery.*



*Bigger payoff alternatives involving passenger rail or commuters also were dismissed, as many who offered testimony noted, including Toth in her Comment 4-43, Page 12-52: Nowhere in the study is there any recommendation for increasing commuter rail or providing ferry service for cars and buses. Cars and buses combined make up more than 90 percent of the traffic and cause far more congestion and emissions. Ultimately, the congestion these vehicles create increases the cost of goods.*

**NYMTC Response:** In Table H-6-4, the Regional Freight Element identifies the need for terminals to accommodate railcar handling and switching and recommends continuing to explore improvement opportunities as needed at Arlington Yard (Staten Island), Hunts Point (Bronx), and 65th Street (Brooklyn). The Freight Element describes the Cross Harbor Freight Program as a more direct rail connection between New Jersey and the East of Hudson to serve multiple railroads and acknowledges that the Program will undergo a Tier II Environmental Impact Statement (EIS). Tier I of the EIS involved analyzing a range of alternatives at a high level, including the degree to which they advance the goals of the Program. At the conclusion of Tier I, a smaller number of alternatives – designated as Preferred Alternatives – were recommended for more detailed study and analysis in Tier II. This detailed study has not yet commenced.

Taken together, the Rail Network Connectivity Improvements section of the Freight Element considers the regional truck vehicle miles traveled reductions that may be possible through improved connectivity to the national rail network and additional terminals to accommodate railcar handling and switching.

**Comment 23:** NYMTC very diplomatically states, “As discussed in Chapter 5 of *Moving Forward*, every project requires coordination and collaboration between the public sector and private sector. However, unless the private sector contributes additional funding, these partnerships often simply provide access to some form of financing (typically bonds and other forms of loans) that must be paid back over time, with interest, using traditional freight transportation funding sources.” In the case of the Cross Harbor Tunnel, even though it is being planned at public expense for use by private companies, no private company has stepped forward to participate in financing it. In fact, CSX said in their public comment they would only use the tunnel if their own facilities were inoperative, in an emergency, on a temporary basis. This is in stark contrast to the public-private partnerships that modernized the facilities in and around the NJ Port. Nine years after Storm Sandy, in July 2021, water poured into the NYC subway during Tropical Storm Elsa, LIRR trains are literally crawling from Penn Station to Jamaica, and both LIRR and NYA are using unregulated freight locomotives from the 1970’s (the excess pollution of 1.2 million cars!), and yet scarce public transportation funds are still being devoted to planning this tunnel. Why?!

NYMTC also diplomatically mentions the need to listen to stakeholders. CSX already told PANYNJ they have no use for the Cross Harbor Tunnel and won’t be short shipping themselves to use it. Yet some planners are still insisting that it’s an advantage for CSX not to have to go those miles up to Selkirk. The Selkirk argument was in the Cross Harbor Tunnel EIS and was debunked by CSX in their public comment. However, it appears again in this freight plan update, along with the “Need for improved rail access to the East-of-Hudson Region,” as in **Table H-6-5**. Why?! The text below is from CURES’ 2015 public comment on the FEIS for the Cross Harbor tunnel, which quotes from the PANY-NJ Planners’ work and CSX’s public comment on the tunnel:

*Appendix A of the DEIS tells us that the premise underlying rail traffic modeling for the tunnel was that rail traffic would be diverted in Selkirk and in Mechanicville to the tunnel, and that shippers would use that route because it was a shorter and cheaper, a new and better rail route. Here is an example of this thinking from A-20, Appendix A:*

*One important value-added result from this effort was to quantify the amount of rail traffic that the Rail Tunnel Alternative or the Enhanced Railcar Float Alternative would be likely to attract from existing Selkirk and Mechanicville rail routings. The diversion percentages and totals were calculated for year 2007 traffic and inflated to 2035 projected volumes based on the growth rates discussed previously. The analysis was sensitive to different levels of service (interchange costs, service delays, etc.) between the three operating scenarios associated with the Rail Tunnel Alternative (Seamless, Base, and Limited Operating Scenarios), the Rail Tunnel with Shuttle Service Alternative, the Rail Tunnel with AGV Technology Alternative, the Rail Tunnel with Chunnel Service Alternative, and the Enhanced Railcar Float Alternative. In every case, traffic over Selkirk and Mechanicville was projected to grow substantially and the rate of that growth was projected to be modestly reduced by the Rail Tunnel Alternative and the Rail Tunnel Alternatives with service and technology options, and only slightly by the Enhanced Railcar Float Alternative.*

*Planners looked at a railroad map and imagined commodities could move along any series of connections. Here's what CSX had to say about these faulty assumptions and their fatal implications for the tunnel in its FEIS Testimony:*

*Comment 5-88: ...The DEIS, however, appears to assume that the majority of CSX freight to and from New York City passes through a Trenton, New Jersey gateway, and thus takes a "circuitous" path north via Selkirk. While this routing is taken by some MSW movements to Virginia, the vast majority of CSX freight to/from New York City is west-west in orientation, crosses New York State between Buffalo and Selkirk, and would travel the same distance south to New York City whether on the west side or east side of the Hudson River.*

*Consequently, the Cross Harbor alternatives would likely serve only as a supplement to CSX's primary route into New York City, including the east-of-Hudson region.  
(Armbrust)*

Appendix A of the Cross Harbor DEIS shows that the planners were going after business on Long Island. The Cross Harbor tunnel modeling assumption was that because their route was shorter in miles, the tunnel route would prevail over CSX's facilities -- government competing with the private sector, trying to divert business from a private company. Did the planners think that CSX was going to divert traffic to the tunnel so they could pay a user fee? CSX has an intermodal terminal in NJ. Did the planners think CSX would cut that business for this tunnel? FEIS testimony indicates that CSX won't route traffic through the tunnel:

*Comment 5-88: The vast majority of traffic moving to and from New York City travels primarily over the former New York Central "Water Level Route." This route has minimal grades and nearly all of it has two main tracks, which permit the corridor to support consistent, prompt intermodal, automotive, and merchandise service. This lane is a primary route for import traffic coming from the Far East through western ports moving eastward across the country, through Chicago to CSX's Selkirk classification yard, and then moving beyond into the population centers in the Northeast. (Armbrust)*

*Comment 6-5-8: In addition to serving as a supplement to CSX's primary Water Level Route, the Cross Harbor alternatives could serve as a temporary alternative route in the event of a sustained emergency condition to CSX's primary route. (Armbrust)*

*After CSX called out government for incompetence and planning to compete with them, the FEIS responses were careful to agree that the \$10B tunnel was not a replacement for the Water Level Line, as the DEIS had envisioned it for some traffic. Here is an example:*

*Response 5-88: The Preferred Alternatives would provide for an alternative 'southern' route to the current CSX routing through Selkirk. They are not intended to replace the current alignment.*

So, would NS use this tunnel? If you could build a train they would. However, where is the demand? There is excess capacity now via Hell Gate. As NYMTC's report states, most of the tonnage shipped by rail is low value waste and stone. Who will operate the tunnel? How much will it cost vs. the Cross Harbor float? Ten years ago, the Cross Harbor float charged \$500 for every carload they moved. NYA added \$190 for Bay Ridge traffic. Those costs have surely risen, but what will a tunnel move cost? Neither NYMTC nor PANYNJ has put together a fee and rate structure for tunnel traffic. Remember you need locomotives and crews JUST to move traffic through this tunnel. What will a crew start cost? And who is asking for this? Not CSX. Where are the identified tunnel customers and financial participants to pay for it, even after costly public planning has gone on for decades? RPA demolished the rationale for this tunnel in its 2015 testimony: <https://rpa.org/latest/testimony/testimony-on-cross-harbor-freight-study>

Red Hook Terminal: The Port Authority already developed the means for the big ships to go to Jersey, and they own the railroad property that can take containers west.

H158/P&W: "The Providence and Worcester Railroad, which maintains trackage rights with CSX to operate over the Hell Gate Line via Metro-North's New Haven route. The only regular move by Providence and Worcester Railroad on this route is the handling of crushed rock in unit train service to Fresh Pond Junction on Long Island, which is the only commodity permitted under the railroad's limited trackage rights." P&W's limitation is not commodity, but number of cars per train. They must have 40 cars/train and stone is the only commodity that is possible now.

**H153:** 26,000 trucks/day in Queens & 29,500/day in Nassau. Andy Kaufman's golf course sand operation is taking 100 trucks, period, off the road. NYA makes a claim for 120,000 trucks per year, or 4 days of truck traffic on the LIE, give or take. Meanwhile half the semis leave the region empty.



**H213** shows Freight NYC "initiatives" which are fantasies. We saw this a few years ago, and those proposed transload sites have little value. They are difficult to reach because the Bay Ridge has poor access for road vehicles. Where is the demand for this? The Maspeth site has better access and is used to a much greater extent than any other such site in Brooklyn or Queens, but what industries are seeking rail access? We keep asking this question. Who wants rail service right now? Sites with freight rail access in NYC and greater Long Island have gone begging for years. Government agencies want companies to use rail, but the vast majority of what's actually being hauled is waste and stone. NYMTC has demonstrated responsibility in stating this and the reasons for it in this update.

**H102:** Truck waste tonnage is expected to grow from 18.4 to 24.2. Rail from 2.4 to 3.0. Does this finally recognize the limited capacity of rail? We commend NYMTC for recognizing that "Within the NYMTC planning area, only a handful of carload service freight yards and terminals remain, with most previous facilities either converted to non-rail or non-freight rail uses," something no PANY-NJ Planner since Laura Shabe has taken into account. This is from CURES 2015 public comment on the FEIS:

***Testimony indicates that the tunnel will create impassable bottlenecks at key locations:*** *The FEIS defends a DEIS that churned out fatally flawed tunnel alternatives at public expense without understanding that that amount of traffic would create impassable bottlenecks at key locations. Jim Newell's testimony in this regard was confirming.*

*Tunnel proponents assert the myth that there is a rail system east of Hudson that is not being used, as this comment to WNYC on October 12, 2015, by Congressman Nadler: "We have a rail system that was developed a century ago which is basically unused by freight," he said. "We should use it." <http://www.wnyc.org/story/new-yorks-roads-trucked-up/>.*

*The traffic at Fresh Pond today is straining the capacity NY&A has, especially because much of it goes past Jamaica. This has to go out and come back in defined LIRR operating windows using ASC equipped locomotives, of which NY&A only has eight (now 10). Crews have to be trained to work these routes. The long-term growth projections indicate severe problems ahead. Even if most of that was diverted to rail, the problems would still be here because the rail system on Long Island is already congested. Today, NY&A moves almost 30,000 carloads, about three times the traffic LIRR moved in 1996. However, they have a derailment on the main line and for two days LIRR has to reduce service, just like what you see on the LIE when there's an accident or breakdown.*

*Cross Harbor planners should have asked how many freight trains a day east of Jamaica are possible under LIRR's operating windows now and after East Side Access opens. CURES is informed that LIRR is projecting as many as 1,500 trains a day. Although a certain increase will be on the Pt. Washington line and thus have no impact on the Main Line east of Jamaica, LIRR hopes to be able to run many more trains into the 2 track Main Line from Floral Park to Hicksville. That means more deadheading. Where they are going to put all those trains heading into Manhattan?*

*Instead of wasting more money on failed Cross Harbor planning, plan and implement improvements that make the rail system east of Hudson functional, clean, and safe.*

**NYMTC Response:** The Regional Freight Element describes the Cross Harbor Freight Program as a more direct rail connection between New Jersey and East of Hudson to serve multiple railroads and acknowledges that the Program will undergo a Tier II Environmental Impact Statement (EIS) currently under development. Tier I of the EIS involved analyzing a range of alternatives at a high level, including the degree to which they advance the goals of the Program. At the conclusion of Tier I, a smaller number of alternatives – designated as Preferred Alternatives – were recommended for more detailed study and analysis in Tier II. This detailed study has not yet commenced.

A tunnel alternative is not part of *Moving Forward's* fiscally constrained element. Therefore, a tunnel alternative remains speculative and is awaiting the completion of the Tier II EIS for further consideration. No funding package for the tunnel alternative has been defined as of Summer 2021; however, as the negotiations of a federal infrastructure bill continues, anticipated additional funding for rail freight may apply to the project.

**Comment 24:** H23 - NYMTC has demonstrated responsibility in its measured descriptions of the limitations on freight rail in the region: track network and rail yard capacity, availability of warehouse/distribution facilities essential to consolidate and de-consolidate container loads, lack of rail carload customers and service users, and national railroad business practices. Yet Table H-6-4 posits unrealistic infrastructure investments, e.g., that would allow shipment of double stack rail cars. Quite recently there were infrastructure upgrades made to a bridge by Fresh Pond Yard to increase clearances, and the maximum sized car that could be accommodated was Plate F, 17', not double stack or auto rack cars that require greater clearances and vastly more yard space. Why does this wishful thinking keep coming up?!

**NYMTC Response:** Table H-6-4 is in the chapter titled *Multimodal Freight Performance and Needs*. The chapter introduction states:

*This chapter of the Freight Element addresses performance and needs related to multimodal freight networks, facilities, and logistics. It serves as a companion to the detailed analysis of the NYMTC planning area primary truck network in Chapter 5, providing the larger multimodal and geographic context.*

*To identify multimodal freight performance and needs issues, NYMTC's Regional Freight Plan 2018–2045 drew on a series of platform documents, including but not limited to, the Port Authority's Goods Movement Action Plan (GMAP) and Cross Harbor Freight Program Tier I Environmental Impact Statement, New York City Economic Development Corporation's (NYCEDC) FreightNYC, the Metropolitan Rail Freight Council's (MRFC) Rail Freight Action Plan, and NYMTC studies of freight village opportunities and truck parking and other materials. The needs and issues identified in Regional Freight Plan 2018–2045 addressed both urban and non-urban areas of the NYMTC planning area; they are carried forward as part of the Moving Forward Freight Element.*

*To supplement the Regional Freight Plan 2018–2045 findings, this chapter draws on recent work to implement modal system plans and on newly available plans, studies, and inputs provided by NYMTC members and other relevant agencies, including:*

- *The Port Master Plan 2050 (Port Authority)*
- *Delivering New York: Smart Truck Management Plan (NYC DOT)*
- *JFK Air Cargo Market Analysis and Strategic Plan (NYCEDC and Port Authority)*
- *Consultation with adjoining planning organizations and regions, including the North Jersey Transportation Planning Authority, various councils of government in southwestern and central Connecticut, and the Lehigh Valley Planning Commission and Northeastern Pennsylvania Alliance in eastern Pennsylvania.*
- *Member agency and public feedback.*

Table H-6-4 is part of this contextual review of plans, studies, and inputs provided by NYMTC members and other relevant agencies. The performance issues and recommended actions listed in the table are drawn from among those sources as part of a scan of freight planning in the NYMTC planning area and the larger multi-state metropolitan region.

**Comment 25:** H244, 6.1 - What about BRT? What customers are asking for this? If NYA needs a new yard, why not let them pay for it, the way real railroads do? How much money did NYA Owners Gilbertson and Lieberman make when Macquarie Group and WIN bought Tunnel Hill Partners?

**NYMTC Response:** Action item 6.1 reads “Develop Long Island Freight Intermodal Terminal at Pilgrim State Hospital site. This is a recommendation carried forward from NYMTC’s Regional Freight Plan 2018–2045.” This action, which is carried over from the previous Regional Freight Plan, is a speculative, conceptual, long-term “vision” project in the Regional Freight Element of *Moving Forward*. Although the concept was developed prior to the Brookhaven Rail Terminal (BRT), the creation of BRT addressed shorter-term needs and the Long Island Freight Intermodal Terminal is included in the Plan as an opportunity to address long-term needs that may emerge. As a speculative project, no financing or implementation detail is offered for this action item.

**Comment 26:** H250, 7.3.2 - The public that is dealing with rail and waste-by-rail is already educated about the issues at this point. Our families live and breathe the issues, and we have proactively advocated as volunteers for clean technologies and funding to implement them since 2009. When are the MTA-LIRR, NYA, THP/WIN, DEC, and the Governor going to respond and finally make the freight rail system Sustainable?! It’s particularly disquieting to read that what’s needed is education for the public in light of the fact that \$27M has been appropriated already to repower the NYA’s locomotives to Tier 4 Switchers, and private fortunes have been made in waste-by-rail using uncovered rail cars and 3-sided buildings with a roof. What is needed is for the Governor and the state agencies he controls to demonstrate responsibility and protect the public they are supposed to serve by:

- Repowering freight rail locomotives operating in the NYMTC region to Tier 4 Switcher emissions.
- Promulgating regulations to:
  - Contain all waste blowoff, leachate, and odors in rail cars and containers.

- Make all transfer stations upgrade to enclosed facilities with modern air and stormwater pollution controls.
- Follow New Jersey's lead in permitting new transfer stations and other polluting industries in Environmental Justice Communities: <https://www.nj.gov/dep/ej/docs/ej-law.pdf>

**NYMTC Response:** Section 7.3.2 states:

*The public also has a stake in freight transportation needs and investments. The public consumes products, such as construction materials used to build homes, apparel and clothing, food, and household goods, and generates waste. Many individuals are employed in industry sectors that produce freight shipments. Negative effects associated with freight transportation, such as pollutant emissions, noise, highway and rail safety, and traffic congestion, affect communities throughout the NYMTC planning area. Dissemination of public education materials, such as the Basics of Freight Transportation in the NYMTC Region brochure, can help foster increased public education on how freight operates in the NYMTC planning area, its needs and issues, and its community benefits and impacts.*

The section acknowledges the negative impacts that can accrue to communities. However, it is written for a Regional Freight Element in the context of a regional planning process. Regarded regionally, public education on freight operations, needs and issues remains a pressing need, even while impacted communities may have gathered considerable information in these areas.

**Commenter RFE-2:** *Todd Fontanella, Western Connecticut Council of Governments*

**Comment:** “Between 2018 and 2045, the NYMTC planning area is projected to gain more than 46 million tons of international freight worth \$855 billion. These projected growth figures may seem overly optimistic considering current conditions, but even if the full forecast is not realized by 2045, the clear indication is that the region should plan to accommodate robust and significant growth in international trade (See Table H-1-8).” We note the importance of this planning and its importance to the MAP Forum region.

**NYMTC Response:** The comment is noted. *Moving Forward's* Vision Goal to Plan for Changing Demand includes an objective to modernize local freight networks to efficiently plan for growth in volume of and change in product deliveries. In the Regional Freight Element, 29 of the 38 recommended actions to improve goods movement in the NYMTC planning area are related to the Changing Demand Vision Goal.



Correspondence



July 28, 2021

Jan Khan  
Manager, Regional Planning Unit  
NYMTC  
25 Beaver Street, Suite 201  
New York, NY 10004

Re: Sanjeev Ramchandra - Replacing Congestion Pricing with a Sales Tax Increase

Dear Mr. Khan,

MTA Bridges and Tunnels (MTA B&T) is in receipt of Mr. Ramchandra's correspondence to NYMTC and thank him for his comments and suggestions regarding Congestion Pricing.

In 2019, Governor Andrew Cuomo proposed the MTA Reform and Traffic Mobility Act, which the Legislature passed that April and the Governor signed into law establishing the Central Business District Tolling Program. We are at the start of the federally-required Environmental Assessment process which requires robust public outreach. During this process, comments from the public like Mr. Ramchandra's will be received and considered. There will be ample opportunities for the public to continue to weigh in as we move forward.

Thank you for your input.

Sincerely,

A handwritten signature in blue ink that reads "Anne Marie Bressler". The signature is written in a cursive, flowing style.

Anne Marie Bressler  
Acting Vice President, ITS and Tolling

cc: Daniel F. DeCrescenzo, Jr., President MTA Bridges and Tunnels

(T): 646-252-7107 | (C): 646-357-2121



---

**From:** Schneider, Josh <[JSchneider@mtabt.org](mailto:JSchneider@mtabt.org)>  
**Sent:** Wednesday, July 14, 2021 11:38 AM  
**To:** C. de Cerreno, Allison <[allison.cdecerreno@mtahq.org](mailto:allison.cdecerreno@mtahq.org)>; Angel, Nichola <[nangel@mtabt.org](mailto:nangel@mtabt.org)>  
**Cc:** Lennon, Lawrence <[Lawrence.Lennon@mtacd.org](mailto:Lawrence.Lennon@mtacd.org)>; Lovett, Kenneth <[klovett@mtahq.org](mailto:klovett@mtahq.org)>; Seltzer, Julia <[Julia.Seltzer@mtacd.org](mailto:Julia.Seltzer@mtacd.org)>  
**Subject:** FW: Plan 2050 Comment on CBD Tolling

Hi Allison and Nichola (copying Ken as well): Julia forwarded a public comment on Plan 2050 re: CBDTP for which NYMTC is looking for an MTA/TBTA response. Julia says she'll then forward it to NYMTC. The comment appears to be from a member of the public. Perhaps there's a specific strategy/protocol for these, but since this is the first one sent through NYMTC, I might suggest a quick (internal) call to discuss. Do you agree?

Josh Schneider  
Deputy Director, Environmental Review and Operations Analysis  
ITS and Tolling Department  
MTA Bridges and Tunnels  
2 Broadway, 23rd Floor  
New York, NY 10004

Cell: (929) 237-5058

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**From:** Seltzer, Julia <[Julia.Seltzer@mtacd.org](mailto:Julia.Seltzer@mtacd.org)>  
**Sent:** Wednesday, July 14, 2021 11:08 AM  
**To:** Schneider, Josh <[JSchneider@mtabt.org](mailto:JSchneider@mtabt.org)>  
**Subject:** FW: Plan 2050 Comment on CBD Tolling

Hi Josh,

NYMTC has received this comment/question on the CBD tolling. Please review and respond. I can send to NYMTC.

Thanks!  
-Julia

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**From:** Khan, Jan (DOT) <[Jan.Khan@dot.ny.gov](mailto:Jan.Khan@dot.ny.gov)>  
**Sent:** Wednesday, July 14, 2021 11:05 AM  
**To:** Seltzer, Julia <[Julia.Seltzer@mtacd.org](mailto:Julia.Seltzer@mtacd.org)>  
**Cc:** Bogacz, Gerry (DOT) <[Gerry.Bogacz@dot.ny.gov](mailto:Gerry.Bogacz@dot.ny.gov)>; Hardej, Chris (DOT) <[Chris.Hardej@dot.ny.gov](mailto:Chris.Hardej@dot.ny.gov)>; King, Carl R (DOT) <[Carl.King@dot.ny.gov](mailto:Carl.King@dot.ny.gov)>

**Subject:** Plan 2050 Comment on CBD Tolling

Good morning Julia and hope all is well.

As we've mentioned, given time constraints we will forward comments to members as received, for members' responses. Attached is a comment received on tolling and we'd appreciate MTA's response to this comment, which will form part of the records for Plan 2050 and MAY impact Plan 2050's content if deemed necessary by our member/s.

The attachments are a copy of our tracking spreadsheet and the PDF of the comment itself.

Appreciate your response at the earliest opportunity.

Thanks.

Jan



# Replacing Congestion Pricing with a Sales Tax Increase

Prepared by Sanjeev Ramchandra, M.Ed.

## Problems with Congestion Pricing

Congestion pricing penalizes middle-income commuters who must live outside of Manhattan. Mass transit does not have the capacity and reliability to absorb an influx of commuters who switch from driving. Commuters unable to carpool or use mass transit don't have affordable alternatives to congestion pricing which may cause economic hardship when paying the fees.

Congestion pricing disproportionately targets commuters as the primary source of new transit funding. Transit funding is a shared responsibility among all users including residents, tourists, commuters, customers, students, and retirees. Although the wealthy can easily afford to pay the congestion fees, many of them will avoid paying because they already live in Manhattan.

Congestion pricing has many challenges with its implementation including expensive upfront equipment costs and calibration. Neighborhoods near the congestion zone will notice fewer open parking spaces and more cut-through traffic from commuters avoiding the fees. Special interest groups will lobby the elected officials to receive waivers and discounts from the fees.

Congestion pricing does not eliminate congestion because vehicles taken off the streets are replaced by other vehicles whose drivers tolerate the current congestion level and new fees. Ridesharing vehicles are added onto roads as congestion pricing reduces commuter vehicles. The publicity of the mayor's millionaire tax proposal indicates that increasing funding to the MTA is the real priority, not reducing the number of vehicles in the Central Business District.

Congestion pricing will adversely affect traffic across major transportation corridors that are under construction. Three major projects include: (1) L train shutdown and subsequent East River subway shutdowns (2) LIRR East Side Access Project (3) BQE reconstruction in Brooklyn. At least five years is necessary for these projects to finish thereby delaying congestion pricing.

## Sales Tax Increase

The total sales tax rate in New York City is currently 8.875% with 4% dedicated to New York State, 4.5% to New York City, and 0.375% to the Metropolitan Transportation Authority (MTA). I propose adding 0.625% to the MTA's existing sales tax rate in New York City to equal 1%. As a result, the new combined sales tax rate within New York City becomes 9.5% (4% + 4.5% + 1%).

The new 0.625% sales tax is a reliable and sustainable funding source that quickly generates \$1 billion per year into a dedicated "lockbox" for the subways and buses. This amount grows over time due to the rising populations among residents, commuters, and tourists in NYC along with e-commerce purchases made by NYC residents which are now subject to sales tax collections.

The seven suburban counties can also raise their MTA sales tax rate to generate revenue for their commuter trains. Doubling Nassau and Suffolk counties' 0.375% MTA tax for a combined sales tax rate of 9% yields \$120 million per year that is dedicated to the Long Island Railroad. Paying a few dollars per month for a new sales tax is affordable unlike \$100 in congestion fees.

A 1% MTA sales tax rate for New York City is comparable to the transportation/transit sales tax rate found in these major cities: Dallas (1%), Denver (1%), Los Angeles (1%), Chicago (1.25%), Seattle (1.4%), and Atlanta (1.5%). A combined 9.5% sales tax rate for New York City is still competitive with these major cities: Los Angeles (9.5%), Seattle (10.1%), and Chicago (10.25%).

The "Fair Fares" program to subsidize the transit expenses for low-income NYC residents would come directly out of New York City's budget, not from the MTA's sales tax collections. NYC can finance this program in part by eliminating its sales tax exemptions on clothing and footwear which also raises revenue for the MTA by putting these purchases under the MTA's sales tax.

## Action Plan

- Enforce traffic laws to address "blocking the box", blocked bus lanes, and illegal parking.
- Install more protected bicycle-only paths and bus-only lanes on city streets and bridges.
- Replace parallel parking on certain Manhattan streets with bus-only and bike-only lanes.
- Add 0.625% to the MTA's sales tax rate in NYC to equal 1% for a combined total of 9.5%.

*Sanjeev Ramchandra is a community college math instructor who was born in New York City.*

Form Name

Comment

Total Records in Report

24

Date Reported (UTC)

7/12/2021

Reported By

Eric Smith

From Date (UTC)

To Date (UTC)

Search Term

any of the following

Sorted On

Response	First Name	Last Name	Affiliation	Zip Code	Join Mailing List	Appendix or CMP?	Is Your Comment on a Specific Plan Chapter?	File Upload	Email	Enter a Comment	Other Issue Area	Source
										I have created an alternative plan to congestion pricing that provides reliable and sustainable revenue to the MTA.  Please see the attachment for my brief, 2 page document which describes my plan to raise the sales tax rate in NYC.  Thanks for your time and attention and feel free to share this information with anyone who may find interest in this.		
2	Sangsew	Ramchandra	n/a	n/a	n/a	n/a	n/a	Email Attachment	sangsew_ramchandra@yahoo.com	-S.R.		Email

## Comments on Plan 2050

Lopez, John (DOT) <John.Lopez@dot.ny.gov>

Thu 7/29/2021 11:57 AM

To: Khan, Jan (DOT) <Jan.Khan@dot.ny.gov>; Bogacz, Gerry (DOT) <Gerry.Bogacz@dot.ny.gov>

**NAME OF AGENCY/ORGANIZATION**

Village of Croton on Hudson Bicycle and Pedestrian Committee

**NAME**

Marc Albrecht

**EMAIL**

marcsalbrecht@gmail.com

**SUBJECT**

Comments on Plan 2050

**FILE UPLOAD****TEXT AREA**

To whom it may concern: These comments are respectfully submitted by the Bicycle-Pedestrian Committee of the Village of Croton on Hudson. The recently adopted updated Bicycle-Pedestrian Master Plan for the Village states that, "The BPC's mission is to advise and recommend strategies and actions to the Board of Trustees for the maintenance and improvement of access to the Village's streets for bicyclists, pedestrians and other non-vehicular uses." That document is available on the Village's website: [https://www.crotononhudson-ny.gov/sites/g/files/vyhlf441/f/uploads/croton\\_bike-ped\\_master\\_plan\\_submitted\\_dec\\_23\\_2020\\_1.pdf](https://www.crotononhudson-ny.gov/sites/g/files/vyhlf441/f/uploads/croton_bike-ped_master_plan_submitted_dec_23_2020_1.pdf) The Committee appreciates NYMTC's efforts to incorporate active transportation in its long range plan, especially by including Appendix B as part of the plan, and we offer comments on that appendix. Our greatest interest would be in having NYMTC's support for two projects we have long discussed as a committee. The first is the completion of the Westchester RiverWalk, a planned 51.5 mile long bike-pedestrian path along the Hudson. While a portion runs through Croton, and is very well-used by our community, it stops at the northern end of Croton Landing Park. That segment is one of several along the planned route, totalling nearly 19 miles, which have not been completed. The second project would be to provide greater connectivity and safety for bicyclists between the Croton-Harmon Metro-North Railroad Station and the North County Trailway access point on Route 118 in Yorktown (between Birdsall Drive and Hanover Street). A good number of cyclists take Metro-North from New York City and other parts of the region and disembark at Croton, making their way along village streets, Routes 129 and Route 118 to the trail. Yet the roads there are busy and narrow; the shoulders poorly maintained, covered in asphalt bits, and liable to cause cyclists to slip. We would recommend road improvements, wayfinding, digital maps (triggered by signs with QR code at the train station), and



a study of alternative routes and/or bike lanes to ensure the safety of bicyclists and motorists and accommodate the growing interest in non-motorized modes of transportation. The Committee would also appreciate your including, in the list of accomplishments at the beginning of Appendix B, the recently completed Croton Point Avenue Traffic, Bicycle, and Pedestrian Improvement Project. The project appeared on the STIP as PIN 8780.41. The project made traffic, bicycle and pedestrian improvements to a busy route to the Croton-Harmon train station, Croton Point Park, and ramps connecting to the Briarcliff-Peeckskill Expressway (Route 9/9A). The scope included the installation of new traffic control lights, ramp widening with dedicated turn lanes, new ADA compliant sidewalks, and striped bicycle lanes. The Putnam County bikeway master plan is described on page B-4. The Committee would like to know if Westchester County has adopted a similar plan. Please add that to the appendix if there is a plan for Westchester. This portion of the appendix continues with a reference to the Empire State Trail (EST). The EST was conceived to provide a route for bicycling and other non-motorized transportation across the state, including segments to the ends of the NYMTC region. The appendix should include additional information about how local routes in the region connect to the EST, the closing of protected or off-road gaps in the NYMTC area in the plan period, and which funding sources are anticipated for that work. There are two graphs on page B-5 that are titled Bicycle Crashes and Pedestrian Crashes. The titles neglect to mention that motorized vehicles may have been the cause of the "crashes" and suggests that bikes either crashed with each other or with roadway obstacles. A footnote cites the NYSDOT intelligent transportation systems database as the source for the graphs' data. The graphs should be changed to indicate that vehicles were involved in these crashes (eg., "MV-Bicycle Crashes" and "MV-Pedestrian Crashes") and additional details about cause or fault should also be discussed. If the NYSDOT data does include this information, then NYMTC should ask NYSDOT to enhance its data collection. Funding is the subject of section 1.3.2 of the appendix on page, B-6. The text mentions FHWA and NYSDOT funding for pedestrian and bicycle projects. The appendix should also refer to FTA funds that can be used for bicycles. See the FTA page: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/livable-sustainable-communities/fta-program-bicycle>. The growth in bicycle trips in New York City is mentioned under "Demographic Trends" on page B-9. The plan should include information about how ferries can provide connections between the boroughs for bicycle riders. Other ferries should also be encouraged to allow bicycle riders on board. In addition, the plan should address making transit and railroad trips with bicycles. Only some transit in the region is welcoming to bicycles, and NYMTC should be working to make transit more accommodating of bicycles. That could include the addition of secure bicycle storage at transit stations. Bicycle and pedestrian routes should, as NYMTC's plan acknowledges, should be coordinated across municipal boundaries. The list on page B-12 of New York City projects that were underway should indicate which projects also connect across the city line to other jurisdictions. NYMTC should work with its members to assure that planning and design for bicycle routes anticipates connectivity that allows for trips that can cross those boundary lines. The second paragraph under Section 2.4.1 on page B-18 has an error in the fourth sentence. The word "all" should be deleted so the sentence will read, "The number of workers working from home has increased since the 2010 ACS estimates." The photograph of Patchogue Mayor Paul Pontieri on page B-19 should be replaced with a rider who is wearing a bicycle helmet. According to the Cleveland Clinic, "All bike riders should wear bicycle helmets. Each year in the United States, about 800 bicyclists are killed and another 500,000 end up in hospital emergency rooms. About 2/3 of the deaths and 1/3 of the injuries involve the head and face. Wearing a helmet can reduce the risk of head injury to bicyclists by as much as 85 percent." (<https://my.clevelandclinic.org/health/articles/4374-bicycle-helmet-safety>) The plan document should be setting an example for all bicycle riders. Also on page B-19,

under the subheading Bethpage Ride, the last sentence in the first paragraph refers to one hundred bicycles. The word should be plural. Section 2.5 is about NYSDOT Region 10 projects. In the first subsection, 2.5.1, the appendix mentions an existing route in Nassau County. This is an example of a route that could be linked across the Nassau County- New York City line. Is either jurisdiction working to make this route link with Far Rockaway? Further in the Region 10 section is subsection 2.5.2, Planned Facilities. There is a project planned an on-road facility on Route 112 to connect to the existing Bicycle Route 25 and the Port Jefferson-Bridgeport Ferry. Since this ferry service allows you to ride your bicycle aboard one of their three ferries, the text should highlight that feature. The chapter on micromobility includes section 3.4 on page B-36, there is an explanation of active beacon crosswalk lights. The use of this technology would be a great addition to safety for those needing to cross against vehicular traffic. NYMTC should encourage its members to incorporate these beacons at those crossings for pedestrians and bicyclists that do not already have a traffic signal. Chapter 4 makes recommendations for strategies and action items. This clearly documents priorities that the Croton BPC shares with NYMTC, and some were included in the Village's bicycle-pedestrian master plan. NYMTC can strengthen this chapter by linking the action items with project examples for completed and/or planned projects. An inventory of facilities is presented in Chapter 5, and it includes NYSDOT Region 8's inventory for the Lower Hudson Valley. The list includes locations outside of the NYMTC members' area. That is helpful for trip planning to the greater Hudson Valley. NYSDOT should be requested to highlight its facilities in Rockland, Putnam and Westchester. The inventory omits the Appalachian Trail that crosses those same three member counties. Thank you for the opportunity to comment on the draft Plan 2050. Signed, Croton-on-Hudson Bicycle-Pedestrian Committee



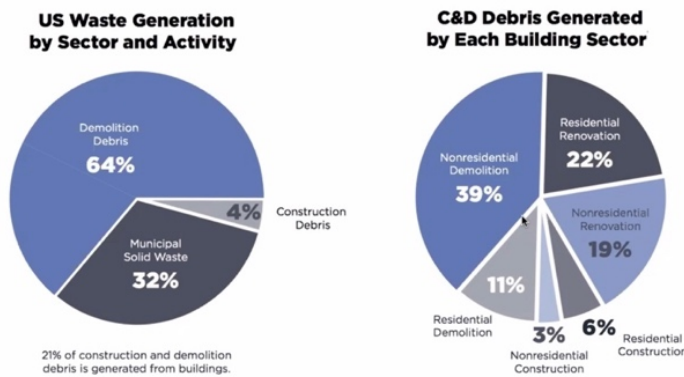
69-07 69<sup>th</sup> St., Glendale, NY 11385  
civicsunited@gmail.com

Thank you for this opportunity to comment on the RTP update. Please add these comments to the public record as CURES' testimony. Mary Parisen-Lavelle, Chair CURES - 718-772-6563.

**Waste Supply Chain and Action Item 2.2:** NYMTC's update very commendably addresses the need for regional waste transport planning. Recently, seeing this void in solid waste management planning, Assembly Environmental Conservation Chair, Hon. Steve Englebright, put a \$250,000 appropriation in the recently passed state budget to address DEC's lack of regional waste planning, and the resulting environmental and health impacts. This planning is supposed to include impacts on Environmental Justice Communities and impacts from the Brookhaven Landfill.

- In Action Item 2.2, "MSW" must be understood at the state and local level to include C&D. NYMTC receives federal funds, and as federally defined, "MSW" includes C&D, according to Congresswoman Grace Meng's office. However, MSW, as defined by NYS, is putrescible waste. C&D is a separate category of waste. MSW is already hauled in sealed, leakproof rail containers per a New York & Atlantic Railway tariff. For clarity and for NYMTC's study to do the job the region needs for its #1 outbound commodity, action Item 2.2. must read: "Perform a regional study of needs and opportunities associated with the movement of MSW and C&D."
- Open, muffintop loads of C&D in rail gondolas have caused derailments on MNR and LIRR (recently April 2021). C&D is shipped in open gondolas that emit waste blowoff, leachate and odors, polluting community air and water. Both MSW and C&D are hauled by high-polluting 1970's locomotives in densely populated neighborhoods of the NYMTC region, where they do the most harm to the most people. NYMTC's study must comprehensively address these impacts.

- C&D must be included in any study of waste transport because it greatly impacts both truck and rail traffic. Nationwide C&D is 68% of the tonnage that is being shipped to landfills by truck and rail (see the slide below from Durst Organization affiliate Building Product Ecosystems, <https://www.buildingproductecosystems.org>)



Data Source: EPA

- There need to be more granular descriptions in NYMTC's Waste Supply Chain that describe the various different types of waste that are being transported, all of which have transportation impacts for this #1 outbound commodity. The current description is inaccurate. For example, when C&D is transported by rail from Suffolk County, the crushed C&D is not hauled in sealed containers, as NYMTC's Waste Supply Chain description implies. Instead it is hauled in Plate F gondolas covered only by pervious orange netting (a CSX tariff). With C&D, after the materials that must be recycled from the C&D are removed, a massive amount of "C&D Residue" is exported from the region to landfills by truck, or by rail in open, unsealed gondolas. Again, C&D must be included explicitly in Action Item 2.2 and the Supply Chain description.
- An omission in the Waste Supply Chain study and in **Table H-6-4 (Need for Cleaner Operations)** is that in NYMTC's last Regional Transportation Plan, Goal 124 (below) stated that these waste gondolas should be covered. That Goal should be stated in this section of the update. Because of loopholes in state and federal law, this waste is hauled in open gondolas at the discretion of waste haulers and railroads. The open cars emit particulate pollution -- the dust from crushed construction waste. Because of how the gondolas are shaped at the bottom, because they are too heavy to pick up, turn upside down, and empty, and because they don't have solid covers, waste and leachate both collect in the bottom of the cars and run out the drains in the bottom. When putrescible commercial waste is illegally mixed in with the C&D, the trains leave stinking leachate on the tracks after they pass by homes. Go to this link to see filthy empties in

neighborhoods of NYC where they are hauled, classified, and stored:

<https://www.facebook.com/304819876821/videos/10154498169791822>

Table 4.4 Policies and Programs

				Potential Private Benefits			
No.	Item	Location	Primary Desired Outcome	Cost	Speed	Reliability	Source
GOAL: REGIONAL ENVIRONMENT							
90	* Railcar Clearance Improvement Program for double stack & auto carrier. Strategy and study to identify and prioritize clearance improvement projects on Bay Ridge Line.	New York City	Reduce pollutants	✓	✓	✓	MRFC Action Plan (DRAFT); Goods Movement Action Program
110	* Refrigerated warehousing. Develop vertical refrigerated warehousing at Hunts Point, Freight Village locations, or elsewhere as appropriate.	NYMTC planning area	Reduce GHG emissions	✓	✓	✓	Freight Transportation Working Group
187	* Clean Freight Corridors Program. Implement fleet replacements/upgrades, fueling, electric charging, and other services to support clean corridor goals.	NYMTC planning area	Reduce GHG emissions	✓			Freight Transportation Working Group
123	* Pursue funding to replace diesel locomotives with Tier 4 or cleaner locomotives	NYMTC planning area	Mitigated externalities	✓			Plan 2045 Outreach; PFAC Freight Subcommittee
GOAL: REGIONAL ECONOMY							
94	* NYC Waterways Dredging Program: Newtown Creek, Jamaica Bay, Flushing Bay. Maintain authorized depth in "secondary" navigable channels, including, but not limited to Newtown Creek, Jamaica Bay, Flushing Bay	New York City	Global and national gateway	✓		✓	PFAC Freight Subcommittee
106	* Brookhaven Freight Village	Suburban Long Island	Goods movement supports growth	✓	✓	✓	Regional Freight Plan analysis
107	* Sunset Park Multimodal Freight and Logistics Hub	New York City	Goods movement supports growth	✓	✓	✓	Regional Freight Plan analysis
108	* Canal Village Freight Village	Lower Hudson Valley	Goods movement supports growth	✓	✓	✓	Regional Freight Plan analysis
134	* NYS Thruway Exit 10 economic development and light industrial park.	Lower Hudson Valley	Goods movement supports growth				Regional Transportation Plan 2045
GOAL: QUALITY OF LIFE							
124	* Replace gondola cars with sealed containers for waste hauling by rail	NYMTC planning area	Mitigated externalities				Plan 2045 Outreach
GOAL: TRANSPORTATION ACCESS							
180	* Regional truck navigation. Improve regional truck navigation by providing quality underlying data regarding truck route restrictions.	NYMTC planning area	Increased reliability		✓	✓	Goods Movement Action Program (G-MAP)
177	* Streamline permitting for oversize/overweight (OS/OV) vehicles across jurisdictional boundaries	NYMTC planning area	Increased reliability	✓			Goods Movement Action Program (G-MAP)
178	* Harmonize size and weight regulations across multiple jurisdictions in and beyond the planning area	NYMTC planning area	Increased reliability	✓			Goods Movement Action Program (G-MAP)
181	+ Gather GPS based truck traffic data citywide for planning purposes	New York City	Increased reliability		✓	✓	PFAC Freight Subcommittee; Plan 2045 Outreach
114	+ Promote multiple mode access for freight development sites.	NYMTC planning area	Increased reliability	✓	✓	✓	Freight Transportation Working Group
109	* Regional Off-Peak Delivery Program. Expand participation in off-peak delivery programs throughout the region.	NYMTC planning area	Increased reliability	✓	✓	✓	Plan 2040 Freight Summary Report; Goods Movement Action Program

4-9

Following are a few photos of problems caused by open rail cars of C&D and primitive open air C&D processing (in a building with 3 walls and a roof) at WIN/Tunnel Hills Partners Suffolk Co. facilities. The MTA and LIRR are silent partners in this filthy business, which could not exist without the use of their assets, including Farmingdale Yard and LIRR's freight rail concessionaire, the New York & Atlantic Railway. Note the photo of WIN/THP's Coastal Facility's annual report to DEC that shows MTA is the owner. Note recent photos of WIN/THP C&D operations and gondolas derailed on the main line, at Jamaica (in April 2021), and in Ohio. Note the photos of what this has been like for residents all along the rail line -- whose health, quality of life, and use and enjoyment of their property have been adversely impacted because this new industry has made private fortunes without investment in modern technologies, creating a serious and unjust imbalance of private profits and public costs. The MTA, LIRR, and DEC have turned a blind eye to this mess. Gratitude to NYMTC for proposing a study.





**PERMITTED C&D DEBRIS HANDLING AND RECOVERY FACILITY ANNUAL REPORT**  
(If you need assistance filling out this form please email [permannualreport@dec.ny.gov](mailto:permannualreport@dec.ny.gov) or call 618-402-8678.)

**Complete and submit this form by March 1, 2021.**

This annual report is for the year of operation from January 01, 2020 to December 31, 2020

**SECTION 1 – GENERAL INFORMATION**

FACILITY INFORMATION					
FACILITY NAME: NYAR Coastal Distribution Rail Transfer					
FACILITY LOCATION ADDRESS: 1633 New Highway		FACILITY CITY: Farmingdale		STATE: NY	ZIP CODE: 11735
FACILITY TOWN: Babylon		FACILITY COUNTY: Suffolk	FACILITY PHONE NUMBER: (631)756-2000		
FACILITY NYS PLANNING UNIT: <small>(A list of NYS Planning Units can be found at the end of this report).</small>					NYSDEC REGION #: One
360 PERMIT #: <small>(Refer to DEC Permit)</small> 1-472-06337/00001	DATE ISSUED: 6/19/15	DATE EXPIRES: 6/18/20	NYS DEC ACTIVITY CODE OR REGISTRATION NUMBER: <small>(Refer to DEC Registration)</small>		
FACILITY CONTACT: Don Kerik	<input type="checkbox"/> public <input checked="" type="checkbox"/> private	CONTACT PHONE NUMBER: 201-741-5958	CONTACT FAX NUMBER:		
CONTACT EMAIL ADDRESS: <a href="mailto:dkerik@thplp.com">dkerik@thplp.com</a>					
OWNER INFORMATION					
OWNER NAME: Metropolitan Transit Authority	OWNER PHONE NUMBER: 212-877-2000		OWNER FAX NUMBER:		
OWNER ADDRESS: 37 Madison Ave	OWNER CITY: New York		STATE: NY	ZIP CODE: 10017	
OWNER CONTACT:	OWNER CONTACT EMAIL ADDRESS:				
OPERATOR INFORMATION					
OPERATOR NAME: <input type="checkbox"/> same as owner		Coastal Distribution, LLC		<input type="checkbox"/> public <input checked="" type="checkbox"/> private	







**OUR SHARED RAIL SYSTEM**  
LIRR & NEW YORK & ATLANTIC RAILWAY

**PIX 11**  
WEATHER  
NEW YORK: MAINLY CLEAR TODAY'S HIGH: 82°, TODAY'S LOW: 66°

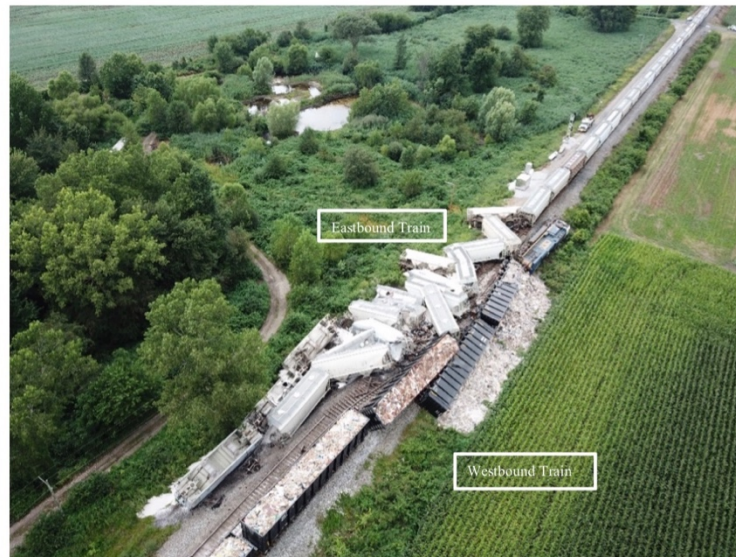


Figure 1. Aerial view of collision location. (Photograph courtesy of CSX.)



Kim J Haynes Mccray ► Sunny Farm Landfill complaint group  
May 17 at 9:21 AM · 🌐

Waiting on train on Rt 224. This is all the trash waiting to get into dump, look how far it goes, TAKE IT BACK NEW YORK WE DONT WANT IT!!!!



Are these companies too poor to contain this waste in modern transfer stations with pollution controls and in covered rail cars or sealed containers? No. Private fortunes have been made since this filthy, publicly subsidized industry started up in Farmingdale Yard in 2008. This is an excerpt from a *Waste Dive* article that describes Australian multinational independent investment bank Macquarie Group's purchase of Tunnel Hill Partners, which was then acquired by Wheelabrator's WIN Waste Innovations.

Founded in 2008 by principals at American Infrastructure MLP Funds, Tunnel Hill has a major behind-the-scenes presence in the Northeast. The company has grown through multiple acquisitions, including the 2014 purchase of WCA Waste's Northeast assets. For the 12-month period ending in June 30, 2018, revenues were reportedly \$280 million.

With a footprint spanning from Ohio to Massachusetts, Moody's described Tunnel Hill as benefiting from "a unique, difficult to replicate network of collection and transfer assets in a region that is experiencing sharply declining disposal/landfill capacity." The Connecticut-based company now owns two Subtitle D landfills, 14 transfer stations (including many with rail capability), two recycling facilities, one beneficial use burial site and the collection company City Carting.

"...[T]he margins are quite attractive because it's primarily a disposal asset," said Hamzah Mazari, managing director at Macquarie Capital, who had no role in this deal. "We think also the fact they're in the Northeast location-wise is strategic, because as you know there's landfill capacity that's going to shut down in that region over the course of the next few years by 2021. And so what it will do is make these assets in the marketplace even more valuable."

- Others reasons why both MSW (including Domestic and Commercial Waste) and C&D must be explicitly understood to be included in Action Item 2.2:
  - This is not just a "quality of life" issue. It is an environmental and public health issue. See Riverkeeper's testimony to DEC below:

## **V. Containment Standards for Waste-by-Rail Operations**

The proposed Part 360 regulations exempt transport of waste by rail from operating requirements in Part 364-4.8(g) which mandate that "[a]ll wastes must be properly covered or contained during transport so as to prevent leaking, blowing, or any other type of discharge into the environment." See proposed 6 NYCRR § 364-2(a). The loophole allows for precipitation to enter uncovered railcar containers. The precipitation may then leach through the waste and enter the environment without treatment along the route of train corridor, potentially exposing vast areas and waterways to contamination. During dry conditions, dust can blow off the uncovered containers, contaminating air, soil and water in areas surrounding the train routes.

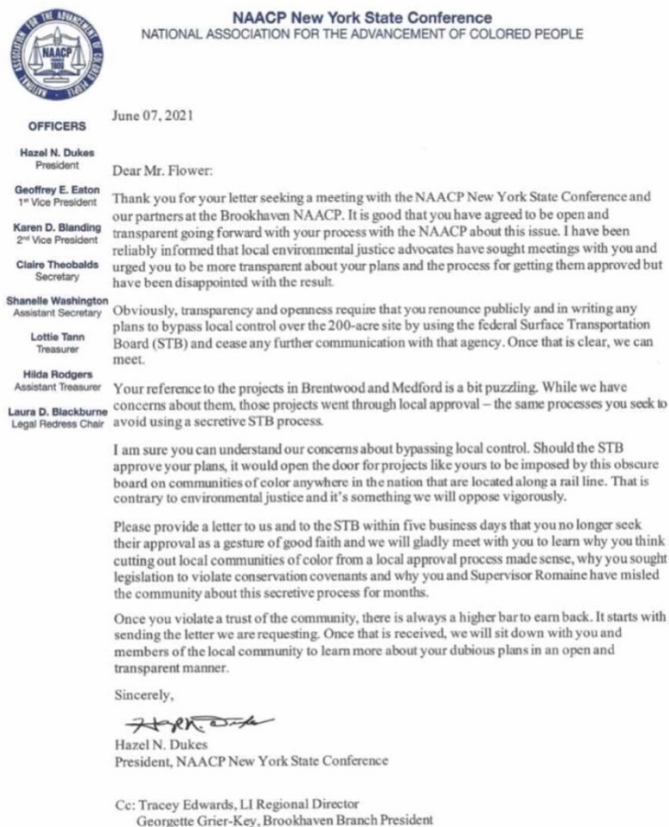


- The waste-by-rail industry -- putrescible and C&D -- is growing in the NYMTC region, impacting more communities with pollution, including Environmental Justice Communities like Brentwood, where a new facility that will handle C&D and putrescible was just permitted. Unlike NJ, which has a law that requires a study of cumulative impacts before another polluting facility can be sited in an Environmental Justice Community, NYS requires only “enhanced participation” before DEC approves the permit on a siloed, site-by-site, industry-driven basis. Here is DEC’s description of a public comment on the Omni Brentwood permit:

### Environmental Justice

**Comment 1:** Constituents bear the burden of a legacy of environmental racism by approval of harmful projects in the community. Community is already overburdened by superfund sites, brownfield sites, three power plants, industrial and commercial facilities. Siting a solid waste facility in a low-income, predominately minority neighborhood goes against the principles of environmental justice and directly injures the residents of the Brentwood neighborhood. Study by the Health Department found Brentwood Gardens suffered high rates of colorectal cancer and asthma, which can be attributed to ongoing exposure to toxic substances. Deny the permit.

- Here is a recent letter from the NAACP on a proposed waste-by-rail facility in Brookhaven, which demonstrates adverse impacts and lack of regional planning.



- See below a March 2021 map from *The State of Waste in Queens* report, which shows how the industry is growing, site by site, and how many people are impacted by pollution in the Yellow Zone on the map (people within 1 km. of freight rail facilities). Industry expansion puts more pressure on the limited capacity of Fresh Pond Yard and increases truck traffic. NYMTC's regional MSW-C&D study and TIP projects to address findings are needed now.



A rough total population count would be 1,744,153 using ACS 2014-2018 data. This uses census tracts so it over selects.

Row Labels	Sum of acsEstimate!!RACE!!Total population
Bronx County	420091
Nassau County	264344
Queens County	765115
Suffolk County	294603
<b>Grand Total</b>	<b>1744153</b>

- **Figure H-5-17:** Is this air quality data that is being collected from roof tops? If so, NYC's Community Air Surveys have proved that at street level, where people live, air quality is generally worse when there is local pollution source, like a freight rail facility. For information about locomotive pollution please see: <https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california/concepts-reduce-emissions-locomotives-and>
- All waste and scrap are delivered to transfer stations by truck, even if rail is used for the outbound shipment, and some of this truck traffic is inter-county in the NYMTC region. For example, 40% of the C&D tonnage processed by WIN/Tunnel Hill Partners in Suffolk County was hauled there by truck from NYC before being dumped and crushed in a rail car, according to their 2018 - 2021 Annual Reports

to DEC. A recent environmental impact report on NYC Council Bill Intro 2349 found that use of freight rail resulted in a reduction of few trucks.

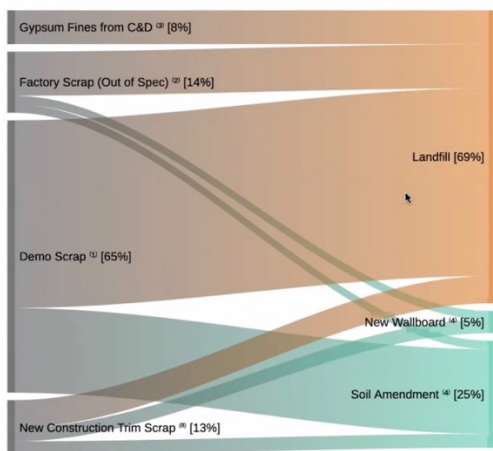
- New York City's new waste laws may impact regional waste flows. NYC's Commercial Waste Zone law specifically includes commercial waste and excludes C&D, so C&D trucks can go anywhere. NYC's Waste Equity Law allows operators who use direct rail to keep tonnage they would otherwise lose, and there is pending City Council legislation to make that rail exception easier to get. This could mean more shipment by rail, putting even more pressure on Fresh Pond Yard's limited capacity. NYMTC has demonstrated responsibility in addressing capacity issues by suggesting planning directions in this plan update. These include facilitating direct shipment of waste off Long Island to Oak Point Yard, without stopping at Fresh Pond Yard. However, Action Item 2.2. -- including both MSW and C&D -- needs funding and approval now to develop detailed plans and projects with stakeholders that will ensure the region's needs are met Sustainably.
- Just as NYMTC has commendably acknowledged Climate Change as a major factor in transportation, this plan update should acknowledge how failure to modernize the freight rail system (see NYMTC Goal 123 on page 3 of this comment) and waste-by-rail, and landfilling waste is creating unsustainable public costs, and that there is new equipment that reduces pollution, and recycling action at scale to reduce waste export to landfills.
  - **H138:** NYMTC has demonstrated responsibility in bringing forward the need for clean transportation and the fact that "the types of commodities where water and rail play their largest roles -- fossil fuels and waste -- are likely to hold a declining share of regional good movement," unless they can adapt to handle e commerce and other growth commodities.
  - The Waste Supply Chain should acknowledge NYC's commitment to curbside composting, which involves pickup by city trucks and has the significant potential to reduce landfilled MSW by more than a third, as former DSNY Commissioner and runner-up NYC Mayoral Candidate Kathryn Garcia advocated. Another example is recycling gypsum drywall instead of shipping it to landfills, where it produces toxic hydrogen sulfide gas as it decomposes. These slides from Durst Organization affiliate Building Product Ecosystems show how gypsum drywall could be diverted. Amanda Kaminsky of Building Product Ecosystems said that landfilling drywall gypsum should be illegal because it's a mined mineral, there are environmental and public health impacts, and recycling can stabilize the supply chain for this building product staple.

- The Queens, Manhattan, Brooklyn, and Bronx Solid Waste Advisory Boards are resources for NYMTC re. diversion of waste from landfills.

## Drywall Debris Flows

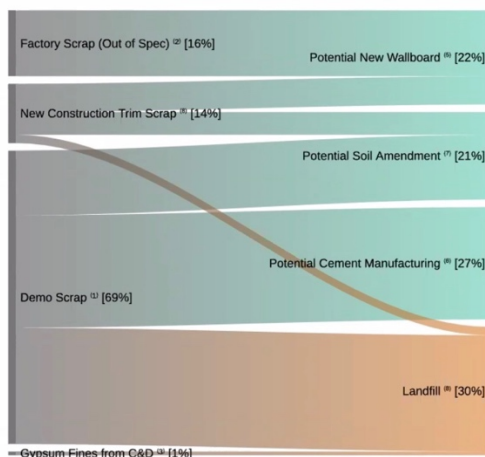
### Current Scenario

Current gypsum resource flows in the U.S.

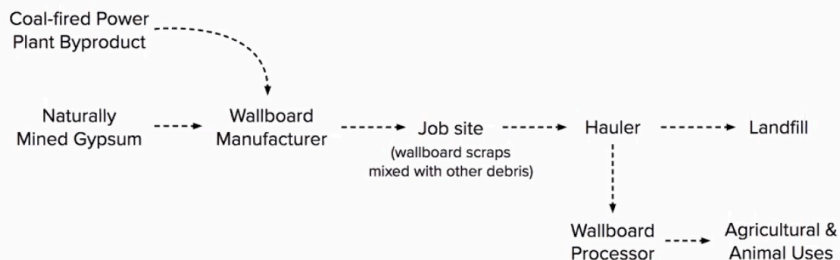


### Potential Current Scenario

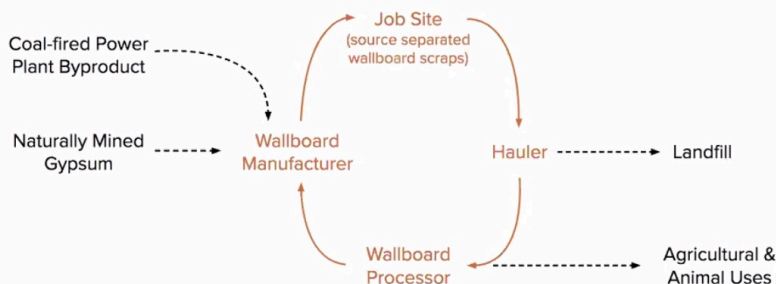
Potential improved gypsum resource flows, currently possible in the U.S.



### CURRENT STANDARD PRACTICE



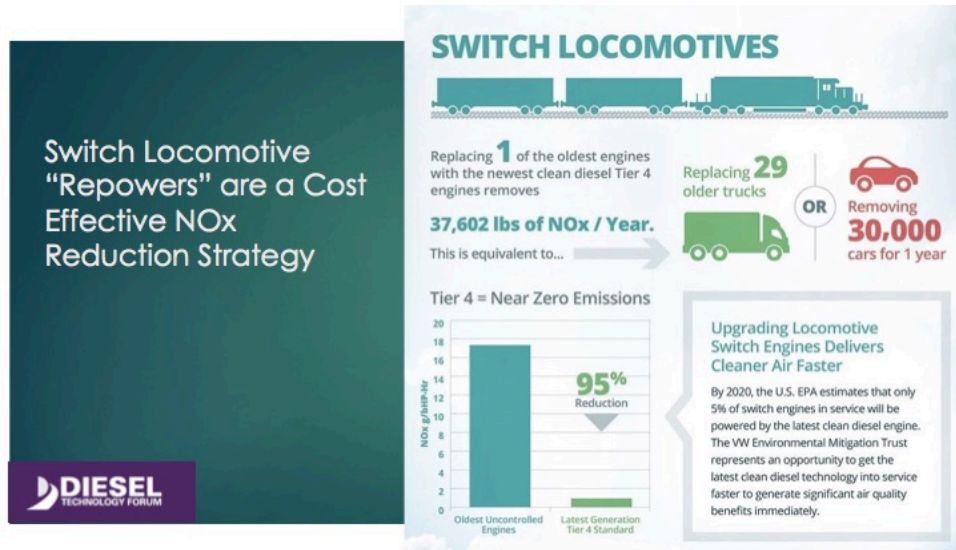
### A CLOSED LOOP ALTERNATIVE



- NYMTC has demonstrated responsibility in **Table H-6-4** in stating the “Need for cleaner operations.” LIRR has received \$27 million in NYS appropriations -- \$3M a year since 2013 -- to repower NYA’s 1970’s locomotive fleet to Tier 4 Switchers, but hasn’t done it. Instead LIRR purchased “Tier 3+” PR20B prototype locomotives that have proven to be unreliable, sold 4 MP-15s LIRR was supposed to repower and had the state appropriations to repower to NYA for a total of just \$45,400 (and NYA is “refurbishing them one by one, with no repowering of the

unregulated engines), and gone off on a tangent with MTA RFP 6263 to purchase prototype 2410 bhp Line Haul locomotives with Cummins engines that are misapplied and won't operate with Tier 4 emissions while doing low speed, Switcher work in neighborhoods of NYC and greater LI. LIRR also refused to participate in NYC EDC's highly successful repowering project with DSNY and Waste Management using a DERA grant, which yielded a reliable, near zero emissions Switcher that NYA said works "fantastic" during a NYMTC presentation. LIRR's purchases of hypercustomized prototype locomotives from "established" vendors and consultants has helped push their maintenance costs to more than 4 times the industry average and 25% more than MNR's maintenance costs. NYMTC also has demonstrated responsibility in the RTP and this update by calling attention to the pollution problem in Goal 123 in the RTP. CURES asks that NYMTC's Clean Freight Corridors and Regional Waste Study projects include options for a Tier 4 Switcher repowering project, such as the Port Authority did for NYNJ Rail in 2015 and WM did, removing up to 99% of this needless pollution out of the air our families are breathing. **Figure H-5-16: Why is LIRR not responding to this?! New repowering options have emerged including this Wabtec option that CSX is pursuing:**

[https://www.progressiverailroading.com/csx-transportation/news/CSX-to-install-Wabtec-locomotive-modernization-technologies--63835?oly\\_enc\\_id=6133B7706701F2A&utm\\_medium=email&utm\\_source=prdailynews&utm\\_campaign=prnewsletter-2021&fbclid=IwAR0LviaCrfGawvzB7m](https://www.progressiverailroading.com/csx-transportation/news/CSX-to-install-Wabtec-locomotive-modernization-technologies--63835?oly_enc_id=6133B7706701F2A&utm_medium=email&utm_source=prdailynews&utm_campaign=prnewsletter-2021&fbclid=IwAR0LviaCrfGawvzB7m)





## Preliminary Data Shows Big NOx Reduction Opportunities with Locomotives Investments for New York

10



### How to Make the Most of a \$127 million Investment for Immediate NOx Reduction

	Price Per Application	# of Vehicles or Equipment placed into Service for \$127 million	Anticipated NOx Reduction per Year per Project	Total Cost to Exclusively Fund a Particular Project	Cost to Remove Each lb of NOx (\$/lb)	Total NOx Reduction (lbs) per year
pre 1991 port truck replacement with <b>Clean Diesel</b>	\$110,000	1,155	1,282	\$127,000,000	\$86	<b>1,480,127</b>
pre 1991 port truck replacement with CNG	\$140,000	907	1,292	\$127,000,000	\$108	<b>1,172,029</b>
MY2000 bus replacement with Hydrogen	\$1,200,000	106	1,162	\$127,000,000	\$1,033	122,978
MY2000 bus replacement with Battery-Electric	\$880,000	144	1,162	\$127,000,000	\$757	167,698
MY2000 bus with <b>Clean Diesel</b>	\$370,000	343	1,062	\$127,000,000	\$348	364,524
T0 to T4 <b>Clean Diesel</b> switch locomotive	\$3,000,000	42	37,602	\$127,000,000	\$80	<b>1,591,818</b>

Source: [1] National Port Strategy Assessment: Reducing Air Pollution and Greenhouse Gases and U.S. Ports\*, U.S. EPA (September 21, 2016). [2] "Clean Diesel Versus CNG Buses: Cost, Air Quality and Climate Impacts," Clean Air Task Force (2012). [3] "From Decelt to Transformation: How Connecticut Can Leverage Volkswagen Settlement Funds to Accelerate Progress to a Clean Transportation System," COHN PIRG, January 18, 2017. [4] "Consortium to Fund New Flyer Hydrogen Buses to ATransit", Passenger Transport, February 24, 2017. [5] Locomotive engine upgrade cost based on a range of industry estimates.

DIESEL



## 40% less fuel + measurable reductions in ghg, local air pollution

October 1, 2019 / Brooklyn news / Williamsburg

**Trash dump express: New fuel-efficient locomotive rolls out in Williamsburg**

Enlarge this image



Photo by Trey Pentecost

Waste Management showed off their recently-launched Green Locomotives at their Varick Avenue yards in Williamsburg on Sept. 26.

BY KEVIN DUGGAN

Waste honchos at a trash hauling business showed off a new "green" locomotive at a Williamsburg industrial yard on Sept. 26, which will help keep Kings County clean in more ways than one, according to an executive at the garbage company.

"It's a much cleaner burning locomotive, much more fuel efficient," said Jim Van Woert, director of diversion strategies at Waste Management.

Brooklyn news / Williamsburg, October 1, 2019

- 19.4 tons nitrogen oxide (NO<sub>x</sub>), a 99 percent reduction annually;
- 0.48 tons particulate matter (PM<sub>2.5</sub>), a 99 percent reduction annually; and
- 26,000 gallons of diesel saved, a 40 percent reduction annually.

US EPA "New York City Locomotive Repowers" October 2019

**Inland Ports:** We don't see how the Alameda Corridor fits in this category, and NYC can't build anything like Virginia Inland Port. Imagining that Maspeth can be such a place is wishful thinking. There's no space for this, and property is being gobbled up. The freight plan says that there's 20,000 feet of track in this Va. Inland Port, 4 miles of yard tracks. Not possible in Maspeth. "New York City will evaluate siting options for an inland port that leverage existing rail corridors. This will provide users of the inland port with the quick and reliable access needed to

ensure goods are delivered on time." The sites are going or are gone. Maspeth is going to be an inland terminal? So cargo is going to be delivered somewhere? Transloaded? Then barged to Maspeth to be redelivered, "leveraging" "existing rail corridors?" Where is this going to happen and where are the customers willing to pay for all this handling and time? NYA rail service is "quick and reliable?" Ask the existing and ex-customers. NYA was running freight trains on July 4<sup>th</sup>, 2021 because they don't have enough locomotives to make their trains longer. They are hauling trains of empty cars. Of the 10 ASC units supposedly at their disposal, one (NYA 301, a PR20B) has been out of service for more than 2 years, one of the MP15's is on its way to a rebuilder in East St. Louis, and the other 8 are unreliable especially NYA 300 (a PR20B), which recently came out of LIRR's Morris Park Shop.

**Urban Distribution Concept:** You know who has one and is building it out? Amazon. If you go to all those sites along the Lower Montauk and Bushwick ROW that were and could have been rail transload facilities, what you will see are trucking terminals and warehouses. FedEx has a big place near the Kosciuszko Bridge that's brand spanking new. They took over several properties along the old Kearny Sidings a few years ago. On the Bushwick, where Bohack had warehouses, there's a big new truck terminal. We saw the plans a few months ago. NYMTC has put ideas on paper as a blueprint to 2050, and it's already obsolete. People who want to do business here have their own ideas. They're not waiting for government planning, and they're not asking for freight rail.

**The Staten Island Facility:** The Staten Island facility is very nice, but for Long Island, what expansion means is trucks from Staten Island instead of NJ.

Related to this is the **Cross Harbor Tunnel plan**, which moves the truck pick-up and drop-off point from NJ to Brooklyn or Queens, without a plan for what to do with the resulting increased truck traffic at truck-rail distribution terminals, or mitigating the other impacts of this heavy industrialization on the health and quality of life communities of NYC where it doesn't exist now. The idea that this tunnel "gets trucks off the road" is more wishful thinking. This is from CURES' public comment on the FEIS, which includes quotes from the New Jersey Motor Truck Association:

*Testimony shows the Cross Harbor planners discarded practical alternatives with immediate or bigger payoffs to pursue the tunnel: The FEIS states the Cross Harbor team didn't change any conclusions in response to public testimony on the DEIS. Alternatives that would provide relief in the short term, or have greater impacts in the long term were dismissed in the DEIS and FEIS. These included incentives for off-hour truck deliveries, which the Cross Harbor testimony of the executive director of the New Jersey Motor Truck Association said the organization would support. Chapter 12, Comment 4-44, Page 12-52: We would support more incentives for off-hour deliveries, such as the New York City Department of Transportation (NYCDOT) successful off-hour delivery program. This would require support from shippers*

*and receivers. We also recommend a study to determine the effectiveness of truck only lanes that could help to expedite freight moving by truck. (Toth)*

*The new maps in the FEIS show more than 1,300 trucks a day concentrated at points in Brooklyn and Queens -- for a reduction of 700 – 900 trucks on eastbound Hudson River and harbor crossings in a 23-county area, all the way up to Beacon-Newburgh. Toth makes the same point that CURES offered in its DEIS testimony: Page 86, Comment 5-23: With few exceptions the final leg of the shipment will move by truck. You are not reducing truck shipments but merely moving the location for pick-up and/or delivery. (Toth)*

*Bigger payoff alternatives involving passenger rail or commuters also were dismissed, as many who offered testimony noted, including Toth in her Comment 4-43, Page 12-52: Nowhere in the study is there any recommendation for increasing commuter rail or providing ferry service for cars and buses. Cars and buses combined make up more than 90 percent of the traffic and cause far more congestion and emissions. Ultimately, the congestion these vehicles create increases the cost of goods. (Toth)*

NYMTC very diplomatically states, “As discussed in Chapter 5 of *Moving Forward*, every project requires coordination and collaboration between the public sector and private sector. However, unless the private sector contributes additional funding, these partnerships often simply provide access to some form of financing (typically bonds and other forms of loans) that must be paid back over time, with interest, using traditional freight transportation funding sources.” In the case of the Cross Harbor Tunnel, even though it is being planned at public expense for use by private companies, no private company has stepped forward to participate in financing it. In fact, CSX said in their public comment they would only use the tunnel if their own facilities were inoperative, in an emergency, on a temporary basis. This is in stark contrast to the public-private partnerships that modernized the facilities in and around the NJ Port. Nine years after Storm Sandy, in July 2021, water poured into the NYC subway during Tropical Storm Elsa, LIRR trains are literally crawling from Penn Station to Jamaica, and both LIRR and NYA are using unregulated freight locomotives from the 1970’s (the excess pollution of 1.2 million cars!), and yet scarce public transportation funds are still being devoted to planning this tunnel. Why?!

NYMTC also diplomatically mentions the need to listen to stakeholders. CSX already told PANY-NJ they have no use for the Cross Harbor Tunnel and won’t be short-shipping themselves to use it. Yet some planners are still insisting that it’s an advantage for CSX not to have to go those miles up to Selkirk. The Selkirk argument was in the Cross Harbor Tunnel EIS, and was debunked by CSX in their public comment. However it appears again in this freight plan update, along with the “Need for improved rail access to the East-of-Hudson Region,” as in **Table H-6-5**. Why?! The text below is from CURES’ 2015 public comment on the FEIS for the Cross Harbor tunnel, which quotes from the PANY-NJ Planners’ work and CSX’s public comment on the tunnel:

*Appendix A of the DEIS tells us that the premise underlying rail traffic modeling for the tunnel was that rail traffic would be diverted in Selkirk and in Mechanicville to the tunnel, and that shippers would use that*

route because it was a shorter and cheaper, a new and better rail route. Here is an example of this thinking from A-20, Appendix A:

*One important value-added result from this effort was to quantify the amount of rail traffic that the Rail Tunnel Alternative or the Enhanced Railcar Float Alternative would be likely to attract from existing Selkirk and Mechanicville rail routings. The diversion percentages and totals were calculated for year 2007 traffic, and inflated to 2035 projected volumes based on the growth rates discussed previously. The analysis was sensitive to different levels of service (interchange costs, service delays, etc.) between the three operating scenarios associated with the Rail Tunnel Alternative (Seamless, Base, and Limited Operating Scenarios), the Rail Tunnel with Shuttle Service Alternative, the Rail Tunnel with AGV Technology Alternative, the Rail Tunnel with Chunnel Service Alternative, and the Enhanced Railcar Float Alternative. In every case, traffic over Selkirk and Mechanicville was projected to grow substantially and the rate of that growth was projected to be modestly reduced by the Rail Tunnel Alternative and the Rail Tunnel Alternatives with service and technology options, and only slightly by the Enhanced Railcar Float Alternative.*

*Planners looked at a railroad map and imagined commodities could move along any series of connections. Here's what CSX had to say about these faulty assumptions and their fatal implications for the tunnel in its FEIS Testimony:*

*Comment 5-88: ...The DEIS, however, appears to assume that the majority of CSX freight to and from New York City passes through a Trenton, New Jersey gateway, and thus takes a "circuitous" path north via Selkirk. While this routing is taken by some MSW movements to Virginia, the vast majority of CSX freight to/from New York City is west-west in orientation, crosses New York State between Buffalo and Selkirk, and would travel the same distance south to New York City whether on the west side or east side of the Hudson River.*

*Consequently, the Cross Harbor alternatives would likely serve only as a supplement to CSX's primary route into New York City, including the east-of-Hudson region. (Armbrust)*

**Appendix A** of the Cross Harbor DEIS shows that the planners were going after business on Long Island. The Cross Harbor tunnel modeling assumption was that because their route was shorter in miles, the tunnel route would prevail over CSX's facilities -- government competing with the private sector, trying to divert business from a private company. Did the planners think that CSX was going to divert traffic to the tunnel so they could pay a user fee? CSX has an intermodal terminal in NJ. Did the planners think CSX would cut that business for this tunnel? FEIS testimony indicates that CSX won't route traffic through the tunnel:

*Comment 5-88: The vast majority of traffic moving to and from New York City travels primarily over the former New York Central "Water Level Route." This route has minimal grades and nearly all of it has two main tracks, which permit the corridor to support consistent, prompt intermodal, automotive, and merchandise service. This lane is a primary route for import traffic coming from the Far East through western ports moving eastward across the country, through Chicago to CSX's Selkirk classification yard, and then moving beyond into the population centers in the Northeast. (Armbrust)*

*Comment 6-5-8: In addition to serving as a supplement to CSX's primary Water Level Route, the Cross Harbor alternatives could serve as a temporary alternative route in the event of a sustained emergency condition to CSX's primary route. (Armbrust)*

After CSX called out government for incompetence and planning to compete with them, the FEIS responses were careful to agree that the \$10B tunnel was not a replacement for the Water Level Line, as the DEIS had envisioned it for some traffic. Here is an example:

*Response 5-88: The Preferred Alternatives would provide for an alternative 'southern' route to the current CSX routing through Selkirk. They are not intended to replace the current alignment.*

So, would NS use this tunnel? If you could build a train they would. However, where is the demand? There is excess capacity now via Hell Gate. As NYMTC's report states, most of the tonnage shipped by rail is low value waste and stone. Who will operate the tunnel? How much will it cost vs. the Cross Harbor float? Ten years ago the Cross Harbor float charged \$500 for every carload they moved. NYA added \$190 for Bay Ridge traffic. Those costs have surely risen, but what will a tunnel move cost? Neither NYMTC nor PANYNJ has put together a fee and rate structure for tunnel traffic. Remember you need locomotives and crews JUST to move traffic through this tunnel. What will a crew start cost? And who is asking for this? Not CSX. Where are the identified tunnel customers and financial participants to pay for it, even after costly public planning has gone on for decades? RPA demolished the rationale for this tunnel in its 2015 testimony: <https://rpa.org/latest/testimony/testimony-on-cross-harbor-freight-study>

**Red Hook Terminal:** The Port Authority already developed the means for the big ships to go to Jersey, and they own the railroad property that can take containers west.

**H158/P&W:** "The Providence and Worcester Railroad, which maintains trackage rights with CSX to operate over the Hell Gate Line via Metro-North's New Haven route. The only regular move by Providence and Worcester Railroad on this route is the handling of crushed rock in unit train service to Fresh Pond Junction on Long Island, which is the only commodity permitted under the railroad's limited trackage rights." P&W's limitation is not commodity, but number of cars per train. They must have 40 cars/train and stone is the only commodity that is possible now.

**H153:** 26,000 trucks/day in Queens & 29,500/day in Nassau. Andy Kaufman's golf course sand operation is taking 100 trucks, period, off the road. NYA makes a claim for 120,000 trucks per year, or 4 days of truck traffic on the LIE, give or take. Meanwhile half the semis leave the region empty.

**H213** shows Freight NYC "initiatives" which are fantasies. We saw this a few years ago, and those proposed transload sites have little value. They are difficult to reach because the Bay Ridge has poor access for road vehicles. Where is the demand for this? The Maspeth site has better access and is used to a much greater extent than any other such site in Brooklyn or Queens, but what industries are seeking rail access? We keep asking this question. Who wants rail service right now? Sites with freight rail access in NYC and greater Long Island have gone



begging for years. Government agencies want companies to use rail, but the vast majority of what's actually being hauled is waste and stone. NYMTC has demonstrated responsibility in stating this and the reasons for it in this update.

**H102:** Truck waste tonnage is expected to grow from 18.4 to 24.2. Rail from 2.4 to 3.0. Does this finally recognize the limited capacity of rail? We commend NYMTC for recognizing that "Within the NYMTC planning area, only a handful of carload service freight yards and terminals remain, with most previous facilities either converted to non-rail or non-freight rail uses," something no PANY-NJ Planner since Laura Shabe has taken into account. This is from CURES 2015 public comment on the FEIS:

***Testimony indicates that the tunnel will create impassable bottlenecks at key locations:*** *The FEIS defends a DEIS that churned out fatally flawed tunnel alternatives at public expense without understanding that that amount of traffic would create impassable bottlenecks at key locations. Jim Newell's testimony in this regard was confirming.*

*Tunnel proponents assert the myth that there is a rail system east of Hudson that is not being used, as this comment to WNYC on October 12, 2015, by Congressman Nadler: "We have a rail system that was developed a century ago which is basically unused by freight," he said. "We should use it."*  
<http://www.wnyc.org/story/new-yorks-roads-trucked-up/>.

*The traffic at Fresh Pond today is straining the capacity NY&A has, especially because much of it goes past Jamaica. This has to go out and come back in defined LIRR operating windows using ASC equipped locomotives, of which NY&A only has eight (now 10). Crews have to be trained to work these routes. The long-term growth projections indicate severe problems ahead. Even if most of that was diverted to rail, the problems would still be here because the rail system on Long Island is already congested. Today, NY&A moves almost 30,000 carloads, about three times the traffic LIRR moved in 1996. However, they have a derailment on the main line and for two days LIRR has to reduce service, just like what you see on the LIE when there's an accident or breakdown.*

*Cross Harbor planners should have asked how many freight trains a day east of Jamaica are possible under LIRR's operating windows now and after East Side Access opens. CURES is informed that LIRR is projecting as many as 1,500 trains a day. Although a certain increase will be on the Pt. Washington line and thus have no impact on the Main Line east of Jamaica, LIRR hopes to be able to run many more trains into the 2 track Main Line from Floral Park to Hicksville. That means more deadheading. Where they are going to put all those trains heading into Manhattan?*

*Instead of wasting more money on failed Cross Harbor planning, plan and implement improvements that make the rail system east of Hudson functional, clean, and safe.*

**H23:** NYMTC has demonstrated responsibility in its measured descriptions of the limitations on freight rail in the region: track network and rail yard capacity, availability of warehouse/distribution facilities essential to consolidate and de-consolidate container loads, lack of rail carload customers and service users, and national railroad business practices. Yet

**Table H-6-4** posits unrealistic infrastructure investments, e.g. that would allow shipment of double stack rail cars. Quite recently there were infrastructure upgrades made to a bridge by Fresh Pond Yard to increase clearances, and the maximum sized car that could be accommodated was Plate F, 17', not double stack or auto rack cars that require greater clearances and vastly more yard space. Why does this wishful thinking keep coming up?!

**H244, 6.1:** What about BRT? What customers are asking for this? If NYA needs a new yard, why not let them pay for it, the way real railroads do? How much money did NYA Owners Gilbertson and Lieberman make when Macquarie Group and WIN bought Tunnel Hill Partners?

**H250, 7.3.2:** The public that is dealing with rail and waste-by-rail is already educated about the issues at this point. Our families live and breathe the issues, and we have proactively advocated as volunteers for clean technologies and funding to implement them since 2009. When are the MTA-LIRR, NYA, THP/WIN, DEC, and the Governor going to respond and finally make the freight rail system Sustainable?! It's particularly disquieting to read that what's needed is education for the public in light of the fact that \$27M has been appropriated already to repower the NYA's locomotives to Tier 4 Switchers, and private fortunes have been made in waste-by-rail using uncovered rail cars and 3-sided buildings with a roof. What is needed is for the Governor and the state agencies he controls to demonstrate responsibility and protect the public they are supposed to serve by:

- Repowering freight rail locomotives operating in the NYMTC region to Tier 4 Switcher emissions.
- Promulgating regulations to:
  - Contain all waste blowoff, leachate, and odors in rail cars and containers.
  - Make all transfer stations upgrade to enclosed facilities with modern air and stormwater pollution controls.
  - Follow New Jersey's lead in permitting new transfer stations and other polluting industries in Environmental Justice Communities:  
<https://www.nj.gov/dep/ej/docs/ej-law.pdf>

We deeply appreciate NYMTC's work and this opportunity to comment. Please ask the NYMTC voting members to provide these basic protections to our families. The technology exists to do this. These protections already appeared in the previous RTP as Goals. Please do the studies that are required to make them into plans and TIP projects now, and fund them. You have our gratitude! Thank you!



69-07 69<sup>th</sup> St., Glendale, NY 11385  
[civicsunited@gmail.com](mailto:civicsunited@gmail.com)

Thank you for this opportunity to comment on the RTP update. Please add these comments to the public record as an addition to the testimony previously submitted by CURES. Mary Parisen-Lavelle, Chair CURES - 718-772-6563.

**Waste Supply Chain and Action Item 2.2:** Action Item 2.2. must read: "Perform a regional study of needs and opportunities associated with the movement of MSW and C&D." An omission in this Supply Chain study and in **Table H-6-4 (Need for Cleaner Operations)** is that in NYMTC's last Regional Transportation Plan, Goal 124 stated that these waste gondolas should be covered. That Goal must also be included in this section of the update and should be identified as an "Environmental" issue, not just a "Quality of Life" issue because C&D operations at truck-rail transfer stations and C&D transport by rail are polluting air and water.

How do we know this? Because Baykeeper and Riverkeeper have given notice recently that they are going to sue transfer stations that process C&D for Clean Water Act violations in federal court, as described at this link and in the excerpt below: <https://www.nylpi.org/waste-transfer-facilities-in-jamaica-are-violating-the-clean-water-act-according-to-notices-of-intent-to-sue-from-ny-nj-baykeeper-and-riverkeeper/>

*The Notices allege that waste transfer facilities belonging to American Recycling Management LLC and Regal Recycling Co., Inc. on Douglas Avenue in Jamaica, Queens, are operating in violation of the Clean Water Act by discharging polluted stormwater into Jamaica Bay without obtaining, or meeting the conditions of, the required National Pollution Discharge Elimination System permits. This Notice triggers a 60-day waiting period, required by the federal law, after which a complaint may be filed in federal court.*

*The facilities' polluting practices do not only affect Jamaica Bay; the residential community that surrounds the facilities in Jamaica, Queens, have faced the harmful impacts of the facilities' pollution for over a decade. As a result of the facilities' practices, community members are subjected to putrid odors, loud noises from truck traffic, and excessive dust from construction and demolition materials.*

*The New York State Department of Environmental Conservation (DEC) has designated Jamaica Bay as "impaired," or not meeting water quality standards required to support fish habitats or*

*water contact recreation. The DEC cites polluted stormwater runoff as a primary source of pollutants that cause bodies of water, like Jamaica Bay, to be listed as impaired.*

*Many affected community members testified to the detrimental impacts from these facilities' operations at a New York City Council Sanitation Committee Hearing on June 24. The hearing was held to consider Int. No. 2349, a bill that would allow the companies to increase these facilities' permitted capacity, or the amount of waste they can process each day. Increasing capacity, especially in light of the pollution these Notices allege, would undo the progress made by the Waste Equity Law of 2018, and allow these facilities to continue to operate with impunity.*

A CURES Board Member recently took the photographs below of a three-sided building with a roof owned by Regal-Royal-American. They show their polluting, open air processing operations on Douglas Avenue in Jamaica. The lack of containment of waste and lack of pollution controls at this facility mean that this particulate pollution is fouling community air and running into and clogging up storm drains. This is the problem Riverkeeper and Baykeeper are addressing. When C&D is dumped and crushed in an open gondola in a three-sided building with a roof, and then the C&D is hauled into NYC and cross country in an open rail cars with drains in the bottom, it pollutes air and water too. And when C&D gets into the landfill, decomposing gypsum drywall generates toxic hydrogen sulfide gas.







See Riverkeeper's testimony to DEC on the Part 360 update below, which describes why C&D pollution is an Environmental problem, not just a "Quality of Life" problem. This is totally needless air and water pollution because there are modern technologies that can eliminate it. Please add language to the plan update that acknowledges this as an Environmental problem -- just like the unregulated freight locomotive fleets are an environmental problem (Goal 123), include C&D in the regional study, and develop TIP projects to eliminate pollution from this industry. Thank you.

#### **V. Containment Standards for Waste-by-Rail Operations**

The proposed Part 360 regulations exempt transport of waste by rail from operating requirements in Part 364-4.8(g) which mandate that "[a]ll wastes must be properly covered or contained during transport so as to prevent leaking, blowing, or any other type of discharge into the environment." *See* proposed 6 NYCRR § 364-2(a). The loophole allows for precipitation to enter uncovered railcar containers. The precipitation may then leach through the waste and enter the environment without treatment along the route of train corridor, potentially exposing vast areas and waterways to contamination. During dry conditions, dust can blow off the uncovered containers, contaminating air, soil and water in areas surrounding the train routes.



# ACRONYMS AND ABBREVIATIONS

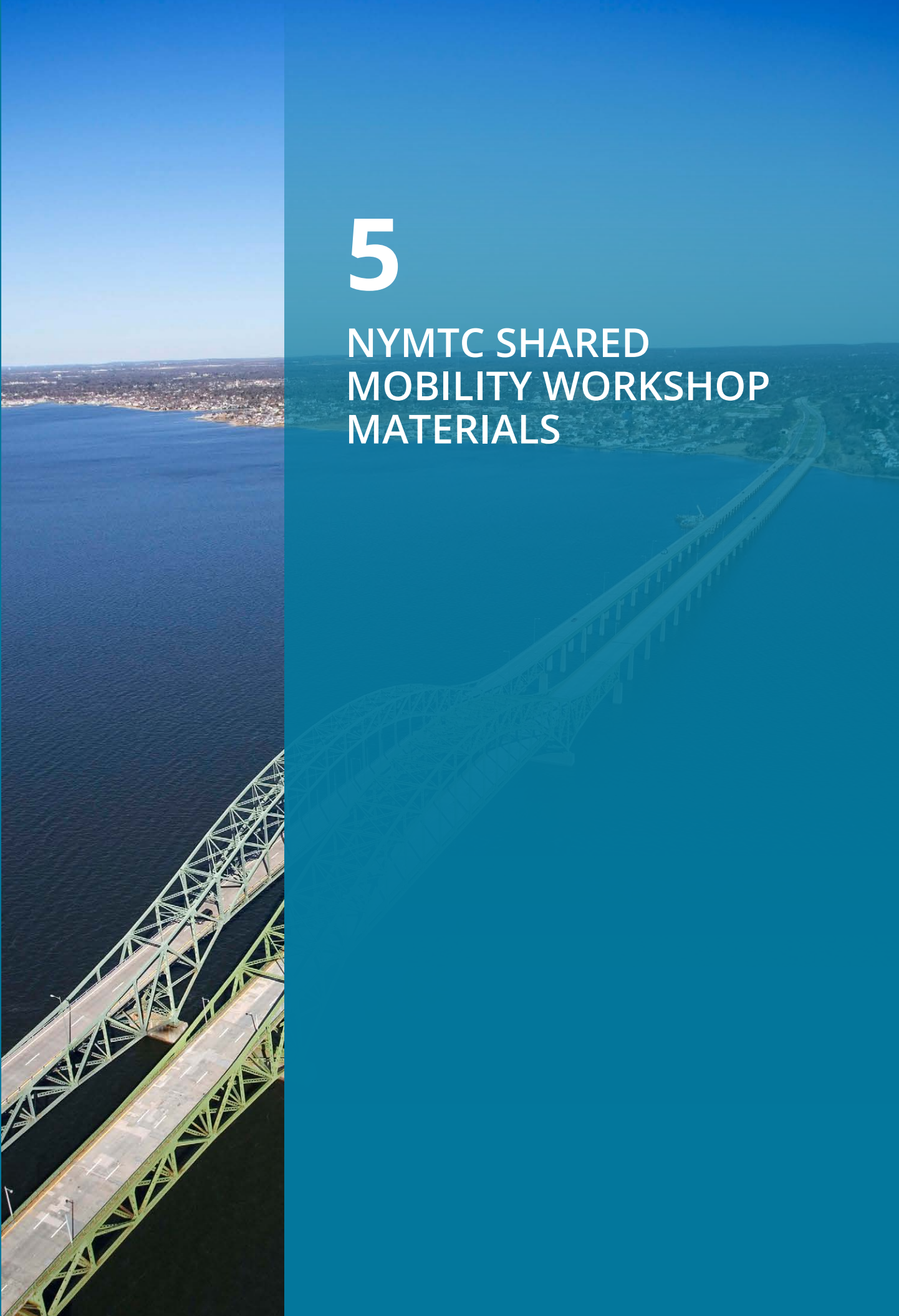
COVID-19	Novel Coronavirus
NYMTC	New York Metropolitan Transportation Council
PIP	Public Involvement Plan
TCC	Transportation Coordinating Committee





# 5

## NYMTC SHARED MOBILITY WORKSHOP MATERIALS



## Introduction

On September 18, 2019, the New York Metropolitan Transportation Council (NYMTC) conducted a public workshop for Suffolk County at Suffolk County Community College as part of the Long Island Mobility Week. This workshop was held to provide the public with an opportunity to learn about, and provide feedback on, shared mobility in order to inform the next Regional Transportation Plan for the planning area – Plan 2050.

## Questions and Responses

The questions and responses are summarized below.

## Participant Feedback

### *What is Shared Mobility?*

- One vehicle many users; many destinations
- Many users to one location
- Dynamic and uses technology
- Equal access for everyone
- Less cost
- On-Demand
- Flexibility and alternative to private vehicle
- Efficient use of the roadway
- Improve air quality
- Easy to use
- Different modes for different uses
- Solution-based as to what part of your trip is being addressed
- Evolving
- Inconvenient and mysterious
- Competition to public transit
- Inter-municipal
- Relieving congestion

**Emerging Themes:** Shared, Competitive, Enhancing public transit, Efficiently grouping trips

*Issues Scan: Issues you feel are currently critical to the development of Shared Mobility*

- Public education
- Role of government
- Regulations/legislation slower than development
- Initial & operating costs
- Pricing to the customer
- Convenience vs efficiency
- Community coordination
- Cultural issues re sharing of resources
- Liability issues
- Specialized transportation
- Pricing as a spur to increasing demand (e.g. impact of congestion pricing)
- Open data & data silos
- If public funding is used need for frequent evaluation
- Intermodal coordination including conveyance of bikes and scooters on public transportation
- Adapting roadway structures
- Interface with parking; parking ownership; curbside parking

**Emerging Themes:** Coordination, Public-private services, Education – how Shared Mobility used? What is it?, Cost & Equity

*Investments - Are there any investment targets to expand or maintain Shared Mobility?*

- Subsidies
- Public investment to enhance existing public investments in transit
- Safety
- Health and active transportation
- Specific infrastructure to accommodate this type of mobility e.g. complete streets
- Secured parking for bikes
- Safety training
- Supporting infrastructure e.g. charging stations
- IT & software; common APIs (Application Program Interface)

*Recap - Given what you've said so far, how quickly can we expect implementation of Shared Mobility?*

- This will be determined by demand
- Quicker than you realize
- Planning has to be dynamic
- How quickly can government respond
- Real-time data
- Education of elected officials

## Introduction

On November 15, 2019, the New York Metropolitan Transportation Council (NYMTC) conducted a public workshop for Westchester County at the Westchester County Center as part of the Lower Hudson Valley Mobility Advisory Forum. This workshop was held to provide the public with an opportunity to learn about, and provide feedback on, bicycle sharing and shared mobility in order to inform the next Regional Transportation Plan for the planning area – Plan 2050.

## Questions and Responses

The questions and responses are summarized below.

## Participant Feedback

### *What is Shared Mobility?*

- Transit
- Dollar vans, trains, buses, scooter-sharing etc.
- Moving sidewalks
- Transportation you don't own
- Policies directed at SOVs
- Designed to keep people out of cars
- Car-sharing, carpooling
- TNCs
- Goal of reducing parking, among others
- Trading personal rides for communal mobility
- Bicycle-sharing
- Addresses equity

**Emerging Themes:** Shared modes, Connectivity with other modes – first & last mile, Parking reduction – stations & downtowns, Equity, Mobility as a Service



*Issues Scan: Issues you feel are currently critical to the development of Shared Mobility*

- Supporting infrastructure and lack of infrastructure
- Market-based approach (will go away if not financially viable)
- Need for subsidies
- Desire for personal autonomy
- Equity – servicing communities of concern
- Fare integration
- Issue of multiple transfers between modes
- Fare capping
- Cost & convenience to customers
- Coordination between transportation systems and financial institutions to facilitate fare payment
- Integration of applications
- (Losing the) Use of cash to pay for fares
- Demand outstripping supply
- Impact on congestion and air quality
- Local zoning laws as impediment to TOD
- Interaction between TNCs
- Design of terminals for shared mobility
- User convenience – elderly inability to use apps
- TNCs adding to VMT
- Regulation and legislation issues
- Shared data

**Emerging Themes:** Equity, Integration of services and fares, Finance – operational costs; fares, Demand outstripping supply impacts, Integrated planning needed

*Recap*

- Should help to reduce negative environmental impacts
- Partnerships between public and transit operators and private operators; agreements to support multi-modal trips
- Choice of modes
- Re-purposing vehicles (such as idle ADA vehicles) within a geo-fenced area
- Subsidies for shared mobility – public subsidy necessary for operations and supporting infrastructure
- Building out E.V. infrastructure

## Introduction

On December 11, 2019, The Metropolitan Mobility Network, an advisory group to the New York Metropolitan Transportation Council (NYMTC) and the Metropolitan Area Planning (MAP) Forum, conducted a public regional workshop to seek input for the development of the Regional Planning Vision for Shared Mobility. The workshop explored:

- Perceptions of Shared Mobility service and information gaps
- Ideas and suggestions about future improvements and investments for Shared Mobility
- Perceptions of the likely speed of future development and the profitability/sustainability of Shared Mobility services

## Methodology

The workshops were hosted by NYMTC in person and on the Webex platform to allow for attendees through out the region to join. A PowerPoint presentation was used to engage participants. Built into the presentation was an interactive application, Poll Everywhere, which allowed attendees to provide feedback.

## Poll Questions and Responses

The questions and responses are summarized below. Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

## Participants

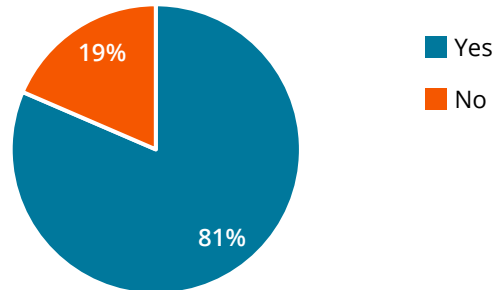
There were approximately 53 people in attendance. The breakdown of participants is as follows:

Participant Location	Number of Participants	Percentage
New York City	18	34%
Lower Hudson Valley	6	11%
Long Island	5	9%
New Jersey & Connecticut	5	9%
Entire Region	14	26%
Not identified	5	9%
<b>Total</b>	<b>53</b>	<b>100%</b>

## Participant Feedback

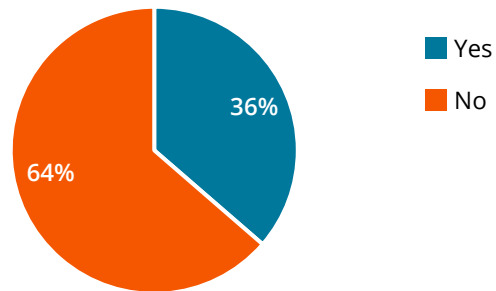
*Have you ever used a ride-hailing service? (Uber, Lyft or equivalent)*

	Count	Percentage
Yes	44	81%
No	10	19%
<b>Total</b>	<b>54</b>	



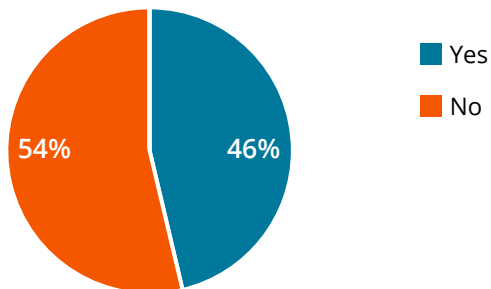
*Have you ever used a car-sharing service? (Zipcar, Getaround, Turo or equivalent)*

	Count	Percentage
Yes	20	36%
No	35	64%
<b>Total</b>	<b>55</b>	



*Have you ever used a bike-sharing service? (Citibike, Lime, Pace, JUMP or equivalent)*

	Count	Percentage
Yes	25	46%
No	29	54%
<b>Total</b>	<b>54</b>	



### *What is your definition of Shared Mobility?*

- Convenient
- Decrease private vehicle use
- Efficiency
- Equitable funding at the federal level
- Equity (3)
- Flexible shared travel modes
- Highly flexible transportation system
- Independence
- Innovative
- Integrated (2)
- Integration of multi-modal services
- Interaction between different transportation systems and organizations
- It is a combination of all available modes
- It is a transportation strategy that allows users to access transportation services on an as-needed basis.
- Micromobility (3)
- Mobility on demand (2)
- Modes of transportation that are shared by multiple users
- More than one person per vehicle
- Multimodal (2)
- Multi-modal transit infrastructure which are available to one or more participants.
- Multiple users one vehicle (3)
- One vehicle, many travelers
- One or more people using the same transportation mode; sharing a ride.
- Payment
- People
- People sharing rides on Lyft, using mass transportation, car pools, hov + 2
- Public transportation
- Regional transportation planning and cooperation.
- Riding with others
- Same path, such as rail carrying different types of trains such as subway commuter fast passenger and freight.
- Shared transportation (7)
- Sharing a ride with someone other than a driver
- Single ride transportation using equipment you don't own.
- Smart curb use
- Sustainable
- Systems
- Technology
- TNC
- The ability to use transportation that I do not own
- The use of different ways of moving on streets and sidewalks
- Transit, walking, modal options

- Transportation modes defined by shared ownership but not shared travel.
- Transportation offered as a service shared by the public at large
- Transportation services and resources that are shared among users, either concurrently or one after another. This includes public transit; taxis and limos; bikesharing; carsharing (round-trip, one-way, and peer-to-peer); ridesharing (i.e., non-commercial services like carpooling and vanpooling); ridesourcing or ride-hailing; ride-splitting; scooter sharing (now often grouped with bikesharing under the heading of “micromobility”); shuttle services and “microtransit”; jitneys and dollar vans; and more.
- Transportation that meets its users needs
- Travel options that are not owned by individuals.
- Uber, citibike, zipcar, Lyft, enterprise car share
- Use of means of transportation for which vehicles are owned collectively or multiple riders from different parties are engaged.
- Use of vehicles by multiple, unrelated people
- Using several types of transportation ferry to subway.
- Utilizing a form of transportation available to others when not in use
- Variety of transportation options , real time data, information to the public through advanced technologies on a platform.
- A common approach to use transportation services.
- A fully connected origin to destination solution that can use a variety of platforms and technologies to facilitate non sov travel.
- A mode of transportation that is open to multiple users for a fee
- A service that is shared among the public, either concurrently or one after the other, usually powered by an app.
- A transit service that people can sign up for where they share transportation vehicles, bikes, scooters, etc.
- Ability to have flexibility to reach their final destination via various modes of transport that are shared among numerous users.
- Access for all users to transportation (3)
- Alternative transportation options that are shared across populations, enabled by technology

*What are the top three ISSUES that need to be addressed to support the future development of Shared Mobility?*

- Access for all, both the able bodied and disabled (6)
- Accommodation
- All modes under agency regulation need to permit interface between operations data bases to permit mass of deployed services
- Automation



- Availability (3)
- Awareness
- Behavior change
- Better geographic coverage
- Broad access to underserved areas
- Climate change
- Communication (2)
- Congestion (5)
- Connectivity
- Coordinated services
- Cost (5)
- Cross-service payment system, user data security, fleet management
- Curb management
- Curbside electric power
- Curbside management
- Data privacy
- Dedicated bike lanes and enforcement
- Dedicated service or lanes
- Didn't see traditional mobility management
- Ease multimodal use
- Environmental impact
- Equity (13)
- Existing taxi contracts
- Financial stability
- First and last mile congestion implications
- Flexible work times
- Funding (6)
- Get rid of all the cars!
- Infrastructure improvements (3)
- Institutional
- Integration with other modes (2)
- Land use (2)
- Liability (2)
- Low density
- Making sure that private interests do not supercede public good.
- Mode integration
- Network balancing
- Optimize the network
- Outreach
- P3s
- Payment
- Policy (2)
- Privacy
- Quality of infrastructure
- Reduce TNC licenses
- Regulation
- Reliability (2)
- Resources and political will
- Right-of-way
- Road infrastructure
- Rules and regulations
- Safety (7)

- Seamless transportation
- Serving a market of one vs. public transit
- Social equity
- Space on streets
- Supporting infrastructure
- Sustainability (2)
- Technology (3)
- Workers rights
- Zoning

*What are the top three ACTIONS that need to be taken for the future development of Shared Mobility?*

- Accessibility
- Advantage shared mobility over other modes
- Agency cooperation
- Agency policy needs to be established to provide access to integrated shared mobility services for the transportation disadvantaged community in both rural and urban areas.
- Allocation of limited space (2)
- Analyze impacts (equity, congestion)
- Automation
- Better regulation
- Better understanding of how the services work together
- Clear regulations
- Coalition building
- Commitment of federal and local agencies for public transportation need to be extended to the Integrated Shared Mobility service delivery
- Communication between agencies
- Complete streets
- Consistency of service
- Contributions to highway trust fund
- Coordination between service providers and government to insure safe, equitable use of streets
- Coordination of service, so as to be complementary; possible subsidy; clear understanding of provider responsibility
- Cost effectiveness (2)
- Curbside management
- Cyber security
- data privacy and security
- Dedicated funding
- Dedicated Networks
- Dedicated transportation for seniors
- Dedicated travel lanes
- Define the access points
- Define the services
- Define the 'off line' locations
- Develop comprehensive regulatory approach
- Development of data framework
- Digital infrastructure

- Digital investment
- Do capital budgets and seek grants
- Durability of devices
- Education (7)
- Ensure safety and security of data
- Ensure widespread access
- Equity consideration
- Establish clear policy
- Expand internet and cell service to all areas
- Facilitate mode integration
- Federal vehicle certification policy
- Federal, State and Local agency coordination
- Fewer private automobiles
- Figure out subsidies
- Force agencies to coordinate
- FTA clarifications
- Funding
- Funding
- Get rid of free parking
- Identify areas and policy for development
- Improve efficient operations - focus on reliability
- Improve pedestrian network
- Incentivization of electrification
- Incentivize competition to avoid monopoly
- Infrastructure improvements
- Infrastructure investment
- Insurance
- Integrated plan for accomplishing shared mobility
- Interoperability
- Invest in infrastructure (5)
- ITS framework for priority
- Leadership
- Legislation/Policy (12)
- Legislative change
- Less street parking
- Level playing field
- Liability
- Limit liability for innovation companies
- Marketing
- Meet on regional basis
- New housing development, new workcenters, tourist sites
- Night delivery for trucks
- Nonprofits coordination
- Open data requirements
- Outreach
- Overhaul zoning
- Perception
- Personal safety
- Pilots
- Planning
- Price

- Price controls
- Prioritize public transit
- Prioritize walking and biking
- priority treatment for transit in traffic stream
- Provide subsidy for low income people
- Public private partnerships
- Raise awareness
- Real-pricing carbon
- Regulation (6)
- Reliable technology
- Requiring carpooling
- Research
- Sensible Regulation
- Service sustainability
- Sharing ideas and tech
- Statewide adaptation of the pre-tax mandate
- Surveys of need
- System intergration needs to be based on open interfaced protocols
- System upgrades
- Technology (3)
- Upgrade infrastructure
- Willingness to give up private vehicle

*What top three roles should Shared Mobility have in a future transportation system?*

- Access (2)
- Accessibility (4)
- Alternative transportation mode
- Be all, end all
- Built in exercise
- Capacity maximization
- Carbon reduction
- Children
- Climate change and air pollution mitigation
- Climate resilience (2)
- Complement mass transit
- Complement transit
- Concierge (2)
- Congestion pricing (2)
- Connectivity
- Connectivity to public transit systems
- Convenience, access, price
- Coordination
- Customer choice
- Discouraging private car use
- Door to door service (3)
- Efficiency (5)
- Electric (2)
- Encourage transit
- Enhance access to jobs where transit is limited

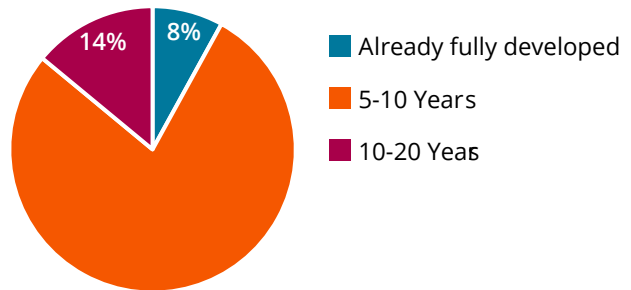
- Equalize accessibility
- Equalizer
- Equity (2)
- Establishing the going forward direction
- Expand transit alternatives outside of the urban core
- Extend and enhance existing transit options
- Financial incentive
- First and Last mile (14)
- Fleet reduction
- Flexibility
- Getting people out of single occupancy vehicles
- Greater accessibility for all
- Handicapp access
- High occupancy transit accessibility
- Improved congestion
- Increase reliability
- Increase travel time
- Information sharing and affordability
- Integrated shared service mobility and payment app/phone system
- Integration
- Intermodal coordination
- Larger vehicles
- Last mile solution!
- Limiting carbon footprint
- Low-density areas
- Minimize travel cost
- Mode freedom
- Multimodality
- Option provider
- Pollution
- Preferred mode of transportation
- Priority
- Provide another transportation option
- Provide First and Last Mile services
- Provide reliable transportation
- Provide true accessibility for all users regardless of location
- Reasonable cost
- Reduce congestion (6)
- Reduce emissions
- Reduce single occupancy vehicles (7)
- Reduced car usage (3)
- Reduced obesity
- Regional connectivity
- Reliability (4)
- SAFETY
- Scalability
- Seamless connections
- Serve multiple users
- Speaking clearly
- Subways
- Supporting existing transportation (3)



- Sustainable energy use
- Sustainable transportation
- The whole system should be shared
- Thought leadership
- Transit access for underserved communities (4)
- Transportation
- VMT (3)
- Where buses can't go

*How quickly can we expect Shared Mobility to develop?*

	Count	Percentage
Already fully developed	4	8%
5-10 Years	39	78%
10-20 Years	7	14%
<b>Total</b>	<b>50</b>	



*How do you think Shared Mobility will change in the future?*

- Accessibility
- Adoption
- Arbitration
- Area Penetration
- Autonomous vehicles (8)
- Automation will be heavily integrated, along with electrified modes of transit options. Behavioral changes overtime among the public for all age ranges will need to be analyzed. (3)
- Bankruptcy of TNCs and bikeshares
- Become more automated
- Better Enforcement
- Better technology
- Broaden use of different modes for different trip types
- Broader range of user types
- Brookhaven Town has no access to any mobility options
- Cheaper
- Collapse of Uber and Lyft
- Consolidation (2)
- DeLorean
- Electrification (2)
- Eliminate ownership, remote working

- Eliminate vehicle ownership
- Emerging services
- Eventual automation
- Failure of some companies
- Fewer cars in NYC; more public transportation.
- Flying cars
- Full trip service across multiple modes
- Fully integrated
- Greater adoption
- Greater automation
- Greater public involvement
- Higher cost
- Increase in demand
- Increase mobility for first and last mile
- Increase use (3)
- Increased automation
- Increased cost
- Inequitable
- Integral part of mobility network
- Integrated mobility services and payment systems will be deployed
- Integration (3)
- Jetsons
- Larger market/mode share
- Less private vehicle ownership (3)
- Less resistance
- Liability
- Litigation
- Lower price
- Marketplace disruption
- May continue to draw users from mass transit
- More comprehensive coverage
- More diversity
- More places
- More profitable
- More public options
- More seamless technology
- More shared trips
- More telecommuting
- More tourist themed mobility
- More widespread adoption
- Move from private to PPP
- Municipalities will coordinate efforts, legislation, policies
- Optimizing individual trips - but increasing network congestion
- Price will increase
- Privacy
- Privatization (2)
- Provide equal access to technology
- Provide greater service for mobility impaired
- Rapidly
- Reduce cost of transport

- Reliable cost effective service
- Replace privately owned cars
- Safety
- Services will consolidate
- Sharing of trips rather than individual use
- Subsidized
- Technological improvements
- Traffic control apps
- Turnover of providers
- Used for more routine trips
- Users gain confidence so likely to see increase in use
- Vehicles will become more like elevators
- Will become easier to access and the use will be more widespread
- Will grow rapidly with the generation change

## Introduction

On January 30, 2020, the Safety Advisory Working Group (SAWG), an advisory group to the New York Metropolitan Transportation Council (NYMTC), conducted a public regional workshop to seek input for the development of the Regional Planning Vision for Safety and Micromobility. These workshops explored:

- Perceptions of micromobility and safety issues
- Ideas and suggestions about safety improvements and investments for micromobility
- Perceptions of the future development and sustainability of micromobility

## Methodology

The workshops were hosted by NYMTC in person and on the Webex platform to allow for attendees through out the region to join. A PowerPoint presentation was used to engage participants. Built into the presentation was an interactive application, Poll Everywhere, which allowed attendees to provide feedback.

## Poll Questions and Responses

The questions and responses are summarized below.

## Participants

Participant Location	Number of Participants	Percentage
New York City	22	41%
Lower Hudson Valley	11	20%
Long Island	9	17%
New Jersey & Connecticut	4	7%
Outside the multi-state region	6	10%
Not identified	3	5%
<b>Total</b>	<b>55</b>	<b>100%</b>

## **Participant Feedback**

### *Part 1*

Conflicts between motorists, pedestrians and micromobility users are at the heart of many safety issues. Factors identified as contributing to the safety issues surrounding these modal conflicts:

- Driver, micromobility user and pedestrian awareness;
- Education and training in use of micromobility modes;
- Driver education and attention;
- Infrastructure design and operation;
- Infrastructure maintenance and condition;
- Traveler visibility;
- Insufficient regulation;
- Difficulty and inconsistency in enforcement;
- Differences in modal speeds; and
- Unsafe travel behavior.

### *Part 2*

Identified approaches that may address some or all of the safety issues surrounding modal conflicts:

- A revised regulatory framework must be developed for the emerging micromobility modes and must include the definition of micromobility and the safe operation of its various conveyances, particularly with regard to speed.
- Appropriate standards must also be developed and applied to the manufacture of micromobility conveyances based on their type and whether they are motorized or not.
- Standards must also be established for the use of protective equipment by micromobility users.
- The regulatory framework must take into account issues of liability and address insurance provisions and possible requirements.

### *Part 3*

Identified approaches (continued)

- Educational programs and materials emphasizing safe travel behavior, awareness of all travelers and modes, and appropriate travel regulations are an important approach to addressing safety issues and concerns.
- Such programs must be available to all and be included in standard drivers' education.



#### *Part 4*

Changes in the design and maintenance of transportation infrastructure are also an important to addressing both modal conflicts and safety issues for travelers.

- Roadway design must employ complete streets principals to eliminate modal conflicts by designating roadway space for different conveyances as well as pedestrians where possible.
- Roadway design must also employ universal design (UD) principals to accommodate both disabled and able-bodied travelers.
- Roadway design must also accommodate the characteristics and capabilities of vehicles of vastly different size and weight.
- Similarly, roadway maintenance practices must also reflect these differences.
- Storage space for micromobility conveyances must be part of roadway and transit station design.
- Roadway design must be flexible and sidewalk space provided and protected where possible.

#### *Part 5*

- Transit equipment and operating policies should accommodate micromobility conveyances where feasible.
- This is especially important given the role micromobility can play in providing first-mile/last-mile transportation to access public transportation modes.

#### *Part 6*

- The safety challenges facing micromobility in an urbanized setting such as New York City and, to a lesser extent, suburban cities such as Yonkers are not the same as the challenges in more suburban town and villages settings.
- The approaches must therefore be customized for different contexts.
- Additionally, the plethora of municipal governments in suburban counties could result in a highly fragmented and contradictory regulatory structure, which could potentially diminish the convenience of micromobility as a category of transportation modes.



**Moving  
Forward**  
Your Region, Connected

## The Next Regional Transportation Plan for NYC, Long Island, and Lower Hudson Valley

### Join us for a freight-focused workshop!

#### Delivering the Goods: Resiliency and Equity in the Evolving Freight System

Join NYMTC for an interactive on-line workshop to discuss how the region's freight system must respond and adapt to changing demands in resilient and equitable ways. Learn about the development of NYMTC's next Regional Freight Plan and provide your thoughts and concerns about the region's freight system.

Register at [NYMTCfreight.eventbrite.com](https://nymtcfreight.eventbrite.com)



Thursday,  
October 15, 2020



3:00 pm - 4:30 pm



Webex Virtual  
Meeting

The workshop will have a presentation and interactive question sessions. It is suggested that participants join by desktop or laptop computer.

Meeting materials will be available upon request for those without computer access; please phone 212-383-7203 for assistance.

### Our region is facing tough challenges.

**Despite that, considering the future is as important as ever for the region's vitality.**

The New York Metropolitan Transportation Council (NYMTC) is working on the next Regional Transportation Plan for the region of New York City, Lower Hudson Valley, and Long Island. Let's work together to explore and plan for the future of transportation in the region.

The New York Metropolitan Transportation Council complies with the Americans with Disabilities Act and federal Limited English Proficiency guidelines. If you need special accommodations to participate in any of these workshops, or translation services into Spanish, Russian or Chinese, please contact 212-383-7203 at least 72 hours before the meeting date.

For translated documents go to [www.nymtc.org](http://www.nymtc.org)

Para los documentos traducidos ir a [www.nymtc.org](http://www.nymtc.org)

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对于翻译文件去 [www.nymtc.org](http://www.nymtc.org)

Для получения переведенных документов перейти на [www.nymtc.org](http://www.nymtc.org)



[www.nymtc.org/Planmovingforward](http://www.nymtc.org/Planmovingforward)



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212-383-7203

## **Introduction**

On October 15, 2020, the New York Metropolitan Transportation Council (NYMTC) conducted a virtual public freight workshop for the NYMTC planning area. This workshop was conducted to provide the public with an opportunity to learn about and provide feedback on the freight-specific aspects of the next Regional Transportation Plan.

The workshop was originally intended to be in-person event. However, due to the ongoing COVID-19 public health emergency, NYMTC made the decision to move the workshop online and conduct it virtually.

## **Publicity**

There were various methods used to advertise the virtual freight workshop to the public including press releases via NYMTC's media contacts, flyers distributed electronically to a broad stakeholder list, outreach to partner organizations to help distribute workshop notices, and social media announcements on Facebook, Twitter, and LinkedIn.

## **Methodology**

The workshop was hosted by NYMTC on the WebEx platform. Those interested in attending were advised to register in advance of the workshops to obtain log-in information and instructions for participating in the online event. As attendees logged in to the workshop, they were placed on mute to diminish background noise; they were asked to provide any comments and questions via the chat window on the WebEx screen.

A PowerPoint presentation was used to engage participants, and it included background materials on NYMTC and information on the ongoing development of the new Regional Transportation Plan. Built into the presentation was an interactive application, Poll Everywhere, which allowed attendees to provide feedback on freight topic questions.

Accommodations for language accessibility were made to ensure that anyone who was interested in attending one of the virtual workshops could do so; workshop flyers and event invitations provided a phone number so that participants who needed language interpretation or special assistance could reach out directly to NYMTC in advance of the workshops.

## Agenda

The agenda for the virtual workshop was as follows:

- 1 Introduction
- 2 Using Poll Everywhere
- 3 Current Conditions
- 4 Trends & Disruptors
- 5 What We've Learned So Far

## Poll Questions and Responses

The following poll results exclude responses from agency members who participated in the workshop in order to highlight views of the public.

While encouraged to participate, not all participants who attended the workshop responded to all poll questions. Comments that were entered into the chat window throughout the workshop were analyzed and considered and are included in this summary.

Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

## Attendees



\*Observer responses were removed from the demographics and poll data to allow for amplification of the public perspective.

## Welcome

*Are you representing an organization today?*

Response	Number	Percentage
Community or advocacy group	5	11%
Consultant	5	11%
Federal, state, local government	26	55%
Freight transportation service provider (trucking, railroad, port, warehouse, logistics, etc.)	1	2%
Private citizen	4	9%
Public transportation agency	6	13%
<b>Total</b>	<b>47</b>	<b>100%</b>

*How often do you think about resiliency and equity in the freight transportation system?*

Response	Number	Percentage
Constantly, I can't help it	3	6%
Infrequently	13	26%
Often	15	30%
Sometimes	19	38%
<b>Total</b>	<b>50</b>	<b>100%</b>

## Resiliency

*What does "freight resiliency" mean to you?*

- A system that considers climate factors in transport. A system that considers less trips within the downtown corridors through utilizing green solutions.
- Ability for freight to continue to move during emergencies (such as the pandemic).
- Ability of freight to continue to move during an emergency.
- Ability to deliver goods without disruption
- Ability to deliver same levels of service despite major shocks (short term or long)
- Ability to recover fast from disaster
- Ability to recover from short-term disruptions, such as natural disasters, terror events or other major events (pandemics).
- Absorbing consequences of disruptions
- adapt to changes
- Adapting to changed
- Adaption to changes
- Aging infrastructure



- Alternative route planning.
- automation
- Being able to adapt to changes
- Being able to withstand and adapt to disruptions,
- Carbon-free freight
- Climate resiliency
- Efficiency
- Environmental impact
- Environmentally friendly
- Future
- The ability to withstand disasters and/or states of emergency and/or recover quickly
- Redundancy potential and efficiency
- The ability to withstand disasters and/or states of emergency and/or recover quickly
- In a supply chain context, it is the ability to sustain supply chains through and after a disruptive event.
- Natural disaster
- parallel supply chains
- Redundancy
- Redundancy and reliability (2)
- Reliability
- The ability of the supply chain to meet demand in the event of a crisis
- The ability to handle unexpected changes in the infrastructure.

*Do you participate directly in efforts to promote freight system resiliency? If yes, check all that apply:*

Response	Number	Percentage
Identifying and implementing strategies and actions to avoid or minimize risks	12	28%
Other	8	18%
Planning for recovery from disruptions	9	21%
Preparing for and managing operations during disruptions	8	18%
Protecting assets and systems where risk cannot be avoided	6	15%
<b>Total</b>	<b>43</b>	<b>100%</b>

*What do you see as the biggest resiliency risks to the region's freight system?*

- Age of infrastructure
- Carbon neutrality requirements
- Climate change (6)
- Climate change and lack of real estate
- Congestion
- Climate change and crisis shifting demands too quickly for supply chains
- Dependence upon trucks
- Flooding (4)
- Infrastructure

- Infrastructure decay (2)
- Infrastructure failure
- Labor force depreciation
- Labor shortage
- Lack of capacity
- Lack of information
- Limited alternative to trucks
- Nature /Natural Disasters
- Over dependence on truck modes.
- Over reliance on Amazon
- Political paralysis
- That we are dealing with legacy infrastructure
- Tunnel collapse, other infrastructure failure
- Infrastructure decay
- User Dimensions - consumer/end users
- Vulnerable bridges and tunnels
- Weather
- Weather and infrastructure

*What types of projects, programs, or strategies would you suggest to address the resiliency risks you identified?*

- "Hardening" infrastructure to resist floods
- alternative routes
- Balance between building condos/parks everywhere and people's need for delivered goods
- Better infrastructure and rail
- collaboration, coordination and communication
- Comprehensive coordination of infrastructure repair/maintenance
- Contingency planning
- Coordination, improve/new infrastructure
- data sharing
- Data sharing partnerships
- Distributed warehouse/fulfillment facilities.
- Electrification
- Federal Investment
- Federal programs
- freight aspects of Gateway
- freight demand management
- Greater rail over truck
- hardened infrastructure
- Hardening of infrastructure to flooding and terrorism.
- Improvement of aging infrastructure
- increase rail freight
- Increased 3-D Printing
- Increased focus and infrastructure repair by local and state govt
- increased rail investment and rail/port links
- Increased technological innovation
- move away from trucking in favor of water
- neighborhood friendly delivery

- rail or water freight infrastructure
- Regional government and private sector collaboration
- Update transportation technology

*How could partnerships to successfully address resiliency be improved?*

- \$\$\$
- better interagency coordination
- break down silos
- Bring alternative transport providers and advocates into the deliberative process.
- build collaborations ahead of time around key issues and systems. Some already exist in the region
- Build relationships between public and private partners
- Build relationships between regional partners and agencies
- Community initiatives
- Consistent Communication and collaboration
- Coordinated trip planning
- data sharing
- education and awareness
- Freight education to the public
- Improve collaboration between different bodies/agencies/entities
- Improved data sharing and communication
- Increased electronic commerce, increased use of intelligent routing information systems
- Monthly meetings between all agencies for coordination.
- Include organizations and institutions who are not usually included. Environmental conservation, and transportation organizations.
- laws requiring amazon to be transparent
- Leverage grassroots advocacy outreach
- More environmental justice community engagement
- More freight working groups
- More input from vulnerable communities.
- more waterfront locations to meet with first and last mile logistics
- Need to take a hard look at what a post carbon supply chain will look like
- private sector engagement
- Public needs to be educated on how our decisions affects the supply chain and our built environment
- Public private partnership
- rail
- Regional Planning
- relationships between shippers could be more transparent
- Resources can be maximized; incidents span facilities operated by separate entities
- scenario planning

- shared infrastructure use planning
- Work with cities and city/transportation planners
- Urban planning
- work with local land use boards to lessen impact in neighborhoods

## Equity

*In the context of freight transportation, what does “equity” mean to you?*

- Asthma
- Balance between the producers, transportation, consumers, and communities.
- Better infrastructure to service underserved communities
- Burdens like diesel truck pollution on LMI communities is mitigated.
- Diesel truck pollution mitigation
- Distribution of truck traffic
- EJ communities have access to delivery service (Peapod does not serve some neighborhoods)
- Eliminating porch piracy in minority and low-income populations
- Equal access
- Equal access to goods
- Equal impacts of freight externalities, such as air quality impacts between “Advantaged” areas and “Disadvantaged” areas
- Equal opportunity access to TLD jobs and needs.
- Everyone gets same access to goods for same cost and time
- Fairness to surrounding neighborhoods
- Full worker and customer access
- Inequitable exposure to truck pollution, streets congestion, and safety
- Less adverse effect on poor communities
- Lowering emissions in low income communities
- Noise and fume reduction in low-income communities
- Not complete streets
- REDUCE EMISSIONS ANY WAY WE CAN
- Universal access to goods
- Where is the pollution compared to the jobs? Are costs being lowered?

*How do you perceive the level of equity in the region's freight transportation system, in terms of providing a fair mix of benefits and impacts across the region's population?*

Response	Number	Percentage
Acceptable, no specific actions needed	0	0%
Acceptable in most cases, some action needed	17	59%
Not acceptable in many cases, significant action needed	12	41%
<b>Total</b>	<b>29</b>	<b>100%</b>

*What do you see as the most important freight transportation equity issue in our region? Please include specific locations or communities that are most impacted by these issues.*

- Air quality impacts in minority communities, e.g. Harlem, South Bronx Newark (4)
- Connecting people with where they live and job locations in transportation, logistics and distribution
- Continue to improve air quality in Hunts Point
- Cross Bronx expressway
- Diesel trucks in EJ communities (2)
- Dispersion of air quality
- Environmental issues.
- Hunts Point/Bronx
- If we utilize rail, how will Sunset Park be affected with increased need for last mile transportation?
- Impact of truck related Air quality issues on EJ communities
- Impacts of highways on EJ communities
- In terms of daily convenience deliveries, grocery services don't deliver to the communities that bear the brunt of environmental impacts.
- Jamaica Queens
- lack of loading zones
- Lack of rail access in Northeast Corridor and interior Connecticut
- Land-use conflicts
- Need for strong public education campaign
- Noise pollution issues in Newark
- Not enough goods moved by water and small electric vehicles
- Over-development without infrastructure improvements
- Public health such as asthma and air quality
- Queens
- Rail access to metropolitan areas
- Ramapo
- Residential neighborhoods bordering last mile distribution centers like Amazon....lots of transporting day and night.
- Rockland County
- South Bronx



- Streets are congested by trucks
- Truck pollution
- Truck safety

*What types of projects, plans, or strategies would you suggest to address the equity issues you identified?*

- Add more distributed locations for incoming rail freight, increased use of cargo bikes and EV trucks
- Agree with most answers
- Cargo Bikes
- Clean Truck Program
- Community Engagement
- Electric fleet
- Electric fleets
- Electric truck
- Electrification of trucks
- Expansion of rail access
- Financial incentives for ZEV trucks
- Find funding to implement rail plans already developed, i.e. NEC Future
- Freight consolidation
- Infrastructure development. Wider, accessible main streets
- Land-use separation for industrial uses from residential uses
- Last mile electric bike delivery
- Last mile micromobility
- More goods moved by water, jobs, training cargo bikes
- More rail freight options
- Move truck loads to rail system which is more efficient
- Promote clean trucks and cargo bikes
- Protected bike lanes that trucks cannot enter
- Rail
- Reduce diesel emissions with Clean Truck Program
- Stimulate waterborne transportation
- Study aerial ropeway transport.
- Thoughtful location of warehouses
- Truck electrification.
- Truck Route Designation
- Upgrading antiquated locomotives
- Workforce development, review of truck routes, clean freight programs
- Zero emission trucks
- Zero/Low-emissions trucks

*How could partnerships to successfully address equity be improved?*

- \$\$\$
- Accountability
- Accountability of funding to agencies
- Add CBOs onto Advisory Board
- Agency priorities must include freight
- Agreements among public & private sectors on corridor plans
- Aligning priorities within agency (passenger and freight transportation)
- Community education initiatives
- Decolonizing power structures within transportation agencies
- Engage directly impacted EJ communities
- Find shared economic benefits that could result from multimodal transportation and direct public investment toward such transportation
- Government & private enterprise partnership to ease transportation issues
- Include EJ communities in planning process from the outset.
- Increase community engagement
- Job training apprenticeships
- make community organizations key stakeholders, not just advisory participants.
- Meetings need to be held IN EJ communities, at easily accessible locations and times
- More EJ community input in transportation and freight projects
- More Federal Funding
- More funds for resilient improvements and electrification of trucks
- More input from the public particularly disadvantaged neighborhoods
- More public engagement with EJ communities for projects from the inception.
- Outreach and involvement with specific goals
- Outreach to community groups and to businesses
- Regional approach; don't let one county's, state's decisions affect another without accountability
- Strong public education about livability
- Trust must be established between groups
- With EJ groups and other community organizations
- Work with city and transportation planners
- Workforce development
- Working with Planning/Zoning boards

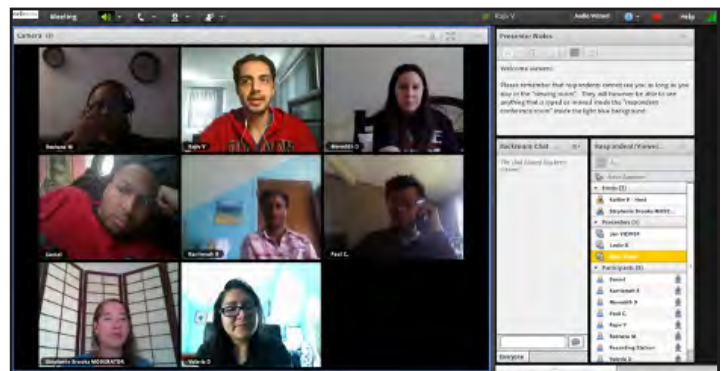
## Introduction

During the week of May 19, 2020, the team conducted a series of six virtual focus groups within the three NYMTC geographies (Lower Hudson Valley, New York City, and Long Island). For each geography, the team held two (2) focus groups: one (1) made up of members of the Environmental Justice (EJ) community, and one (1) made up of members of the Coordinated Human Services (CHS) community.

Participants were screened by a professional market research firm, Fieldwork, using an extensive database of potential focus group participants. Participants were screened to provide a diverse mix of characteristics within the EJ and CHS communities. The facilitated focus groups were conducted via a virtual platform which allowed each recruit to participate using their own video screen, including the moderator(s). See two CHS and EJ example screenshots below:



Coordinated Human Services Focus Group, Hudson Valley



Environmental Justice Focus Group, Long Island

## Methodology

Recruited participants worked with an “onsite” Fieldwork technician and focus group host during each meeting who test camera and connection with respondents prior to their interviews and managed any technical issues. Each focus group was moderated by professional facilitators on the WSP Team. Following a round of participant and facilitator introductions, the facilitator solicited feedback on transportation issues, needs, and what should be prioritized to improve mobility options.

Acknowledging that the COVID-19 pandemic has significantly changed transportation patterns, the facilitator asked participants to try to look beyond current conditions, recall what getting around was like before the pandemic, and imagine what it will be like after the pandemic – with a caveat that

if experiences during the pandemic have highlighted a pre-existing transportation issue, that is an important element of discussion.

For both groups, the facilitator asked participants to discuss how they organize their daily trips (work, school, recreation, appointments, etc.), what types of transportation modes are used, singularly or in combination with each other, and how these transportation experiences work for them. Both groups were also asked about what they felt were the transportation priorities within their specific communities, and how they get their information about transportation services.

For the EJ groups, the facilitator asked targeted questions regarding elements that might make travel difficult, such as trip cost, length, number of transfers, access to efficient transportation, etc., and what might alleviate these difficulties.

For the CHS groups, the facilitator asked targeted questions about access to specific transportation support services that participants use, how they access these services, any difficulties they have in using them, and suggestions for improvement.

## Overarching Themes

- 1 Post COVID-19, would like to see continued cleanliness on public transit, very important
- 2 Suburban areas difficult to get around without a car, need more transit and bike/ped options as well as walkable streets (sidewalks)
- 3 Better coordination needed between regional transit services within suburban areas (e.g. communication between MTA and local suburban transit agency)
- 4 For NYC residents, very important be able to purchase a MetroCard in other places besides subway stations (mobile MetroCard service rarely available)
- 5 Disparate infrastructure and transit services depending on income level of neighborhood (COVID-19 has highlighted problems of income disparity)
- 6 Paratransit services such as Access-A-Ride need to offer better cross-county coordination
- 7 Paratransit services hard to coordinate, require long-term planning, extensive waiting, only via telephone. Dedicated electronic app and real-time on-demand service is needed
- 8 Transit infrastructure needs to be more ADA accessible (more elevators/escalators and in good working condition)

**May 19, 2020 | 10:00 a.m. – 11:30 p.m.**  
**Long Island Environmental Justice Group**  
*Emerging Themes*

**Cost**

- Commuting via transit can be very expensive
- Pricier transit takes less time (e.g. Metro North or LIRR)
- Costs on LIRR and subway are always going up, without service improvements
- Without proper bus service must pay for Uber/Lyft, very expensive

**Transit**

- More north/south transit needed; rail service only goes east/west. A light rail would be great
- Used to be a north/south streetcar connection to Huntington but they took it out, put in roads. Should be put back
- Parking at LIRR stations is an issue, difficult to find parking, can miss trains that way
- LIRR needs to be cleaner, subway is actually cleaner now (due to COVID-19)
- Bus service is unreliable
- There are not enough buses
- (Local) bus transfers are unreliable
- Bus stops need to be improved
- Need later buses (Suffolk transit stops running at 8 p.m.; needs to run until at least midnight)
- Buses need real-time arrival/departure data like subway screens
- Should be an automatic transfer from LIRR to subway/bus, should not have to pay to connect
- In south Queens need an Atlantic Terminal ticket instead of Penn Station ticket, same for LIRR to Jamaica, need a connecting train there
- Long Island buses not run by MTA, that makes integration between their services and schedules very difficult, would like to see more schedule alignment between buses and trains so you can make your connection
- The track assignment system at Penn Station is archaic, looking up at screen then scrambling to track; need another type of system
- Transfers between differently owned transit agencies would help with costs; would not have to pay twice just to get where you need to go during one trip
- Adding later bus service would avoid having to take Uber/Lyft to get home
- Could the subway come further east into Nassau County, even Suffolk?



- Conversely: expanding service out to Long Island would come with a fare hike
- Would like to see a ferry service from Long Island to Manhattan

## Infrastructure

- Need better connections to airports
- Infrastructure improvements needed – late trains due to power outages, people in cars crossing at-grade and people getting hit also causes delays
- Roads: too many potholes, wear and tear on car is brutal
- Would like more communication about when roads are being paved
- Bus stop infrastructure is not enough, needs to be improved

## Bike/Ped

- Used to bike to station but it is very dangerous, need more than a stripe down the road, need separated bike lane. Cyclists must bike either on the street or on sidewalk, no good option
- Not enough sidewalks especially further east on the island
- Some areas have no sidewalks, feel unsafe
- Need more striping at crossings, better enforcement
- Until there is a cultural change on Long Island re: cyclists, biking is just not feasible

## Introduction

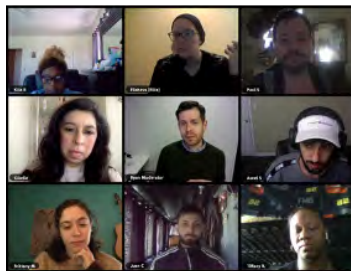
During the week of May 19, 2020, the WSP Project Team conducted a series of six virtual focus groups within the three NYMTC geographies (Lower Hudson Valley, New York City, and Long Island). For each geography, the team held two (2) focus groups: one (1) made up of members of the Environmental Justice (EJ) or Communities of Concern, and one (1) made up of members of the Coordinated Human Services (CHS) community. The following is a summary of the EJ focus group.

The purpose of the focus groups was to understand transportation issues, challenges, and needs for Communities of Concern. These communities are defined as communities with high concentrations of individuals and families living below the poverty line and high concentrations of minority populations. Participants were recruited by a professional market research firm, Fieldwork, from an extensive database of potential focus group participants. The objective of the recruitment was to find diverse groups of Environmental Justice community members that live in the 10-county NYMTC Region and could speak to transportation issues, challenges, and needs that they face. Participants should be able to explain how the current transportation system supports their commuting, social, recreational, or shopping needs and how it could be improved.

The facilitated focus groups were conducted via a virtual platform which allowed each recruit to participate using their own video screen, including the moderator(s).



Environmental Justice Focus Group,  
Long Island



Environmental Justice Focus  
Group, Hudson Valley



Environmental Justice Focus Group,  
New York City

## Methodology

Recruited participants worked with an “onsite” Fieldwork host technician during each meeting who tested cameras and connectivity with respondents prior to the sessions and managed any technical issues. Each focus group was moderated by professional facilitators on the WSP Project Team. Following a round of participant and facilitator introductions, the facilitator solicited feedback on transportation issues,

needs, and what should be prioritized to improve mobility options. Acknowledging that the public health emergency has significantly changed transportation patterns, the facilitator asked participants to try to look beyond current conditions, recall what getting around was like before the pandemic, and imagine what it will be like after the pandemic – with a caveat that if experiences during the pandemic have highlighted a pre-existing transportation issue, that is an important element of discussion.

The facilitator asked participants to discuss how they organize their daily trips (work, school, recreation, appointments, etc.), what types of transportation modes are used, singularly or in combination with each other, and how these transportation experiences work for them. Focus group participants were also asked about what they felt were the transportation priorities within their specific communities, and how they get information about transportation services.

The facilitator asked targeted questions regarding elements that might make travel difficult, such as trip cost, length, number of transfers, access to efficient transportation, etc., and what might alleviate these difficulties.

### Recurring themes heard:

- 1 Suburban areas difficult to get around without a car, need more transit and bike/ped options as well as walkable streets (sidewalks)
- 2 Better coordination needed between regional transit services within suburban areas (e.g. communication between MTA and local suburban transit agency)
- 3 Disparate infrastructure and transit services depending on income level of neighborhood (COVID-19 has highlighted problems of income disparity)
- 4 Transit infrastructure needs to be more ADA accessible (more elevators/escalators and in good working condition)
- 5 Continue improved cleanliness on public transit, very important post COVID-19
- 6 Improve MetroCard accessibility outside of subway stations and between systems

**May 19, 2020 | 10:00 a.m. – 11:30 a.m.**

## **Long Island Environmental Justice Group Summary**

### *Emerging Themes*

#### Cost

- Commuting via transit can be very expensive
- Pricier transit takes less time (e.g. Metro-North Railroad (MNR) or Long Island Rail Road (LIRR))
- Costs on LIRR and subway are always going up, without service improvements
- Without proper bus service, must pay for Uber/Lyft, very expensive

#### Transit

- More Long Island north/south transit is needed; rail service only goes east/west. A light rail would be great
  - The historic north/south streetcar connection to Huntington should be restored
- Parking at LIRR stations is an issue; many towns require resident permit to park and difficult to find on-street parking; can miss trains that way
- The LIRR track assignment system at Penn Station is archaic; looking up at screen then scrambling to track; need another type of system
- LIRR needs to be cleaner; subway is cleaner now due to COVID-19; needs to stay that way
- Should be an automatic transfer from LIRR to subway/bus, should not have to pay to connect
- Transfers between differently owned transit agencies would help with personal costs; would not have to pay twice just to get where you need to go during one trip
- Bus service is unreliable
  - There are not enough buses
  - Transfers between buses are unreliable; schedules do not align
- Bus stops need to be improved
- Need later buses
  - Suffolk County bus transit stops running at 8 p.m.; needs to run until at least midnight for people that work nights
  - Adding later bus service would avoid having to take Uber/Lyft to get home
- Buses need real-time arrival/departure information like subway screens
- Long Island buses are not run by the Metropolitan Transportation Authority (MTA); that makes integration between services and schedules very difficult; would like to see more schedule alignment between buses and trains so you can make your connection
- Could the subway come further east into Nassau County, even Suffolk County?
- Would like to see a ferry service from Long Island to Manhattan

## Infrastructure

- Need better connections to airports
- Infrastructure improvements needed – late trains due to power outages, people in cars crossing at-grade and people getting hit also causes delays
- Roads: too many potholes, wear and tear on car is brutal
- Would like more communication about when roads are being paved
- Bus stop infrastructure is not enough, needs to be improved

## Bike/Ped

- Used to bike to station but it is very dangerous; need more than a stripe down the road - need separated bike lane. Cyclists must bike either on the street or on sidewalk, there is no good option
- Not enough sidewalks especially further east on Long Island
- Some areas have no sidewalks and feel unsafe
- Need more striping at crossings and better enforcement
- Until there is a cultural change on Long Island regarding cyclists, biking is just not feasible
- More dedicated bike lanes for cyclists to feel safe

## Communication

- Communication is a key issue
- If there are delays on mass transit, travelers would wait for their missed transit service or make alternate plans depending on amount of delay and ability to make transfers
- Widespread awareness and usage of trip planning apps
- Apps mentioned by participants:
  - Google Maps for trip planning (most popular)
  - Twitter is useful to find out about real-time delays and issues, crowdsourced feeds. Often it will take 20 minutes or more for the LIRR app to send updates; Twitter is faster
  - TransitApp
  - Citymapper
  - Waze
  - LIRR app
  - MyMTA app (it was noted as often not working)
  - Uber/Lyft when needed
- Google map data is underutilized, could work to develop a “universal” app using Google data
- Need a centralized app for LIRR, subways, and buses



## Communication (ctd.)

- Would like more communication on highway paving schedules – a place or signage that announces in advance when construction will happen
  - On the Long Island Expressway & Cross Island Parkway they give advanced signage a few miles before but by then you are already on the road
- Would like something like a phone hotline: you punch in the number of a bus/train/subway line and you get real-time travel information. Would be good for people without smartphones, also in different languages

## Safety

- Some areas have no sidewalks, feel unsafe, would like better crossing markings painted on roads
- Often must take a longer walking route to train station to be able to use sidewalks
- More enforcement of pedestrian safety laws; more automated enforcement like red light cameras are effective to prompt better driver behavior
- The further east you go in Long island the fewer sidewalks there are
- Very unsafe roads: Route 25A north; poor visibility, no sidewalks, high pedestrian death rate; Sunrise Highway and Jericho Parkway are scary to cross on foot
- Should be more advance warning for drivers where people cross

**May 20, 2020 | 10:00 a.m. – 11:30 a.m.**

## **New York City Environmental Justice Group**

### *Emerging Themes*

#### Cost

- Driving is expensive (parking and tolls)
- Rideshare services can be very expensive
- Senior subway fare is a welcome cost savings
- Community members cannot afford rising transit costs
- Should expand the SNAP reduced fare program; many riders do not qualify for SNAP benefits but are just above poverty line and need that discount, key issue for lower income communities
- After COVID-19, will cleaner public transit result in higher fares? If fares are raised, provide more services (to elderly, disabled, lower income)

#### Transit

- Preference for subway in terms of efficiency
- Preference for bus in terms of less crowding (trains too crowded)
- In general, NYC has better transportation than other US cities
- However, other countries (Europe, Canada) much better transportation service (schedules, timing, reliability)
- Really need to be able to purchase MetroCards someplace else besides a subway station; sometimes station is not close, need to take bus, run out of fare
- Subway riders should be able to access other side of tracks without having to pay again to get into turnstile
  - Requires advance planning to avoid transfer costs
- Commuter rails much more pleasant experience than subway (Metro North, PATH train, LIRR)
- Speaker system on subways are hard to hear, need to be improved, cannot hear about delays and changes in service
- Some subway lines have unsanitary stations, homeless problem
- Not enough late-night services on some lines, will not transfer late at night because of wait times between trains
- Fare evasion is a problem, not everyone paying their fair share, need more fare enforcement
- Would like to see more Select Bus routes, would use it more if it were available

## Transit (ctd.)

- Discussion within the group if anyone had tried new OMNY service: one participant had, but complained that the system does not recognize transfers
  - OMNY a problem for lower income riders; need to still offer transfer and cash payments
  - OMNY also difficult for seniors who may still have flip phones

## Infrastructure

- Elevators often out at stations, hard to take some subway lines if there are a lot of stairs
  - Subways are not kind to older people because of stairs
  - Need better infrastructure for seniors, disabled riders, and families with strollers, more frequent services, more elevators
- Wealthier neighborhoods have better infrastructure all around; in lower income neighborhoods something like an elevator can be out for weeks (on 34th Street back in service within days)
- In areas not well serviced by transit, consider streetcar system
- Key important elements: Cost, Cleanliness, Convenience

## Bike/Ped

- Bike lanes are not consistent, some areas better than others
- Poorer neighborhoods have fewer bike lanes, or lanes that are not separated and are unsafe
- City-funded bike lockup areas are effective (rent parking spot for your bike); tires can still get stolen however
- Would like to see a scooter service here
- Need more training of drivers to reach across their torso to open car door with opposite arm, looking over shoulder to see if cyclists are approaching – the dutch reach
- For non-protected bike lanes, drivers often will disrespect the lane and park in it (especially in the Bronx)

## Safety

- Some roads extremely unsafe (Ocean Parkway, Queens Blvd, Prospect Expwy)
- Roads are safer now under COVID-19, but in regular times there are too many unsafe drivers
- Sometimes do not feel safe on subway platform (fear of being pushed); would like more barriers between train track and platform, especially at the end of the platform
- Need better traffic enforcement around schools; speeding cars, running red lights, not enough red-light cameras distributed around school areas, it is inconsistent. Wealthier neighborhoods have better enforcement than poorer ones. Every school should have traffic camera.
- Feel threatened by angry homeless, late at night (2-5 a.m.)
- Feel unsafe with train crowding
- Mixed feelings about increased police presence; stations in wealthier areas always have an officer during late-night hours; stations in poorer neighborhoods are empty and intimidating at night

## Communication

- Communication between MTA command center and commuters is critical, needs improvement
- Apps mentioned by participants:
  - Google maps
  - MyMTA (often not working)
  - Apple maps
  - Transit App
  - MTA Bus/Subway Time
  - Some use wide variety of apps to plan trip; takes the average between all apps to determine the accurate transit time
  - Uber/Lyft as a last resort
- Better communication about station closures; need visible communication at the stairwell that a station is closed
- Real time transit billboards within stations are more accurate, need more of them in the station, not just in middle of platform, have to walk far to see it, would like billboards on either sides of platform as well as middle
- Perhaps more public service campaigns would promote better behavior (driving, transit)
- Widespread awareness and usage of trip planning apps

**May 21, 2020 | 10:00 a.m. – 11:30 p.m.**

## **Hudson Valley Environmental Justice Group**

### *Emerging Themes*

#### Cost

- Commuting via transit can be very expensive. The pricier transit is better and takes less time (e.g. Metro North or LIRR vs. subway)
- Paying for parking in NYC is expensive, will take train to avoid parking and traffic
- For daily drivers, gas can get expensive, although during pandemic much less so
- Participant saves money by not driving or taking rideshare; Uber and/or Lyft can get expensive
- One participant has been unemployed for about a decade, walks everywhere to save money but when needing to go to NYC takes subway from Yonkers/Bronx border. Frustrating that NYC residents eligible for half-price MetroCards, but Westchester residents do not have that option
- Would like to have a more economical car to save on driving costs, but with two kids need the space of a minivan (Rockland County resident)
- Would like to see more electric cars on the road, better cost savings and better for environment
- Potholes are a huge issue; participant has friends who have had to spend a lot of money to get wheels realigned

#### Transit

- Westchester Bee Line bus schedules limited to only commuting times; need expanded bus times to complete trips
- Taking Bee Line would be easier if they provided the mobile MetroCard van more frequently to purchase cards, so that we could refill our cards more frequently, particularly in the border between NYC and Westchester (Bronx/Yonkers border)
- Would rather take the train than drive, but not possible sometimes, transit does not go to preferred destination, especially in suburbs
- Will take transit into NYC to avoid vehicle traffic
- Need more access to transit outside of urban cities (White Plains, Yonkers) areas, particularly in northern Westchester, cannot get around without a car
- Very concerned about trains and buses being crowded again post-COVID-19, contagion concerns





## Transit (ctd.)

- Trains and subways need to stay clean after the pandemic
  - Need more workers to sanitize transit, seats, railings, train stations and buses, after pandemic
- Prefer to walk; when trains crowded it is difficult (anxiety producing)
- Metro North not as bad as MTA subways or buses when it comes to crowds
- Would like it if all trains had the electronic signs in the subway cars noting when the next stop is. Older trains do not have that, they all should
- If the upstate town/destination is accessible by transit, will take Metro North
- Would like to see MTA Bus and Subway expand into Yonkers
- High speed rail would be good, especially a bullet train from locations (e.g. NYC to Stamford CT)
- Participant lives in Rockland County, a lot of people in her community (Orthodox Jewish) do not drive. They do take public transportation, mostly buses. Have been several deaths, people walking hit by large vehicle. Need more options like local buses, more sidewalks, things would run a lot smoother and safer if there were more bus options for people who do not drive
- Isolated bus lane would be helpful for bus travel, would not be stuck in traffic
- Would be great if other areas of Yonkers had more transit hubs, especially near Central Avenue
- Participant has friend who only semi-disabled but must use paratransit because access to traditional transit is extremely difficult, with no elevators, escalators, or they are not working
- Wish they would have more elevators throughout the subway system. Participant sees mothers with carriages, elderly, wheelchairs at 242nd street stop (1 train, northwest Bronx). This is key connection for travelers coming from Westchester into the Bronx/NYC, and it has no elevators
- Would like to see more frequent bus/subway service, less time in between rides
- Need training in customer service, it is a constant issue with public transportation
- Improve the ferry system, add more routes and destinations. More people would take it and reduce traffic on the subway

## Driving

- Participant mostly drives suburb to suburb. It is very easy, but has concerns about the effect on the environment from so much driving, would prefer more environmentally friendly vehicles
- For two participants, if they cannot get their preferred mode of transportation (driving), they will call a family member instead of using transit or rideshare or have a friend/family member drive them

## Driving (ctd.)

- One participant has never taken a city bus, prefers to take a taxi when traveling in NYC
- Would like to have a more economical car, but with two kids need the space
- For one participant who goes upstate, they must drive; no real transit service available to access their destination
- Would like to see gas prices stay low even after pandemic ends
- Would like to see more electric cars on the road, better cost savings and better for the environment
- Participant lives in Peekskill area, traffic is huge issue for people, as is safety of roadways, crazy drivers, accidents, getting places quicker, cutting down time of commuting
- Need more parking spots in Bronx and Manhattan; meter parking should be longer in NYC, more than just 1-2 hours, this is also true in White Plains
- Would help if more people had jobs that had different start and stop times to alleviate crowding during the 9-5 commute

## Infrastructure

- More carpool or high-occupancy vehicle lanes would help traffic
- On highways traffic is bad during certain times, DOT could expand the lanes during the morning and evening rush hours, they could temporarily open an extra lane, that would help
- Would like road construction to NOT be done during rush hour, instead to do it at night
- Dedicated bus lane would be helpful for bus travel, would not be stuck in traffic
- Potholes a real problem, especially after winter salt has damaged roads, big risk to car
- Wish they would have more elevators in the subway system

## Bike/Ped

- Participant prefers walking, does not want to drive, concerned about road rage
- Participant uses Citibike mostly in lower Manhattan to get around NYC (after driving in and parking). There are bike lanes, but can feel dangerous, too close to cars, not protected enough
- Participant has issues with cyclists on sidewalks; has almost been hit a few times
- Protected bike lanes are needed
  - Would be great if all of Manhattan had dedicated bike lanes, more people would cycle then, especially during the summer, and it would take traffic off the subway

## Bike/Ped (ctd.)

- One participant rides their bike south into the Bronx to visit Orchard Beach (Pelham Bay); there are bike lanes all the way and it feels safe
- Expand bike lanes so that they are not in way of people walking and driving; participant knows a lot of people who love to bike
- People park in bike lanes, need to have separated bike lanes from the street

## Communication

- Widespread awareness and usage of trip planning apps
- Apps mentioned by participants:
  - Uber/Lyft, other rideshare services
  - Google maps
  - Apple maps
  - MTA Metro North app
  - Waze for longer distances (driving)
- Visits Westchester.gov for Bee Line bus schedules, usually downloads schedule on phone via adobe acrobat so can check the schedule in case there is no internet access

## Safety

- Some suburban areas have no sidewalks, feel unsafe
- In subway, concerns about space between platform and tracks. When in Boston, trains were level ground to you there was not risk of falling into the tracks
- Concerns about road safety during snowstorm, other inclement weather
- Road construction during the day is very much more dangerous. Would like more funding for infrastructure projects to make roads safer and have the construction take place overnight

## Introduction

During the week of May 19, 2020, the WSP Project Team conducted a series of six virtual focus groups within the three NYMTC geographies (Lower Hudson Valley, New York City, and Long Island). For each geography, the team held two (2) focus groups: one (1) made up of members of the Environmental Justice (EJ) community, and one (1) made up of members of the Coordinated Human Services (CHS) community. Participants were recruited by a professional market research firm, Fieldwork, from an extensive database of potential focus group participants.

For the Coordinated Human Services sessions, the purpose of these focus groups was to understand the transportation issues and needs for people in two categories: people over age 65, and people with disabilities. The objective of the recruitment was to find diverse groups of people that identify with these categories and live in the 10-county NYMTC region. Participants should be able to explain how existing transportation systems and services support their transportation needs and how they could be improved.

The facilitated focus groups were conducted via a virtual platform which allowed each recruit to participate using their own video screen, including the moderator(s).



Coordinated Human Services Focus Group, Long Island



Coordinated Human Services Focus Group, Hudson Valley



Coordinated Human Services Focus Group, New York City

## Methodology

Recruited participants worked with an “onsite” Fieldwork host technician during each meeting who tested cameras and connectivity with respondents prior to the sessions and managed any technical issues. Each focus group was moderated by professional facilitators on the WSP Project Team. Following a round of participant and facilitator introductions, the facilitator solicited feedback on transportation issues, needs, and what should be prioritized to improve mobility options. Acknowledging that the COVID-19 pandemic has significantly changed transportation patterns, the facilitator asked participants to try to look beyond

current conditions, recall what getting around was like before the pandemic, and imagine what it will be like after the pandemic – with a caveat that if experiences during the pandemic have highlighted a pre-existing transportation issue, that is an important element of discussion.

The facilitator asked participants to discuss how they organize their daily trips (work, school, recreation, appointments, etc.), what types of transportation modes are used, singularly or in combination with each other, and how these transportation experiences work for them. Participants were also asked about what they felt were the transportation priorities within their specific communities, and how they get their information about transportation services.

The facilitator asked targeted questions about access to specific transportation support services that participants use, how they access these services, any difficulties they have in using them, and suggestions for improvement.

### Recurring themes heard:

- 1 Suburban areas difficult to get around without a car, need more transit and bike/ped options as well as walkable streets (sidewalks)
- 2 Better coordination needed between regional transit services within suburban areas (e.g. communication between MTA and local suburban transit agency)
- 3 Disparate infrastructure and transit services depending on income level of neighborhood (COVID-19 has highlighted problems of income disparity)
- 4 Transit infrastructure needs to be more ADA accessible (more elevators/escalators and in good working condition)
- 5 Paratransit services need to offer better inter-county coordination
- 6 Paratransit services are hard to coordinate, require long-term planning, extensive waiting, only via telephone. Dedicated electronic app and real-time on-demand service is needed
- 7 Continue improved cleanliness on public transit, very important post COVID-19
- 8 Improve MetroCard accessibility outside of subway stations



**May 19, 2020 | 1:00 p.m. – 2:30 p.m.**

## **Long Island Coordinated Human Services Group**

### *Emerging Themes*

#### Cost

- Would like to see more senior/reduced fare rates on other services on Long Island, Nassau County buses. NYC senior fares make a difference, might take more transit if it was cheaper
- Tolls are a big expense
- Would like to see senior fares for permit parking at Long Island Rail Road (LIRR) stations. There are no discounted rates.
- Various lots charge different rates, need to be consistent
- Uber/Lyft rideshare services are less expensive than local cab fare (but still expensive)

#### Transit

- Wish there were other ways to get around aside from car
- Bus service on Long Island is terrible, cannot use it to get where you need to go
  - All transit is oriented to bring people east-west but there are few cross island services
- Catch-22: nobody uses the buses because there are not enough of them
- LIRR: there are more reliable Penn Station trains than Atlantic Terminal trains
- Cleanliness is a problem on LIRR
- Not enough parking at rail stations, will travel to a station further away from home to access more parking
- One participant has lived on Long Island for 55 years; thought there would be better transit infrastructure by now, especially to get from town to town
- There are really two different systems: Long Island local system and the City (NYC). In the City, you can get around using transit but on Long Island you must drive
- Uber and Lyft – they will pick you up on time at your home. This has risen in popularity because the bus system is so poor

## Paratransit Services

- Pre COVID-19, participant relied on jitney bus provided by building complex (55 and older building), more reliable than Able-Ride
- Users of SCAT (Suffolk County Accessible Transportation) and Able-Ride (Nassau County Paratransit service) or Nassau Inter-County Express (NICE), but they are not as reliable as public transit or ride share services (Uber, Lyft)
- Able-Ride connects reasonably well to SCAT; Able-Ride goes to Queens and connects to NYC's MTA Access-A-Ride Paratransit service; you have to call in advance for your trip; but it is not like Uber/Lyft where you can just go when you want to; you must call each service individually and it requires much planning ahead
- All services require a call at least a day before to set up a time; disability services will let you know a time they have available.
- One individual uses paratransit only in winter when he does not feel comfortable driving
- Paratransit services need to accept texts from customers; would make it a lot easier to make appointments
- Also, could use a paratransit app, that would make things run better
- Paratransit drivers often late, can miss important doctor appointments
- One participant's father uses VA transportation service, but it is too difficult to use, takes too long, often ends up getting a ride from family

## Infrastructure

- Trouble with transportation in suburbs: it is not designed for young people or older people who do not drive
- Need more ADA accessible transit infrastructure, not every station is ADA accessible
  - Elevators and escalators are often not working at stations
- Buses often do not have enough ADA accessibility, particularly for wheelchairs and walkers
- Especially in COVID-19 era, buses are only allowing people to get on at the back, the bus cannot lower to accommodate wheels. This needs to be looked at moving forward; can buses kneel in the back to allow wheeled devices to get in?
- Elevated stations are difficult, many do not have elevators
- Sidewalks often broken, difficult for using wheelchairs

## Communication

- Widespread awareness and usage of trip planning apps
- All participants will use apps to find connections or parking to transit:
  - Uber/Lyft/Juno
  - Spot Hero (parking app, discounted garage finder)
  - Google Maps, MapQuest, or Waze for driving (Waze for noting police presence)
  - CitySearch app to find best routes
  - Car GPS system
  - LIRR app
  - MyMTA app
  - BusTime (in NYC)
- Social media: paratransit Facebook groups, paratransit Twitter accounts
- Word of mouth to get ideas of other communication tools

## Safety/Pedestrian

- Some pedestrian areas do not have enough light, signage, protection from traffic
- If there is not a lot of traffic, streets without sidewalks are still walkable
- Do not feel comfortable walking at night, cars cannot see pedestrians

**May 20, 2020 | 1:00 p.m. – 2:30 p.m.**

## **New York City Coordinated Human Services Group**

### *Emerging Themes*

#### Cost

- MTA needs to match their elevator installation costs with other transit agencies across country; MTA is paying much too high for this ADA accessibility infrastructure
- Transit price not consistent: various services need to be integrated (MTA, Metro North, etc.). Example: it is less expensive to go from Connecticut to the Bronx, but two stops away into Harlem it costs much more
- One participant is a veteran, travels regularly to the VA, as a veteran must pay a fare on the subway but not on the bus, should be consistent payment

#### Transit

- Right now, subway is very clean, MTA needs to continue this cleaning, very important especially in terms of keeping healthy post COVID-19
- Usually subway is too crowded (pre-pandemic)
- Buses can take too long, subway is faster
- Preference for traveling above ground rather than below ground (buses, rideshare, driving)
- Love taking the ferry (one participant has mariner's license)
- Participant in Staten Island takes SI ferry and subway, since COVID-19 takes Uber, Lyft, or taxi
- Participant prefers bus: more friendly, considerate, easier to access
- Problem with bus: sometimes the fare payment machine "eats" your MetroCard, must wait for it to get refunded, can only get a one-day pass while waiting.
- Hard to have to always go to subway station to get new MetroCard; should be another way to get cards (mobile MetroCard service rarely available) – especially if disabled
- Bus service has been cut, this has been very difficult
- 2nd Avenue subway is great, looking forward to the downtown service connected
- Self-pay kiosks at subway stations can be confusing and are often not working. If machines are not going to be in service, then they need to hire back personal attendants
- The regional transit systems are not uniform and not integrated (Metro North, LIRR, subway is not integrated, they should be).
- Subway is 115-year-old system, not designed for future in mind, particularly post-pandemic

## Transit (ctd.)

- Need more bus driver training – they are often rude, close door on you
- When traveling to Rockland, buses out of Port Authority works better than leaving out of Penn Station, more flexibility in routes and schedules with Port Authority buses
- Have taken LIRR several times, usually is on time and senior citizen fare is reasonable
- Ferry service should be increased, add more terminals, particularly in the Bronx
  - NYC Ferry is very useful – all stops and boats are accessible and ferry crew assist passengers that need it.
- Bus service: with COVID-19 now have buses only opening in the back of the bus, bus does not kneel, this needs to be addressed
- When getting on at front of the bus before the pandemic, some buses do not stop right at the curb to allow for disabled people to get on

## Paratransit Services

- Participant with multiple sclerosis usually uses Access-A-Ride, rideshare (Via, Lyft, Uber), or the ferry. Transportation mode depends on destination and when she needs to arrive. If Access-A-Ride does not show up, will move to rideshare; been doing this for 10 years
- Temporarily disabled participant has had to change his transportation mode to rideshare and Access-A-Ride, tries to take subway and bus but both are a lot more difficult with disability
- When you have a disability, you are limited in how you can travel: very few train and subway stations have elevators, stairs are difficult (participant uses a cane); need new elevators
- Need to be able to get MetroCard in some other way besides going to subway stop, hard to walk there if disabled, stairs to get down to the machine are impossible
- Difficulty with having to schedule Access-A-Ride a day in advance, and there is no pickup at night
  - Issue with Access-A-Ride has been timing factor of how far in advance you must make an appointment and when to get picked up, not very user or passenger friendly
- Access-A-Ride broken down into three subcompanies: one with NYC, one through taxi company, one through a company in Brooklyn with a staff of drivers. As a user, you never know which subcompany you are going to get and where the car will be coming from. If you have a pickup time, the driver may not have been contacted yet, they could be 40 minutes away; they must contact the driver and it takes even longer.
  - There is an MTA paratransit app, but it does not always work and then you must call into the MTA which never works. The provider in Brooklyn never answers the phone
- Access-A-Ride ownership/management needs to be consolidated/streamlined



## Paratransit Services (ctd.)

- Concern about the cleanliness of Access-A-Ride cars: once roads reopen how clean are the cars going to be? If they are not cleaning in between trips, it is a big problem. Participant with MS is on strong immunosuppressants if she gets sick it could be fatal
- One participant had an accident and was in a wheelchair, used “Curb” mobility service. Later, when using cane, noted buses do not always pull up to the curb or kneel, and if there is a big step down, it is a problem. She is now more sympathetic to bus passengers with ADA needs
- It is an old system; participants recognize that it will take some time to get up to ADA compliance
- Priority bus service needs to be designed for those with walkers and in wheelchairs, followed by those with canes
- Senior citizen ID process needs to be streamlined: in other cities (e.g. Philadelphia), one only has to show ID to get on, in NYC have to get special senior ID and register for senior fares. Too complicated, should just be able to show your ID that notes your date of birth
- Curb ramps where wheelchairs go up are not flat enough, and people usually stand where the chairs need to go; for temporarily disabled participant it is eye opening that getting around NYC is near to impossible if you are not 100% mobile
- Could we create a voucher system for any of these accessibility systems (e.g. voucher to get an Uber/Lyft instead of waiting for Access-A-Ride?).
- Participant with MS noted that if your ride gets cancelled you must call MTA to get a voucher for Uber/Lyft. They are now doing a trial where you get a voucher and you can get a ride right away. Hoping that this new voucher system is adopted permanently
- Need more flexibility in accessed ride services, would save NYC a lot of money if users could schedule a paratransit ride on demand via an app like an Uber/Lyft/Via rather than using existing Access-a-Ride system. Would not work for everybody, but option should be available
- With the existing Access-a-Ride system you can only get a ride within the five boroughs of NYC. To be able to leave the city must get a Zip Car or rent car with Enterprise. Access-a-Ride needs to be able to leave five borough area or coordinate better with surrounding towns/regions
- NJ Transit is not accessible at all
- NYC water taxi and NYC Ferry are great if you are in a wheelchair or have cane/crutches. You can sit anywhere on the lower level; staff helps you get on and off the system. It has been a good experience, on time, you can plan your ride. They do not have enough service in the winter, but during the summer it is great

## Bike/Ped

- Walking is preferable for one participant
- Would like to bike, but it feels much too dangerous
- When crossing the street, participant feels unsafe with bikes, cars, trucks buses coming from multiple directions, no one getting tickets, not so easy being a pedestrian
- Delivery cyclists do not follow the bicycle signals
- Feel NYC is unsafe for cycling

## Communication

- Widespread awareness and usage of trip planning apps
- Apps mentioned
  - Uber/Lyft
  - Curb (ADA mobility service)
  - Google maps
  - For Access-A-Ride information: got basic info from hospitals, supplemented with information from internet searches, phone calls
  - Via the MTA website there is a paratransit app, but it does not always work
- Need an improved communication process from subway operators to riders
- Need more electronic notifications to tell us when buses/trains are coming

## Safety

- At some subway stations, where the stairway meets the platform there is a very narrow walkway between platform and track, feels extremely unsafe

**May 21, 2020 | 1:00 p.m. – 2:30 p.m.**

## **Hudson Valley Coordinated Human Services Group**

### *Emerging Themes*

#### Cost

- Parking can get very expensive
- Would hope that gas prices stay low
- More senior discounts needed

#### Transit

- Need more access to transit outside of urban cities (White Plains, Yonkers) areas, particularly in northern Westchester, cannot get around without a car
- More frequent service needed in northern Westchester. Participant had to move from northern Westchester to southern Westchester (Yonkers) due to lack of public transportation
- Living near White Plains has a lot of public transportation
- Participant finds it hard to go up north using transit, mostly Bee Line bus, but has knee/back issues so cannot walk much, on bus a lot
- Bus schedules are terribly limited, only during commuting hours, stopping as early as 6 p.m., even more limited service on Saturday and no service on Sunday. Need to expand service hours outside of commuting times
- Bus stops are dangerous, they come right into traffic (especially around Route 202), need continuous sidewalks and better bus stops. Use COVID-19 shut down to improve this
- Post COVID-19 need to be sure transit is kept clean, contagion concerns
- Sometimes hard to follow Bee Line bus schedule
- In particular, the numbers 5, 15 and 20 buses have limited and problematic service. Taking the 20 bus, a lot of the stops are not lit, and the driver misses the person standing there, bus stops need to be better lit and not be in the middle of the street
- Participant uses a bus from White Plains to Harrison for medical appointments. It only runs once every hour and stops running at 6 p.m. Participant cannot attend any support groups at night at the hospital and that is a problem. Later service would help
- Need to improve public transit for handicapped and seniors, more seating at bus stops, clearer schedules; they would get ridership again
- All trains should have elevators going up to the platform
- Metro North is pretty good, but they need more parking access at Metro North stations
- Bee Line could add smaller feeder routes going off-peak hours rather than a line that only goes once every hour

## Transit (ctd.)

- More buses in evening hours after 8 p.m. for people who are working late. What HudsonLink did is amazing, they have kiosks showing when buses are arriving and departing. Bee Line buses should have that, would be great for the transportation system in Westchester
- Would like to see scooters and a related app
- Need to have everything on your phone so no one touches each other (contagion) – can pay for all services, drivers would be safe too, not in contact with sick passengers. Should offer phones to those who cannot afford it
- Westchester does not always accept MetroCards, and the buses only allow change, used to be able to use dollar bills, Bee Line should go back to that it. Should be able to have temporary purchase stations (kiosks); are doing that in the Bronx and should bring that into Westchester
- Participant lives in White Plains so she can fill out reduced fare MetroCard at Westchester County Center, but has friends who must make a long trip to County Center to refill MetroCard
- Need more ways to purchase a MetroCard
- Would be helpful if we had a card that you can just add funds via your phone, via credit card
- Two participants noted that east of the river in northern Westchester there is no east-west transit, only north-south, cannot travel without a car
- Disrespectful Bee Line bus drivers: participant noted that people can call Liberty Lines, report the driver, goes on permanent record, effective behavior change
- Would like to see phone chargers at bus stops in case you lose battery, miss the last bus, and need to call a taxi or rideshare service
- More LED screens showing bus schedules, especially for those who have limited vision
- Should have a 24-hour bus service everywhere, two sets of drivers, day shift 8 hours, night shift 8 hours, less crowding. Graveyard shift is hard, must have people willing to drive that, but people need jobs, especially now.
- Buses can be very uncomfortable for riders with bad backs and legs; seats are hard and bumpy rides can be jarring

## Paratransit Services

- Participant noted that he usually gets around by having someone drive him, sometimes will take a bus or train, but usually if going into city, someone is driving him, as a disabled person he needs that assistance. Looking into paratransit services
- Participant was bus driver for 24 years, Riverdale Bronx express bus. Now relies mostly on paratransit and Access-A-Ride, taking her to Bronx appointments at the doctor

## Paratransit Services (ctd.)

- Participant is partially disabled, finds difficulty walking. Will sometimes take Bee Line bus or have friends/family or Uber drive him. If going into NYC will take Metro North and will walk to subway as long as it is not far. Lack of elevators/escalators is an issue
- Partially disabled participant usually uses Metro North to get into Manhattan, when arrives back in Westchester (Eastchester) will take an Uber or Lyft, sometimes taxi service
- Two participants noted that Bee Line buses have poor shock systems so riding long distances is very painful, particularly for partially disabled participant who has back/knee difficulty
- Paratransit services can take you all over Westchester county as long as you have \$5 each way, it works well. However, you must wait until your pickup time and that is frustrating, you cannot leave when you want.
- Participant signs up for paratransit services at Westchester County Center, a good place for seniors to sign up for services. Also have a mobile van you can sign up, sometimes van is available at the library in Yonkers. Participant suggested others call Westchester County to find out where the mobile vans are located so that they do not have to go to the County Center
- Same participant also calls Access-A-Ride via Westchester County Center, can make her schedule and they allow one person to ride with her (home aid, etc.). Some people may have to pay if they have someone ride with them. Must call two days in advance, can be a challenge
- Sometimes paratransit services come late, and you can miss an important doctor's appointment, other participant noted that this happens because drivers pick up so many clients
- Paratransit drivers are certified drivers, and they are courteous
- Other participant has used Medicaid non-emergency, they call a taxi service for you, need to do it 24 hours in advance, if I have an appointment that is outside the bus schedule. Do not like taking it, on two occasions did not show going there and one occasion going back they did not show. Prefer to use bus schedule whenever I can
- Participant's therapist connects him with Medicaid non-emergency services after a medical appointment, sometimes cabs have forgotten, and they come very late
- The more people call to ask for mobile vans, the more the County will bring them out, good to have it closer to your neighborhood, especially if you are a senior and/or need accessibility
- Paratransit access from Westchester to NYC: Bee-Line paratransit has access points from Bronx, a drop-off point for Bronx Access-A-Ride to pick you up and take you to points in the five boroughs. A lot of people have medical appointments from Westchester into NYC, participant has used it and it has worked. However, to get to New Jersey she had to take a private cab.



## Driving

- Northern Westchester County resident almost always needs to drive to destination, will very rarely take Bee Line bus into White Plains or drive to Croton-Harmon train station to get to NYC
- Rockland County resident must drive to get to destination
- Two additional participants almost always drive except to get into Midtown Manhattan or Yankee Stadium, will drive to train station, park car, and take Metro North into NYC
- Traffic is biggest problem for regular driving participants (except under COVID-19)
- Pre-pandemic, Major Deegan Expressway (I-87) and I-287 were always backed up with traffic. Hoping this can be reduced as things open back up again
- Stagger commuter time hours to help with traffic
- Two participants noted that very congested area is in Yorktown, northern Westchester; Route 6 and Route 202, moves from a two lane to a four lane road and back again, need to improve this, widen to four lanes to help with traffic
- Participant tries not to drive at night, difficult to see

## Infrastructure

- Infrastructure of sidewalks could be better; agencies should be using this COVID-19 time to get infrastructure repaired and sidewalks added
- Lack of sidewalks in suburban neighborhood is an issue, to get to the main road participant must walk on people's lawns
- Use COVID-19 shutdown and lack of auto/transit traffic to make infrastructure improvements
- Important to complete infrastructure projects; where participant lives in northern Westchester has seen projects just stop, possibly due to lack of funding
- Staggered hours of construction (not during rush hour) would be good. Also stagger commuter time hours to help with traffic
- Time traffic signals so traffic flow is smoother

## Communication

- Uses Bee Line and Metro North websites (not an app user)
- Participant will take pictures of the bus line he will be taking so that he can confirm the route
- Participant still uses paper schedule, especially for routes she takes often, also has a smartphone now and sometimes will look schedules up on her phone
- Need better communication when services are not working
- Google Maps to orchestrate travel between NYC and Westchester. Like that Google Maps has now added Bee Line bus schedule to their timetable
- One participant has his therapist organize his transportation and communications
- Traffic signs (VMS) are helpful, need more of that, more alerts that could speak to your phone and let you know about traffic issues

## Safety/Pedestrian

- Some suburban areas have no sidewalks, feel unsafe, particularly in northern Westchester
- Participant lives in Rockland County, feels roads are very narrow and unsafe, especially in the winter
- Taking the 20 bus, a lot of the stops are not lit, and the driver misses the person standing there, bus stops need to be better lit and not be in the middle of the street, very unsafe
- Add more reflectors on road to help people, guardrails, signage, also good way to help the visually challenged (participants agree)
- For those participants who live further north it is too dark and unsafe to stand for bus; drivers cannot see you
- From Hawthorne up to Albany, the Taconic Parkway has no lights on the parkway, and it is very unsafe (participant noted that those reflectors noted previously could help with that)
- Would also be good to have audio for low vision drivers



**Our region is facing tough challenges.**

**Despite that, considering the future is as important as ever for the region's vitality.**

The New York Metropolitan Transportation Council (NYMTC) is working on the next Regional Transportation Plan for the diverse region of New York City, Lower Hudson Valley, and Long Island. Let's work together to explore and plan for the future of transportation in the region.

There are many opportunities to participate. Please join us to help keep our region Moving Forward.

**How to Get Involved**

- 1 Attend a virtual workshop**  
Visit our website for dates.  
Can't attend a workshop?  
No problem! Workshops  
will be recorded and posted  
on our website.
- 2 Participate online**  
Click on the topic areas to the  
right to visit our community  
engagement platform and  
participate in the interactive  
exercises there.
- 3 Share your comments**  
Do you have questions,  
comments or ideas? Submit  
them at the project website  
or call us at 212-383-7203.
- 4 Follow us on social media**  
See project videos, posts,  
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**Use Our Community Engagement Platform!**

Give us your input at your convenience through our interactive platform. The platform offers several interactive exercises to gather your thoughts on the Plan's proposed strategic vision and your ideas on priorities and solutions. It's an easy way to provide your feedback.

**Safety & Security**

**Reliable & Easy Travel**

**Planning for Changing Demand**

**Reducing Environmental Impact**

**Resiliency**

The New York Metropolitan Transportation Council complies with the Americans with Disabilities Act and federal Limited English Proficiency guidelines. If you need special accommodations to participate in any of these workshops, or translation services into Spanish, Russian or Chinese, please contact 212-383-7203 at least 72 hours before the meeting date.

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# 向前进

## 各区相连

## 纽约市、下哈德逊河谷和长岛的下一个区域交通运输计划

我们这个地区面临着严峻的挑战。

尽管如此,为了地区的活力着想,也一定要考虑到将来。

纽约大都会运输署 (NYMTC) 正在为纽约市、下哈德逊河谷和长岛等不同地区制定下一个地区交通运输计划。让我们共同努力,一起来探索并规划这个地区未来的交通运输。

有很多参与的机会。请加入我们,为本地区不断向前进出一份力。

### 参与方法

- 1** 参加虚拟研讨会  
请访问本署网站了解日期。无法参加研讨会吗?没问题!会将研讨会录制并发布在本署网站上。
- 2** 在线参与  
点击右侧各个主题,访问本署社区参与平台,并在那里参与互动练习。
- 3** 分享意见  
您是否有疑问、评议或想法?在项目网站上提交,或致电 212-383-7203 与我们联系。
- 4** 在社交媒体上关注本署  
查看项目视频、帖子和信息。



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### 使用本署的社区参与平台!

使用本署的交互式计划平台,在方便的时候提交意见。该平台提供了多个互动练习,以收集您对该计划拟议战略构想及重点事项和解决方案的想法。这样提供反馈方法很简便。

#### 安全与保障

#### 可靠而轻松的旅行

#### 为不断变化的需求做好规划

#### 减少环境影响

#### 防灾

纽约大都会运输署遵守《美国残疾人法》和联邦有限英语水平导则。如需特殊的便利安排来参加这些研讨会中的任何一个,或需西班牙语、俄文或中文翻译服务,请在会议日期前至少 72 小时致电 212-383-7203。

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# 向前進

各區相連

## 紐約市、下哈德遜河谷和長島的下一個區域交通運輸計劃

我們這個地區面臨著嚴峻的挑戰。

儘管如此，為了地區的活力著想，也一定要考慮到將來。

紐約大都會運輸署 (NYMTC) 正在為紐約市、下哈德遜河谷和長島等不同地區制定下一個地區交通運輸計劃。讓我們共同努力，一起來探索並規劃這個地區未來的交通運輸。

有很多參與的機會。請加入我們，為本地區不斷向前進出一份力。

### 參與方法

- 1** 參加虛擬研討會  
請至本署網站瞭解日期。無法參加研討會嗎？沒問題！會將研討會錄製並發佈在本署網站上。
- 2** 線上參與  
按一下右側各個主題，請至本署社區參與平台，並在那裏參與互動練習。
- 3** 分享意見  
您是否有疑問、評議或想法？在專案網站上提交，或致電 212-383-7203 與本署聯絡。
- 4** 在社交媒體上關注本署  
查看專案影片、帖子和資訊。



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### 使用本署的社區參與平台！

使用本署的交互式計劃平台，在方便的時候提交意見。該平台提供了多個互動練習，以收集您對該計劃擬議戰略構想及重點事項和解決方案的看法。這樣提供反饋方法很簡便。

#### 安全與保障

#### 可靠而輕鬆的旅行

#### 為不斷變化的需求做好規劃

#### 減少環境影響

#### 防災

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# Продвижение Вперед

Ваш регион, соединенный

## Новый дорожно-транспортный план для города Нью-Йорка, нижней долины Гудзона и Лонг-Айленда

### У нашего региона - серьезные трудности.

Тем не менее, подготовка к будущему крайне важна для поддержания витальности региона.

Совет Нью-Йорка по Транспорту в Городе и Пригородах (NYMTC) разрабатывает новый дорожно-транспортный план для разноликого региона, включающего город Нью-Йорк, нижнюю долину Гудзона и Лонг-Айленд. Поработайте вместе с нами над анализом и планировкой будущего дорожно-транспортной системы региона.

Есть ряд возможностей принять участие. Пожалуйста, подключайтесь и помогите нашему региону Продвигаться Вперед.

#### Как можно принять участие

- 1 Посетите виртуальный семинар**  
Посетите наш сайт и узнайте даты. Вы не можете посетить семинар? Без проблем! Семинары будут записаны и размещены на нашем сайте.
- 2 Участвуйте в режиме онлайн**  
Посетив сайт проекта, вы можете ознакомиться с нашей платформой вовлечения сообщества и поучаствовать в предлагаемых на ней интерактивных упражнениях.
- 3 Поделитесь вашими отзывами**  
У вас есть вопросы, отзывы или идеи? Поделитесь ими на сайте проекта или позвоните нам по номеру 212-383-7203.
- 4 Подпишитесь на нас в соцсетях**  
У вас будет доступ к видео, сообщениям в соцсетях и информации о проекте.



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#### Воспользуйтесь нашей платформой вовлечения сообщества!

Внесите ваш вклад в удобное для вас время через нашу интерактивную платформу. На этой платформе есть ряд интерактивных упражнений для того, чтобы помочь вам сформировать мнение о предлагаемой стратегической концепции Плана, а также поделиться вашими мыслями о приоритетах и подходах к решению задач.

#### Защищенность и безопасность

#### Бесперебойные и удобные поездки

#### Планирование с учетом изменения спроса

#### Снижение нагрузки на окружающую среду

Zero emissions. Super quiet.

#### Стойкость

Совет Нью-Йорка по Транспорту в Городе и Пригородах соблюдает Закон США о защите прав граждан с ограниченными возможностями, а также федеральные руководства касательно лиц с ограниченным владением английского. Если для участия в любых из этих семинаров вы нуждаетесь в особых удобствах или услугах по переводу на испанский, русский или китайский, позвоните, пожалуйста, по номеру 212-383-7203 как минимум за 72 часа до начала собрания.

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212-383-7203



## Nuestra región está enfrentando desafíos difíciles.

**A pesar de esto, considerando el futuro es tan importante como siempre para la vitalidad de la región.**

New York Metropolitan Transportation Council (NYMTC) está trabajando en el próximo Plan Regional de Transporte para la diversa región de NYC, Lower Hudson Valley y Long Island. Vamos a trabajar juntos para explorar y planificar el futuro del transporte en la región.

Hay muchas oportunidades para participar. Por favor, únase a nosotros para ayudar a mantener nuestra región Avanzando.

### Cómo Participar

- 1 Asistir a un taller virtual**  
Visite nuestro sitio web para las fechas. ¿No puedes asistir a un taller? ¡No hay problema! Los talleres serán grabados y publicarán en nuestro sitio web.
- 2 Participar en línea**  
Haga clic en las áreas temáticas a la derecha para visitar nuestra plataforma de participación comunitaria y participar en los ejercicios interactivos allí.
- 3 Comparte tus comentarios**  
¿Tienes preguntas, comentarios o ideas? Envíelos al sitio web del proyecto o llámenos al 212-383-7203.
- 4 Síguenos en las redes sociales**  
Ver videos, puestos e información del Proyecto.



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### ¡Utilice nuestra plataforma de participación comunitaria!

Démos su opinión a su conveniencia a través de nuestra plataforma interactiva. La plataforma ofrece varios ejercicios inter-activos para recoger sus ideas sobre la visión estratégica propuesta del Plan y sus ideas sobre prioridades y soluciones. Es una manera fácil de proporcionar sus comentarios.

## Seguridad

## Viaje Confiable y Fácil

## Planificación para Demanda Cambiante

## Reducción del Impacto Ambiental

## Resiliencia

The New York Metropolitan Transportation Council cumple con la Ley de Estadounidenses con Discapacidades y las directrices federales de dominio limitado del inglés. Si necesita adaptaciones especiales para participar en cualquiera de estos talleres, o servicios de traducción al español, ruso o chino, por favor contacte al 212-383-7203 al menos 72 horas antes de la fecha de la reunión.

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## Introduction

On June 16th the New York Metropolitan Transportation Council (NYMTC) launched an interactive public engagement platform for the Regional Transportation Plan using 'MetroQuest' to gather feedback from the public on the vision goal of Planning for Changing Demand. The module was translated into Spanish, Russian, and Simplified and Traditional Chinese to provide better access to the survey for the population in the NYMTC planning region.

The following is a summary of the "Planning for a Changing Demand" goal module and includes responses from June 16th through the close date of September 20th.

## Participants

The breakdown of module completion by language is below:

English	Spanish	Russian	Simplified Chinese	Traditional Chinese	Total
193	9	3	5	0	210

## Exercises

This MetroQuest online engagement platform module included the following exercises:

- **Map Markers** - Respondents were asked to position at least three of six markers (per topical areas shown on the diagram) onto a map of the NYMTC planning region to identify areas where there are challenges and/ or room for improvement.
- **Ideas** - Respondents were given four categories of ways to incorporate emerging and innovative transportation services and tools into an efficient transportation network design. Each category had five proposed strategies which respondents were asked to rate from one to five (one being low, five being high). Respondents were also able to provide comments.



## Map Markers Exercise

Respondents were asked to drag markers onto a map of the NYMTC planning region to identify areas where there are changes or room for improvement. Comments were collected by six map marker categories:

- Pedestrian
- Bicycle
- Safety Concerns
- Transit Service
- Access Capacity
- Development

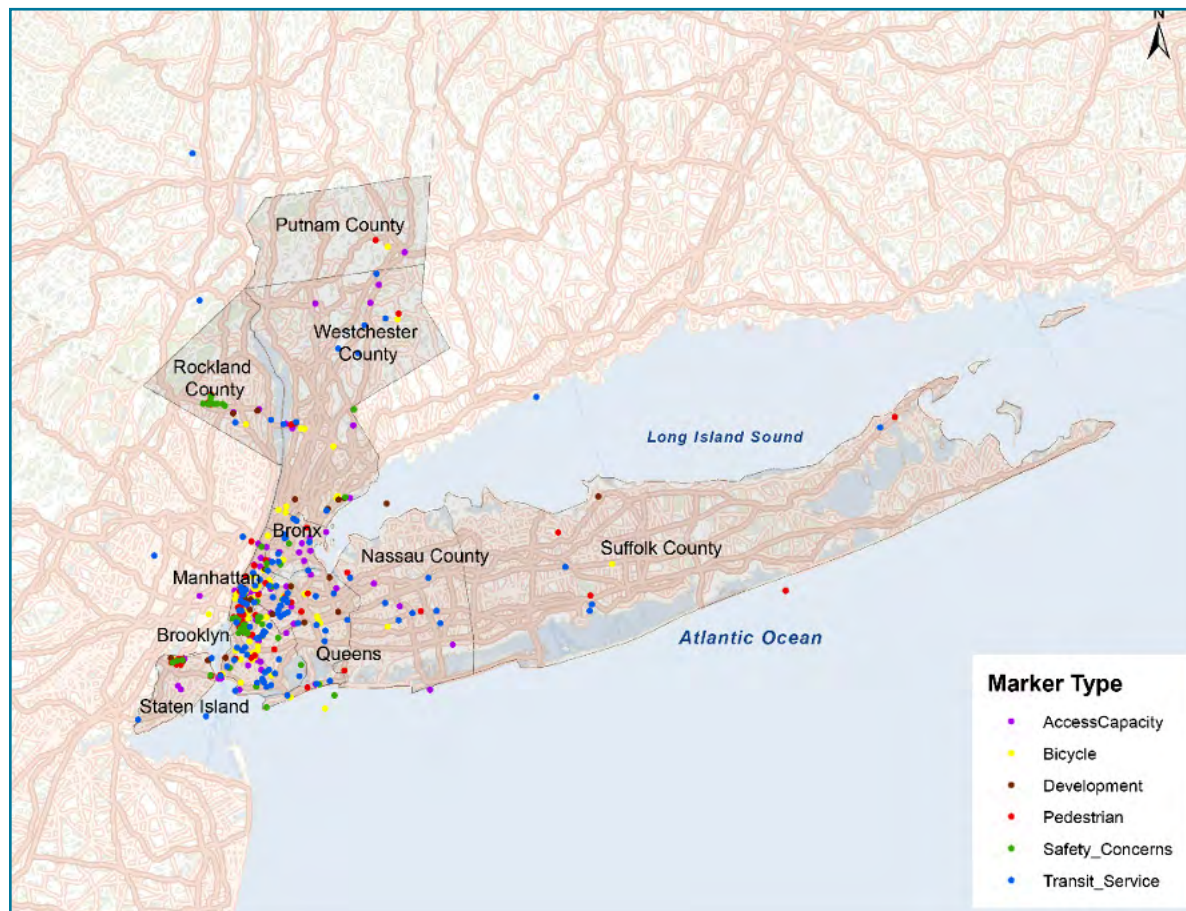


The summary of each county includes the following:

- **Map** - Map of all of the geolocated comments submitted by respondents and color-coded by category
- **Geolocated Comments** - Each table identifies the number associated with the comment, the category of the comment, and the comment

An interactive map with embedded comments can be found here: [rb.gy/kdx5r6](https://rb.gy/kdx5r6).

## NYMTC Planning Area

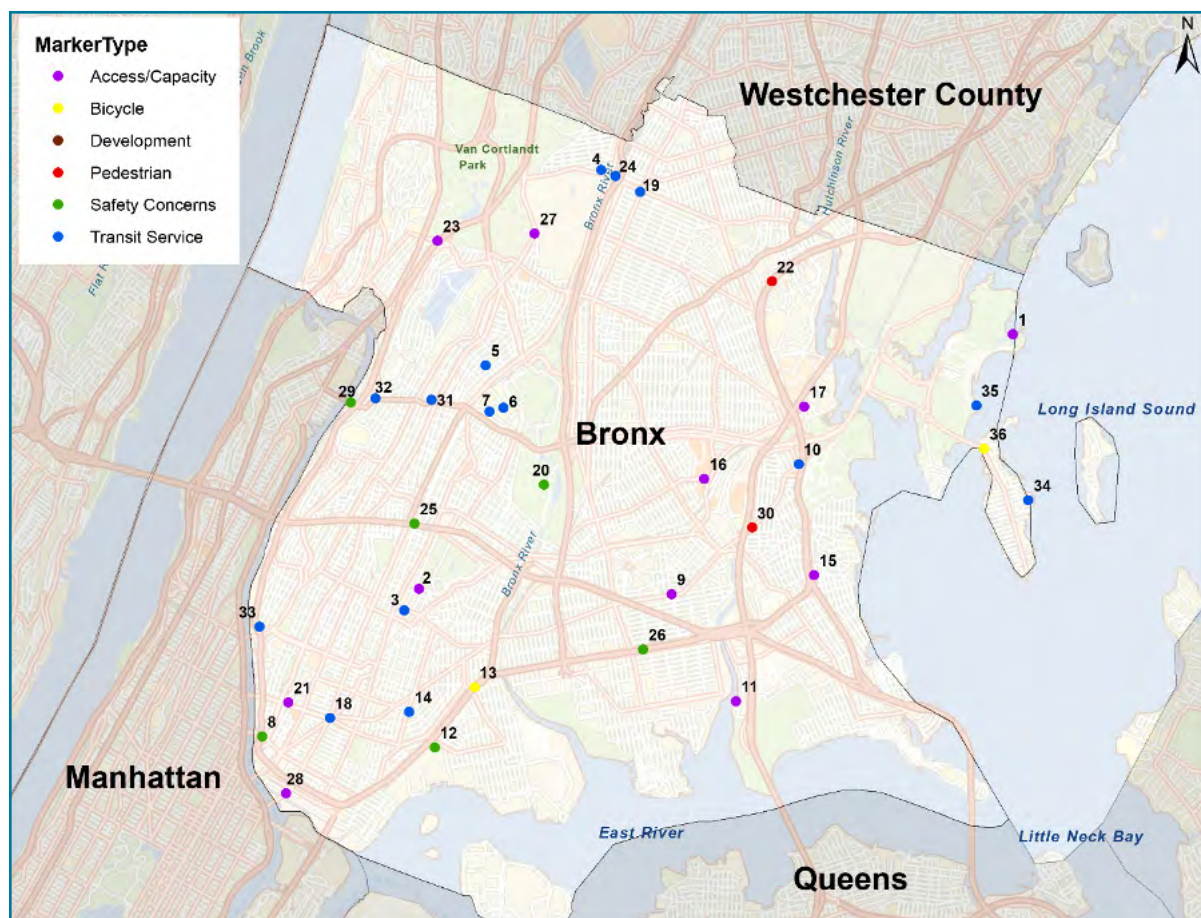


Marker Type	Count
Pedestrian	70
Bicycle	91
Safety Concerns	71
Transit Service	149
Access/Capacity	83
Development	40
<b>Total</b>	<b>504</b>



## County/Borough Analysis

### Bronx Map



### Bronx Geolocated Comments

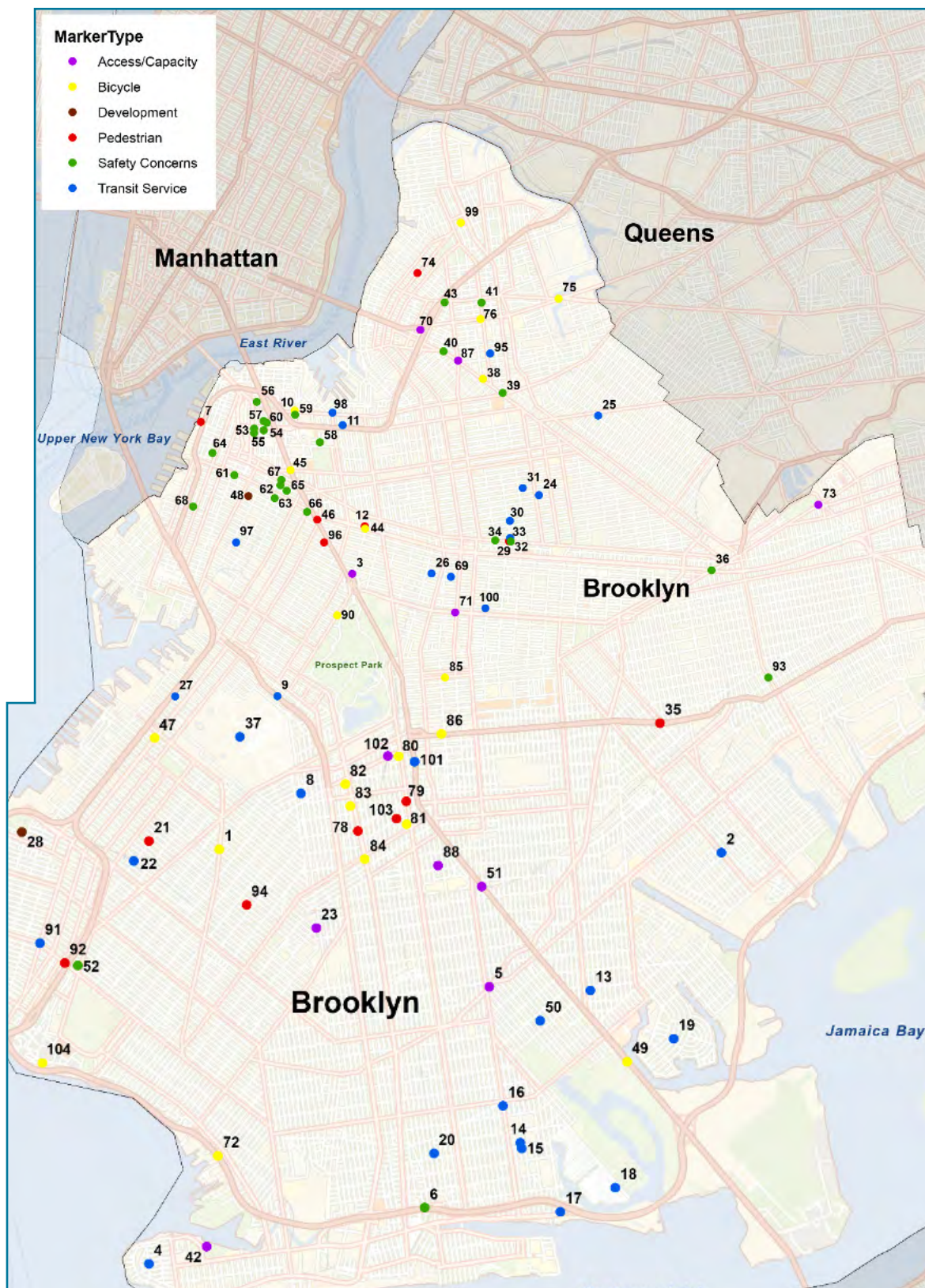
1	Bronx	Access/Capacity	Train access Westchester/the Bronx to Nassau County
2	Bronx	Access/Capacity	----
9	Bronx	Access/Capacity	No wheelchair access
11	Bronx	Access/Capacity	----
15	Bronx	Access/Capacity	----
16	Bronx	Access/Capacity	----
17	Bronx	Access/Capacity	----
21	Bronx	Access/Capacity	Infill Metro North stations on the Harlem Line would finally bring service back to central Bronx after the loss of the 3rd Ave El. Any potential 2nd Ave Subway extension is far off and regional rail would be a good short-medium term solution.

23	Bronx	Access/Capacity	Roadway capacity issue merging traffic from Eastbound Van Cortlandt Park S onto I-87 Northbound. Suggest either adding a connection from the Saw Mill River Parkway to I-87 northbound or lengthening the left turn light cycle on Eastbound Van Cortlandt Par
27	Bronx	Access/Capacity	Remove the pedestrian island on the east side of northbound Jerome Avenue at the intersection with Bainbridge. Whenever any bus stops, this causes a significant delay to traffic. Create a bus turnout between the elevated train columns and the old curb li
28	Bronx	Access/Capacity	Left two lanes of Northeast bound Willis Avenue Bridge should proceed to I-87 Northbound. One lane is insufficient.
13	Bronx	Bicycle	Cars and trucks are always parking or idling in the bike lane. This is a very busy area, so as a cyclist it can be very dangerous if bike lane is not clear
36	Bronx	Bicycle	Bike lanes on City Island! There are so many folks who travel on bicycles, but they are forced onto the sidewalks because of excessive traffic in the warmer seasons.
22	Bronx	Pedestrian	There was once proposed a traffic bridge over the New England Thruway here. Building it would give Coop City residents a quick and easy route to access the 5 train at Baychester Av station.
30	Bronx	Pedestrian	Need to provide a crosswalk and protected light cycle to cross Westchester Avenue here.
8	Bronx	Safety Concerns	This intersection is really poorly designed -- and the light pattern causes massive back-up.
12	Bronx	Safety Concerns	trucks never obey the signals going when on Bruckner Blvd. going Left onto Leggett. as a cyclist and pedestrian, I have almost got hit twice because some trucks plow onto Leggett, not giving consideration to people on foot or on a bike. There needs to
20	Bronx	Safety Concerns	-----
25	Bronx	Safety Concerns	Widen Westbound I-95 exit to Webster Avenue to 2 lanes and reduce through traffic from the service road to 1 lane to better balance traffic flow.
26	Bronx	Safety Concerns	At the White Plains Road exit of the Westbound Bruckner, approaching the intersection of the service road and White Plains Road, restore the right lane as right turn only with no parking allowed. The second right lane should permit straight or permit a r
29	Bronx	Safety Concerns	Insufficient left turn time for Eastbound University Heights Bridge traffic to turn onto I-87 north.
3	Bronx	Transit Service	-----
4	Bronx	Transit Service	-----
5	Bronx	Transit Service	-----
6	Bronx	Transit Service	-----
7	Bronx	Transit Service	-----

10	Bronx	Transit Service	subway connection to Queens/Brooklyn that bypasses Manhattan.
14	Bronx	Transit Service	the B19 should have express stops -- this is the slowest bus I encounter. It takes forever to get cross town. or have bus only lanes for expediency
18	Bronx	Transit Service	More reliable train service
19	Bronx	Transit Service	Better accessibility for the train. Actually that's needed ALL OVER the Bronx
24	Bronx	Transit Service	Inadequate Metro North service at Woodlawn Metro North. Recommend scheduling Woodlawn as a stop on Harlem and New Haven Line local trains.
31	Bronx	Transit Service	Westbound BX12 bus service should have a protected lane through the business district to expedite service
32	Bronx	Transit Service	Eastbound BX12 bus service should have a protected lane through the business district to expedite service
33	Bronx	Transit Service	The extension of the Second Avenue Subway up to 125th street asap.
34	Bronx	Transit Service	Ferry service! This will aid commuters that live on City Island and have few options to get to the other Burroughs, and alleviate seasonal traffic, which is a major problem in this community.
35	Bronx	Transit Service	Ferry service! This will aid commuters that live on City Island and the surrounding neighborhoods and have few options to get to the other Burroughs, and potentially alleviate seasonal traffic to City Island, which is a major problem in that community.



## Brooklyn Map



## Brooklyn Geolocated Comments

3	Brooklyn	Access/Capacity	Difficult to go from Williamsburg/Bushwick to Park Slope.
5	Brooklyn	Access/Capacity	Remove bus lane along Kings highway from Ocean Ave until Flatbush Ave as it is causing heavy congestion and significant increase in travel times for all other road users. Consider removing service road along that section of Kings highway to make room
23	Brooklyn	Access/Capacity	-----
42	Brooklyn	Access/Capacity	Extend the R train to Staten Island
51	Brooklyn	Access/Capacity	Opportunity to build a subway line across Brooklyn and Queens to expand the core of the city.
70	Brooklyn	Access/Capacity	The L, J/Z and M trains all have shorter platforms than the rest of the system. Lengthening these platforms would further boost capacity in northern Brooklyn 20%.
71	Brooklyn	Access/Capacity	Rebuilding the Rogers Junction on the IRT Eastern Parkway Line would greatly reduce delays and add capacity on the 2/3 and 4/5 trains.
73	Brooklyn	Access/Capacity	Explore the possibility of building an express track for the J train east of Broadway Junction. Having a time competitive subway service as an alternative to the E would help reduce congestion on the Queens Blvd subway.
87	Brooklyn	Access/Capacity	This should be a free transfer between the J/M/Z and the G
88	Brooklyn	Access/Capacity	-----
102	Brooklyn	Access/Capacity	(when there's not a pandemic) Q trains are often overly crowded at all hours, not just rush hours. Running the B longer hours might help. Seems like the train is always delayed
1	Brooklyn	Bicycle	There are no bike lanes, protected or otherwise, along New Utrecht Ave or it's adjacent avenues (Ft. Hamilton Pkwy, 11th Ave, 12th Ave, 13th Ave, 14th Ave) despite a very high incidence of bike ownership and usage in this neighborhood.
10	Brooklyn	Bicycle	I hate riding through this intersection. It always feels dangerous despite the high volume of cyclists coming off the Manhattan Bridge.
38	Brooklyn	Bicycle	No safe bike route to Manhattan via Williamsburg Bridge
44	Brooklyn	Bicycle	safer bike crossings for Atlantic Avenue
45	Brooklyn	Bicycle	safer bike crossing on Flatbush Avenue
47	Brooklyn	Bicycle	The bike path here is in dire need of repair, there are holes everywhere it's terrible :(
49	Brooklyn	Bicycle	We need a bike path to connect the rest of the Jamaica Bay paths with Marine Park.
72	Brooklyn	Bicycle	Build a safe cycle track along the Belt Parkway to Coney Island Creek along this stretch.



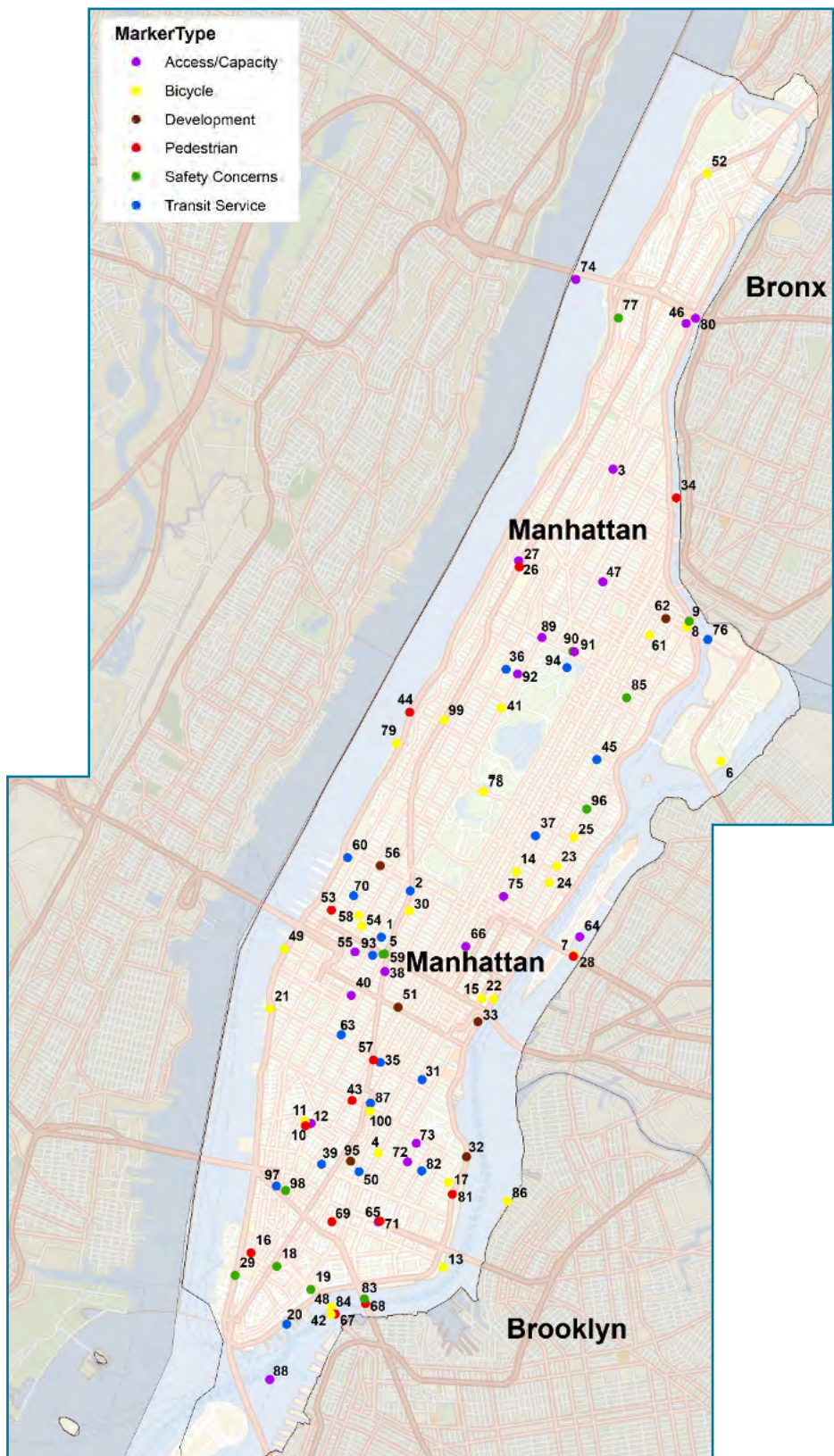
75	Brooklyn	Bicycle	The bike lanes along Metropolitan Ave are terrifying and the general road surface is poor. A better cycle track is needed here.
76	Brooklyn	Bicycle	The Grand St bike lanes are poorly designed and don't sync with the overall use of the street. Having a dual direction protected cycle track on one side of the street would allow cars to park/stand and trucks to make deliveries on the other side
80	Brooklyn	Bicycle	-----
81	Brooklyn	Bicycle	-----
82	Brooklyn	Bicycle	-----
83	Brooklyn	Bicycle	-----
84	Brooklyn	Bicycle	-----
85	Brooklyn	Bicycle	-----
86	Brooklyn	Bicycle	-----
90	Brooklyn	Bicycle	-----
99	Brooklyn	Bicycle	Eckford needs a bike lane. There is southbound but no northbound
104	Brooklyn	Bicycle	-----
28	Brooklyn	Development	-----
48	Brooklyn	Development	-----
7	Brooklyn	Pedestrian	-----
12	Brooklyn	Pedestrian	Crossing Atlantic just about everywhere is a nightmare but Vanderbilt is particularly treacherous especially considering how many people cross here.
21	Brooklyn	Pedestrian	-----
29	Brooklyn	Pedestrian	There is no obvious way to determine which subway entrance to use, the East and west bound entrances aren't visible from each other. The intersection can be dangerous and the crossing lights can be confusing
35	Brooklyn	Pedestrian	This traffic light does not allow enough time for a pedestrian to get across Linden Blvd.
46	Brooklyn	Pedestrian	more trees/shade on Flatbush
74	Brooklyn	Pedestrian	Given the popularity of Williamsburg some streets should be considered for conversion to pedestrian plazas (N7th between Bedford and Driggs is a good example).
78	Brooklyn	Pedestrian	-----
79	Brooklyn	Pedestrian	-----
92	Brooklyn	Pedestrian	-----
94	Brooklyn	Pedestrian	-----
96	Brooklyn	Pedestrian	Barricades to keep bicycles, motor bikes, and skateboards off sidewalks and pedestrian esplanades along the Hudson.
103	Brooklyn	Pedestrian	Slowing traffic would help. Often cars race down Dorchester trying to beat the lights and blow through stop signs. Speed bumps?

6	Brooklyn	Safety Concerns	Remove on-ramp as it is a cause of many accidents (limited sight distance and limited space for acceleration). There is a much better ramp 200 yards down the road. This one is not needed.
33	Brooklyn	Safety Concerns	This intersection is dangerous, cars drive much too fast
34	Brooklyn	Safety Concerns	This intersection is dangerous, cars drive too fast
36	Brooklyn	Safety Concerns	The underpass at the East New York LIRR station is disgusting. Never clean, poorly lit, seedy.
39	Brooklyn	Safety Concerns	No safe bike route to Manhattan via Williamsburg Bridge
40	Brooklyn	Safety Concerns	No safe bike route to Manhattan via Williamsburg Bridge
41	Brooklyn	Safety Concerns	Bike lane doesn't feel safe
43	Brooklyn	Safety Concerns	There's not enough traffic calming along the BQE, so crossing the street is treacherous.
52	Brooklyn	Safety Concerns	-----
53	Brooklyn	Safety Concerns	-----
54	Brooklyn	Safety Concerns	-----
55	Brooklyn	Safety Concerns	-----
56	Brooklyn	Safety Concerns	-----
57	Brooklyn	Safety Concerns	-----
58	Brooklyn	Safety Concerns	-----
59	Brooklyn	Safety Concerns	-----
60	Brooklyn	Safety Concerns	-----
61	Brooklyn	Safety Concerns	-----
62	Brooklyn	Safety Concerns	-----
63	Brooklyn	Safety Concerns	-----
64	Brooklyn	Safety Concerns	-----
65	Brooklyn	Safety Concerns	-----
66	Brooklyn	Safety Concerns	-----
67	Brooklyn	Safety Concerns	-----
68	Brooklyn	Safety Concerns	-----
89	Brooklyn	Safety Concerns	-----
93	Brooklyn	Safety Concerns	Cars should not be permitted to park in the right lane on Pennsylvania Avenue here as the lanes are too narrow. Most cars are partially parked on the sidewalk.
2	Brooklyn	Transit Service	-----
4	Brooklyn	Transit Service	Ferry or SBS service to nearest subway stop
8	Brooklyn	Transit Service	I like the F express, and hope it will some day be expanded
9	Brooklyn	Transit Service	The morning bus only lane should be lengthened to start sooner on the prospect expressway. Also, some sort of evening express lane would be good, but probably in Manhattan
11	Brooklyn	Transit Service	Would love a light rail or BRT service under the BQE/Park Avenue Viaduct

13	Brooklyn	Transit Service	-----
14	Brooklyn	Transit Service	Enhanced B44 SBS service. Current service only operates every 17-20 mins all times with the rest terminating at Ave U and not providing service south to Knapp St
15	Brooklyn	Transit Service	Increased and more direct routing of BM3 buses. Combine BM3/4 routes as follows:
16	Brooklyn	Transit Service	Extend every other B36 bus to Kings Plaza via Avenue U to supplement crowded B3 buses and provide direct service from Coney Island to Kings Plaza
17	Brooklyn	Transit Service	Increase headways on B4 service. Current service is every 20-30 mins with exception of Rush Hour. Many seniors rely on this bus along with the B44/49/36/1 for daily errands and service is spotty, infrequent at times and extremely unreliable
18	Brooklyn	Transit Service	B31 buses should operate all night every 40 mins (Only 1 bus on the line all night) Currently there is no night service from Ave U & Gerritsen all the way to Gerritsen Beach
19	Brooklyn	Transit Service	Enhanced travel options for Mill Basin. Current B100 service does not operate nightly and provides 20-60 headways on weekends. Should be a B41 extension from Bergen Beach / Ave U to Mill Basin via BM1 routing
20	Brooklyn	Transit Service	New B21 route would serve customers between Neck Road Station and Gerritsen Beach via Avenue X providing new crosstown service along a quiet street and only stopping at major intersections such as Ocean Av, Bedford Av, Nostrand Av...
22	Brooklyn	Transit Service	-----
24	Brooklyn	Transit Service	Bushwick to Crown Heights Subway
25	Brooklyn	Transit Service	Bushwick to Crown Heights subway
26	Brooklyn	Transit Service	Bushwick to Crown Heights Subway
27	Brooklyn	Transit Service	Direct transit from bay ridge to queens
30	Brooklyn	Transit Service	The B26 should be an SBS, Halsey should be a streetcar-esque corridor,
31	Brooklyn	Transit Service	The B52 should be a streetcar
32	Brooklyn	Transit Service	The B43 should be a high priority bus lane and other traffic should be discouraged
37	Brooklyn	Transit Service	Buses from Downtown Brooklyn To lower Manhattan were removed several years ago. We need a way to be able to get from Brooklyn to Manhattan above ground, for seniors and the disabled. It would be wonderful now as well, as you can open windows on buses and
50	Brooklyn	Transit Service	The area is transit starved. Consider building the Utica Avenue Subway
69	Brooklyn	Transit Service	-----
77	Brooklyn	Transit Service	Provide more transit options to airports from Brooklyn such as SBS from selected locations

91	Brooklyn	Transit Service	-----
95	Brooklyn	Transit Service	-----
97	Brooklyn	Transit Service	Subways and more buses. Go with more shorter buses more frequently. Also reduce fares - fund this by preventing MTA officials and others from stealing funds meant for transit services.
98	Brooklyn	Transit Service	BQX
100	Brooklyn	Transit Service	-----
101	Brooklyn	Transit Service	Cross Brooklyn services. Buses are often over-crowded and behind schedule. It's often faster to get to Midtown than to Bushwick from Flatbush

## Manhattan Map





## Manhattan Geolocated Comments

3	Manhattan	Access/Capacity	A lot of stations are not wheelchair accessible. This needs to change. I suggest starting with stations with a lot of users. Also don't forget about poor communities. None of the stations by my neighborhood are wheelchair accessible compared to midtown
10	Manhattan	Access/Capacity	-----
26	Manhattan	Access/Capacity	-----
38	Manhattan	Access/Capacity	Herald Square, 33rd St, and Penn Stations are wildly overcrowded, dangerously so at times. They also have issues in throughput delays, not able to move trains in/out of stations fast enough.
40	Manhattan	Access/Capacity	Expand and improve Penn Station. Heck, don't renew Madison Square Garden's lease and tear it down to build a new station. Make this important transportation hub work for everyone.
46	Manhattan	Access/Capacity	Dangerous, and packed access.
47	Manhattan	Access/Capacity	Bus lines often blocked on 125th makes cross town bus less effective.
55	Manhattan	Access/Capacity	better mass transit needed for the entire region
64	Manhattan	Access/Capacity	The East River subway tunnels are used inefficiently. De-interlining the B Division can open up unused/unusable capacity without the need for costly expansion projects.
65	Manhattan	Access/Capacity	As the LES grows so too does the crowding at the Essex St station. There is existing space underground which was once a trolley terminal which could be used to expand the current station to allow for larger platforms, softer track curves, and new elevator
66	Manhattan	Access/Capacity	Converting the 51st St station on the Lexington Ave Line from local-only to express would reduce crowding at Grand Central-42nd St and 59th St stations and help with riders coming from Queens.
72	Manhattan	Access/Capacity	Divert a subset of M15 SBSs further East to provide good north/south coverage for Alphabet City residents seeking to reach Midtown East and transit such as Grand Central, Lex-53rd, etc.
73	Manhattan	Access/Capacity	Make 14th Street and Ave A a busway for M14s throughout their length, extending the existing travel distance.
74	Manhattan	Access/Capacity	-----
75	Manhattan	Access/Capacity	When I used to commute through this station, elevators were consistently out almost every week
80	Manhattan	Access/Capacity	Find a way to stop drivers from moving up the exit lane on the Harlem River Drive northbound access to GWB, and then stopping the flow of traffic to re-enter the queue. Simple, repetitive enforcement of a Reckless Driving violation

88	Manhattan	Access/Capacity	Develop ways to keep bicycles, motor bikes, and motorized skateboards off pedestrian sidewalks, trails, and esplanades. Allow transit police to confiscate vehicles and issue court appearance summons.
89	Manhattan	Access/Capacity	NO ACCESSIBILITY
91	Manhattan	Access/Capacity	No accessibility
92	Manhattan	Access/Capacity	-----
4	Manhattan	Bicycle	BIKES ARE NOT SAFE IN NYC - THE RIDERS DO NOT FOLLOW THE LAWS - DO NOT GIVE ANY MONEY TO BIKE LANES
6	Manhattan	Bicycle	I live in Astoria and there are safety and access issues to get to Randall's Island. A safety bicycle and pedestrian connection is needed between Astoria and Randall's Island.
7	Manhattan	Bicycle	The City needs to open the south outer roadway on the Queensboro Bridge as soon as possible to increase bicycle capacity between Queens and Manhattan.
8	Manhattan	Bicycle	protected bike infrastructure is needed here.
11	Manhattan	Bicycle	-----
13	Manhattan	Bicycle	-----
14	Manhattan	Bicycle	-----
15	Manhattan	Bicycle	-----
17	Manhattan	Bicycle	Pave sections of the East River bike path that are not. Increase the width of the path at high teens by making a bike ramp over the building. Build husky barriers between pedestrians and cyclists so walkers stay on
21	Manhattan	Bicycle	I had an accident here. The bike path narrows. Cars and pedestrians are intersecting. This needs an evaluation.
22	Manhattan	Bicycle	Better bike path needed. Near accidents with trucks turning left.
23	Manhattan	Bicycle	-----
24	Manhattan	Bicycle	-----
25	Manhattan	Bicycle	-----
30	Manhattan	Bicycle	No cycling infrastructure on 7th Ave.
41	Manhattan	Bicycle	Make the bike lane along CPW a two-direction, fully protected bike lane. Keep expanding protected bike lanes around the city.
42	Manhattan	Bicycle	Change one of the vehicle lanes to be a pedestrian/bicycle lane to alleviate overcrowding on the bridge.
48	Manhattan	Bicycle	pedestrians are always wandering into bike lanes and vice versa, makes for a slow bike ride and unsafe for both pedestrians and cyclists
49	Manhattan	Bicycle	The bike path is awesome, could benefit from widening though
52	Manhattan	Bicycle	-----
54	Manhattan	Bicycle	not nearly enough bicycle infrastructure in Manhattan
58	Manhattan	Bicycle	-----
61	Manhattan	Bicycle	-----

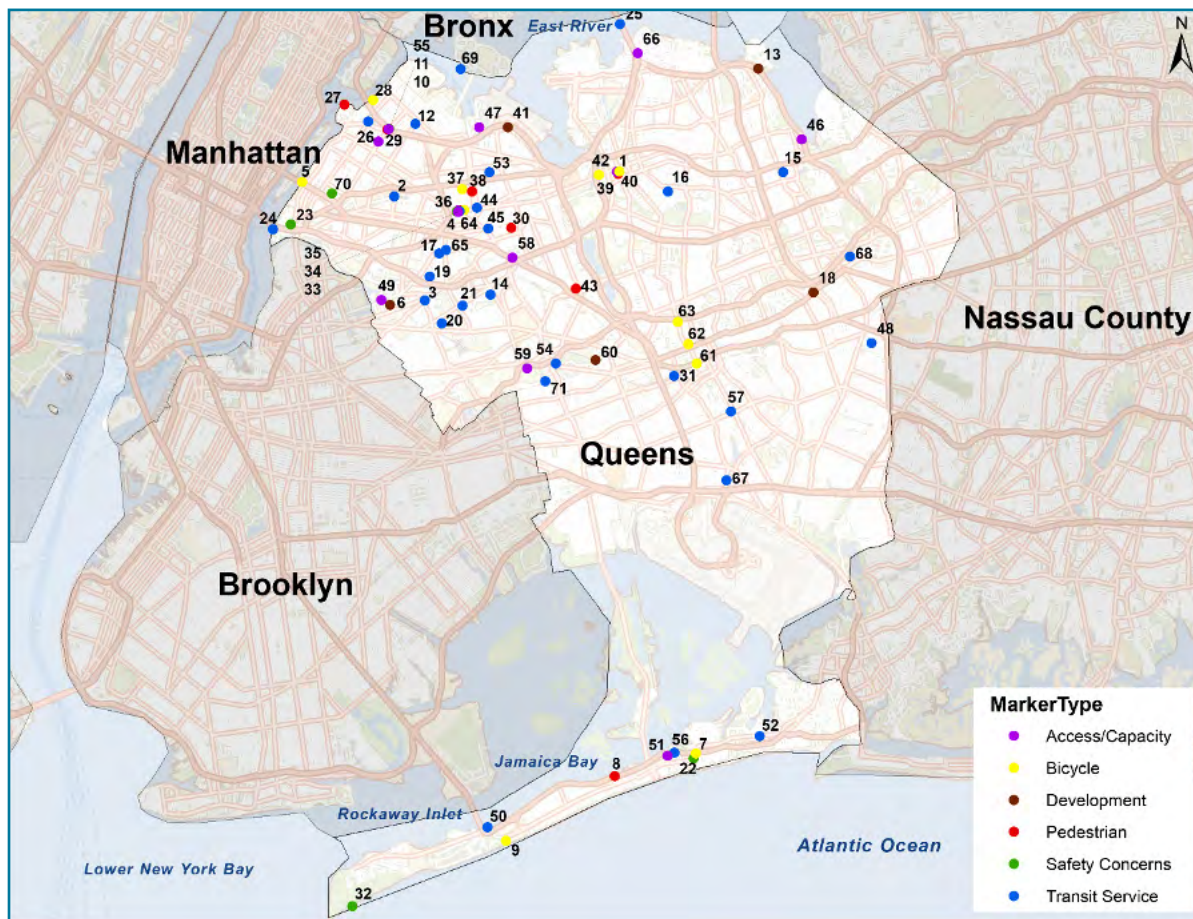
78	Manhattan	Bicycle	No crosstown bike lanes
79	Manhattan	Bicycle	Dangerous Hudson River Greenway detour
84	Manhattan	Bicycle	Too narrow for both pedestrians and cyclists
86	Manhattan	Bicycle	More bicycle paths including those for motorized bicycles. More enforcement of the law. These vehicles should not be using the sidewalks
99	Manhattan	Bicycle	-----
100	Manhattan	Bicycle	-----
32	Manhattan	Development	FDR Drive prevents oceanfront development and use of multimodal transit.
33	Manhattan	Development	FDR Drive prevents oceanfront development and use of multimodal transit.
51	Manhattan	Development	Some sort of highway between queens or Bronx to NJ
56	Manhattan	Development	Massive infrastructure improvements including new subway lines, light rail, regional trains, pedestrian bicycle and pedestrian bridges across the Hudson. MASSIVE improvements needed.
62	Manhattan	Development	-----
95	Manhattan	Development	The New York City Department of City Planning (DCP) stands with the Black Community within our agency and across New York City. We recognize that planning policies and zoning codes have acted for decades as bulwarks against fairness, inclusion and integration.
12	Manhattan	Pedestrian	-----
16	Manhattan	Pedestrian	Keep sidewalks wide enough to allow 2 pedestrians in opposite directions. Sidewalk cafes impinge on area for walkers. Redo street tree beds to create smooth surfaces that don't crack as trees grow. Continue wide sidewalk the whole length of Greenwich S
27	Manhattan	Pedestrian	The 116th street subway should have an entrance here too as well as allowing a pedestrian underpass
28	Manhattan	Pedestrian	It's terrifying and unsafe to walk across the Queensborough Bridge sharing a narrow lane with 2 directions of bike traffic.
34	Manhattan	Pedestrian	-----
43	Manhattan	Pedestrian	Continue expanding pedestrian/bicycle only streets. The new 14th Street is great!
44	Manhattan	Pedestrian	Expand the path along the Hudson River to allow more room for pedestrians and cyclists.
53	Manhattan	Pedestrian	too much vehicular traffic, not enough pedestrian and bicycle capacity
57	Manhattan	Pedestrian	-----
67	Manhattan	Pedestrian	Make the Brooklyn Bridge walkway only for pedestrians. Bicycle should share the path with cars.
68	Manhattan	Pedestrian	One side is supposed to be pedestrian and the other side is bicycle, but always bicycles take pedestrian path. They should make bicycles path on the road.

69	Manhattan	Pedestrian	This Mott Street between Grand & Hester should be car free zone during morning hours. It has lots of small shops selling on the sidewalk. It helps everyone to safely shop on that block.
71	Manhattan	Pedestrian	Improve pedestrian safety on the large cross streets (Houston, Essex, etc.)
81	Manhattan	Pedestrian	It's somewhat inconvenient to get to the park without first walking down Ave D to a street that is connected to a ramp
5	Manhattan	Safety Concerns	Too much vehicular traffic and not enough sidewalk space. Cars should be banned and sidewalks expanded.
9	Manhattan	Safety Concerns	Traffic calming is needed here.
18	Manhattan	Safety Concerns	Routing the bike path through City Hall Park is an accident waiting to happen.
19	Manhattan	Safety Concerns	Vendors on the bridge narrow the path, people congregate, and we do not have sufficient space to safely pass each other.
29	Manhattan	Safety Concerns	The West St crossing was very busy before the pandemic. I saw a few people get hit or near misses over the years
77	Manhattan	Safety Concerns	Riverside drive (in low lying area between Henry Hudson southbound GWB exit and Riverside GWB entrance) floods up to 2 feet after heavy rain.
83	Manhattan	Safety Concerns	Bikes frequently ride on the pedestrian side of the bridge at high speeds which is unsafe. Need speed bumps to discourage this.
85	Manhattan	Safety Concerns	Need to bring back service clerks on the North Bound Lexington Avenue line north of 96th street
90	Manhattan	Safety Concerns	Vagrancy. drug use. Panhandling
93	Manhattan	Safety Concerns	-----
96	Manhattan	Safety Concerns	Increased traffic and construction create issues for all modes of transportation
98	Manhattan	Safety Concerns	car and truck traffic present real challenges with safety and access
1	Manhattan	Transit Service	the walks for the transfers in times sq are confusing and take long. not sure how to fix this but it causes some problems
2	Manhattan	Transit Service	the above ground walk to transfer from the R at 57 to the 1 at 59th is a fine walk but you have to pay again. this isn't the only stop this happens at, but you should be able to transfer from subway to subway within the two hours just like you can trans
20	Manhattan	Transit Service	Increase water taxi service. Diversify the type of boats used. More open-air boats for good weather, less risk of disease.
31	Manhattan	Transit Service	-----
35	Manhattan	Transit Service	-----
36	Manhattan	Transit Service	-----
37	Manhattan	Transit Service	-----
39	Manhattan	Transit Service	Direct service between NJ and Brooklyn

45	Manhattan	Transit Service	Continue building out the second avenue subway to allow more access beyond 96th street.
50	Manhattan	Transit Service	-----
59	Manhattan	Transit Service	Better train service. Cleaner stations. Not blazing in the summer and freezing in the winter and flooded in the rain
60	Manhattan	Transit Service	-----
63	Manhattan	Transit Service	-----
70	Manhattan	Transit Service	-----
76	Manhattan	Transit Service	Bus lane on the Tri-borough Bridge
82	Manhattan	Transit Service	The closer to Ave D you get in the east village, the more inconvenient it is to take a train because all the stations are a good walk away (excluding the L station at 1st Ave which I personally have not used)
87	Manhattan	Transit Service	-----
94	Manhattan	Transit Service	1. A dedicated transit corridor from GCT to NYP, structured in a way, so that riders from the northern suburbs could travel east and west from Penn without having to use the Subway system. (High Speed people mover, perhaps?)
97	Manhattan	Transit Service	ALL types except vehicle



## Queens Map



## Queens Geolocated Comments

4	Queens	Access/Capacity	Lack of capacity at 74th-broadway for train and bus
29	Queens	Access/Capacity	An elevator is needed at this station: so many people use this station on their way to/from Mount Sinai Hospital and the many other health care clinics in this area. these are people who have a hard time climbing stairs. Also, more benches are needed in
39	Queens	Access/Capacity	LIRR should have a discount for residents
46	Queens	Access/Capacity	Congestion
47	Queens	Access/Capacity	-----
49	Queens	Access/Capacity	-----
51	Queens	Access/Capacity	More frequent bus and train service is necessary to accommodate the tourists who flood the peninsula in the summers as well as working/traveling locals who often have difficulty leaving/getting home because the buses and trains they rely on are maxed out

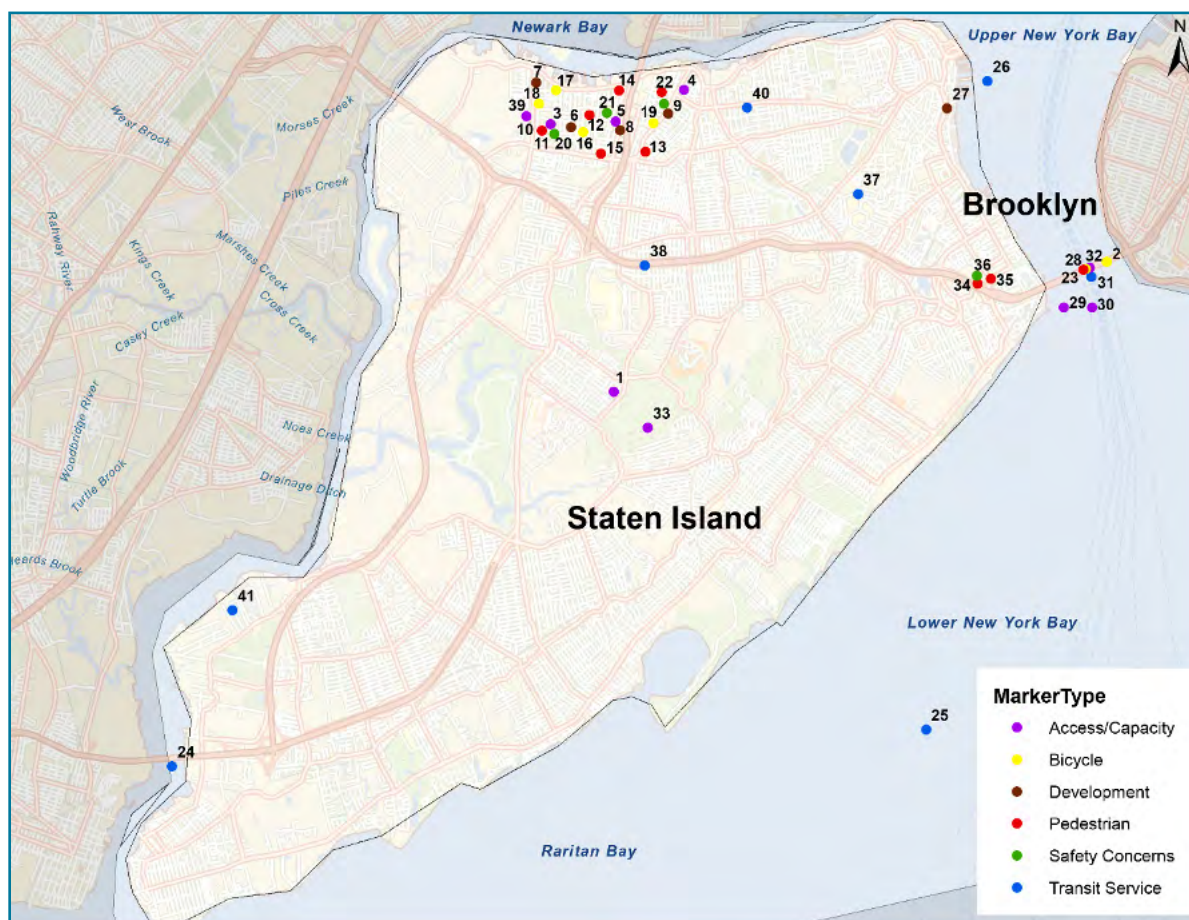
55	Queens	Access/Capacity	New switches at Astoria Blvd station would allow more N/R trains to run along the line. Right now the cumbersome switch layout at Ditmars Blvd limits capacity. Short turning trains at Astoria Blvd would help this.
58	Queens	Access/Capacity	To reduce crowding at the Roosevelt Ave station on the Queens Blvd Line the Woodhaven Blvd station should be expanded from a local to an express. This station has the highest ridership of all the local-only stations on the line.
59	Queens	Access/Capacity	-----
64	Queens	Access/Capacity	Not enough elevators
66	Queens	Access/Capacity	Capacity. Have waited for way too long to get onto the Whitestone. But thanks for EZ Pass only.
5	Queens	Bicycle	Need more bike capacity across Queensboro bridge
9	Queens	Bicycle	Shared bikes in this area can allow for access to other parts of Riis Park, while providing additional exposure to other shops along the boardwalk.
28	Queens	Bicycle	Please build a bicycle bridge to Randall's Island
34	Queens	Bicycle	Constant double parking and the way people drive make Roosevelt totally unsafe for cycling.
37	Queens	Bicycle	Protected bike lane! Please!
40	Queens	Bicycle	More safe bicycle parking
42	Queens	Bicycle	More clear exit/connection (lightning and plait) from the bridge to Roosevelt Ave. The Skyview mall garage entrance
56	Queens	Bicycle	The Rockaway Freeway is an unneeded piece of automobile infrastructure which is slowly being dismantled. But this space is often being used as parking. A bike path under the A train could connect Rockaway Park to Far Rockaway.
61	Queens	Bicycle	-----
62	Queens	Bicycle	-----
63	Queens	Bicycle	-----
6	Queens	Development	Maspeth is too close to Downtown Manhattan for it to be devoted to industrial use. It should be rezoned.
13	Queens	Development	Another road/bridge option is needed from the Bronx/Westchester to long island, the daily traffic and congestion is ridiculous
18	Queens	Development	-----
41	Queens	Development	Connections from LGA to Forest Hill trains
60	Queens	Development	-----
1	Queens	Pedestrian	Sidewalk surface being stolen by merchants.
8	Queens	Pedestrian	Difficult sidewalk conditions for those who exit off the ferry. Narrow sidewalks and in certain places it is broken.
11	Queens	Pedestrian	This area needs longer leading pedestrian interval signal and safer pedestrian infrastructure, including lights under the N/W elevated rail so that pedestrians are more easily seen.
27	Queens	Pedestrian	Please build a pedestrian bridge to Randall's Island

30	Queens	Pedestrian	The police need to ticket predatory bicyclists who terrorize pedestrians.
33	Queens	Pedestrian	Why are there cars on Roosevelt? No need to be driving on Roosevelt! Drive on northern. Shut Roosevelt to cars! Imagine how much business would flourish.
38	Queens	Pedestrian	All over the city trash is constantly blocking the sidewalks. Trash should be on the street, where cars park. Sidewalks are for pedestrians, not trash! Especially right now, when people should not be walking close together.
43	Queens	Pedestrian	Lack of crosswalks on side streets in much of Forest Hills and Rego Park.
7	Queens	Safety Concerns	The street conditions are poor, which has implications for all users.
10	Queens	Safety Concerns	Traffic calming is needed here.
23	Queens	Safety Concerns	The police park on the sidewalk.
32	Queens	Safety Concerns	-----
35	Queens	Safety Concerns	Masks should be required on all MTA services.
70	Queens	Safety Concerns	Bike lane is not safe because of extreme bridge traffic
2	Queens	Transit Service	delays
3	Queens	Transit Service	B57 is unreliable, especially late at night. The bus time does not follow the the schedule, and sometimes I wait more than 2 hours. When I check the bus time online it says, "check back shortly for an update".
12	Queens	Transit Service	Would it be possible to add bus lanes or bus queuing lanes on Steinway between LIC to Ditmars neighborhoods?
14	Queens	Transit Service	Subway
15	Queens	Transit Service	Subway
16	Queens	Transit Service	Subway
17	Queens	Transit Service	Subway
19	Queens	Transit Service	Train. We need access to the subway system. There's an enormous subway desert so close to Manhattan.
20	Queens	Transit Service	There needs to be some options to get between Brooklyn and Queens. We need a train line that connects queens and Brooklyn without having to go through Manhattan
21	Queens	Transit Service	The two train. branches need to be connected.
22	Queens	Transit Service	No H trains, Rockaway park to far rockaway
24	Queens	Transit Service	The ferries are for rich white people. I'd rather have education funding.
25	Queens	Transit Service	-----
26	Queens	Transit Service	More subway trains, more elevators or escalators to subway (only one station in Astoria has an elevator being built!), more ferry boat destinations (like to the upper East side of Manhattan). A ferry boat which can carry cars would be appreciated.
31	Queens	Transit Service	LIRR trains crawl through Jamaica because of trains switching tracks. Each branch should have a dedicated track to reduce switching and improve runtime by 5-10 minutes.

36	Queens	Transit Service	There are constantly cars double parking in the Q32 stop out front at Roosevelt Ave./74th St.
44	Queens	Transit Service	Decrepit subway station designed for less use
45	Queens	Transit Service	Speedier commuter rail access needed
48	Queens	Transit Service	North / South subway service through central queens using the long-abandoned railroad right of way that begins at the Rockaway Beach line and extends all the way through Rego Park.
50	Queens	Transit Service	greater bus frequency and connections to get on and off the rockaway peninsula
52	Queens	Transit Service	More service from Rockaway to LI (there are NICE buses, but they are rare and the transfer point from the MTA (Q22) to a NICE bus is not intuitive.
53	Queens	Transit Service	New subway along Northern Blvd to reduce crowding on the 7.
54	Queens	Transit Service	Restoring the Rockaway Beach Branch as a subway line would connect northern and southern Queens, opening up new employment possibilities and shortening what are now the longest commutes in the city.
57	Queens	Transit Service	Southeastern Queens, especially along the Merrick Blvd corridor, needs bar better transit access. A BRT line should be installed along Merrick for the numerous bus lines that run along it. Looking into the future an extension of the E train along the LIR
65	Queens	Transit Service	More N-S connections between Queens and Brooklyn
67	Queens	Transit Service	Need to get from NYC Grand Central to Kennedy without having to change & carry baggage.
68	Queens	Transit Service	Connection of the JFK Airtrain ending at Jamaica to the one being planned to go to LGA. This will make it easier for Long Islanders to fly out of both airports.
69	Queens	Transit Service	Extension of the Astoria subway line to LGA
71	Queens	Transit Service	-----



## Staten Island Map



## Staten Island Geolocated Comments

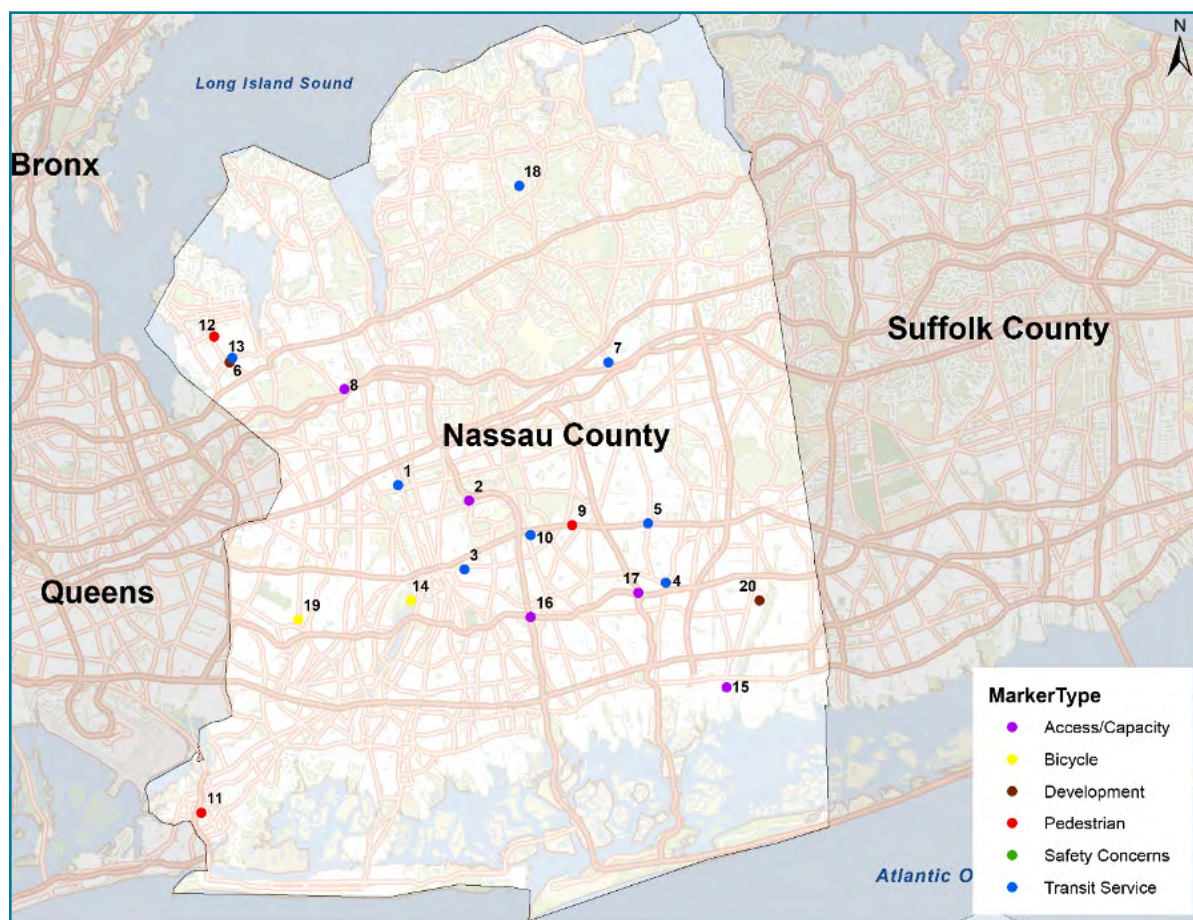
1	Staten Island	Access/Capacity	-----
3	Staten Island	Access/Capacity	-----
4	Staten Island	Access/Capacity	This area has a lot of access to buses, but they get very overcrowded within very few stops as the area is heavily dependent on transit, like the other neighborhoods. Trains would be a better alternative, lowering many people's commute times.
5	Staten Island	Access/Capacity	No train access in an area more dependent on public transportation than the rest of the island. The buses get crowded very often like the other areas. It also takes a while to get to an area. For example, for me to get to school, it takes 20 minutes on t
28	Staten Island	Access/Capacity	-----
29	Staten Island	Access/Capacity	-----
30	Staten Island	Access/Capacity	-----



33	Staten Island	Access/Capacity	Increase access to parklands for hikers that do not have access to a car, with additional buses connecting to SIR and the many parks on SI
39	Staten Island	Access/Capacity	No busway%! Rail for the North Shore right of way. Extend it down Richmond Avenue.
2	Staten Island	Bicycle	There should be bike access across the Verrazano Narrows bridge
16	Staten Island	Bicycle	-----
17	Staten Island	Bicycle	-----
18	Staten Island	Bicycle	-----
19	Staten Island	Bicycle	-----
31	Staten Island	Bicycle	Staten Island can only be accessed by ferry or bus, how about a bike lane here?
6	Staten Island	Development	-----
7	Staten Island	Development	-----
8	Staten Island	Development	There is planned transit development, but it hasn't happened in 8 years when a new bus/train line was announced in 2012. And it won't happen soon as the MTA says it will happen by 2028, but knowing the MTA and their bullshit, they won't do this for decades.
9	Staten Island	Development	-----
27	Staten Island	Development	-----
10	Staten Island	Pedestrian	-----
11	Staten Island	Pedestrian	-----
12	Staten Island	Pedestrian	-----
13	Staten Island	Pedestrian	-----
14	Staten Island	Pedestrian	The streets are hard to maneuver and it adds additional time to walk to an area than it should.
15	Staten Island	Pedestrian	-----
32	Staten Island	Pedestrian	Allow for bicycle and pedestrian pathway over the bridge.
34	Staten Island	Pedestrian	People walk here without a sidewalk next to passing vehicles which is very dangerous
35	Staten Island	Pedestrian	There isn't a crosswalk here, so to cross, one must walk an extra ~5 minutes East to the nearest crosswalk and then back
20	Staten Island	Safety Concerns	-----
21	Staten Island	Safety Concerns	-----
22	Staten Island	Safety Concerns	-----
36	Staten Island	Safety Concerns	The sidewalk on this street is very narrow. 2 people can't even walk side by side togetherness.
23	Staten Island	Transit Service	No rail service on the bridge.
24	Staten Island	Transit Service	No service between Tottenville and Perth Amboy.
25	Staten Island	Transit Service	Transit where masks are enforced by undercover MTA police.
26	Staten Island	Transit Service	-----

37	Staten Island	Transit Service	More buses not tied to the ferry schedule or trams/light rail
38	Staten Island	Transit Service	All over Staten Island. Fast, separated rail service beyond the one inadequate line. Extend it to the HBLR in Bayonne. Do something innovative and useful for a change.
40	Staten Island	Transit Service	-----
41	Staten Island	Transit Service	-----

## Nassau County Map



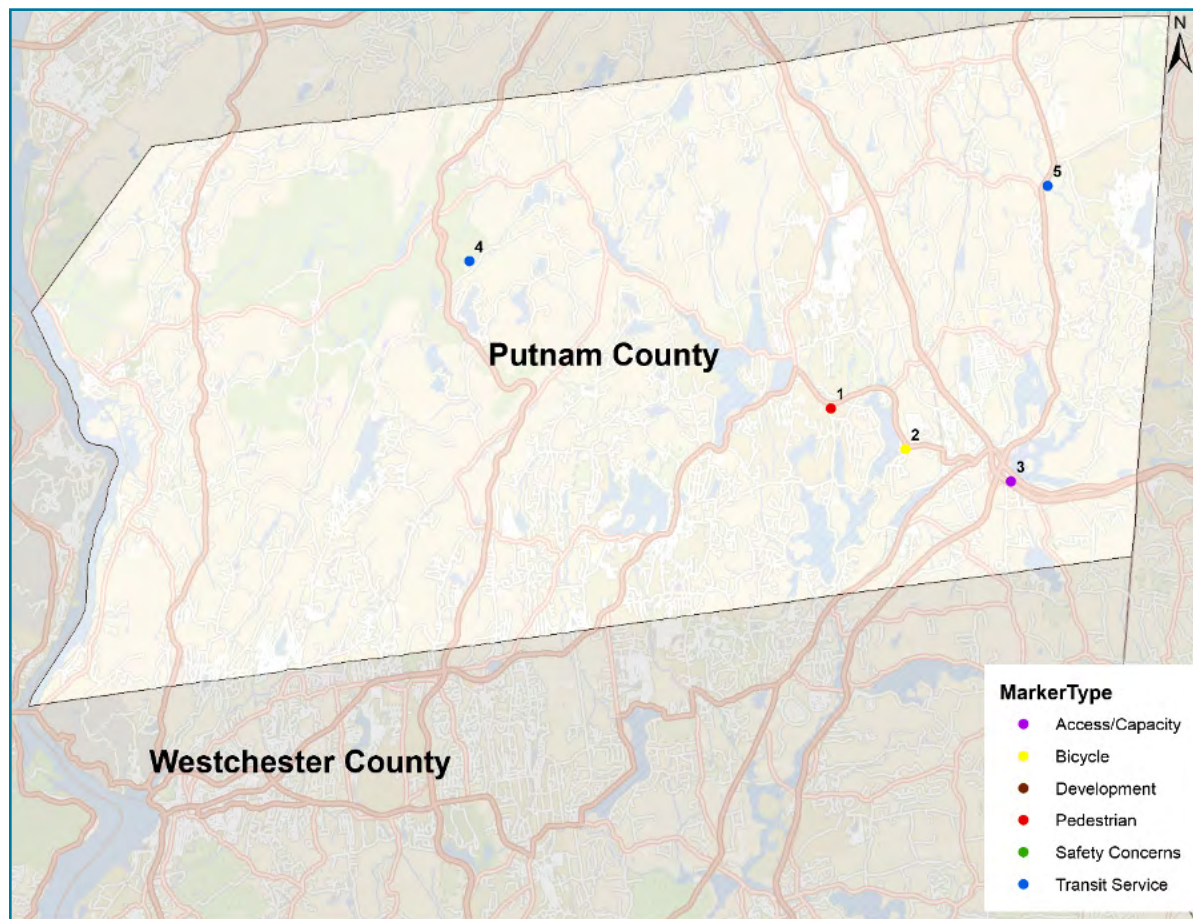
## Nassau County Geolocated Comments

2	Nassau	Access/Capacity	Lack of frequent rail service to the Nassau HUB for reverse-peak (from NYC) and intra-Island commuters
8	Nassau	Access/Capacity	Congestion
15	Nassau	Access/Capacity	-----
16	Nassau	Access/Capacity	Reduce MSP northbound to two lanes leading up to the intersection with SSP to allow a dedicated lane on MSP northbound for SSP westbound traffic to merge.
17	Nassau	Access/Capacity	Reduce the height of the guiderail on the east side of southbound WSP so drivers can see the SSP eastbound traffic load prior to committing to that option. And discourage drivers from driving in the southbound right lane on the WSP, only to ask to be le

14	Nassau	Bicycle	The dumbest thing I have ever seen. Taking Rockaway Blvd in parts of So Queens and reducing vehicle lanes from 4 to 2 to create bike lanes when cyclists can easily ride a quiet residential street 1 block over E or W rather than on this busy Blvd with Tra
19	Nassau	Bicycle	-----
6	Nassau	Development	LIRR between branches. LIRR only really serves NYC and not the island as a whole
20	Nassau	Development	See my comment under the arrow for Stamford
9	Nassau	Pedestrian	-----
11	Nassau	Pedestrian	Improved pedestrian safety on Long Island Streets
12	Nassau	Pedestrian	-----
1	Nassau	Transit Service	Lack of reliable and frequent intra-Island service to Mineola/County Seat area. Third Track project does not include an island platform.
3	Nassau	Transit Service	-----
4	Nassau	Transit Service	Bring back Levittown bus service
5	Nassau	Transit Service	Bus service restored so home care workers can care for elderly Levittown residents
7	Nassau	Transit Service	More frequent night and weekends service
10	Nassau	Transit Service	I would like to see service returned and extended on the long abandoned LIRR Garden City Secondary on the Hempstead branch. Right now, it used occasionally only for the storage of freight cars and maintenance trains. If extended slightly, it could serve
13	Nassau	Transit Service	-----
18	Nassau	Transit Service	-----



## Putnam County Map

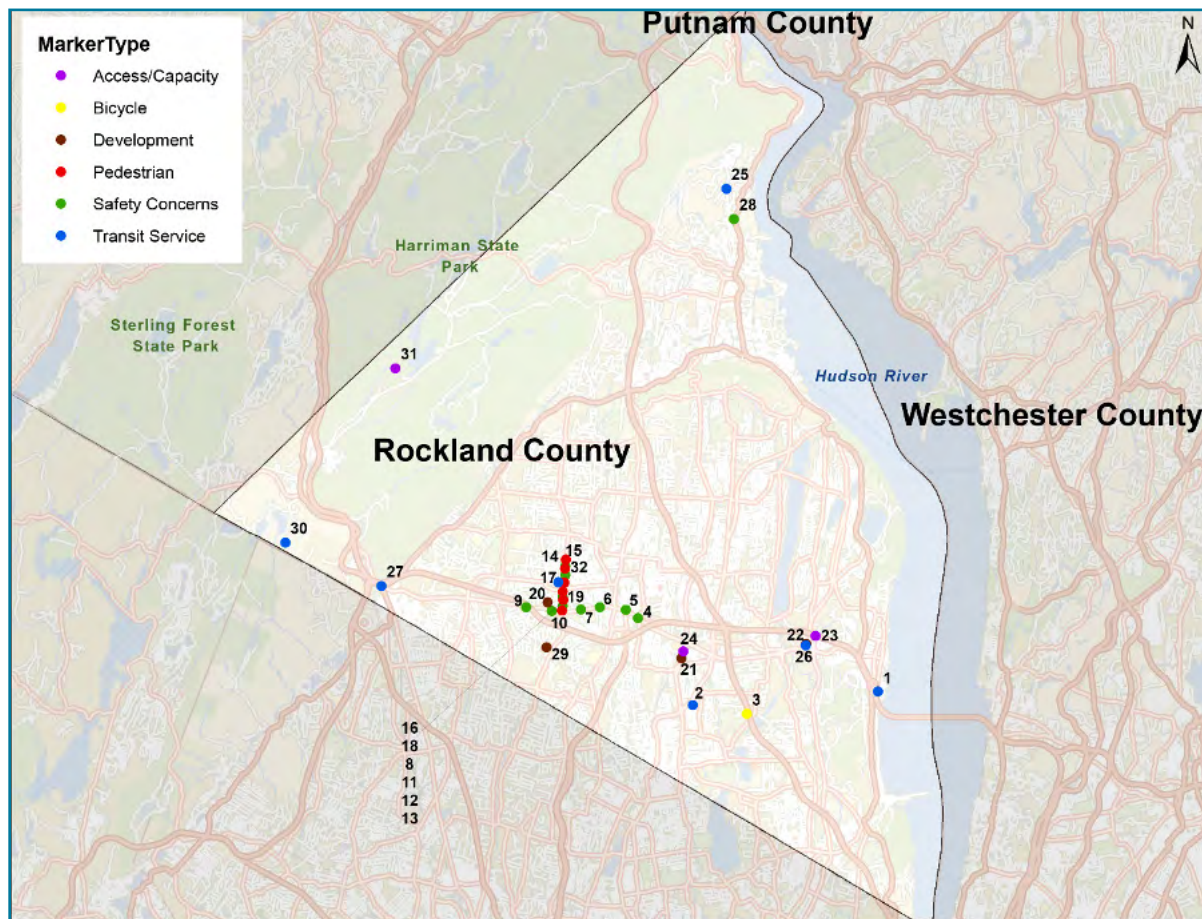


## Putnam County Geolocated Comments

3	Putnam	Access/Capacity	Capacity issues at difficult intersection of 684 and 84 causes backups on to 684, diversion of impatient traffic onto back roads.
2	Putnam	Bicycle	Dangerous intersection on bike trail
1	Putnam	Pedestrian	No sidewalks difficult to get around without a car in most of the town
4	Putnam	Transit Service	Extension of MNRR to far northern Dutchess county. To exempt Columbia county from MTA taxation, transfer the land in Columbia that the end of line would sit on to Dutchess for MTA tax purposes only, leaving the rest to Columbia county.
5	Putnam	Transit Service	More rail service and 24-hour permit parking



## Rockland County Map

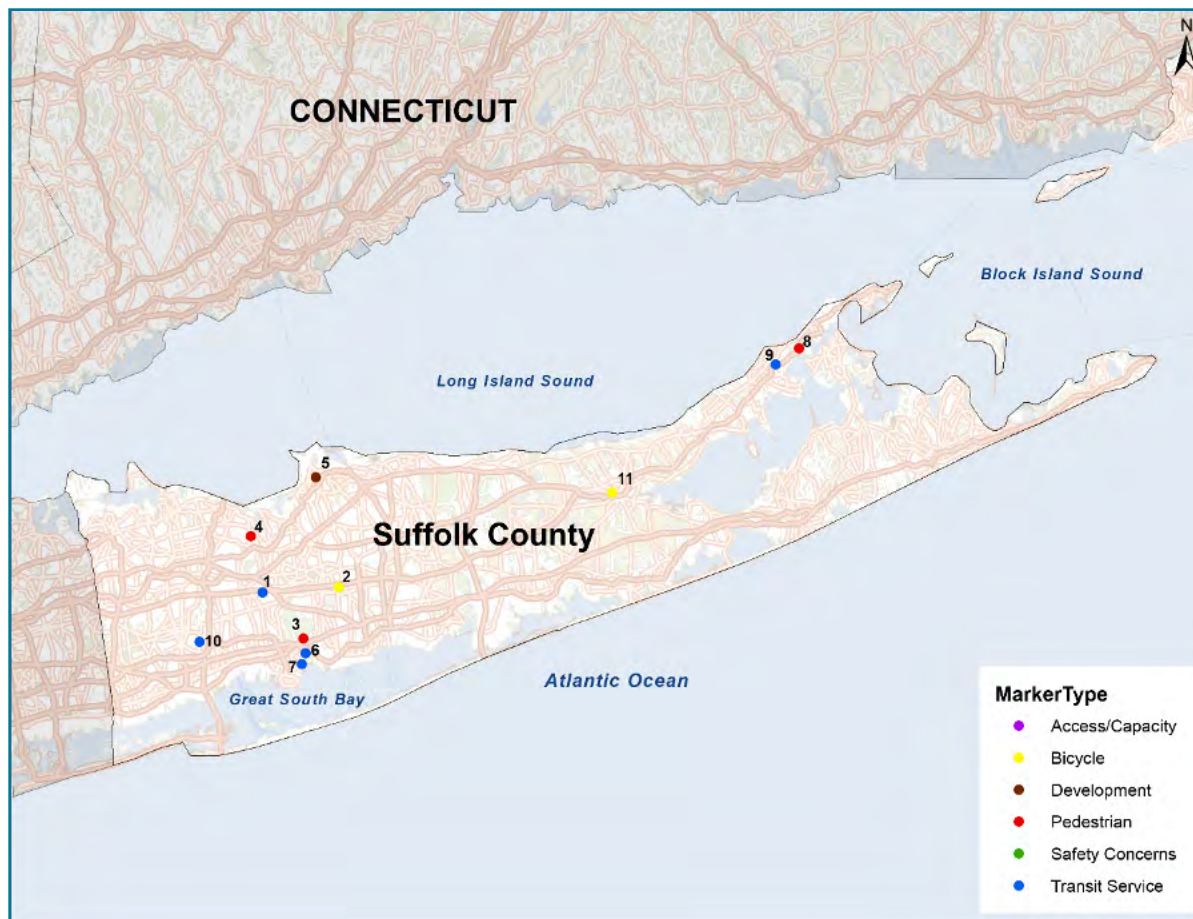


## Rockland County Geolocated Comments

23	Rockland	Access/Capacity	----
24	Rockland	Access/Capacity	----
31	Rockland	Access/Capacity	Public transit access to NYC is pathetic. Access to local public transit is poor because the routes of the buses are inadequate. One suggestion for the latter would be giving Rockland County more than a partial vote on the MTA board.
3	Rockland	Bicycle	would be nice
20	Rockland	Development	----
21	Rockland	Development	----
22	Rockland	Development	----
29	Rockland	Development	See my comment under the arrow pointed to Stamford
14	Rockland	Pedestrian	----
15	Rockland	Pedestrian	----
16	Rockland	Pedestrian	----

17	Rockland	Pedestrian	-----
18	Rockland	Pedestrian	-----
19	Rockland	Pedestrian	-----
4	Rockland	Safety Concerns	-----
5	Rockland	Safety Concerns	-----
6	Rockland	Safety Concerns	-----
7	Rockland	Safety Concerns	-----
8	Rockland	Safety Concerns	-----
9	Rockland	Safety Concerns	-----
10	Rockland	Safety Concerns	-----
11	Rockland	Safety Concerns	-----
12	Rockland	Safety Concerns	-----
13	Rockland	Safety Concerns	-----
28	Rockland	Safety Concerns	It's just dangerous. I doubt you could do anything Buckberg has no shoulder and 9W is a little unsafe to say the least.
1	Rockland	Transit Service	Metro-North rail service
2	Rockland	Transit Service	-----
25	Rockland	Transit Service	We would like easier bus access to get around the county more efficiently
26	Rockland	Transit Service	-----
27	Rockland	Transit Service	-----
30	Rockland	Transit Service	Much better local bus service and marketing of the service to encourage people to get out of their cars and onto public transit.
32	Rockland	Transit Service	West of Hudson Service needs to be prioritized. Many that live in Orange & Rockland work in the city. Transit does not meet the demand and ridership remains low for WOH as the service is unreliable and takes too long to commute.

## Suffolk County Map



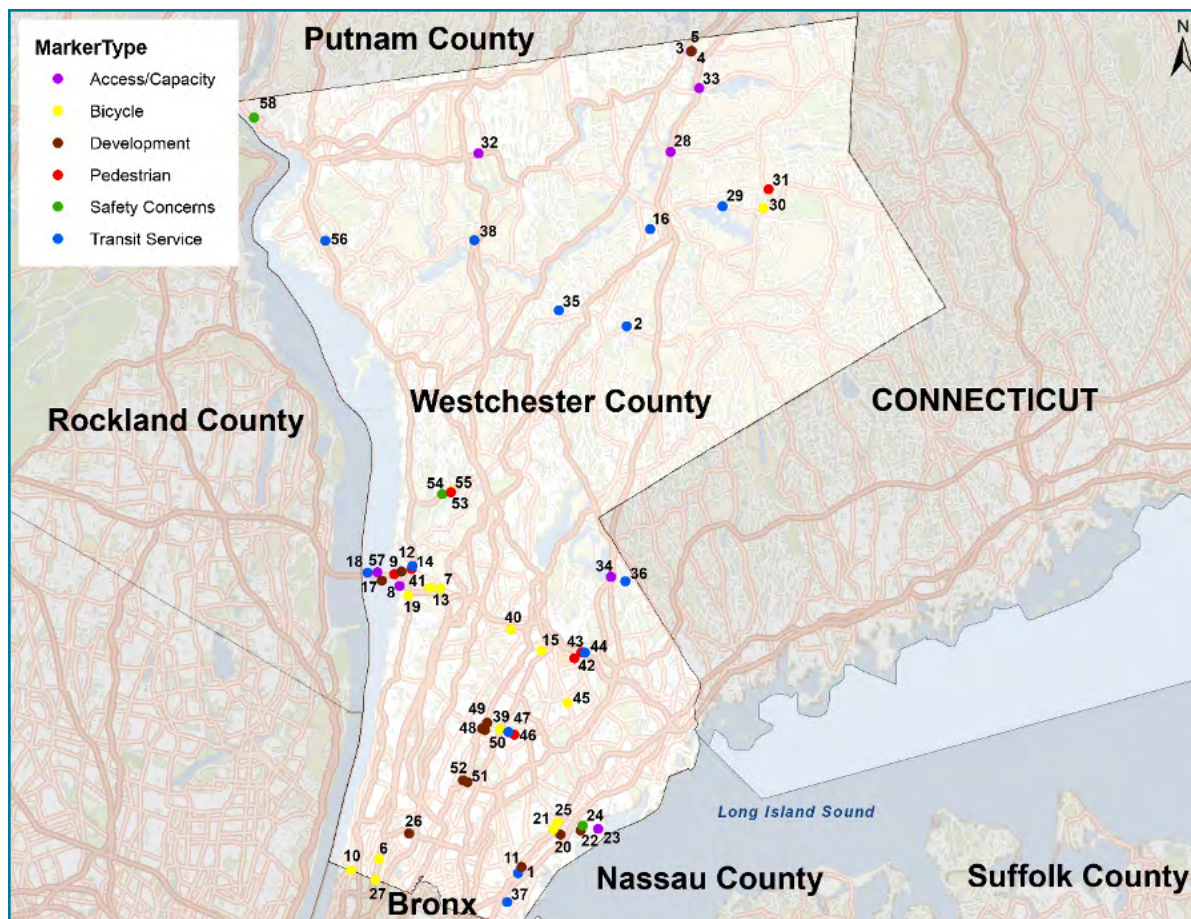
## Suffolk County Geolocated Comments

2	Suffolk	Bicycle	This is another general marker for Long Island: The Island is one of the most bikeable places in the world, if you provide a safe place for bikes and other personal mobility devices in our street corridors. We need a comprehensive network extending throughout the corridor.
11	Suffolk	Bicycle	----
5	Suffolk	Development	Bridge to Connecticut.
3	Suffolk	Pedestrian	Another general point for all of Long Island:
4	Suffolk	Pedestrian	----
8	Suffolk	Pedestrian	Route 25 is the main arterial road in the Town of Southold, yet there are huge gaps in sidewalks and bicycling infrastructure. Although traffic can be untenable on weekends and during the summer, there are limited transportation options between the hamlets.

1	Suffolk	Transit Service	Suffolk County urgently needs a more robust transit service providing higher frequency bus and bus rapid transit service with wider service spans. This is integral for people with evening employment, people without vehicles or the ability to drive a vehicle.
6	Suffolk	Transit Service	Direct Amtrak service to and from Long Island.
7	Suffolk	Transit Service	Buses or light rail north/south bound.
9	Suffolk	Transit Service	-----
10	Suffolk	Transit Service	-----



## Westchester County Map



## Westchester County Geolocated Comments

3	Westchester	Access/Capacity	There is not enough parking, during normal weekday hours, parking is unorganized along the road in dirt "parking spots". There is limited lighting, causing issues in the winter.
18	Westchester	Access/Capacity	-----
19	Westchester	Access/Capacity	-----
23	Westchester	Access/Capacity	-----
28	Westchester	Access/Capacity	Capacity issue - pre-pandemic on 684.
32	Westchester	Access/Capacity	Capacity - Route 35/202 is inadequate to handle the traffic between CT and the Hudson River. It would be great to have 4 lanes between the Taconic State Parkway and the Bear Mountain Expressway, and to make the Bear Mountain Expressway 4 lanes throughout.
33	Westchester	Access/Capacity	Accessibility - need northbound access onto 684.



34	Westchester	Access/Capacity	Capacity - traffic backs up at exits from 684 and the lane changing can get tricky. Would a roundabout work better? Or ??
6	Westchester	Bicycle	the first part of the trail is fine, the second part is full of holes
7	Westchester	Bicycle	add bike lane to bridge
10	Westchester	Bicycle	-----
13	Westchester	Bicycle	Unsure whether bikes in a lane can be side by side but coming around these bends its hard to see them
15	Westchester	Bicycle	No protected bike lanes yet... looks like building some but not much
21	Westchester	Bicycle	-----
25	Westchester	Bicycle	-----
27	Westchester	Bicycle	S County trail at Westchester-Bronx border is fenced off here, with no signs to warn bicyclists and no detour to get around.
30	Westchester	Bicycle	Need wider shoulders on roadway for biking especially along Rt 35 in Cross River between the two 121 intersections.
39	Westchester	Bicycle	Not enough cycling infrastructure
40	Westchester	Bicycle	Need bike lanes and complete street
41	Westchester	Bicycle	Need bike lanes and complete streets
45	Westchester	Bicycle	Road is wide! Better separation and markings for bike route would be great
53	Westchester	Bicycle	wide shoulder for bike but no markings/protection
5	Westchester	Development	Like I said in my other marker, the opportunity for development here is high, and it will pay dividends. You are going to see a trend of individuals moving out of the city due to the after-effects of the Coronavirus. There is a huge opportunity here.
9	Westchester	Development	Build Trump Tower
11	Westchester	Development	New Rochelle has done great work in creating TODs in the downtown area, but there is a lack of apartment housing for sale near the train station, as well as a lack of affordable, mid-market options. There's been a strong emphasis on luxury rentals to date.
20	Westchester	Development	-----
22	Westchester	Development	-----
26	Westchester	Development	Cross County Pkwy westbound (southern spur) merges into a single lane, causing daily traffic during commute hours
48	Westchester	Development	More apartments near the Scarsdale train station would increase affordability and access for all
49	Westchester	Development	More apartments near the Scarsdale train station would increase affordability and access for all
50	Westchester	Development	More apartments near the Scarsdale train station would increase affordability and access for all
51	Westchester	Development	More apartments near the Crestwood train station would increase affordability and access for all

52	Westchester	Development	More apartments near the Scarsdale train station would increase affordability and access for all
57	Westchester	Development	NYS/MTA own WOH train service, I-287 and Hudson/Harlem Lines. Train service should be extended from Rockland to Stamford CT over the Tappan Zee Bridge. Allowing for connections East/West and a spur to Stewart airport allowing for a one seat ride from a l
8	Westchester	Pedestrian	Get rid of Cuomo's name
12	Westchester	Pedestrian	No one ever wants to stop for the pedestrians
31	Westchester	Pedestrian	Need sidewalks / crosswalks between middle schools / high schools and shopping centers / food eateries on 121 and Rt 35.
42	Westchester	Pedestrian	Gap in sidewalk here and no safe footpath on 40mph road
43	Westchester	Pedestrian	Road needs sidewalk. One can't even access the 13 bus in the opposite direction, prevents transit trips and makes unsafe to walk.
46	Westchester	Pedestrian	No sidewalk over tight bridge makes walking a challenge
55	Westchester	Pedestrian	117 needs ped infrastructure for access to Rockefeller State Park / & sleepy hollow to Pleasantville
24	Westchester	Safety Concerns	-----
54	Westchester	Safety Concerns	117 Road overbuilt with no cycling or ped infrastructure which it needs
58	Westchester	Safety Concerns	18 Wheelers, trailers and heavy volume of traffic utilizes the Bear Mtn. Parkway/Bridge corridor. There should be a ban on trailers to limit crashes and accidents. Counties should look to expand Ferry/Bus/Rail service to help ease congestion.
1	Westchester	Transit Service	-----
2	Westchester	Transit Service	-----
4	Westchester	Transit Service	The trains here are too slow. It takes an hour and a half to get from here to grand central. When going south alongside I684 you can see cars blowing past. Infrastructure needs a rebuild plain and simple. I really do believe the investment to redo the entire system.
14	Westchester	Transit Service	the Hudson Link does not stop at Elizabeth St on the way to the train station, so we have to walk up the hill :(
16	Westchester	Transit Service	-----
17	Westchester	Transit Service	-----
29	Westchester	Transit Service	Transit service from South Salem to Katonah for trains and shopping would be great.
35	Westchester	Transit Service	-----
36	Westchester	Transit Service	We want buses from Rockland to here; it would make traveling so much easier if everything was more efficient as well as more places in Rockland to connect seamlessly to our local airport. If you could have more connections to Stewart (Newburg just across)
37	Westchester	Transit Service	-----

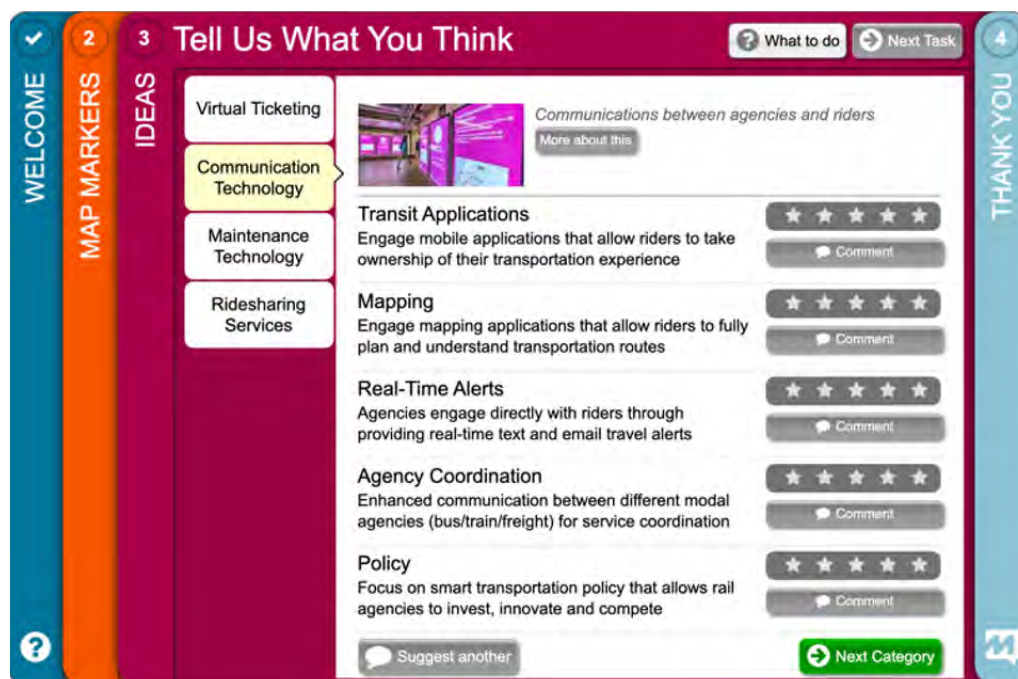
38	Westchester	Transit Service	-----
44	Westchester	Transit Service	Can only get 13 bus in one direction due to lack of sidewalks
47	Westchester	Transit Service	Bee line 66 passes through but no posted stops in Scarsdale on drake for some reason? Adding stop or stops would be great. Lack of e/w service in this part of the county is a challenge requiring transfer in White Plains all weekend
56	Westchester	Transit Service	One seat rail service from GCT and from NYP to connect with air networks at SWF.

## Ideas Exercise

Respondents were given four categories outlining strategies to incorporate emerging and innovative transportation services and tools into an efficient transportation network design.

1. Virtual Ticketing
2. Communication Technology
3. Maintenance Technology
4. Ridesharing Services

Each category had five proposed strategies which respondents were asked to rate from one to five,



one being low desire to see strategy implemented, five being high desire to see strategy implemented.

Respondents were also able to provide comments on each strategy.

The summary of each category includes the following:

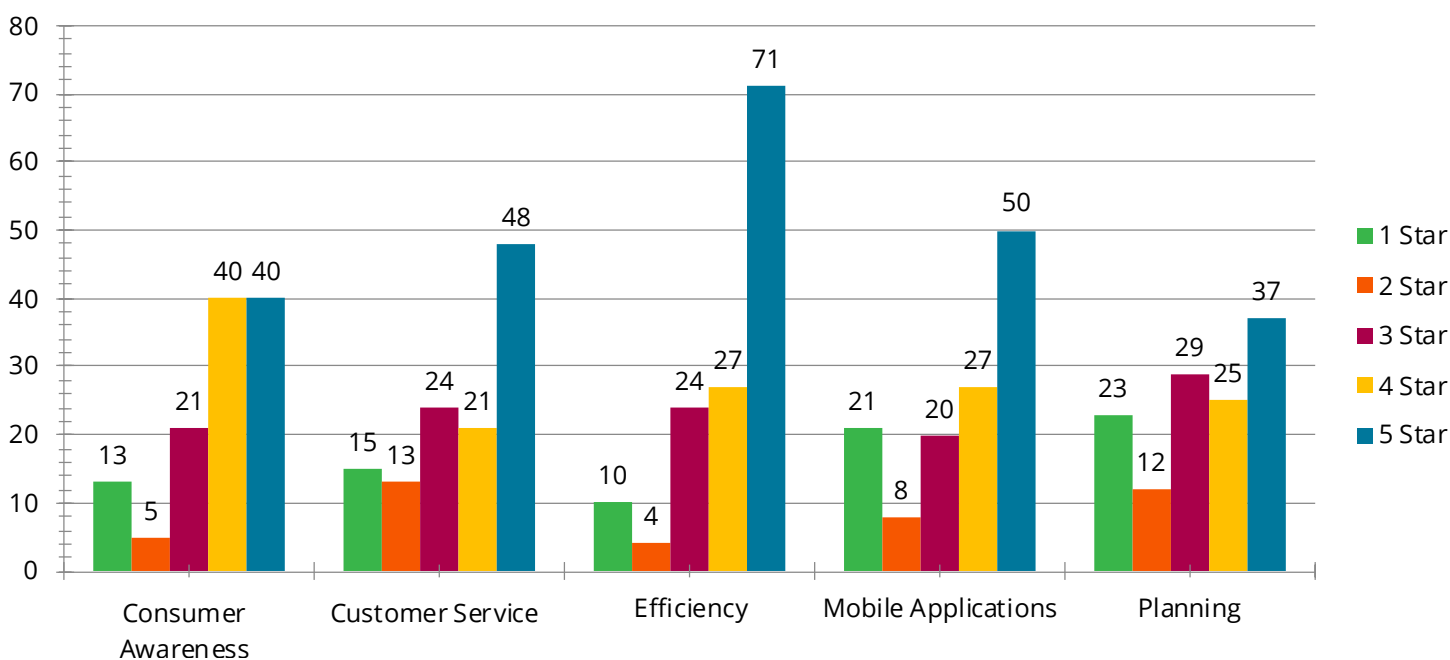
- **Strategy Rank and Average Rating** - A table of strategies, and their definitions, ranked by the average rating they received
- **Strategy Rating Frequencies** - A chart of the number of times respondents rated each strategy with one though five stars (the more stars the better)
- **Strategy Comments** - Comments that respondents left divided by strategy

## Virtual Ticketing

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Efficiency</b> Use ticketing technology to streamline transit boarding process, speed up trips, and reduce congestion	4.07	136
2nd	<b>Consumer Awareness</b> Focus on enhancing consumer awareness of ticketing and other convenience amenities in the network	3.75	119
3rd	<b>Customer Service</b> Virtual ticketing frees up staff to provide enhanced customer service for transportation users	3.61	121
4th	<b>Mobile Applications</b> Use mobile applications as framework for virtual ticketing; all transactions stay on mobile framework	3.61	126
5th	<b>Planning</b> Use ticketing reservation technology to plan for upcoming transportation service changes and events	3.33	126

### Strategy Rating Frequencies





## Strategy Comments

### Efficiency

- Nope, do NOT do this. It wastes everyone's time.
- The Metrocards are fine. This new technology will not speed up trips or reduced congestion.
- Lack of bus/metro north fare integration is a pain
- We are far behind adopting technology and industry best practices. At the same time unnecessary wastage should be avoided.
- Buses should be free.
- Much of this has already started to take place with OMNY and regional rail already utilized MTA E-Tix as well as monthly passes. More of a subway/city bus concern than an issue for the entire region.
- In other cities you can tap your transit cards at both front and back doors. Much faster
- You could do better
- OMNY+Magnetic Swipe Student Metro cards should be given to students to get us used to the technology
- If we do use this technology, we need make it difficult to hack.
- privacy. cash is king.
- Stop making everyone swipe on buses! Load through both doors. Use the system much of Europe uses--assume everyone has a ticket.
- Eliminate conductors on commuter rail and use a ticketing system with turnstiles and entry/exit swipes instead. Also, replace tickets/MetroCards with OMNI technology at all commuter rail and subway stations.
- Ticketing issues are seriously the least of MTA's concerns. Fix the subway stations, eliminate the delays, improve accessibility. Ticketing is honestly one of the last issues in need of being solved
- This would be a game changer for regional rail and bus service.
- But leave some old machines available for when your phone is dead and as an alternative
- Use single transit fare across all systems- subway, bus, light rail, LIRR, MTA, Metro North, PATH, NJ Transit, etc.
- I like the ease and the eventual ability to create different types of tickets, but it's not any faster than the current card-swipe system
- Use Prepaid cell phone accounts to avoid lines
- The fewer surfaces I have to touch the better and missing the train because I have to refill my card can make me late.
- Spray the seats often spray the place with Lysol and open windows or put something that kills germs more often than we ever did, I don't see it and no one talks about it
- Not a lot of people have access to technology. For example, smart phones to use OMNY. This should not be a priority, but it would be nice to have.
- The train need to be 6 feet apart. People

don't do it right now. It's so close to one another. We will get sick

- I like the change, but the reading system isn't that much easier than the MetroCard
- Cómo hacer tarjetas de persona retirada
- Translation – Like making ID cards for retired people
- Todos los vendedores son muy arrogantes.
  - **Translation** - All sellers are very arrogant.
- La app de la MTA no siempre da información real de lo que está pasando, también es un poco difícil de leer!
  - **Translation** - The MTA app does not always give real information about what is happening, it is also a bit difficult to read!
- Cuando uno va en el tren y bus debemos recibir alertas de algún accidente para así poder tomar a tiempo otra ruta o si ya estamos en el túnel saber cuánto esperar o no entrar en el!
  - **Translation** - When one goes on the train and bus, we must receive alerts of an accident so that we can take another route in time or if we are already in the tunnel, know how long to wait or not to enter it!

### Consumer Awareness

- Use electronic signage for travel times and other travel information instead of for advertising.
- What we need are more elevators and a 21st century signal system.

- We should start parallel services of virtual and manual. And set a target date to completely move away. Similar to that was done for easy pass.
- That's great as long as the information given to consumers is accurate. That's a perpetual MTA problem
- Some of the metro north practices seem hidden to customers, but I guess there is some charm in that. for example: having to sign a monthly card? It was many months before I was taught this 'rule'

### Customer Service

- I appreciate being able to buy tickets on the phone. But it's not like everyone waits in line now to buy MetroCard from the agent. Anyone who has a credit card uses one or the kiosks already. And if you only have cash, the phone isn't going to help you anyway.
- Start using our credit cards/debit cards too for use on trains.
- More interested in cleaner stations than customer service
- Don't use "technological efficiencies" as an excuse to cut back on service.
- So often technologies fail us - whether our smartphone runs out of battery, or the machine doesn't work, or who knows, maybe someone stole our bag - and the human intervention is the only thing that can save us in these unprecedented moments. Every person I know has been adversely affected by virtual-only options when it comes to transit and safety.

- As long as virtual ticketing is added in ADDITION TO keeping humans. It makes no sense to get rid of human jobs. And from a consumer standpoint, sometimes an automated system won't cut it. Nothing is more frustrating than being stuck with a computer when you need a person.
- The staff can be reassigned to where it is needed most.
- No stations still need clerks for safety reasons.
- Nope. You should add jobs for humans to help other humans. Fire a few transit officials and cut out the graft and corruption.

### Mobile Applications

- Nope. This reduces services to low income and non-smartphone-owners.
- Everyone seems now have cell phones.
- Again, this is already occurring but would be beneficial to continue to update and expand.
- This is ok but makes it only accessible to those with smart phones. I prefer a tap card
- Non-mobile users must not be left behind. People who cannot afford a phone, cannot use it due to disability, or have just broken it and are waiting for a new one, should not be forced to use substantially worse service
- You NEED to start using GPS technology to allow us to track y'all's buses. It's so ANNOYING you're hardly ever on time in Rockland. I don't know what to say. You just lack professionalism.
- An accompanying website would be

preferable

- I can agree with allowing some mobile stuff, but ALL transactions on mobile? Nope. What if your phone dies? What if you're in one of the places with no service (which MTA stations are notorious for)? What about homeless people or other folks with no phone? Bad idea
- I don't actually mind having a Metrocard -- phones die sometimes, etc. Just make them contactless!
- Less money for tech more money for service
- It's good, but I would like to have an option for not using Mobile App. What if I forgot the phone? I want to have another option like Metrocard or something similar.
- Mobile ticketing is fine conceptually but I both know many and personally have been without a cellphone or my cellphone was not operational. For those without a(n operational) smartphone, mobile-ticket priority is not only a monumental inconvenience, but can also leave us entirely stranded.
- While this would make things very useful for the majority of riders, low income riders who don't have smart phones (and need transit the most) would be left out. Apps should be developed but not mandated.
- There needs to be a fallback for those who still don't use smart phones.
- There are too many different apps for planning and ticketing. None of them are any good from a UX standpoint, either
- Mobile ticketing and reservations are

convenient for those who can afford it and are able to. Please don't forget about the poor who may not have cell phones/credit cards, the elderly who may not understand the technology, and the disabled who may not be able to use it.

- Many people don't have a smart-phone. I wouldn't use this at all.
- Be sure to accommodate older folks with an alternative
- Having the option of the card or app is better, they should be associated with each other, not replacing.
- Nobody wants to install 5 apps to get around. Mobile ticketing should be aggregated across subway, LIRR, Metro-North, Buses, Airtrain, PATH
- It will be tough for ppl without phones
- This is nice in theory but what if a phone dies?

### Planning

- Not sure what this is
- This is not a good idea. Instead pricing should be discounted during off-peak hours to incentive more off-peak usage.
- Unlikely to be very useful with subway travel but interesting.
- This sounds good but it seems very complicated to implement.
- No reservations on transit
- Who is scheduling their Tripp's in advance? Work/school trips sure. But if you're a

resident and not a visitor, most of your trips are spontaneous

- always accept cash.
- If we are going to use a ticket reservation, do not charge a convenience fee like Ticketmaster.
- This would not be beneficial as many commuters utilize more than one mode of transportation to get to work. Taxi, Ferry, Ride Share, bus, train, etc. There would need to be a trip planner that works across modes to plan an entire trip to properly reserve. Too much demand at peak hours to be effective.
- Need to make options for 1. 24hr ticket, 2. 3day ticket for weekend visitors
- Interesting- need more details.
- Nope. It reduces service for low-income and older people.

### General Suggestions

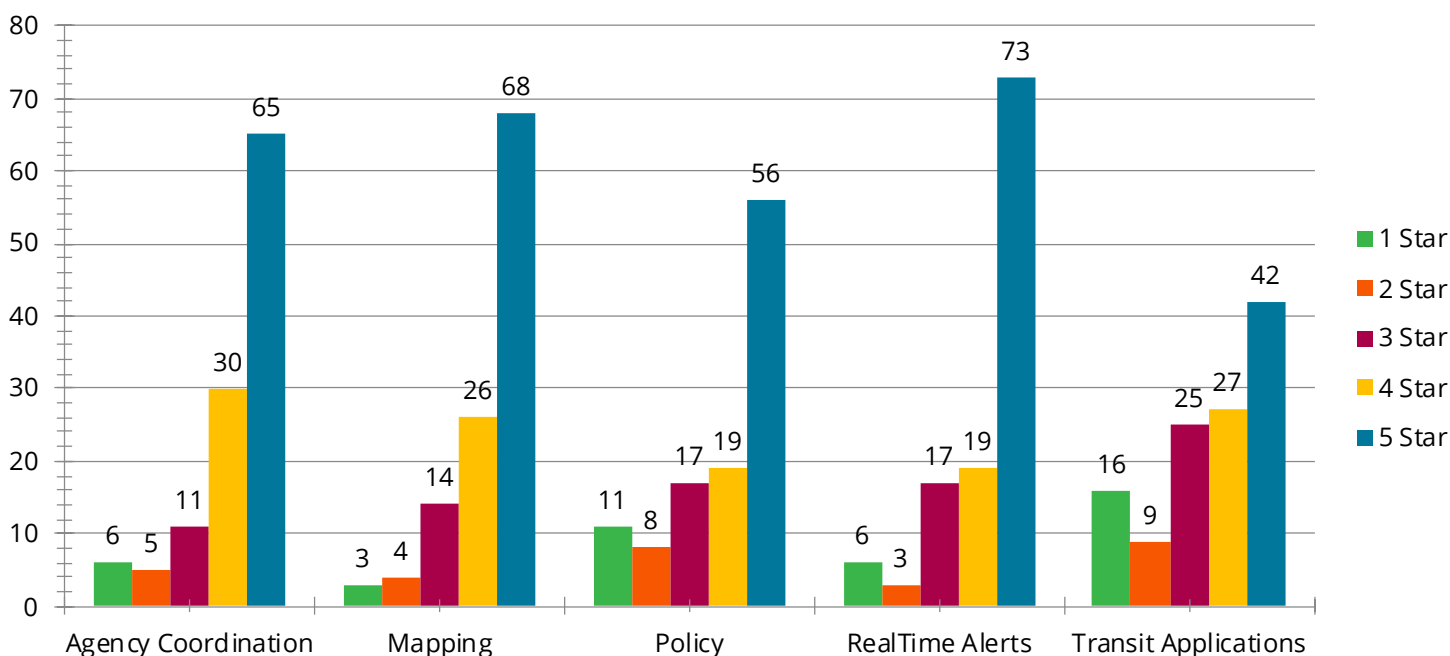
- Why are there 15 MTA apps? There should be ONE. It's so confusing.
- Fare Integration: virtual ticketing allows regional rail passengers to tap on at their suburban stations and connect to the subway for free, with unified pricing within NYC limits
- There still needs to be the virtual booths for people who may not have smart phones or in case their smartphone dies they have an alternative option. unless you mean a way of reloading your metro card on an app i think that could work (but i think that already exists)

## Communication Technology

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Mapping</b> Engage mapping applications that allow riders to fully plan and understand transportation routes	4.32	115
2nd	<b>Real-Time Alerts</b> Agencies engage directly with riders through providing real-time text and email travel alerts	4.27	118
3rd	<b>Agency Coordination</b> Enhanced communication between different modal agencies (bus/train/freight) for service coordination	4.22	117
4th	<b>Policy</b> Focus on smart transportation policy that allows rail agencies to invest, innovate and compete	3.91	111
5th	<b>Transit Applications</b> Engage mobile applications that allow riders to take ownership of their transportation experience	3.59	119

### Strategy Rating Frequencies





## Strategy Comments

### Mapping

- This might already be happening, not sure.
- This would actually be helpful
- Vital to provide better information about connections between lines. Insanely frustrating to not be able to transfer when you thought you could transfer.
- For commuter rail systems, include mixed driving & rail or biking & rail directions. If someone is traveling from a location not in walking distance of transit, show total travel time (and directions) if driving to a train station and taking a train, or biking to a station.
- Google maps exists already
- It will be difficult to compete with Google or Apple Maps. This would be a waste of resources.
- Single, metro-wide system would be really helpful. I have different apps now for PATH, NJ Transit, subways, LIRR, etc.

### Real-Time Alerts

- Actual real-time, please. Not “real time” based on scheduled run times like PATH currently has.
- Only if I can subscribe to alerts for lines that are relevant to me.
- This would be useful but just network-wide texts would be too much, it would need to be a schedule
- If it’s accurate—more than the electric

marquees in stations now

- Real Time Alerts are useful, but most riders want a reliable, stable schedule. Many do not want to be terminally tethered to their phones in anticipation of transit disruptions.
- It would be nice to know before going through the turnstile about subway alert. So that I don’t have to go down the platform to learn that the subway is delayed, and I have to get out the station to go to another station.
- You could do better in this department for Rockland. We get the short end of stick!
- You could do better in this department for Rockland. We get the short end of the stick!
- Yes, and also use electronic signage at stops to display transport information instead of advertising.
- So-so.

### Agency Coordination

- Good idea concept.
- Lack of timed transfers between metro north and beeline can be inconvenient
- It would be nice that if you get off the subway, you can see which bus is coming and when it is coming, like countdown clock in the subway station.
- This would be great but would require a complete reconfiguration of the MTA. Needed, but so complicated it might not be 100% possible.

- This should already be a thing
- Buses and trains should be waiting for one another at common transfers! So often the 7 leaves Court Square just as everyone makes it to the top of the stairs coming up from the G. That makes no sense! Similarly, a bus should know to wait a little if a train just let people out at a station.
- Mya and LIRR
- Buses announcing train times would be helpful
- This is the most important item listed.
- This always seems like the hardest part, even though it is so important. Keep trying!
- There is no interagency coordination!
- Reservation system

## Policy

- It's clear that the city and state have no care or desire to invest in an integrated, efficient transit system. Too many entities that don't speak to each other, different ticketing types/ costs, and no cross-honoring. It's a system of fiefdoms not a holistic system for the region.
- Privatize the MTA, it's a disaster
- This does not even mean anything. What is "smart transportation"?
- Massive investment needed
- Policies are great if they take into account the needs of the people. But more bureaucracies and red tape is not needed. Simplify things for consumer benefit. And any policies that increase police presence is NOT welcome. We don't need more officers harassing New Yorkers.

should be planned by the city of NY first with the MTA as a partner. The City should be the one to pay for it while the MTA should focus on maintenance and running the system. The MTA is so overloaded with debt as it is that new expansion is basically impossible. Further, it is not actually in the interest of the MTA to expand their system. Only the City will financially benefit from expansion so the onus should be on them.

- Riders want reliability. Transit is used to get from one place to another - that's its primary purpose. Any superfluous smart tech should come secondary to reliable service.
- Use humans instead of electronic gimmickry.

## Transit Applications

- We can't take care of our own self in the train. Because you're in the train. People comes in what we will do go out the train. We have to work. I take the train every day and I know we are not safe in the train
- If it made the governing of the MTA more democratic that would be good, but just an app that doesn't do anything useful isn't interesting
- I don't even know what "taking ownership" means. Just fix the trains. If that gets fixed I'll have all the ownership I need
- Most people do NOT want to download additional apps nor have the space to do so. Additionally, this excludes the many riders who do not have smartphones, either by choice or consequence.
- What is this corporate mumbo jumbo?
- It would be great if the app let riders to alert to MTA that homeless people on the platform or trash out flowing the basket or



accumulate on the train track.

- There should be polls every year on the mobile app asking riders how often they would like public transport services to arrive at stops or stations
- alerts when trains are delayed or re-routed. “Next train” available on the phone would be great
- Yes, streamlined, concise and up to date information can help commuters better plan and enjoy their commute.
- Need more details.
- Oh, bullshit. We take ownership by having subways that work and MTA employees to help us.

### *General Suggestions*

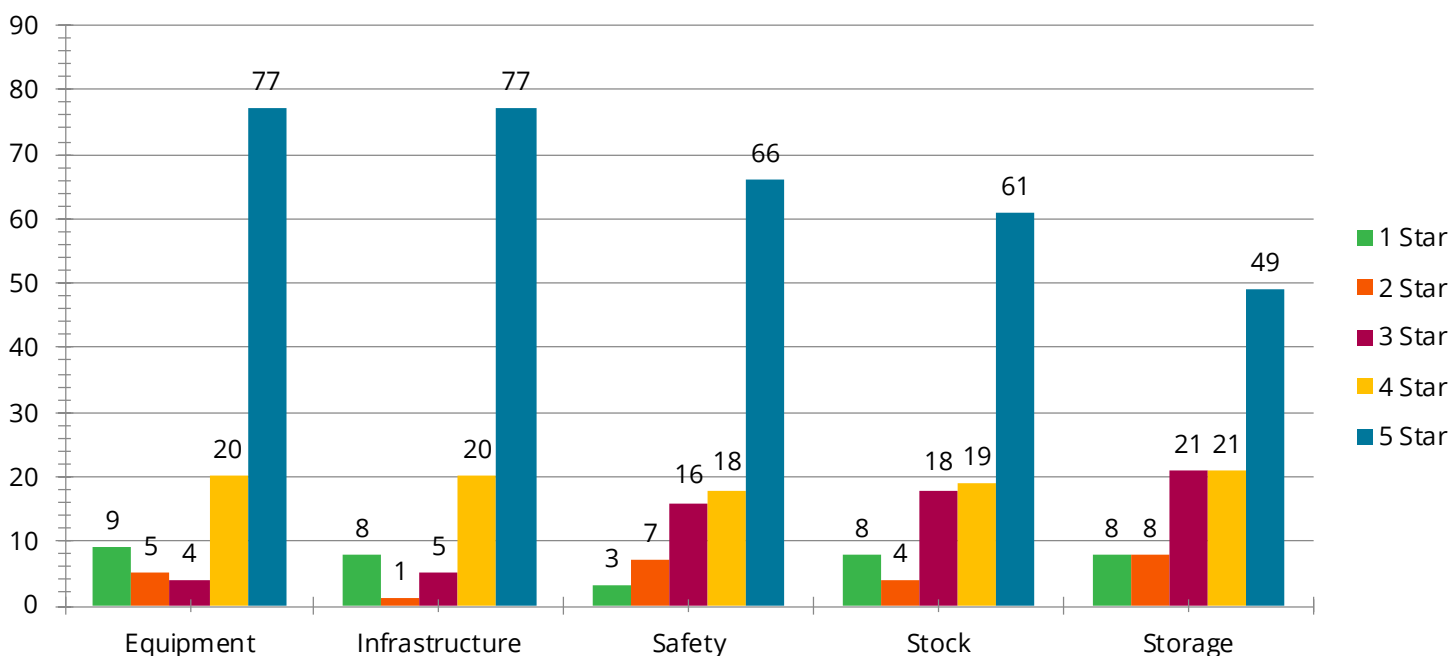
- Real time maps that show current service, including with service changes in effect. Flexible display signage in stations that can reflect service changes.
- Upgrade signaling/CBTC and sync it with google/apple maps platforms. no need to invest in your own app since others have made it so easy already and just need more live data. Signs and MTA apps are only marginally useful for that reason.

## Maintenance Technology

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Infrastructure</b> Ensuring structurally sound bridges, employing safety technology and effective vehicle testing	4.41	111
2nd	<b>Equipment</b> Use new technologies to maintain, replace, repair obsolete or non-functioning supporting equipment	4.31	115
3rd	<b>Safety</b> New technologies to ensure network safety (Positive Train Control, drones, radar, ultrasonic, etc.)	4.25	110
4th	<b>Stock</b> Use new technologies maintain, replace, and upgrade and repair older transit vehicles (bus and rail)	4.10	110
5th	<b>Storage</b> Where needed, upgrade and enhance or create new train car and bus vehicle maintenance facilities	3.89	107

### Strategy Rating Frequencies



## Strategy Comments

### Infrastructure

- Well, I would hope that's already happening...
- Reservation system for riders
- Our roads, airports and bridges are a disgrace.

### Equipment

- New in-station technologies that are customer-facing are great. But there seems to be little effort to replace the maintenance and functional systems for the trains/buses themselves. (Byford's now effectively abandoned Fast Forward program)
- No-brainer here, use the latest and greatest.
- The system is ancient, it needs to be faster and cleaner.
- Increase priority on CBTC implementation throughout the subway system.
- This is an urgent priority. The old and decaying signal system has got to go! It causes huge delays which are only going to get worse with the new fiscal crisis for the MTA
- These all seem like smart things to support - if cost saving, why isn't it done already? But not sure what the pandemic implies!
- We should maintain the subway system and update the necessary knobs and switches as needed, though this should be entirely subsidized on a federal and state level, and not offset to riders.
- New tools may be helpful but updated work

rules will get far more done.

- Of course you should replace and repair obsolete and broken tech.
- Should be the first priority.

### Safety

- Need to focus on the underground systems.
- PTC is already in place and is required to be completely installed before the end of 2020 per FRA. NY regional rail is on track to meet this demand. Need to expand to new initiatives.
- Drones and radar sound like some police state surveillance stuff. No thanks.
- Not to knock better safety measures but new technology just means new things that have to be fixed and that can go wrong. Less focus on toys, more on humans.
- It seems pretty safe already, but anything preventing people from falling on the tracks in the station and/or getting hit by trains would be great.

### Stock

- Second highest priority.
- The MTA seems to be pretty good about having new stock in the pipeline. But perhaps procurement rules need to be changed so the new trains don't end up all being lemons.
- Whenever upgrading or repairing train cars, they should be installed with WiFi+cellular capabilities.



- Speed and cleanliness are more important than brand new vehicles, but everything should be brought up to current standards
- Create a robust quality control system for purchasing new subway cars and buses. New buses have a very low fail rate as there seems to be rigorous checks in place. New subway cars seem to be failing left & right specifically the R179 cars
- The giant buses used on the SBS lines should be replaced with double decker buses if possible. The existing ones don't turn well.
- Yes all these things are great. I don't think people would say we \*shouldn't\* have structurally sound bridges and track-beds
- Why is New Haven stock better than Harlem line stock??
- They keep bringing back retired trains because of R179 failures. And it took the MNR how long to finally replace the cars on the New Haven line??
- Prioritize walking/transit over the car. Parkways should not just focus on the car and incorporate bus lanes and better bike lanes. I know so many more people who would bike if it wasn't a death sentence.

- This is something people don't realize we need. If you need more trains and more buses where do you put them? In our rush to redevelop every square inch of the city we need someone to save some space for storing vehicles.
- Need also to protect the system from harsh winter events.

### General Suggestions

- Cleaning services. I think the pandemic has set new expectations for the public to use mass-transit.
- "Capacity Improvements. Invest in additional capacity to meet today's demand levels. Focus on modes that take passengers off city streets.
- Also, improved security and cleanliness on public transit. Lower tolerance for quality of life violations."
- Capacity Improvements. Invest in additional capacity to meet today's demand levels. Focus on modes that take passengers off city streets.

### Storage

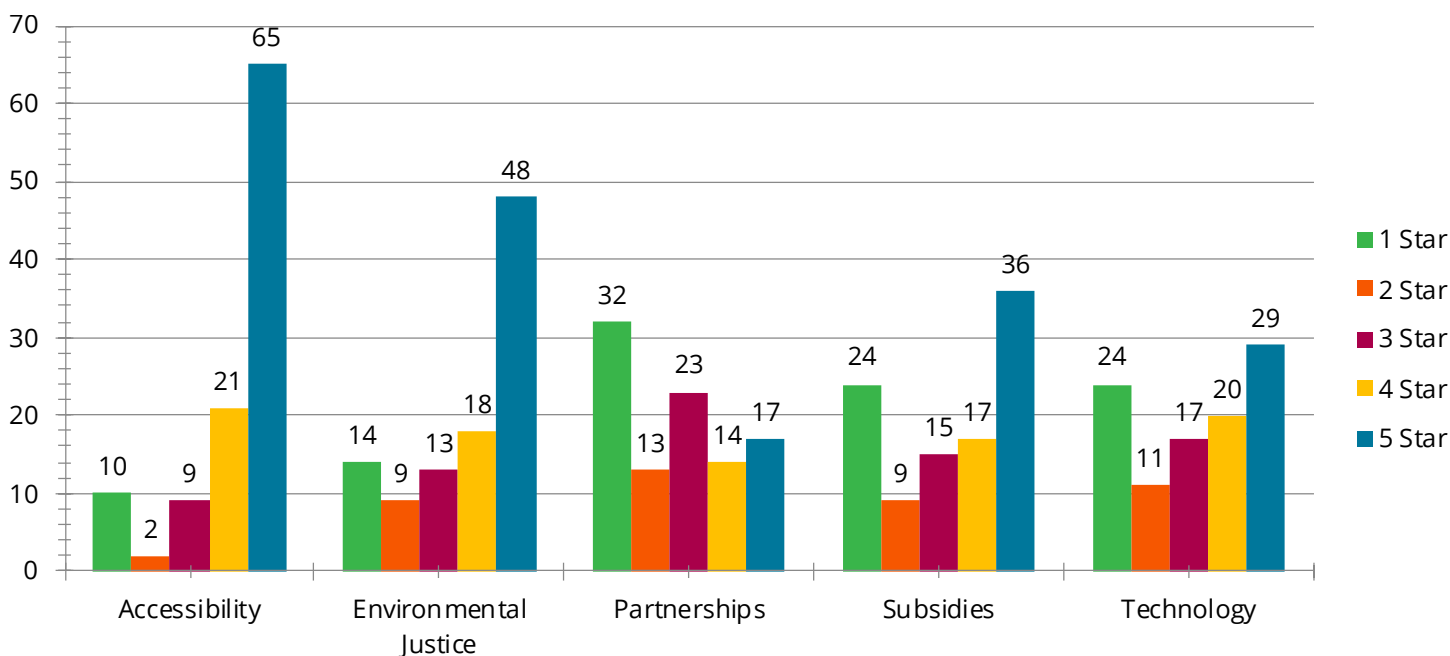
- This should not need to be voted on. Most of the items on this list should be implemented.
- Your Mount Vernon yard is a public hazard and spoils the Bronx River Pathway it abuts because you spilled oil or whatever into the park.
- If necessary. No opinion

## Ridesharing Services

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Accessibility</b> Ensure that the various rideshare and transit vehicles are ADA accessible for all users	4.21	107
2nd	<b>Environmental Justice</b> Expand programs for economically disadvantaged transit riders to participate in discounted rideshare	3.75	102
3rd	<b>Subsidies</b> Subsidize rides to/from transit hubs, apps to route a combination of public transportation/rideshare	3.32	101
4th	<b>Technology</b> Use mobile apps to link ridesharing apps with transit apps for seamless network coordination	3.19	101
5th	<b>Partnerships</b> Develop partnerships between public transportation authorities and companies like Uber and Lyft	2.71	99

### Strategy Rating Frequencies



## Strategy Comments

### Accessibility

- ADA compliance in NYC is atrocious, a huge embarrassment.
- The NYC metro area does a very bad job of this. And the powers that be have actively fought against ADA comparability.
- The NYC metro area does a very bad job of this. And the powers that be have actively fought against ADA comparability.
- Every station, every vehicle, no excuses!
- ADA compliance has come a long way. Ensure adherence to those laws. However, structural changes shouldn't be a substitute for caring helpers.
- Accessibility is important. Would have given this 5 stars, but I do not think Uber and Lyft are part of the solution here. Accessibility on public transit is absolutely, 1000%, a priority however.
- Third priority.

- what does this have to do with environmental justice.
- It is mid-guided to use transportation economics to replace labor market economics. Just because you can, doesn't mean you should. Employers need to pay a proper wage, and social services support the poor. Individuals also need to be accountable for their role in the system.

### Subsidies

- Absolutely not, not for non-ADA reasons. Do not subsidize private enterprise, use our taxes to build robust 21st century public transit infrastructure, with more buses, streetcars replacing major bus routes and connecting outer-borough transit lines, and improving subway speed and safety
- There could be more work done in this area. More subsidies are needed in places that are transit deserts (eastern Queens, parts of Rockland and Putnam Counties), and there could be reductions in subsidies for other things (NYC Ferry)
- I don't think the government should interfere with private businesses that function well and much better than the MTA
- Yeah, make it AFFORDABLE
- Subsidize trips in Underserved neighborhoods (especially in The Bronx and Queens). Not all riders need subsidies.
- Absolutely not. Rideshare should not be subsidized through private companies. To improve last mile access, invest in service

### Environmental Justice

- If it's environmental, require the use of efficient and electric vehicles.
- Tickets should just be cheaper for everyone. Why do tickets get more expensive every year. It should be 1.75-\$2
- I'm rating this highly because of how smart the Fair Fares program is/was. But it's now essentially been defunded with the FY20-21 budget, so it's clearly not seen as a priority
- Yes



frequency of the bus network and eliminate bus delays and congestion at major transit hubs.

- No subsidies. They contaminate free market economics.

### Technology

- No
- This is a waste of resources. No user will switch from ride-share to transit and pay \$2.75 or more when staying on taxi isn't too expensive.
- As long as the app is coordinated by public agencies in the public interest, and not by a private company for their interests.
- Depending on how this is implemented this could be ok. But if it requires private companies encroaching on public service systems leave it. People can use these apps independently of the MTA's help

### Partnerships

- Uber and Lyft are unprofitable companies that add significantly to highway and roadway congestion. They should not be a significant part of transportation planning for the future and should be looked at as part of the problem. They do not discourage private automobile use; studies show they mainly take trips away from transit and walking.
- Uber and Lyft are unprofitable companies that add significantly to highway and roadway congestion. They should not be a significant part of transportation planning for the future and should be looked at as

part of the problem. They do not discourage private automobile use; rather, studies show they mainly take trips away from transit and walking. I would give this 0 stars if that was an option.

- I would prefer a partnership to support yellow cabs
- Sounds GREAT! Make it happen
- I'm worried about high fees whey might charge.
- Absolutely not. You don't want to be on the hook when they go bankrupt.
- Uber and Lyft should only install electric scooters in the city. The city should buy back CitiBike from Lyft
- This sounds like something that could cost government agencies a lot of \$\$ without a guarantee of good service
- I would only be in favor of this if it was specifically as a replacement for the Access A Ride which is a massive failure (in practice, not in need).
- Absolutely not. While Lyft and Uber have seen increased usage as a 'last mile' resort for many in outer boroughs and otherwise as convenient, private, seemingly affordable vehicular transportation - most people fundamentally detest not only the ethics but the regressive transformative politics of these ride-share behemoths. There is much research regarding their experiments appropriating the 'bus systems' of smaller cities to showcase that off-loading public transportation or cooperating with Uber/ Lyft will not only not fulfill the simple wishes of riders (to have reliable transit that takes

them from point A to B) but also costs the city and state a fortune.

- Whenever public services become entangled with private industry, consumers lose out
- I think a partnership with Citi bike would be better for city
- Use only to fix gaps in service (i.e., last mile and nighttime service) and prioritize pooling/via type service to minimize congestion. San Clemente CA has a pilot program in place similar to this.
- No privatizing of transportation with companies that exploit workers
- Uber and Lyft should be heavily taxed to support the bus system
- Uber and Lyft could play a role in serving underserved communities while new routes are built out, but don't let venture-capital-subsidized private companies cannibalize public transportation.
- Public money should not be used to be sent to the coffers of private enterprise except for Access-a-ride.
- No. Public/private partnerships aren't interesting or good, don't waste my taxes
- Ride sharing is what has plagued the city and caused for even further congestion on the roadways. Ride sharing companies should be discouraged and transit should work with licensed taxi operations and bus services to further enhance travel.
- Properly fund and support public transportation agencies. Partnerships with companies like Uber and Lyft and wasteful and unnecessary.

### *General Suggestions*

- Defund ridesharing services and funnel that money towards subway and bus service improvements.



## Introduction

On June 16th the New York Metropolitan Transportation Council (NYMTC) launched an interactive public engagement platform for the Regional Transportation Plan using 'MetroQuest' to gather feedback from the public on the vision goal of Reducing Environmental Impact. The module was translated into Spanish, Russian, and Simplified and Traditional Chinese to provide better access to the survey for the population in the NYMTC planning region.

The following is a summary of the "Reducing Environmental Impact" goal and includes responses from June 16th through the close date on September 20th.

## Participants

The breakdown of module completion by language is below:

English	Spanish	Russian	Simplified Chinese	Traditional Chinese	Total
211	13	3	17	2	246

## Exercises

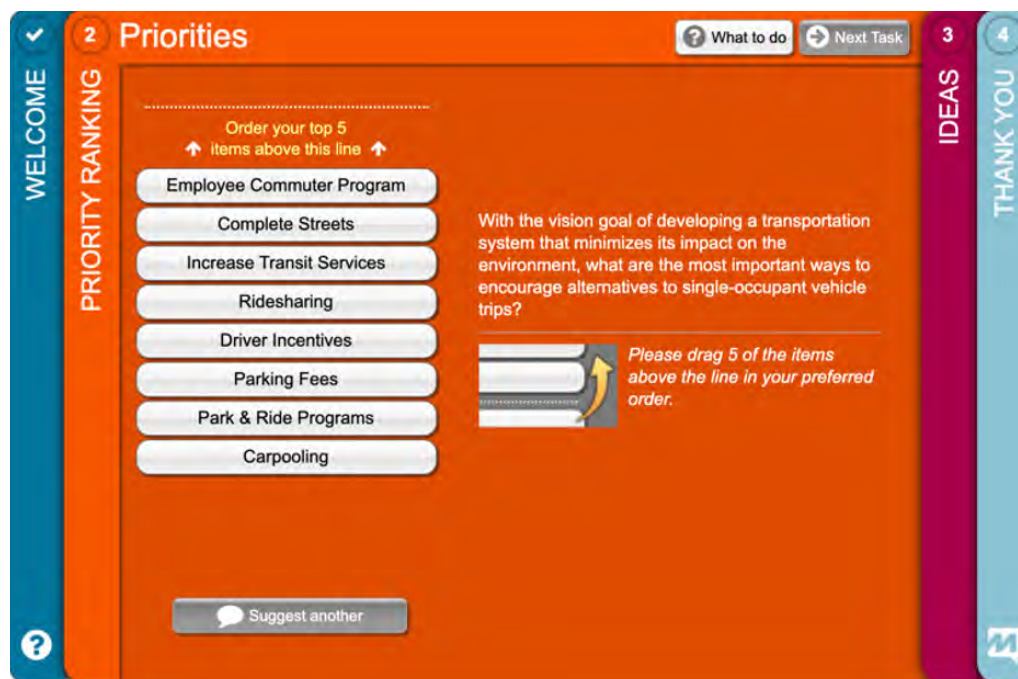
This MetroQuest online engagement platform module included the following exercises:

- **Priorities** - Respondents were given eight different options which may encourage alternatives to single-occupant vehicle trips and were asked to rank their top five priorities. They were also able to suggest other options.
- **Ideas** - Respondents were given four categories of ways to reduce the environmental impacts of transportation. Each category had five proposed strategies which respondents were asked to rate from one to five (one being low, five being high). Respondents were also able to provide comments.

## Priorities Exercise

Respondents were given eight different options which may encourage alternatives to single-occupant vehicle trips and were asked to rank their top five priorities. They were also able to suggest other options. The items included:

- Employee Commuter Program
- Complete Streets
- Increase Transit Services
- Ridesharing
- Driver Incentives
- Parking Fees
- Park & Ride Programs
- Carpooling



The summary includes the following:

- **Item Rank and Average Ranking** - A table of items, and their definitions, ranked by the average ranking they received
- **Item Comments** - Comments that respondents left divided by item

## Item Rank and Average Ranking

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Increase Transit Services</b> Increase the number of routes and locations that transit serves. Expand to areas that are not currently accessible by transit, offer more routes, and services in those areas that are currently served by transit lines.	1.68	142
2nd	<b>Complete Streets</b> Encourage complete street programs that enable safe access for pedestrians, bicyclists, and transit riders of all ages and abilities. Add or enhance infrastructure elements like bicycle lanes, protected sidewalks, and safer pedestrian signal crossings.	2.11	113
3rd	<b>Employee Commuter Program</b> Mobile and web applications that provide a one-stop-shop with tools and resources to support employee commute choices.	2.95	87
4th	<b>Parking Fees</b> Employees have the option to drive when needed, but they are charged for parking on the days they choose to drive.	3.23	55
5th	<b>Driver Incentives</b> Reward programs for commuters who take “greener trips” (e.g., walk, bike, telecommute, carpool, or take the train, subway, bus, or work a compressed schedule).	3.35	102
6th	<b>Park &amp; Ride Programs</b> Increase service to and from Park & Ride lots, work to promote usage, and reward employees for using the lots.	3.40	82
7th	<b>Carpooling</b> Free parking for vanpools and split parking charges for carpools to discourage single-occupancy vehicles.	3.85	62
8th	<b>Ridesharing</b> Encourage a variety of online and mobile applications for use, including those that offer options for on-demand rides, ridesharing, and carpooling.	3.87	57

## Strategy Comments

### *Increase Transit Services*

- Increase bus service
- Why is it that the MTA only has limited bus

tops seats across the city?

- When Canarsie will be more available to travel from Brooklyn. Take by the bus 1:30 min. Subway is joke



- You people are brave and best in your work  
god bless you
- I live in the Inwood section of Manhattan  
where at times the bus (m100, Bx7) becomes  
overcrowded especially during rush hour.  
this is where we need more buses especially  
since we need to practice social distance

### *Complete Streets*

- Please
- Privilege streets for people and micro-  
mobility over vehicles
- Why not all the city streets have the street  
signs in all four corners? The City of NY is  
only interested in midtown face lift.
- Why not all the city streets have the street  
signs in all four corners?
- Not working no good
- Hacer carril para Bicicleta
  - **Translation** - Make bike lane

### *Parking Fees*

- Parking fees should be set very high by  
default, but should be subsidized for lower-  
income individuals living in areas with few  
transit options, as well as for those who have  
a documented physical disability preventing  
them from comfortably using transit.
- 希望可以加長每次停車咪錶的限制時間
  - **Translation** - I hope to extend the time  
limit for each parking meter
- No debe cobrarse

- **Translation** - You should not be charged
- Correr con Bicicleta
  - **Translation** - Run with a bicycle

### *Driver Incentives*

- Correr con Bicicleta
  - **Translation** - Run with a bicycle

### *Park & Ride Programs*

- Beach get rental bike!
- Bike rider education is needed. More people  
are riding and many are not familiar with the  
rules of the road or how to safely share the  
roads.
- Park & ride encourages driving in the first  
place. Most journeys to train stations are  
short. Better to create safe walking/cycling  
routes to stations.
- With Lyft, Uber, and now Nu Ride are 80 to  
85 thousand extra vehicles in the city. Get rid  
of them. Many cities in Europe don't allow  
Uber and Lyft car services
- Poner más vías para bicicletas
  - **Translation** - Put more bike lanes

### *Ridesharing*

- Yes for me; whatever it takes.

### *General Suggestion*

- Bike rider training.
- Increased bike lane infrastructure

- Increased bike lane infrastructure including lanes for person electric vehicles
- Congestion Pricing
- increase bicycle lanes
- Increase non-car ride share options (Citibike, revel, scooters, etc.)
- More Citibike docks
- Expand bike sharing
- Zone system requiring a higher payment to drive further downtown
- Micro-mobility Amenities at Multifamily developments, workplaces, and transportation hubs. (e.g. Bike rooms, bike depots, bike/scooter share stations)
- Make bicycle ride safe and easy to commute. Extend Citibike to all 5 boroughs.
- Bike lanes
- Need the trains to be open before 5 an
- Bike lanes, and cycling highways
- Bike lanes
- Charge vehicles coming into Manhattan.
- Eliminate all tolls and raise the subway fare.
- Expand alternative street usage (bike, bus), less/no free parking
- Tax bicycles, as they are an inefficient single use vehicles
- Por distanciamiento
  - **Translation** - By distancing
- Por qué dicen cuidar el ambiente cuando ustedes mandan a construir las bicicletas en

otros países y es mas ustedes contaminan cuando fabrican esas cosas ustedes piensan que los americanos hacen los bien cuando ustedes hacen lo malo y lo sabes muy bien pero no quieren reconocer porque la gente es tan estúpida

- **Translation** - Why do you say to take care of the environment when you send to build bicycles in other countries and what is more, you pollute when you manufacture those things, you think that the Americans do good when you do bad and you know it very well but they do not want to recognize why people it's so stupid

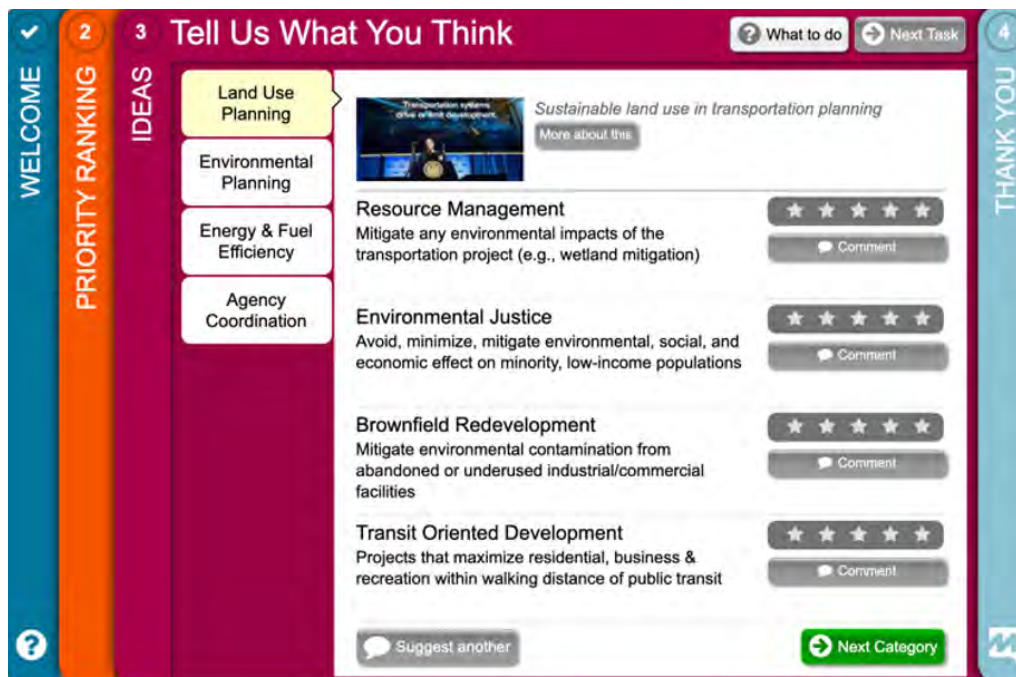


## Ideas Exercise

Respondents were given four categories outlining strategies to reduce the environmental impacts of transportation.

1. Land Use Planning
2. Environmental Planning
3. Energy & Fuel Efficiency
4. Agency Coordination

Each category had four or five proposed strategies which respondents were asked to rate from one to five, one being low desire to see strategy implemented, five being high desire to see strategy implemented. Respondents were also able to provide comments on each strategy.



The summary of each category includes the following:

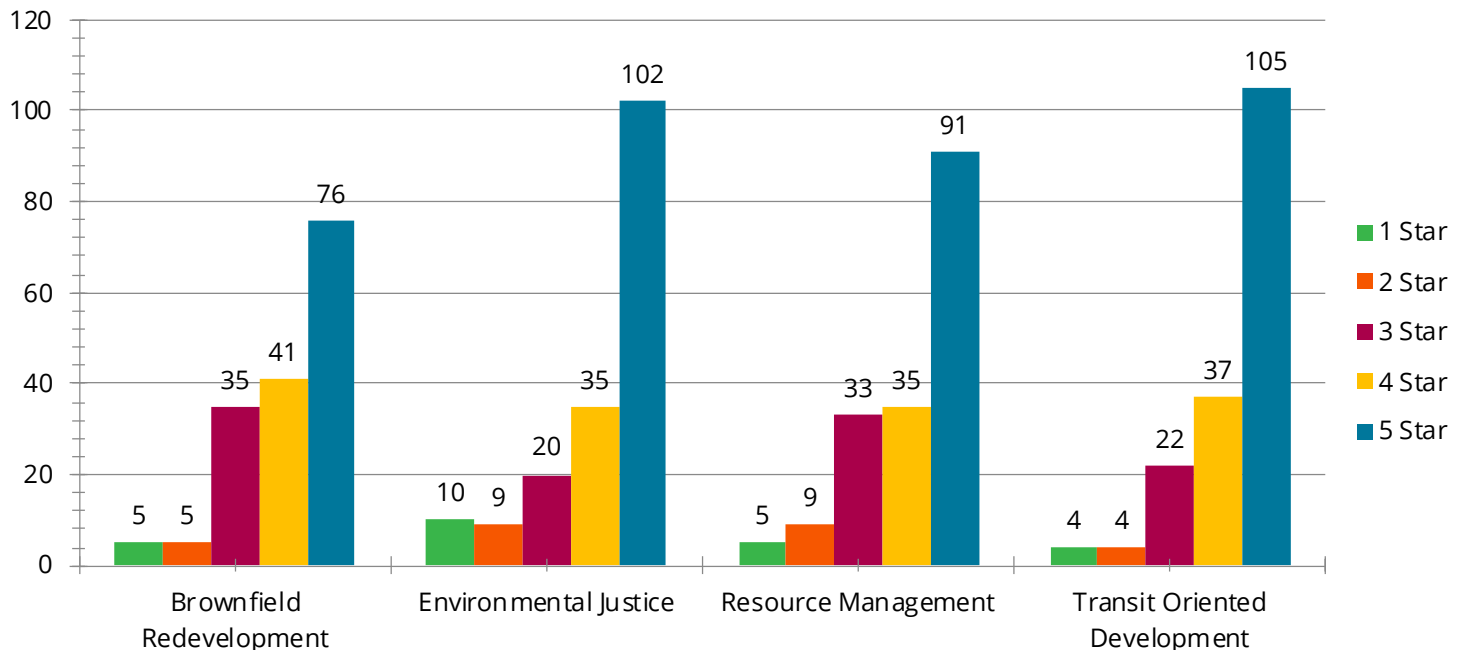
- **Strategy Rank and Average Rating** - A table of strategies, and their definitions, ranked by the average rating they received
- **Strategy Rating Frequencies** - A chart of the number of times respondents rated each strategy with one through five stars (the more stars the better)
- **Strategy Comments** - Comments that respondents left divided by strategy

## Land Use Planning

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Transit Oriented Development</b> Projects that maximize residential, business & recreation within walking distance of public transit	4.37	172
2nd	<b>Environmental Justice</b> Avoid, minimize, mitigate environmental, social, and economic effect on minority, low-income populations	4.19	176
3rd	<b>Resource Management</b> Mitigate any environmental impacts of the transportation project (e.g., wetland mitigation)	4.14	173
4th	<b>Brownfield Redevelopment</b> Mitigate environmental contamination from abandoned or underused industrial/commercial facilities	4.10	162

### Strategy Rating Frequencies



## Strategy Comments

### *Transit Oriented Development*

- Instead of concentrating everything, which means no chance of social distancing, spread out the projects. Not everything needs to be in midtown.
- This has led to, provided an excuse for over development, like Hudson Yards

### *Environmental Justice*

- Environmental racism has increased greatly in NYC under this administration
- This is a bad problem. Elevated levels of asthma, lead, premature births in neighborhoods near elevated tracks and busy highways needs to be fixed. Build this into the budget.
- Also prioritize extending service to low-income areas

### *Resource Management*

- Wetlands are a good example given their importance to flood prevention. When saving environmental areas, always be sure to allow hiking access.
- School buses, public transportation buses, and sanitation trucks should all start running on electricity instead of diesel.
- We must stop expanding roads. Thus this needs to be a moot point.

### *Brownfield Redevelopment*

- If you broke it you should fix it. But the feds and the corporations that produced toxic chemicals should help, too.
- start by going after and fining the companies that created the problem.

### *General Suggestion*

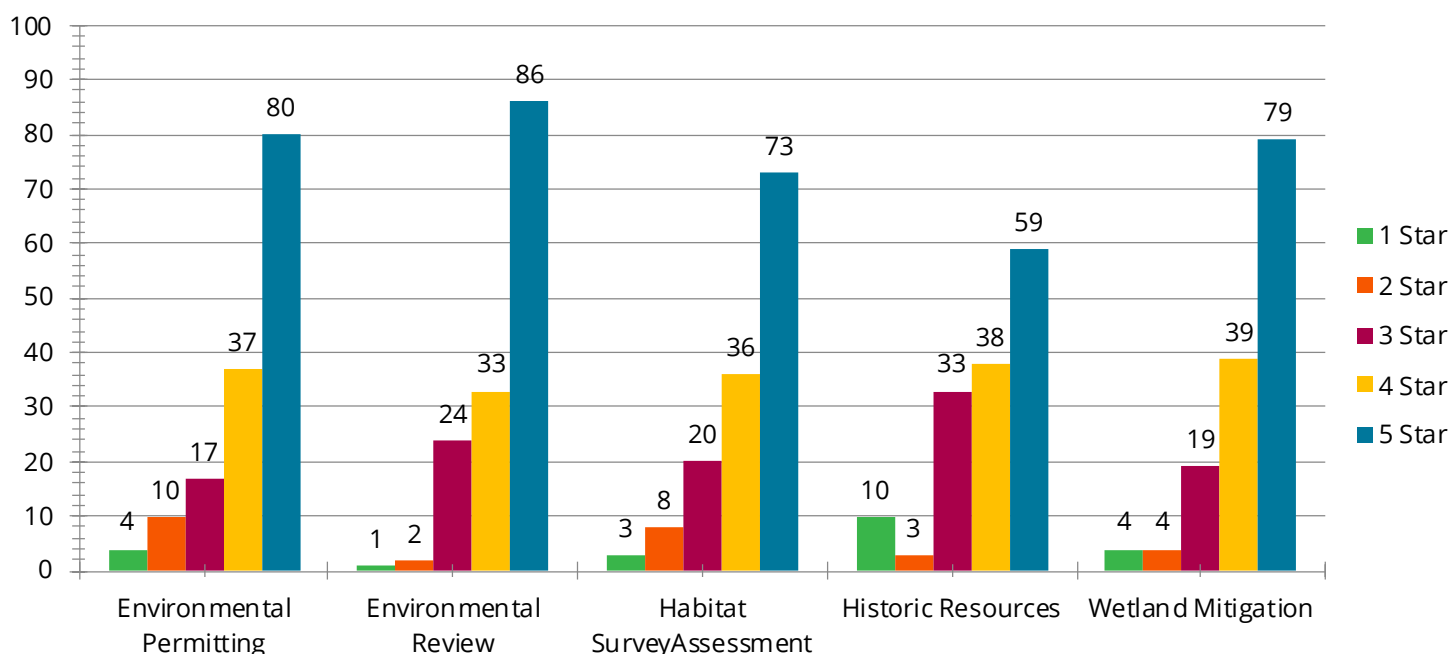
- Provide a quality network of connected cycling routes (bike lanes or better)

## Environmental Planning

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Environmental Review</b> Ensuring that transportation project meets all local, state, and federal regulations	4.38	146
2nd	<b>Wetland Mitigation</b> Restore/create/enhance wetlands to compensate for wetland impacts at another project area location	4.28	145
3rd	<b>Environmental Permitting</b> Procuring permits that instruct how the environment must be protected within transportation projects	4.21	148
4th	<b>Habitat Survey/Assessment</b> Evaluate habitat conditions of wildlife in the project area in order to mitigate any adverse impacts	4.20	140
5th	<b>Historic Resources</b> Determining the existence of any historic sites within the project and mitigating impacts to them	3.93	143

### Strategy Rating Frequencies



## Strategy Comments

### Environmental Review

- There needs to be some sort of metric to measure goals and quality each quarter.
- Environmental review in NY is a joke. Communities have to sue in court to get a real EIS.
- Federal environmental protections have been gutted. We need to go way beyond that and set an example for the world
- Not sure why I'm rating this with stars. It's required by law.
- This should also include advocacy to expedite or truncate environmental review for projects with a beneficial impact on carbon emissions and minimal impact on the environment (Transit Improvements, Bus Rapid Transit, Bike lanes and paths, and pedestrian improvements.)
- We need to exceed inadequate regulations.
- Hay vehículos que transitan y van contaminando deveria Aber regulaciones más estrictas
  - **Translation** - There are vehicles that drive by and continue to pollute; there should be stricter regulations.

### Wetland Mitigation

- It's hard to answer this question, because existing wetlands should be protected, and artificial/'enhanced' wetlands can be very damaging to the environment
- And make these areas available for park access!

- There's enough destroyed land. Just reuse the places that are already ruined.
- Try to conserve the original wetland instead of providing developers a free pass with mitigations.
- If we don't expand highways, this shouldn't be a problem.

### Environmental Permitting

- Detours due to construction are often incomplete or secret, especially for cyclists.
- 
- Habitat Survey/Assessment
- If we don't expand highways, this shouldn't be a problem.
- Again, do not use mitigate, that is basically trading one for another. Instead, try to actually conserve.

### Historic Resources

- Again, the BS of mitigation, as DOT and other agencies destroy historic resources, but are allowed mitigation
- I have lived in Flushing fir many years and it's very upsetting to see Landmarks been replaced by new constructions.
- Why aren't there really strict codes to maintain our landmarks? Why officials continue to eliminate this city's history?
- If we don't expand highways, this shouldn't be a problem.

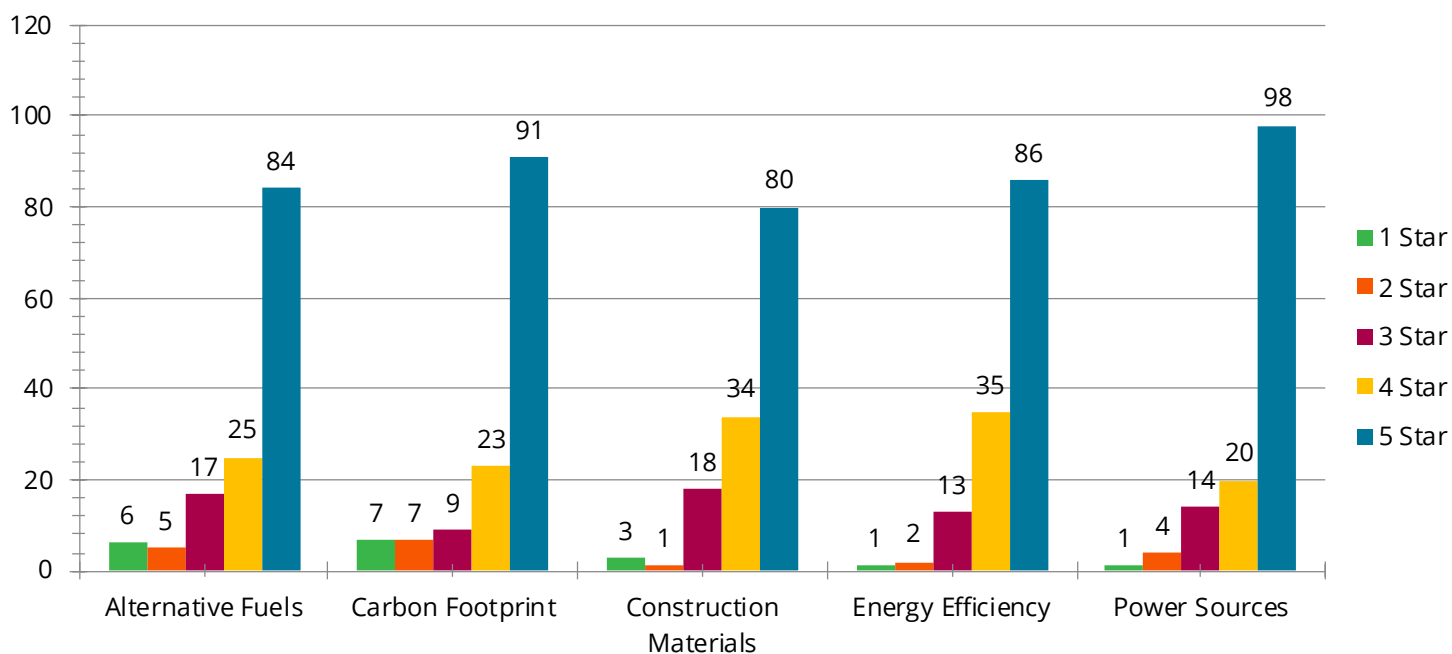


## Energy & Fuel Efficiency

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Power Sources</b> Using alternative, energy efficient power source in transportation projects (air, solar, wind, etc.)	4.53	137
2nd	<b>Energy Efficiency</b> Designing/constructing transportation projects that require the least amount of energy consumption	4.48	137
3rd	<b>Construction Materials</b> Recycled construction materials sourced locally, efficient management of waste materials/byproducts	4.38	136
4th	<b>Carbon Footprint</b> Projects that reduce emissions and pollution and reduce the material resources required	4.34	137
5th	<b>Alternative Fuels</b> Usage of alternative fuel technology in transportation projects (fuel cell, electric hybrid, etc.)	4.28	137

### Strategy Rating Frequencies



## Strategy Comments

### Power Sources

- new sources need to be price competitive.
- Geothermal and tidal are easily overlooked, however both have important roles to play. Tidal power could also play a role in coastal resiliency if deployed at scale, by providing friction during storm events.
- nuclear
- New stations should be outfitted with solar.

### Energy Efficiency

- Remove “mitigate congestion” from the plan in terms of roads. All that does is induce more people to drive, creating more pollution overall. All funds need to go to walking, cycling and transit, plus some for maintenance.
- Remove “mitigate congestion” from the plan in terms of roads. All that does is induce more people to drive, creating more pollution overall.

### Carbon Footprint

- Not just reduce - eliminate.
- Use of the most work efficient tools to get job done. Let the most environmentally friendly results come from after the completion of the job

### Alternative Fuels

- Time the deployment of electric vehicle infrastructure with the greening of the grid to

not increase carbon emissions elsewhere in the State.

- No carbon
- ALL BUSES (school buses and public transport buses) and sanitation trucks should start running either completely on electricity, or hybrid.
- Electric vehicles require a commitment from the power authority that cleaner energy will be used. An electric bus running off natural gas energy from upstate isn't much better than a natural gas bus in the city.
- Electric vehicles should be prioritized over other alternative fuels.
- For public transit. If all monies go toward electric cars, we will never get people out of their cars and onto public transit.
- Electric cars are still cars.

### General Suggestions

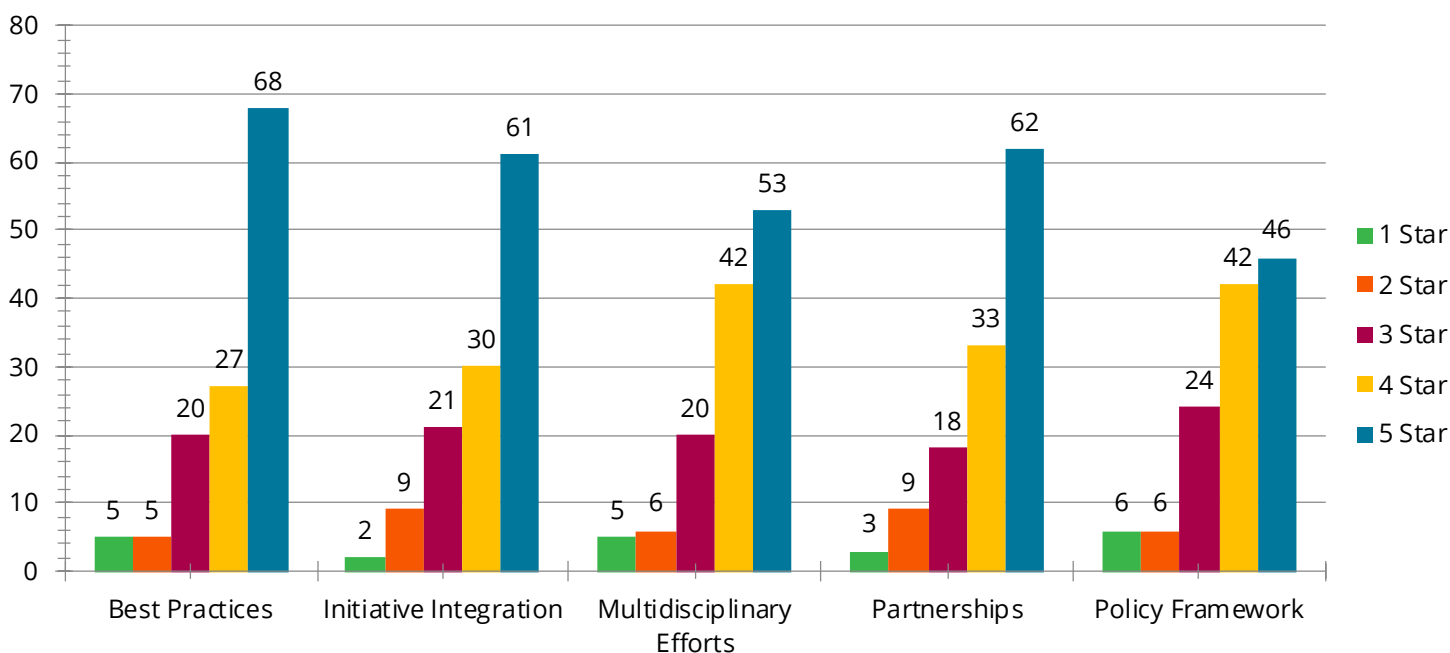
- Carbon pricing on vehicles - charge non-low-emission vehicles a significant daily fee for accessing the City

## Agency Coordination

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Best Practices</b> Ongoing development and refinement of environmental best practices, operations handbooks, etc.	4.18	125
2nd	<b>Partnerships</b> Strengthen partnerships with environmental agencies, organizations and local municipalities	4.14	125
3rd	<b>Initiative Integration</b> Ensure that agencies integrate their various environmental initiatives to best serve the project	4.13	123
4th	<b>Multidisciplinary Efforts</b> Forming multi-disciplinary project teams that investigate/consider innovative environmental elements	4.05	126
5th	<b>Policy Framework</b> Ongoing review and revision of environmental procedures & guidelines throughout project development	3.94	124

### Strategy Rating Frequencies



## Strategy Comments

### *Best Practices*

- Not impressed

### *General Suggestion*

- It's going to require good marketing to get people out of their cars and onto public transportation - marketing to counteract the marketing car companies use to encourage us to buy their cars. And we need to create new jobs for working in public transit and building electric buses or subway cars. We in NY should boost the company that services subway cars in Yonkers, for instance. In other words, we could expand this kind of work in the NYC area.

## Introduction

On June 16th the New York Metropolitan Transportation Council (NYMTC) launched an interactive public engagement platform for the Regional Transportation Plan using 'MetroQuest' to gather feedback from the public on the vision goal of Reliable and Easy Travel. The module was translated into Spanish, Russian, and Simplified and Traditional Chinese to provide better access to the survey for the population in the NYMTC planning region.

The following is a summary of the "Reliable & Easy Travel" goal module and includes responses from June 16th through the close date on September 20th.

## Participants

The breakdown of module completion by language is below:

English	Spanish	Russian	Simplified Chinese	Traditional Chinese	Total
162	13	52	0	0	227

## Exercises

This MetroQuest online engagement platform module included the following exercises:

- **Ideas** - Respondents were given five categories of ways to improve transit services and integrate those services with other modes. Each category had five proposed strategies which respondents were asked to rate from one to five (one being low, five being high). Respondents were also able to provide comments.
- **Budget Allocation** - Respondents were given \$100 virtual dollars to invest in a transportation system that is maintained, operated, and coordinated better to enable reliable, easy, accessible and seamless travel across the region. They were asked to choose how to allocate the money between eight resources.



## Ideas Exercise

Respondents were given five categories outlining strategies to improve transit services and integrate those services with other modes.

1. Transit Routes
2. Transit Stops
3. Transfers
4. Pedestrian Connections
5. Multimodal Connections

Each category had four or five proposed strategies which respondents were asked to rate from one to five, one being low desire to see strategy implemented, five being high desire to see strategy implemented. Respondents were also able to provide comments on each strategy.

The screenshot shows the 'Tell Us What You Think' interface. On the left, a sidebar contains navigation links: WELCOME, IDEAS, TRANSIT ROUTES, TRANSIT STOPS, TRANSFERS, PEDESTRIAN CONNECTIONS, and MULTIMODAL CONNECTIONS. The main content area is titled 'Tell Us What You Think' and features a question: 'What type of transit route ensures seamless travel?'. Below the question, there are five strategies listed with star ratings and comment buttons: Communication (5 stars), Schedules & Frequency (5 stars), Coordination (5 stars), Location (5 stars), and Distance (5 stars). A 'Next Category' button is at the bottom right.

The summary of each category includes the following:

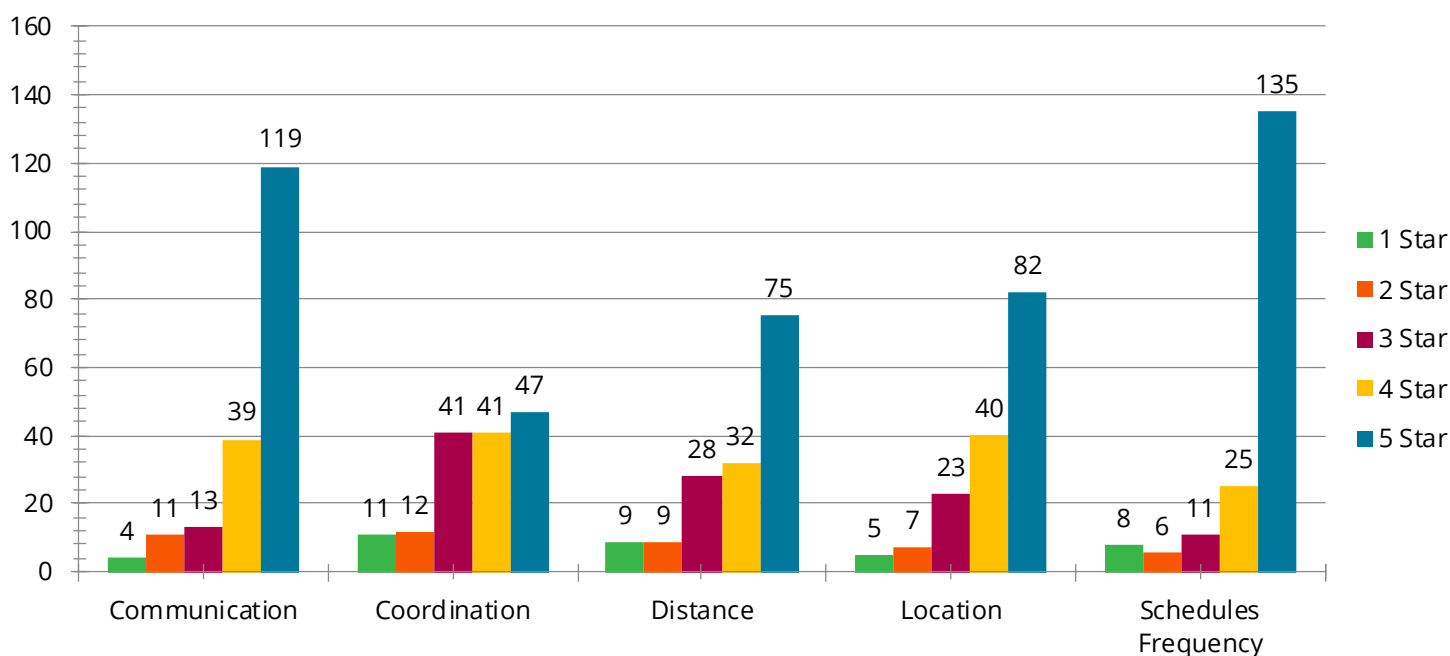
- **Strategy Rank and Average Rating** - A table of strategies, and their definitions, ranked by the average rating they received
- **Strategy Rating Frequencies** - A chart of the number of times respondents rated each strategy with one through five stars (the more stars the better)
- **Strategy Comments** - Comments that respondents left divided by strategy

## Transit Routes

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Schedules &amp; Frequency</b> Ensure that route schedules and frequency of routes are sufficient for a regular, daily transit user	4.48	185
2nd	<b>Communication</b> Transit routes should be described in a visually simplistic format and clearly communicated	4.39	186
3rd	<b>Location</b> Ensure that riders have clear understanding of a route destination and how to efficiently get to it	4.19	157
4th	<b>Distance</b> Focus on enhancing first- and last-mile connections for longer distance trips	4.01	153
5th	<b>Coordination</b> Focus on feeder routes, park-and-ride lots, kiss and ride (drop off) areas to encourage transit use	3.66	152

### Strategy Rating Frequencies



## Strategy Comments

### Schedules & Frequency

- Provide ACTUAL real time updates for all users
- Must be <10 minutes most of the day, or almost don't even bother.
- Q4 buses, always late and overcrowded after 11pm.
- For NYC Subways, there should be more trains from 9 p.m. till 1 a.m.
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Buses should be more frequent and more sensitive to rider demand
- Unfortunately, the service is very poor.
- Put out more bus service so the busses are less crowded. Ensure that the busses are on time and that they do not drive slowly.
- A schedule is ok, but if there is no one at a bus stop or the traffic has been lite - a bus slowing down or even stopping to wait until they get to the next stop is annoying.
- con detalles de cada innovación o cambio
  - **Translation** - with details of each innovation or change
- Siempre y cuando no sea un saludo a la bandera o sea cumplan el horario
  - **Translation** - As long as it is not a salute to the flag, I mean comply with the schedule
- Очень редко когда транспорт начинает работать во время
  - **Translation** - It is very rare when transport

starts to work on time

- Часто не выдерживается расписание поездов В ночное время очень большие интервалы между поездами, что значительно увеличивает время поездки
  - **Translation** - Train timetables are often not adhered to at night, very long intervals between trains, which significantly increase the travel time

### Coordination

- Emphasis on public transit, reduce car usage throughout the region, not just the city
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Locating near where people live and where they want to go, more important than park & ride.
- This cannot be that large of a consideration for deciding to take public transit. Cost, time, ease of access rank much higher in a user's decision. You should charge cars more for use to really encourage transit use
- Нет надлежащих передвижных эскалаторов для инвалидов и детей в колясках
  - **Translation** - There are no proper mobile escalators for disabled people and children in strollers

### Distance

- Have buses available from a major train



station that only go to hospitals, airports, etc. no seats - but space for 'leaning' and luggage, wheelchairs and such.

- Nothing is going to work until the corrupt bloated MTA is replaced.
- ahorrar tiempo
  - **Translation** - save time

### Location

- Useful for government to push this, but this is covered by the private sector through Google and CityMapper. Consider partnering with the private sector to save time and money on this area
- Nothing is going to work until the corrupt bloated MTA is replaced.
- The subways are impossible for tourists
- Drivers should not be expected to be interpreters. Have devices that offer multiple language explanations or website addresses for a specific language that will explain fares, destinations, etc.
- de la manera más fácil y simplificada
  - **Translation** - in the easiest and most simplified way
- Часто рейн меняет направление, не объявив заранее.
  - **Translation** - Often the train changes direction without announcing in advance.

### Communication

- The train should be clean because sometimes it is dirty and smell

- New maps should integrate the many systems better (buses, PATH, etc.)
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Huge difference between NYC and Philadelphia, for example.
- MTA must remember to remember that not everyone has a smart phone. Signage, alerts, schedules are all going in that direction and it's not fair to the public.
- bien claro y concise
  - **Translation** - very clear and concise
- Все должно четко работать по расписанию
  - **Translation** - Everything should work on schedule.

### Additional Suggestions

- Hoping MTA Buses reconsiders the Queens Redesign Bus Plan; the Q53 is essential and vital to its ridership, Rockaway community and businesses it serves!
- Clear curbs so buses can pull over properly to load handicapped. I'm always getting on in the middle of the street, much lower and harder
- Сделать лифт на остановке рейна Брайтон!!! Сколько мам с колясками, пожилые люди! Очень тяжело поднимется!!!
  - **Translation** - Make an elevator at the train stop Brighton!!! How many mothers with strollers, elderly people! It's very hard to climb!!!

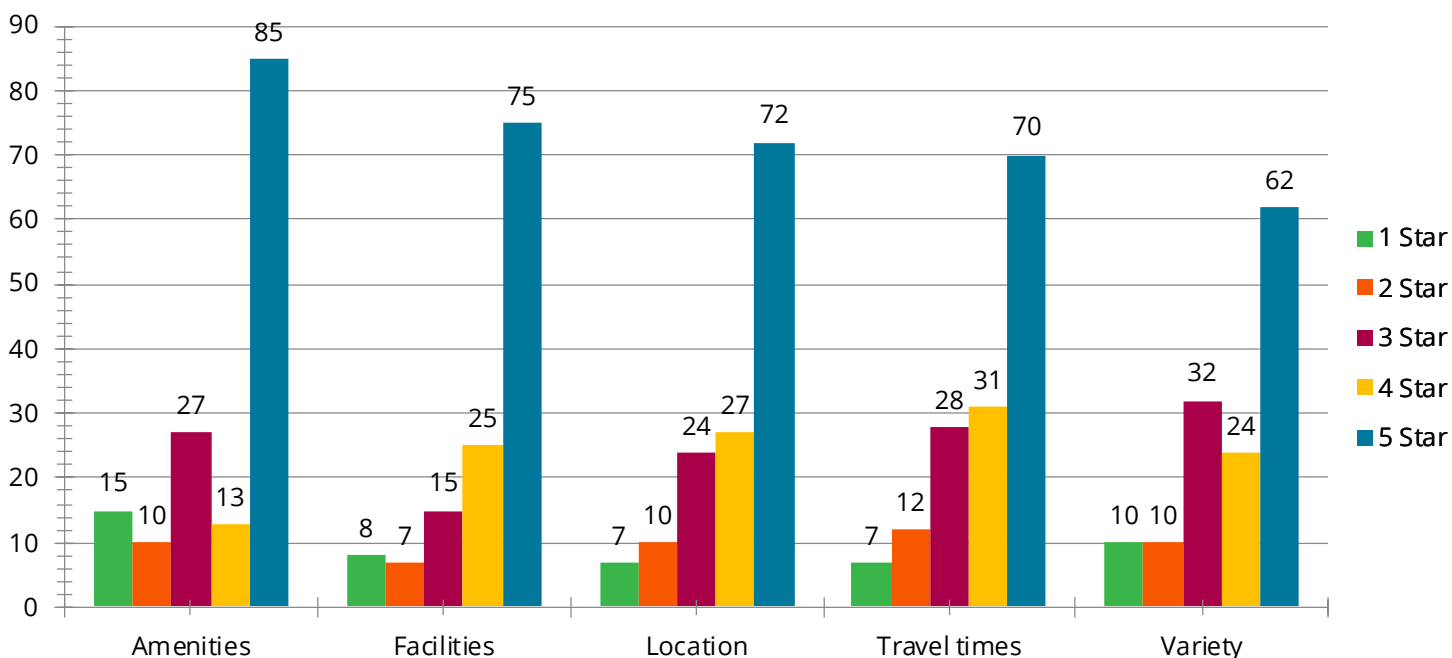


## Transit Stops

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Facilities</b> Focus on facilities that are safe, well-lit, and easy to access to encourage more transit use	4.17	130
2nd	<b>Location</b> Focus transit stops located in highly accessible areas	4.05	140
3rd	<b>Travel times</b> Focus on fewer transit stops on dedicated guideway (like train or BRT) so that riders arrive faster	3.98	148
4th	<b>Amenities</b> Improve amenities such as shelters, seating, and signage at transit stops	3.95	150
5th	<b>Variety</b> Focus on more transit stops so riders have a variety of multiple destinations (e.g. feeder route)	3.86	138

### Strategy Rating Frequencies





## Strategy Comments

### Facilities

- People would use it more if it made itself vital to accessing the region quickly and easily
- People would use it more if it made itself vital to accessing the region quickly and easily. Facilities should be clean, but they don't need to be modern or well-lit to function.
- Focus MORE on 24-hr police presence / patrol of these areas so people feel safe.
- yes please!!!!
- Handicap accessible.
- Nothing is going to work until the corrupt bloated MTA is replaced.
- New construction should prioritize those that are willing house mass transit facilities, such as terminuses, etc.
- Таких мест у Нью Йорке нет. Здесь МТА обязаны проверять пассажиров: категорически не пускать бомжей в метро (как во всем мире) Непропускать безбилетников
  - **Translation** - New York has no such places. Here, MTA are obliged to check passengers; categorically, do not let homeless people on the subway (as in the rest of the world). Do not allow people in without paying.

### Location

- You need to focus on increasing transit stops in more remote areas. Focus on user volume.
- Nothing is going to work until the corrupt

bloated MTA is replaced.

- look at communities that are currently underserved.
- More stops in more places with fewer stops makes those areas more walkable and improves the property value.
- Нужно располагать остановки где нет жилых домов, что приносит много шума жильцам домов
  - **Translation** -It is necessary to arrange stops where there are no residential buildings, which brings a lot of noise to the residents of the houses

### Travel times

- More stops seem better but maybe there should be express trains for LI and upstate, I don't know
- You have to consider that it will take people much longer to get to their destination if they have to keep waiting for a non-express train - it also causes frustration if trains keep being express
- Dedicated is key. Express, especially. Have both express trains and local trains. Express have dedicated tracks.
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Bus Rapid Transit is an oxymoron.
- Convince should not be traded off for speed. If commuter needs to some place at a certain time they can always leave earlier.

If a commuter has a handicap, carrying packages, traveling with children, bad weather, taking away stops to speed the ride is a poor trade off.

- En las horas punta , paradas que sean asequibles para hacer transfers y mayor cantidad de trenes para evitar el viajar demasiado juntos
  - **Translation** - At peak times, affordable stops for transfers and more trains to avoid traveling too close together
- Иногда добраться легче трейнлм, чем машиной
  - **Translation** - Sometimes it's easier to get there by train than by car
- Относительно небольшое расстояние продлевается за немалый промежуток времени из-за небольшой средней скорости движения поезда
  - **Translation** - It takes a considerable period of time to travel a relatively short distance due to the low average train speed

### Amenities

- More bus shelters but they should be less intrusive on pedestrian paths
- With the years the sun gets stronger. All standing areas should have a shelter so people are not standing with direct heat on them because if passengers look for shade and it's not where the bus actually stops, the bus will continue.
- Signage should be multi-lingual or provide websites where explanations are available in

specific languages. Shelters attract homeless and drug users.

- TOD can also allow for small businesses to fill this gap. If I had to wait 15-20 minutes for transit service, but there was a cafe that was friendly to transit users, I would likely wait there, and purchase drinks/use the restroom while I wait.
- Signage is most important.
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Зоны ожидания отвратительные: нет воздуха: кондиционеры не работают. Вода течёт по стенкам, когда дождь. Бомжи спят на скамейках
  - **Translation** - Waiting areas are disgusting: no air: air conditioning not working. Water flows along the walls when it rains. Homeless people sleep on benches

### Variety

- Nothing is going to work until the corrupt bloated MTA is replaced.
- Make it go from where people live to where they want to go, in an efficient manner.
- More stops and more bus routes
- Si muy importante
  - **Translation** - Yes very important
- Не надо так часто делать остановки.
  - **Translation** - Don't stop so often

### *Additional Suggestions*

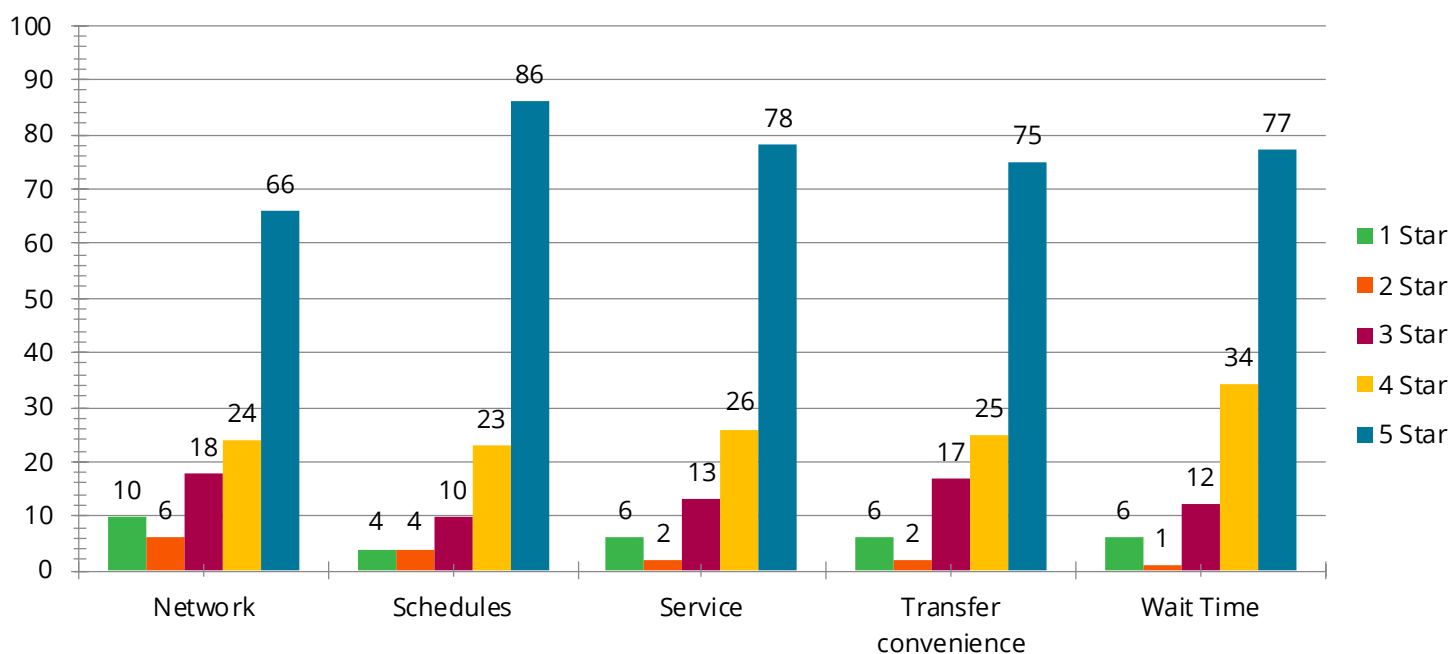
- О какой защитник вопрос. Даже нигде нет работников МТА. Это их обязанность следить за порядком по транспорту!
- **Translation** - What kind of defender is the question. There are no MTA workers even anywhere. It is their responsibility to keep order in the transport!

## Transfers

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Schedules</b> Ensure coordination of route schedules so that riders have the least wait time in between transfers	4.44	127
2nd	<b>Wait Time</b> Focus on reduced wait time between transfers to encourage more people to use transit	4.35	130
3rd	<b>Service</b> Focus on more frequent service to alleviate negative impacts of having to transfer between routes	4.34	125
4th	<b>Transfer Convenience</b> Ensure limited walking distance in a safe and protected environment during the transfer experience	4.29	125
5th	<b>Network</b> Focus on developing transit networks that require the fewest transfer for riders to complete a trip	4.05	124

### Strategy Rating Frequencies



## Strategy Comments

### Schedules

- Run frequent enough that you don't have to worry about this.
- And include better communication. Once technology allows it, perhaps even have displays with extra info. For example (on the subway), as a (7) train arrives at Grand Central, it would show the countdowns for uptown and downtown (4)(5)(6) service so I would know whether to hurry
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Schedule coordination can only go so far; this really is about getting headways down to 15 minutes or less on most routes, so you don't have to worry about triangulating arrival and departure.
- В столице мира Нью Йорка это отсутствует. Посмотрите на систему в Японии
  - **Translation** - In the world capital of New York, this is absent. Look at the system in Japan

### Wait Time

- This is really about service frequency; we need to get frequencies down to 15 minutes or less on as many routes as possible.
- They never on time
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Wait time is everything, even if the route is longer.

- Clearly and accurately communicate wait times! People are less frustrated with waiting when they know when their wait time will be over.
- Вообще нет порядка в расписании транспорта. Поэтому должны быть специалисты, которые следили бы за расписанием, а не так обычно проводник тратит время объясняя пассажиру как ему добраться до нужного места. Этот поступок категорически не соответствует его работе!
  - **Translation** - There is generally no order in the transport schedule. Therefore, there should be specialists who would follow the schedule, and not so usually the conductor spends time explaining to the passenger how to get to the desired place. This act is totally inconsistent with his work!

### Service

- Nothing is going to work until the corrupt bloated MTA is replaced.
- Visiting Los Angeles, I once waited an HOUR for a bus during Monday rush hour.
- Обслуживание отвратительное
  - **Translation** - Service is disgusting

### Transfer Convenience

- Bus transfers at the same corner, and in-system subway transfers already fit this
- Nothing is going to work until the corrupt



bloated MTA is replaced.

- Navigating some of the midtown subway stations is impossible, and lots of transfers have very long and indirect walks.
- As a way of addressing the “disincentive” presented by transfers and cultivate a seamless transit ecosystem, transfers in all contexts should be fare free.
- Гарантии для инвалидов в Нью Йорке отсутствует
  - **Translation** - There is no guarantee for people with disabilities in New York

### *Network*

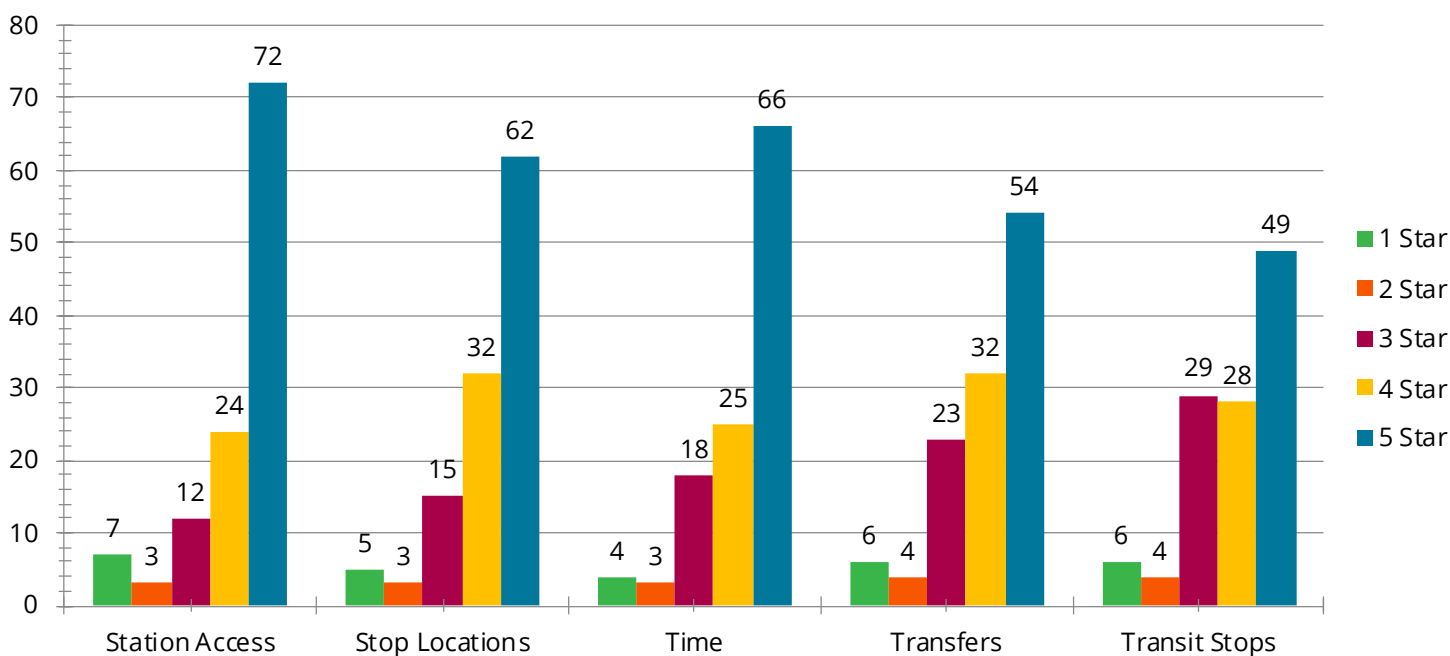
- Nothing is going to work until the corrupt bloated MTA is replaced.
- A single transfer is acceptable if it makes the entire system more efficient and yields an overall trip time that is comparable of better than existing. This needs to be part of a network with high frequency routes that can leverage transfer points.
- В Нью Йорке нет красивых, освещённых и удобных станций метро.
  - **Translation** - There are no beautiful, well-lit, and convenient subway stations in New York.

## Pedestrian Connections

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Station Access</b> Focus on pedestrian accommodations and amenities including sidewalks, safe pedestrian crossings, and elevators	4.28	118
2nd	<b>Time</b> Ensure coordination of route schedules so that riders have the least wait time in between transfers	4.26	116
3rd	<b>Stop Locations</b> Ensure that transit stops are located within pedestrian friendly environment protected from elements	4.22	117
4th	<b>Transfers</b> Ensure that transfers require less walking between transit stops to encourage use	4.04	119
5th	<b>Transit Stops</b> Ensure that transit stops are 1/4 mile or less from a rider's point of origin to encourage use	3.95	116

### Strategy Rating Frequencies



## Strategy Comments

### Station Access

- Make the system finally handicapped accessible!
- Nothing is going to work until the corrupt bloated MTA is replaced.
- В крайне плаченом состоянии
  - **Translation** - In an extremely lamentable state

### Transfers

- Nothing is going to work until the corrupt bloated MTA is replaced.
- Or improve the walking environment between transit stops
- Больше должно быть механизировано
  - **Translation** -More needs to be mechanized

### Time

- The energy here really needs to be devoted to increasing service frequency first and foremost to reduce wait time. Only once that is exhausted should we resort to schedule coordination and only on those routes that have headways over 15 minutes.
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Integrate with existing tech, e.g. linkNYC kiosks to provide coordination and timing info
- If you try to do this via schedules, you're lost. One delay kills everyone's commute. Increase frequency instead.
- Гарантия полностью отсутствует
  - **Translation** - No warranty at all

### Transit Stops

- Nothing is going to work until the corrupt bloated MTA is replaced.
- Очень тяжело и не удобно
  - **Translation** -Very hard and uncomfortable

### Stop Locations

- Nothing is going to work until the corrupt bloated MTA is replaced.
- This is especially applicable to bus stops.

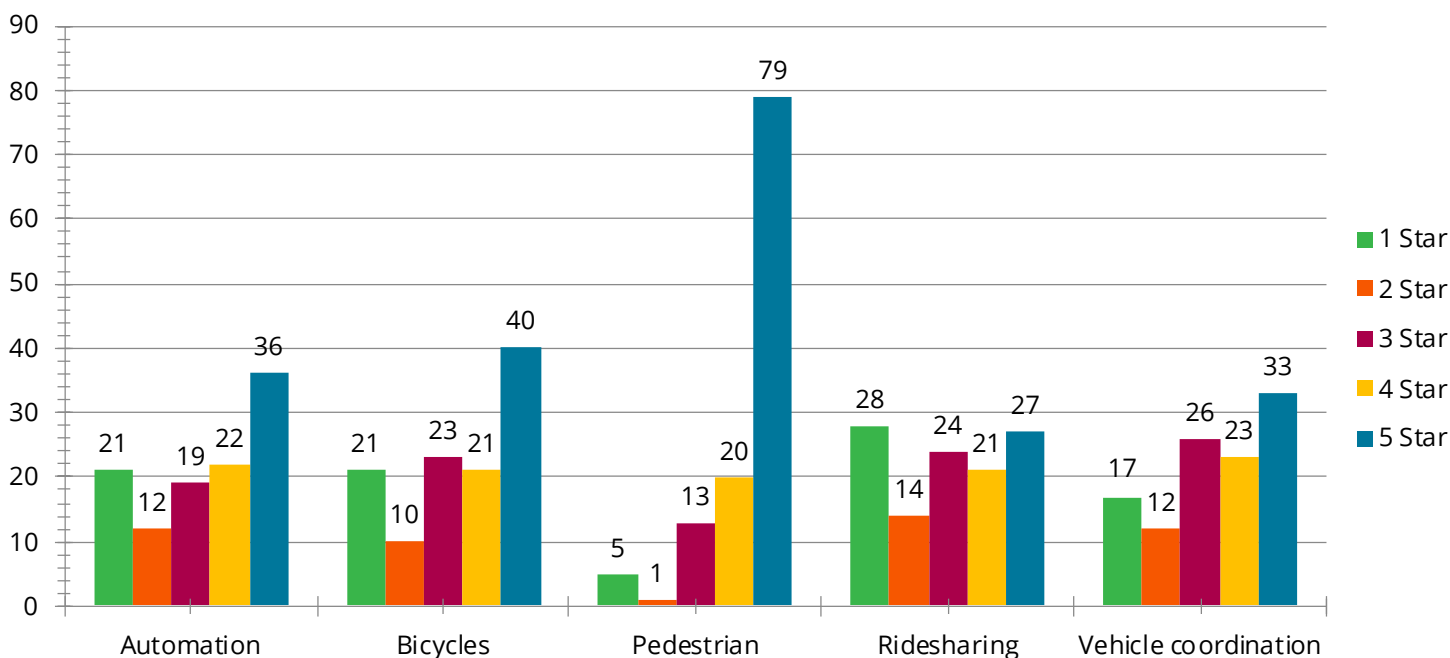


## Multimodal Connections

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Pedestrian</b> Focus on ensuring safe pedestrian access, sufficient signal time, and protected walkways for users	4.42	118
2nd	<b>Bicycles</b> Focus on providing bike infrastructure on transit and off transit (multi-use trails, etc.)	3.43	115
3rd	<b>Vehicle Coordination</b> Ensure easy access to park and ride or drop-off (kiss & ride) facilities	3.39	111
4th	<b>Automation</b> Focus on technological development of automated shuttles to and from transit locations	3.36	110
5th	<b>Ridesharing</b> Coordinate between ridesharing applications and services and transit applications and services	3.04	114

### Strategy Rating Frequencies



## Strategy Comments

### *Pedestrian*

- Пешеходные переходы должны быть больше под землей чем на земле. Это для безопасности в нашем многолюдном городе.
- **Translation** - Pedestrian crossings should be more underground than at-grade. This is for safety in our crowded city.

### *Bicycles*

- Bicycles are dangerous. They need to be regulated like every other vehicle. They need to be operated by licensed and insured riders.
- Bike infrastructure is key. Although I anticipate returning to transit in the next few months, we need protected bike infrastructure across this city. It's not just about public health, it's also about the resiliency of our communities. We need to be able to get to work. Every time something happens to NYC (e.g., Sandy, Covid-19) we have relied on bikes to keep our city moving. Why do we let this fade? We need to prepare ourselves for the future, and bikes are an important part of this.
- This is absolutely crucial. We must invest in bicycle infrastructure in our cities.
- Полностью приветствую велосипедную систему (как в Нидерландах)
- **Translation** - Fully welcome the cycling system (as in the Netherlands)

### *Vehicle Coordination*

- Nothing is going to work until the corrupt bloated MTA is replaced. Also free parking would be a great incentive.
- Start your transit network in denser, more walkable areas and promote density near new transit.
- Самый тяжёлый вопрос: парковка.
- **Translation** - The hardest question: parking.

### *Automation*

- Driverless? No.
- Nothing is going to work until the corrupt bloated MTA is replaced.
- Not the best idea to sink large amounts of private funds. This is perfect for a PPP as long as there is a clear fallback and way to exit in case the private firm does not deliver.

### *Ridesharing*

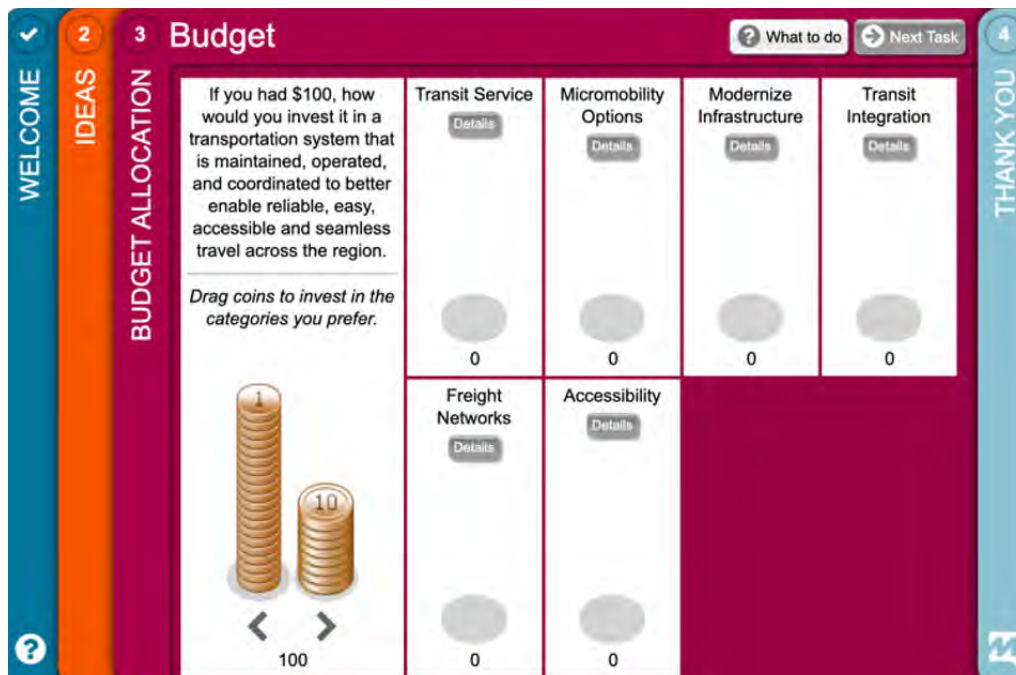
- Not entirely sure what is meant by this. Ridesharing is certainly a good option to have for those who don't live near any public transit but can often be costly.
- Ride sharing services exploit workers.
- Ride sharing is not really an affordable option for most trips and most people in this city. Ride sharing platforms should fit the needs of our overarching community goals (improving biking, walking, transit), and we shouldn't be designing our cities to suit cars -- even if they are shared cars.



## Budget Allocation Exercise

Respondents were given \$100 virtual dollars to invest in a transportation system that is maintained, operated, and coordinated better to enable reliable, easy, accessible and seamless travel across the region. They were asked to choose how to allocate the money between eight resources:

- Transit Services
- Micromobility Options
- Modernize Infrastructure
- Transit Integration
- Freight Networks
- Accessibility



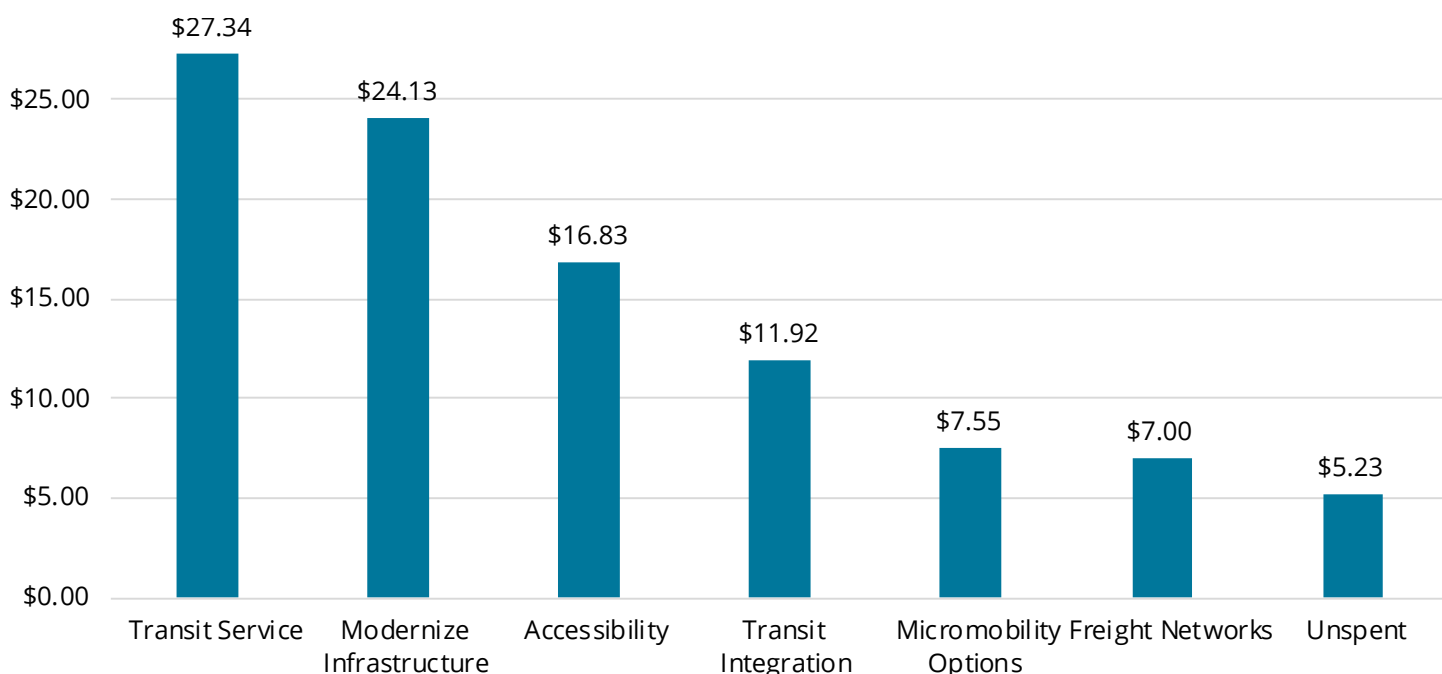
The summary includes the following:

- **Resource Rank and Average Funding** - A table of strategies, and their definitions, ranked by the average amount of funding they received
- **Resource Average Funding** - A chart that plots the average funding for each resource

## Resource Rank and Average Funding

Rank	Strategy	Avg. Spent	# Inputs
1st	<b>Transit Service</b> Providing frequent and reliable transit service.	\$27.34	119
2nd	<b>Modernize Infrastructure</b> Rebuild or replace and modernize the assets (roads, bridges, tracks, tunnels) that comprise the region's vast transportation infrastructure.	\$24.13	119
3rd	<b>Accessibility</b> Improving access to the transportation system for users of all abilities.	\$16.83	119
4th	<b>Transit Integration</b> Improving the integration of the multi-modal transit network. Creating seamless connections between the region's system of trains, buses, ferries, and more.	\$11.92	119
5th	<b>Micromobility Options</b> Increasing the availability of and supports for scooters, bikeshare, skateboards, or other devices that people may use to connect from transit to home or work destinations.	\$7.55	119
6th	<b>Freight Networks</b> Improving the integration of freight modes (air, rail, truck) and facilities (ports, shipping centers, transfer points).	\$7.00	119
	Remaining unallocated funds	\$5.23	119

## Resource Average Funding



## Introduction

On June 16th the New York Metropolitan Transportation Council (NYMTC) launched an interactive public engagement platform for the Regional Transportation Plan using 'MetroQuest' to gather feedback from the public on the vision goal of Resiliency. The module was translated into Spanish, Russian, and Simplified and Traditional Chinese to provide better access to the survey for the population in the NYMTC planning region.

The following is a summary of the "Resiliency" goal that includes responses from June 16th through the close date on September 20th.

## Participants

The breakdown of module completion by language is below:

English	Spanish	Russian	Simplified Chinese	Traditional Chinese	Total
186	16	0	0	0	202

## Exercises

This MetroQuest online engagement platform module included the following exercises:

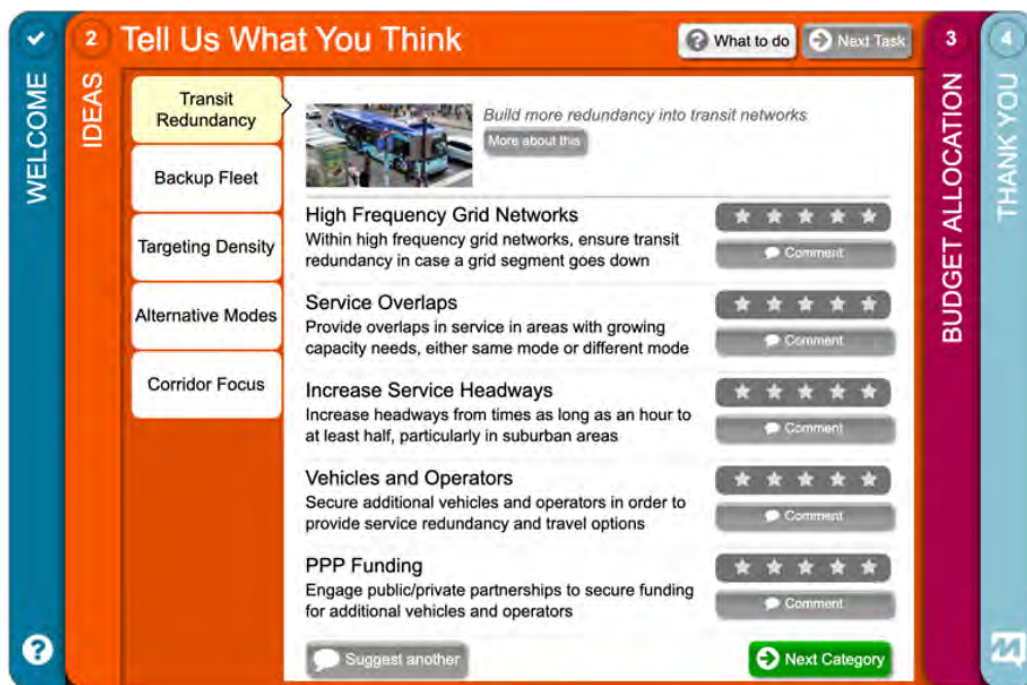
- **Ideas** - Respondents were given five categories of ways to build resiliency into transportation networks and services. Each category had five proposed strategies which respondents were asked to rate from one to five (one being low, five being high). Respondents were also able to provide comments.
- **Budget Allocation** - Respondents were given \$100 virtual dollars to fund categories that would fortify major transportation assets from climate change or other stresses and disruptors. They were asked to choose how to allocate the money between eight resources.

## Ideas Exercise

Respondents were given five categories outlining strategies to build resiliency into transportation networks and services.

1. Transit Redundancy
2. Backup Fleet
3. Targeting Density
4. Alternative Modes
5. Corridor Focus

Each category had four or five proposed strategies which respondents were asked to rate from one to five, one being low desire to see strategy implemented, five being high desire to see strategy implemented. Respondents were also able to provide comments on each strategy.



The summary of each category includes the following:

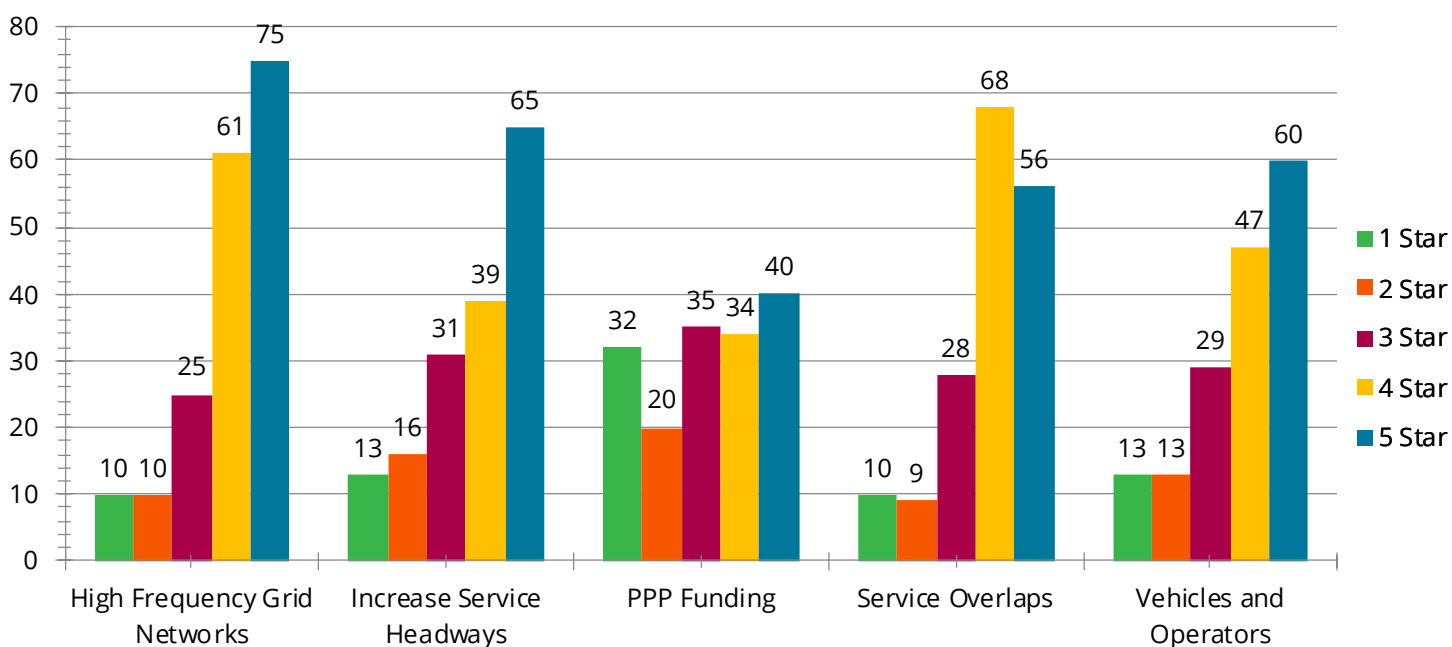
- **Strategy Rank and Average Rating** - A table of strategies, and their definitions, ranked by the average rating they received
- **Strategy Rating Frequencies** - A chart of the number of times respondents rated each strategy with one through five stars (the more stars the better)
- **Strategy Comments** - Comments that respondents left divided by strategy

## Transit Redundancy

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>High Frequency Grid Networks</b> Within high frequency grid networks, ensure transit redundancy in case a grid segment goes down	4.00	181
2nd	<b>Service Overlaps</b> Provide overlaps in service in areas with growing capacity needs, either same mode or different mode	3.88	171
3rd	<b>Vehicles and Operators</b> Secure additional vehicles and operators in order to provide service redundancy and travel options	3.79	162
4th	<b>Increase Service Headways</b> Increase headways from times as long as an hour to at least half, particularly in suburban areas	3.77	164
5th	<b>PPP Funding</b> Engage public/private partnerships to secure funding for additional vehicles and operators	3.19	161

### Strategy Rating Frequencies





## Strategy Comments

### *High Frequency Grid Networks*

- Defund
- Frequency of trains is key I think
- your people are paid more than enough by taxpayers get them to do their jobs properly or fire them and get rid of the unions bullshit.

### *Vehicles and Operators*

- Reduce
- Reduce vehicle operators. Reduce or eliminate Uber, Lufthansa, and Nu Ride. The three services combined operate 80 to 85 thousand extra vehicles in the New York area creating the traffic congestion
- Need to move to driverless trains. We are far behind on this.

### *Increase Service Headways*

- Increase to 2 hours
- Shouldn't this be "Decrease" headways?

### *PPP Funding*

- Upgrade the system, driverless Trains, upgrades trains
- What the hell is all the money paid to consultants about? Can't the MTA figure out what to do? Who is getting all this consultation money, and how much does MTA management receive as kickbacks?
- Defund

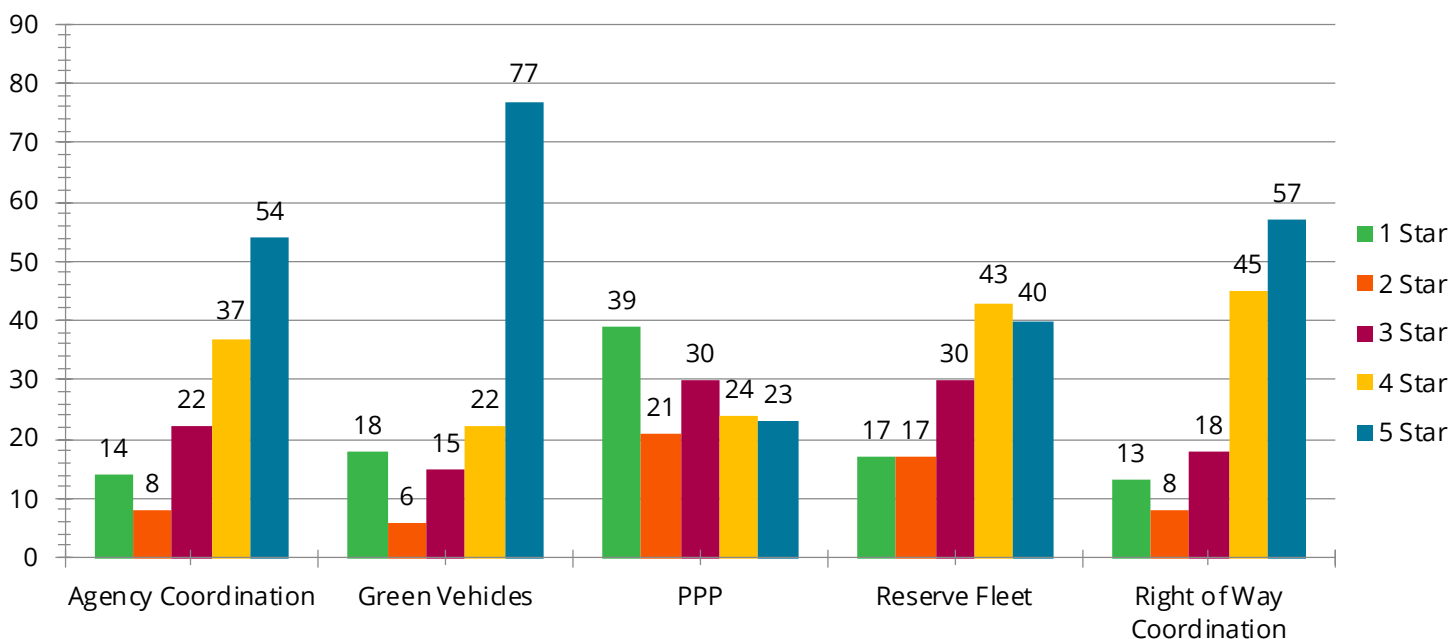
- Keep private money out of my transit.
- These can be harmful if the contracts are not well-written for the benefit of riders. Transparency is paramount
- In order to fund more services we need to be more open to public/private partnerships
- Have wall street kick.in some money.
- You are proposing to give the public transportation system away to some rich politically connected hack? That is CRIMINAL!
- Capture the prospective land value of developments around transit hubs and have developers contribute to funds that would improve transit in that area, since their development will benefit and profit from the same transit hub they've decided to locate near.
- Nobody wants you to sell off OUR MTA to the rich and corrupt!! Do not do this!!

## Backup Fleet

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Green Vehicles</b> Ensure that new fleets purchased follow energy and fuel efficiency guidelines (hybrid electric, etc.)	3.97	138
2nd	<b>Right of Way Coordination</b> Coordinate nearby corridor right of way access in case climate events make transit corridor unusable	3.89	141
3rd	<b>Agency Coordination</b> Coordinate with transportation agencies to potentially procure additional fleet	3.81	135
4th	<b>Reserve Fleet</b> Secure a reserve fleet within those traditional transit systems at risk of vehicle breakdowns	3.49	147
5th	<b>PPP</b> Work with private transportation companies in partnership to procure additional fleet	2.79	137

### Strategy Rating Frequencies



## Strategy Comments

### *Green Vehicles*

- again, this is obvious
- As long as they are durable and can go the same speeds as gas vehicles.
- NO!!!!!!!!!!!!
- The political climate is trending towards more eco-friendly vehicles.
- No
- How can we mandate that agencies need to transition to greener technology? With budget constraints, some agencies choose to go with the most affordable option, which isn't necessarily the greenest option.
- Purchase contract should not only have efficiency guidelines but recourse.
- Transit provider should focus on attracting new ridership and reducing single occupancy vehicle travel. Even a "dirty" bus or train is cleaner than 100 cars on the road.

### *Right of Way Coordination*

- Unclear what this means.
- This needs to be done for regular service.
- No

### *Agency Coordination*

- Defund
- as long as they are public

### *Reserve Fleet*

- Before de Blasio destroyed New York, we had a great financial reserve
- I thought you already had this
- Isn't this assumed for any transportation system?
- None

### *PPP*

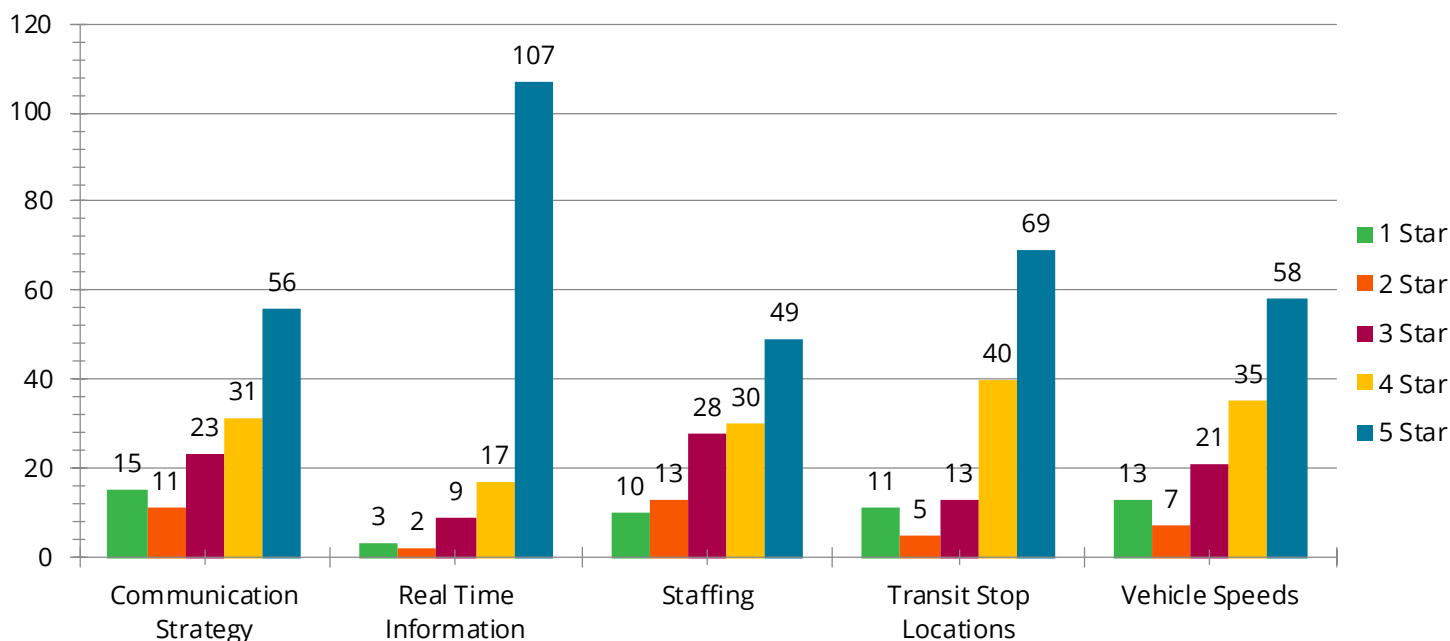
- No
- Private partnerships lead to a lot of miscommunication, hands being tied, extra conditions being laid down about use, etc. So I do not recommend this route.
- NO!!!!
- I'm worried about the cost of working with them.
- You took over Triboro which was always on time. Now the lines aren't always on time.
- No privatization!!!

## Targeting Density

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Real Time Information</b> Ensure real time vehicle arrival information for passengers to determine their waiting strategy	4.62	138
2nd	<b>Transit Stop Locations</b> Ensure vehicle staggering so that overlapping bus routes that share common stops do not bottleneck	4.09	138
3rd	<b>Vehicle Speeds</b> Organize slower local service and faster express service to mitigate bottleneck from vehicle overlap	3.88	134
4th	<b>Communication Strategy</b> Outreach strategy to inform existing and potential riders about additional transportation services	3.75	136
5th	<b>Staffing</b> Coordinate operator staffing needs to accommodate increase in service overlap	3.73	130

### Strategy Rating Frequencies



## Strategy Comments

### *Real Time Information*

- I use Bustime and when a bus hits a terminal stop it goes off Bustime. I have seen buses not listed on Bustime come Why?
- Adding real time information has been very beneficial for riders.
- Count down clocks not just in high-class areas

### *Transit Stop Locations*

- This is tricky to implement in a way that isn't annoying to riders. My hometown of Ottawa did this on the Transitway at service hubs, which meant that sometimes I would miss one bus I could take while waiting for another, because I had to pick a stop.... Highly obnoxious on extremely hot or cold days.
- Although, after a certain point a better option is to build a bus station/hub.
- I see bus bunching a lot around queens and Manhattan

### *Vehicle Speeds*

- I feel there needs to be a change in speed limit or express lane.
- This isn't very clear. NYMTC transit providers should encourage faster local and express service.

### *Communication Strategy*

- People who needs faster options will always

try to seek them out

- Communication is very important during an emergency.
- Riders especially Subway riders can't hear the announcements on the trains or platforms. Some conductors have muffled voices or speak too fast or don't speak well enough ENGLISH. Platform announcements echo slot.

### *Staffing*

- The MTA increased management in the 80s The current bunch are afraid to make the proper decision to keep the subway moving efficiently
- Hire more people

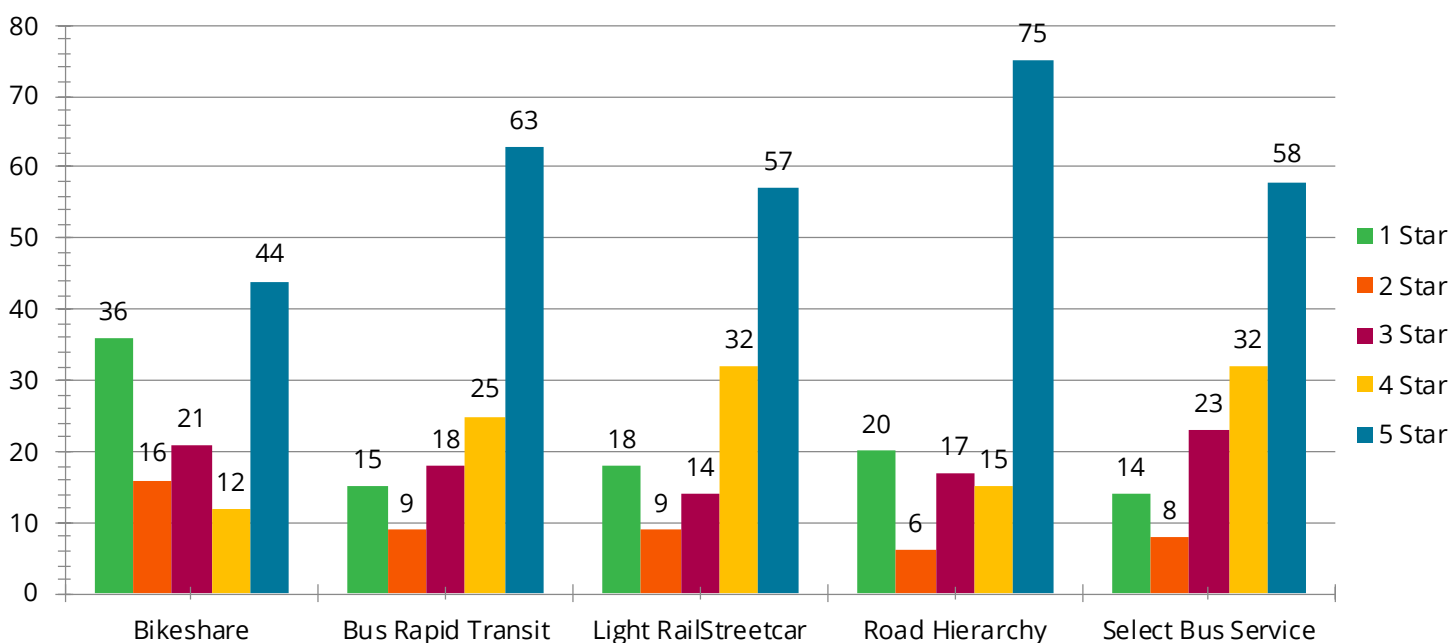


## Alternative Modes

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Road Hierarchy</b> Work to alter road user hierarchy, prioritize walking, cycling, and public transit over private vehicles	3.89	133
2nd	<b>Bus Rapid Transit</b> Explore using old rail right of way to develop bus rapid transit line that uses a dedicated guideway	3.86	130
3rd	<b>Select Bus Service</b> Provide complimentary bus service to rail systems/subway. Use existing bus lane infrastructure	3.83	135
4th	<b>Light Rail/Streetcar</b> Explore revamping old rail lines in underutilized areas to create an off/on street light-rail line	3.78	130
5th	<b>Bikeshare</b> Use public private partnerships to create and maintain a bikeshare stations in underutilized areas	3.09	129

### Strategy Rating Frequencies



## Strategy Comments

### *Road Hierarchy*

- This reduces environmental impact but does not solve any problems caused by existing or future climate change or disaster effects.
- Enough with that people who drive are funding the roads. People who walk or bike don't. Stop penalizing drivers who pay for the rest
- 100%
- Alter road user hierarchy to prioritize walking, cycling, public transit and private transit, over private non-transit vehicles.
- Eliminate / restrict cars and trucks to the degree possible. Protect humans and bike riders.
- So very necessary
- Roads take up too much space, we need roads dedicated only to walking and cycling, like Europe.
- No way. It's about time cars get a priority
- This is so important and starts with government agencies changing their communication strategies when it comes to transportation!

### *Bus Rapid Transit*

- Why not use the old rail for new rail and trains, not as a greenway
- Please
- BRT would be a good start but might be overwhelmed quickly on certain routes.

- Bus Rapid Transit in existing highway corridors and the creation of new bus lanes should be evaluated as well.
- Do you not already have statics on old lines and population change?
- Not if it eliminates rail right of way on Long Island to NJ

### *Select Bus Service*

- I do not like select bus service. People do not pay.

### *Light Rail/Streetcar*

- We lived in HK where trams were used with great effect
- Dumb idea - drop this - we do not need or want it
- As long as its fully integrated in the entire transit system, with payment and equitable access for historically vulnerable populations such as African-American neighborhoods and low income areas.
- How would this look? Will it cause traffic backups?
- Light rail is a good alternative BUT not to duplicate subway service below ground
- Queensline would've been great. Needs more service beyond Flushing in Northeast Queens
- We need more public transport and less cars.
- Only if the infrastructure is in place and no it does not cost a king's ransom. The DeBlasio

BQX trolley folly is a joke.

- terrible idea

### *Bikeshare*

- Wrong use only public systems do NOT sell us out!!!
- Bike share would be amazing if we had the correct infrastructure for it.
- Need bikeshare in Queens beyond Astoria Sunnyside
- Absolutely not
- Bike-sharing is nice, but it does cause problems with parking in many areas.
- I support this, but not necessarily Citibike. Look to local community organizations who may already be organizing or considering organizing bike share for their communities. Bikeshare also needs to be either free or low cost.
- Also increase public funding for bike share systems to ensure system availability in the event of an economic crisis.
- Has become such a hazard since they do not obey traffic signals.
- Yes to more bike share! NO!! No no no to privatization!!!
- Total waste of money. Bikes are left all over the place. If you want to bike buy one have secure locking locations.
- We had lived in Singapore where they experimented with bike sharing which resulted in a lot of littering of bicycles. Please don't let that happen here

- Stupid
- There is no bike share for the elderly and disabled. There should be adult tricycles! An entire segment of the population has been excluded! Shame in you!

### *General Suggestion*

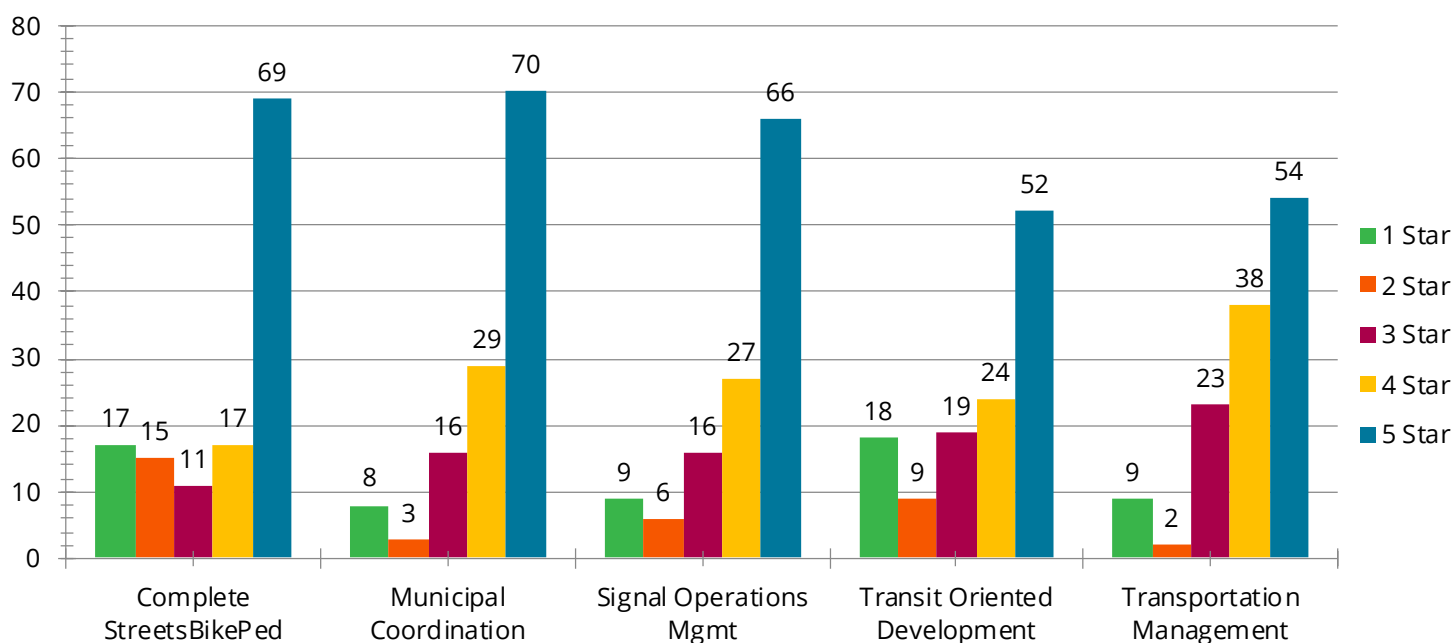
- There should be no cars, buses or trucks. Roads should be parks and Bikes and emergency vehicles only. Deliveries and garbage removal should be through underground system going through basements and people movement should be through lightweight small "pod" vehicles that go through lower levels of buildings and are computerized so that most efficient entrance into system can be made. Obviously cannot complete system for many years but must start now with something new and innovative if New York is going to continue as a viable city. Please don't just redo the same systems that were developed many, many years ago!!!

## Corridor Focus

### Strategy Rank and Average Rating

Rank	Strategy	Avg. Rating	# Inputs
1st	<b>Municipal Coordination</b> Coordinate with municipalities to create seamless corridor travel between different jurisdictions	4.19	126
2nd	<b>Signal Operations Mgmt.</b> Work with municipalities and various agencies to create coordinated signal timing and preference	4.09	124
3rd	<b>Transportation Management</b> Optimize existing infrastructure, implement multimodal, cross-jurisdictional services and projects	4.00	126
4th	<b>Complete Streets/Bike/Ped</b> Ensure the enhanced corridor infrastructure uses complete street protocol for cyclist/pedestrian access	3.82	129
5th	<b>Transit Oriented Development</b> Use public private partnerships to encourage TOD activity along newly formed transit corridors	3.68	122

### Strategy Rating Frequencies



## Strategy Comments

### *Municipal Coordination*

- You have had more than enough time and taxpayer money. I'm sure you make over 50K a year do you pay the MTA extra taxes too what about DMV fees mortgage taxes gas taxes
- Hire more people
- The NYCTA is over managed Example: (mid 80s) The Rapid Transit Dept. had 9 managers it was increased to 3500 with duplication and triplication of services with 6 figure salaries

### *Signal Operations Mgmt.*

- Timing lights to work with bus services would be great

### *Transportation Management*

- You have had more than enough time and taxpayer money. I'm sure you make over 50K a year do you pay the MTA extra taxes too what about DMV fees mortgage taxes gas taxes
- Hire more people
- "The NYCTA is over-managed
- Example: (mid 80s) The Rapid Transit Dept. had 9 managers it was increased to 3500 with duplication and triplication of services, with 6 figure salaries "

### *Complete Streets/Bike/Ped*

- Also should include considerations for freight transport and delivery vehicles.

- Many who ride bikes do not even use the bike lanes or follow the rules.
- The most important
- No!!!!!!
- Stop putting bike lanes where no bikes ever go, removing lanes for other traffic and causing extra congestion. 62nd Street between 1&2 is an example. This is the entrance to the FDR and should not have a bike lane. In fact, bikes should be PROHIBITED!
- Stop with the bike lanes it creates dangerous conditions for everyone. The streets were built for vehicles.

### *Transit Oriented Development*

- With affordable housing! and get rid of AMIs.
- No private partners or privatize the whole system. Too many hands in the pot at a cost to the taxpayer
- No privatization!!! Who are you working for?
- I'm generally opposed to public private partnerships. I understand why you would want to leverage them, but don't think private businesses should have stake in our public transportation systems. We should be allocating city funds/taxes to that.
- Not sure what this means maybe putting it in layman's terms
- NO!!!!!!
- Not at the expense of the poor to serve rich areas like Astoria over another area. Where



many luxury condos go up the politicians will try to get them transit as a priority over poorer areas.

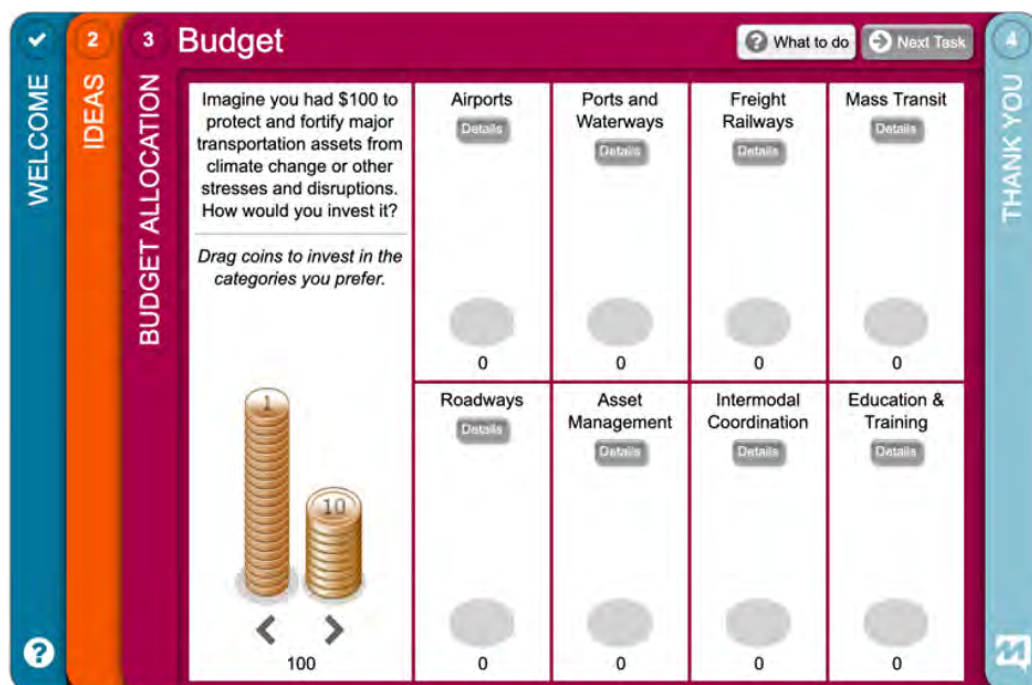
### *General Suggestions*

- Vigilance against terrorism” should not be priority. It should not be lumped in with mitigating environmental damage and finding energy efficiency solutions.

## Budget Allocation Exercise

Respondents were given \$100 virtual dollars to fund categories that would fortify major transportation assets from climate change or other stresses and disruptors. They were asked to choose how to allocate the money between eight resources:

- Airports
- Ports and Waterways
- Freight Railways
- Mass Transit
- Roadways
- Asset Management
- Intermodal Coordination
- Education & Training



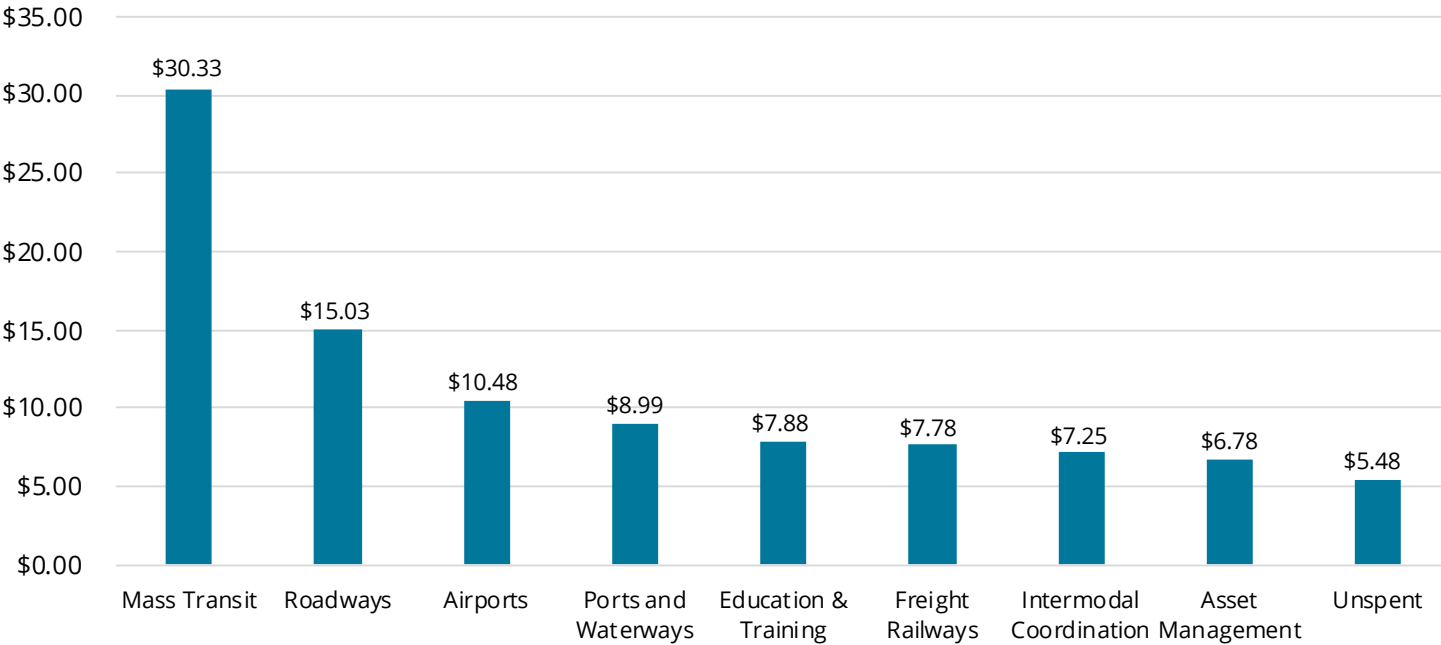
The summary includes the following:

- **Resource Rank and Average Funding** - A table of strategies, and their definitions, ranked by the average amount of funding they received
- **Resource Average Funding** - A chart that plots the average funding for each resource

## Resource Rank and Average Funding

Rank	Strategy	Avg. Spent	# Inputs
1st	<b>Mass Transit</b> Protecting mass transit systems against environmental threats and political disruptions such as terrorism	\$30.33	134
2nd	<b>Roadways</b> Protecting roadway infrastructure against environmental threats and political disruptions such as terrorism	\$15.03	134
3rd	<b>Airports</b> Protecting airports against environmental threats and political disruptions such as terrorism	\$10.48	134
4th	<b>Ports and Waterways</b> Protecting ports and waterways against environmental threats and political disruptions such as terrorism	\$8.99	134
5th	<b>Education &amp; Training</b> Training transportation management staff to recognize and respond to legitimate threats, whether environmental in nature or politically motivated	\$7.88	134
6th	<b>Freight Railways</b> Protecting freight rail systems against environmental threats and political disruptions such as terrorism	\$7.78	134
7th	<b>Intermodal Coordination</b> Coordinating infrastructure security and resiliency strategies with related various transportation and environmental agencies	\$7.25	134
8th	<b>Asset Management</b> Managing transportation infrastructure through targeted, strategic resource allocation and utilization	\$6.78	134
	Remaining unallocated funds	\$5.48	134

Resource Average Funding



## Introduction

On June 16th the New York Metropolitan Transportation Council (NYMTC) launched an interactive public engagement platform for the Regional Transportation Plan using 'MetroQuest' to gather feedback from the public on the vision goal of Safety & Security. The module was translated into Spanish, Russian, and Simplified and Traditional Chinese to provide better access to the survey for the population in the NYMTC planning region.

The following is a summary of the "Safety & Security" goal module and includes responses from June 16th through the close date on September 20th.

## Participants

The breakdown of module completion by language is below:

English	Spanish	Russian	Simplified Chinese	Traditional Chinese	Total
1,144	0	33	45	9	1,231

## Exercises

This MetroQuest online engagement platform module included the following exercises:

- **Budget Allocation** - Respondents were given \$100 virtual dollars to invest in transportation resources that help protect the safety of passengers and freight systems and were asked to choose how to allocate the money between eight options.
- **Priorities** - Respondents were given eight different options for roadway safety and were asked to rank their top five priorities. They were also able to suggest other options.
- **Tradeoffs** - Respondents were given five different safety and security topical areas and were asked to choose between two different tradeoffs in each area.



## Budget Allocation Exercise

Respondents were given \$100 virtual dollars to invest in transportation resources that help protect the safety of passengers and freight systems. They were asked to choose how to allocate the money between eight resources:

- Transit Infrastructure
- Roadway Infrastructure
- Communication
- Emergency Response
- Enforcements
- Goods Movements (Freight)
- Technology
- Education

The screenshot displays the 'Infrastructure Investment' section of the budget allocation exercise. It features a grid of eight investment categories, each with a 'Details' button and a coin icon indicating the allocated amount (all are currently 0). The categories are: Transit Infrastructure, Roadway Infrastructure, Communication, Emergency Response, Enforcement, Goods Movement (Freight), Technology, and Education. On the left, a stack of coins and a slider indicate the total budget of 100 virtual dollars. The interface includes navigation elements like 'WELCOME', 'BUDGET ALLOCATION', 'What to do', 'Next Task', and tabs for 'SAFETY PRIORITIES', 'TRADEOFFS', and 'THANK YOU'.

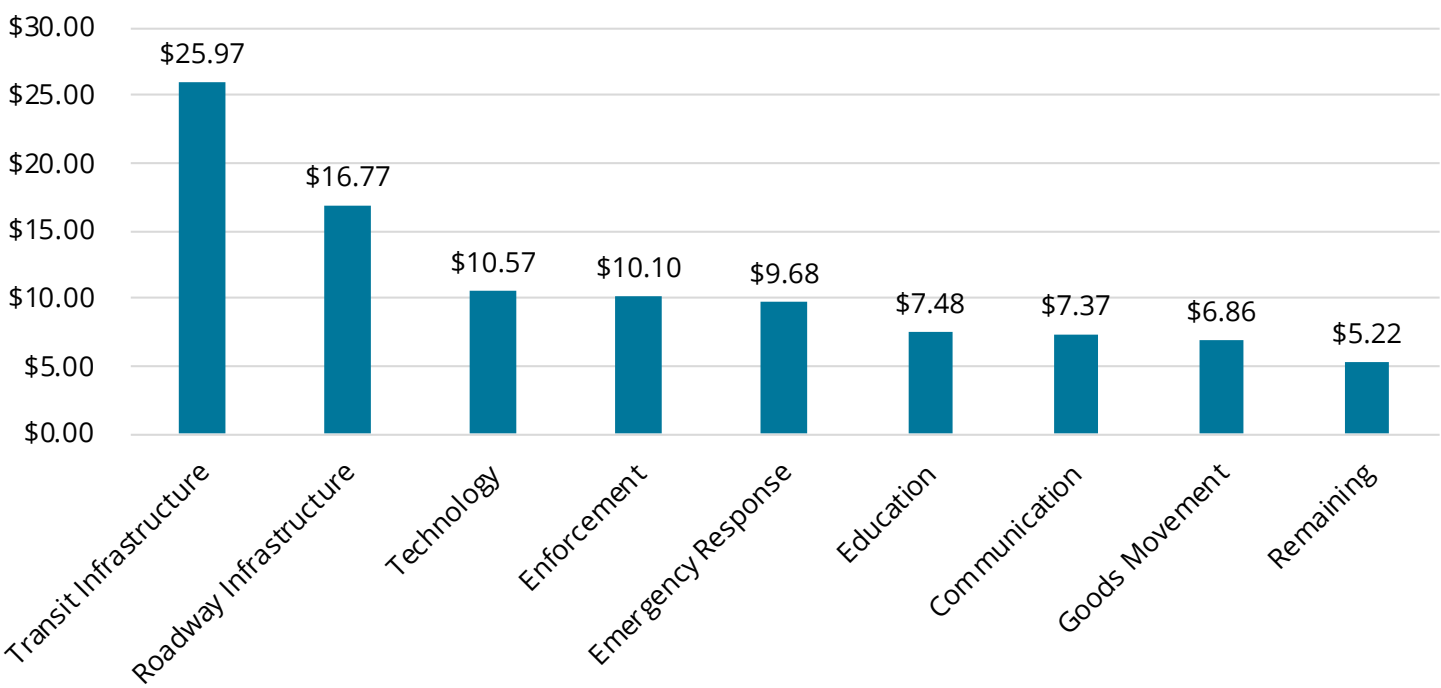
The summary includes the following:

- **Resource Rank and Average Funding** - A table of strategies, and their definitions, ranked by the average amount of funding they received
- **Resource Average Funding** - A chart that plots the average funding for each resource

## Resource Rank and Average Funding

Rank	Strategy	Avg. Spent	# Inputs
1st	<b>Transit Infrastructure</b> Improving safety by maintaining reliable transit infrastructure (track, signal systems, bridges, tunnels, vehicles and stations)	\$25.97	1,225
2nd	<b>Roadway Infrastructure</b> Improving safety by repairing deteriorated roadway pavements and structurally deficient bridges	\$16.77	1,225
3rd	<b>Technology</b> Investing in technology to protect the safety and security of transportation systems	\$10.57	1,225
4th	<b>Enforcement</b> Enhanced traffic control and police enforcement of transportation safety rules	\$10.10	1,225
5th	<b>Emergency Response</b> Ensuring the safe passage of emergency responders (police, fire, ambulance, etc.)	\$9.68	1,225
6th	<b>Education</b> Promoting safety and security through education	\$7.48	1,225
7th	<b>Communication</b> Enhanced communication between departments of transportation and members of the public about emergency events via text alerts, emails, roadway message signs, etc.	\$7.37	1,225
8th	<b>Goods Movement</b> Ensuring safe movement of freight, goods and packages via railcars, trucks, vans and airplanes to, from and within points in the region	\$6.86	1,225
	Remaining unallocated funds	\$5.22	1,225

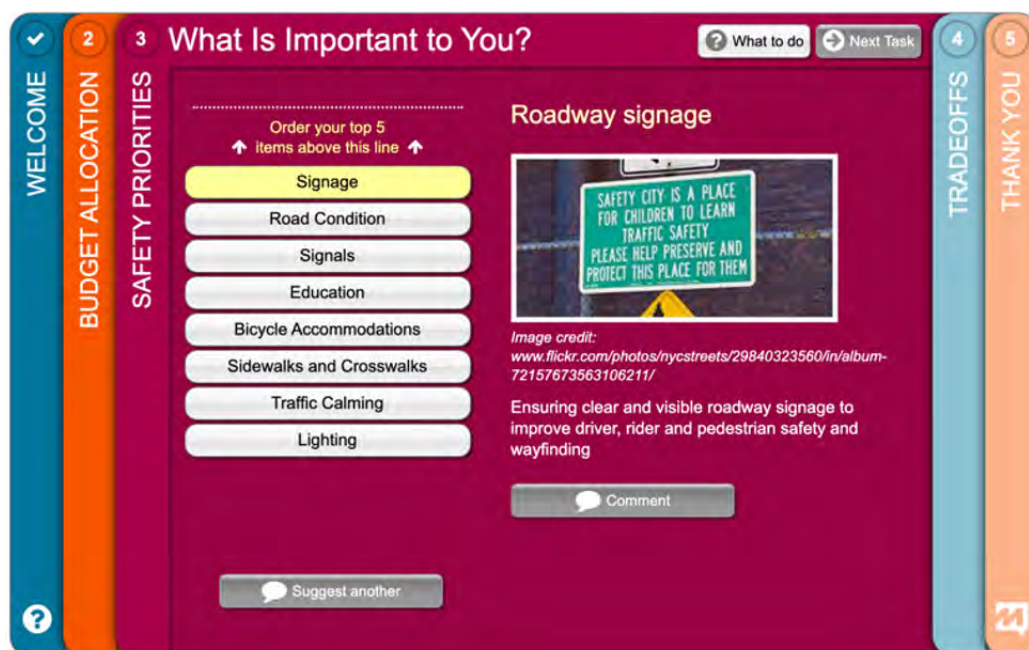
Resource Average Funding



## Priority Ranking Exercise

Respondents were given eight different options for roadway safety items and were asked to rank their top five priorities. They were also able to suggest other options. The items included:

- Signage
- Road Condition
- Signals
- Education
- Bicycle Accommodations
- Sidewalks and Crosswalks
- Traffic Calming
- Lighting



The summary includes the following:

- **Item Rank and Average Ranking** - A table of items, and their definitions, ranked by the average ranking they received
- **Item Comments** - Comments that respondents left divided by item

## Item Rank and Average Ranking

Rank	Strategy	Avg. Rank	# Inputs
1st	<b>Road Condition</b> Ensuring a safe and efficient roadway through maintenance and repair.	2.23	542
2nd	<b>Bicycle Accommodations</b> Build or rebuild streets to accommodate and safely serve bicyclists	2.75	299
3rd	<b>Sidewalks and Crosswalks</b> Build or rebuild streets to accommodate and safely serve pedestrians	2.79	522
4th	<b>Traffic Calming</b> Using physical designs and other measures to improve safety for motorists, pedestrians and cyclists	2.88	405
5th	<b>Education</b> Improving safety through education for all road users	3.3	180
6th	<b>Signals</b> Using signal timing and signalized intersections to improve driver, rider and pedestrian safety	3.38	450
7th	<b>Lighting</b> Enhanced street lighting to improve safety for drivers, riders, and pedestrians	3.4	441
8th	<b>Signage</b> Ensuring clear and visible roadway signage to improve driver, rider and pedestrian safety and wayfinding	3.49	341

## Strategy Comments

### Road Condition

- Fix
- Get rid of bike lanes
- My 5th choice is a toss-up. Education is essential; effective signage, lighting, well-maintained road condition are too. I'm convinced all 8 components you list are equally important and are all parts of the whole. Successful education would really go a long way toward our collective safety, so I'm choosing it in my top 5.

- 請多檢查路面溝渠蓋凹陷和路上凹洞，和重新鋪設混凝土路面，很多已經久經失修凹凸不平
  - **Translation** - Please check the pavement ditch cover depression and road pits, and re-lay the concrete pavement, many have been in disrepair and uneven
- 路況太差
  - **Translation** - Road conditions are too bad



### *Bicycle Accommodations*

- Paths have to be shared with pedestrians, who don't follow rules, in their own world
- The last thing on my list.
- Make it mandatory to wear a helmet when riding
- The bike accommodations should be protected. Painted lines on the road does not make a bike lane safe. You need protective barriers or raise the bike lane
- Have protected bike lanes. most people won't feel comfortable enough commuting with unprotected lanes, so you'll just be wasting paint.
- Get cyclists off the roads entirely
- 建議在行人道上設有自行車道，減少車輛跟自行車碰撞事故
  - **Translation** - It is recommended to have bicycle lanes on the sidewalks to reduce collisions between vehicles and bicycles
- 自行車道令交通更加混亂
  - **Translation** - Bicycle lanes make traffic more chaotic

### *Sidewalks and Crosswalks*

- Consider implementing the continuous sidewalk like in Copenhagen in high-pedestrian areas. Privilege pedestrians in the City over cars
- ...to safely serve pedestrians and ALL users
  - unsighted (I've learned from a white cane blind city resident that those rubbery mats with raised bumps at curb cuts are a real

problem!); those who use wheelchairs; bus riders embarking and disembarking; elders and children; all those I'm not singling out -- ALL users.

- 多設置all way stop sign，方便行人跟司機，也令到交通更加安全快捷
  - **Translation** - Set up more all way stop signs to facilitate pedestrians and drivers, and make traffic safer and faster

### *Traffic Calming*

- Scofflaws must be hunted down and pay.

### *Education*

- Teach people how to cross the street. And penalize bicyclists and electric scooter users who disobey traffic signs.
- why is there no area included about cleanliness and sanitation in the system???? why??
- People have to learn not to walk in front of moving cars! People step into traffic without looking most of the time they are on their phones. People look at you while you are making a turn and step out in front of the car.
- Get bikes of ALL kinds OFF the sidewalks currently being used as a roadway- this is where Bloomberg was right!!! Terribly dangerous-

### *Signals*

- More left turn signals at intersections would reduce dangerous turns

- Lighting
- Need to go to LED
- Lighting should be environmentally conscious, including the use of solar powered batteries and downward focused beams to avoid illuminating the night sky.
- In NYC-At least Brooklyn, there is too much lighting. The LED Street Lights & Car Headlights are over the top
- Congestion mitigation
- Congestion mitigation
- Cameras
- Bus priority
- Less red-light enforcement
- Increase speed limits
- Law enforcement - moving violations go unpunished
- Closing streets or big portions thereof from vehicles to encourage street life

### *Signage*

- There needs to be an effort to drive elegance in signage. Too often signs appear to pop up impulsively which dilutes their importance and contributes to visual pollution on our streets. There needs to be standardization and consolidation to ensure visibility and legibility without an abundance of signposts littering our daily landscapes.
- Too wordy and distracting
- Firing Corrupt MTA Officers
- Clean transportation and sidewalks are extremely important. Can't believe how dirty New York is now. There is trash everywhere. Never seen another first world country like it. People need to be educated and told to stop polluting the streets and waterways etc., it is disgusting.

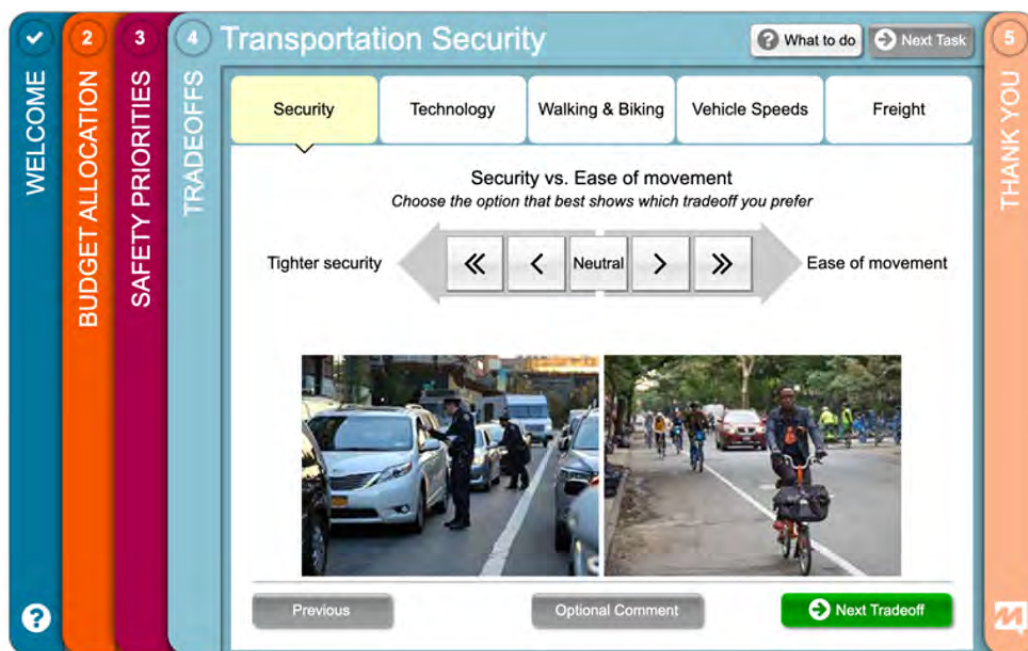
### *Suggest Another Item*

- Effective Enforcement!
- Enforcement and accountability of pedestrian adherence to the laws especially in accidents with motor vehicles
- Speed cameras
- Enforcement of existing laws
- Making streets bikes and pedestrians only
- More PARKING
- Narrower Streets (which reduces the speed at which cars travel)
- Get the bikes off the road they never get tickets and don't pay insurance and have taken up too many parking spots.
- climate adaptation features (permeable/ reflective pavements, bioswales, etc.). also providing spaces for delivery drivers to park that don't put bikers, pedestrians, and the deliverers in danger. last and most important, closing more streets to cars and trucks
- Getting people out of their cars and onto public transit
- Delivery trucks are notorious for blocking the box as well as bud stops. Slows everything down and increases accidents.

## Tradeoffs Exercise

Respondents were given five different safety and security topical areas and were asked to choose between two different tradeoffs in each area. The topic areas include:

- Security
- Technology
- Walking & Biking
- Vehicle Speeds
- Freight



The summary includes the following:

- **Topic Preference** - A table of topics, the number of inputs they received for each tradeoff, and the percentage of respondents who voted for each tradeoff
- **Topic Comments** - Comments that respondents left divided by topic

## Security vs Ease of Movement

Tradeoff	Security		vs	Ease of Movement	
Preference	Strongly Prefer	Prefer	Neutral	Prefer	Strongly Prefer
# of Inputs	118	161	144	229	293
Percentage	12%	31%	17%	15%	24%
43%				39%	

### Topic Comments

- Use cameras
- Not secure nothing else matters
- Security from terrorism is important but it gets conflated with minor traffic violations and fare enforcement and that is not
- Ease of movement when engineered well reduces risk, Ip so facto safety/security
- I truly don't know what you're trying to depict here. In the left image you focus on cars and on the right, bicycles. Often cars park in bike lanes, so safety and ease of movement for bicyclists can be synonymous.
- Photo is unclear. Always favor non-motorized transport and public transit over private cars, for security among others.
- Lower-risk modes such as pedestrians and bikes need ease of movement. Cars/trucks can carry dangerous goods or can kill (by accident or terrorism).
- cops do not increase security, they kill.
- We need more police enforcing the law.
- The examples are far too drastic
- Stop randomly harassing black kids.. I cannot tell you how often I have seen aggressive cops harassing kids out of school that are acting exactly like kids who have been let out of school - teens are loud. Get used to it
- Law enforcement has a massive budget while infrastructure suffers more and more.
- Security is not police
- Abolish the NYPD. Enforcement isn't making the city a safer place
- Provide more visible personal to enforce traffic laws for cars, bicyclists, and pedestrians. Steep fines for bicyclists who do not obey traffic laws, specifically those who go through a red light.
- The main source of danger in our transportation system is car crashes and enforcement should be focused on that. It is not clear to me that traffic stops are the right way to achieve other law enforcement priorities. Except in very limited circumstances, the risk of terrorist attack to our transportation system is extremely low and should be ignored.

- Ease of movement
- Security should be well deployed and tactical to meet specific threats-issues, not a blanket show of force. When there is an incident involving a bike, a crackdown on cyclists for unrelated offenses follows. Where is the equivalent response when there is a motor vehicle crash? Even handedness goes a long way to public cooperation and understanding.
- But only in areas having real threats.
- The police are often ticketing for easy infractions while ignoring more dangerous actions
- Ease of movement is far more important than “security”. More people die from poor air quality, due to traffic congestion, than “security” incidents.
- 加強路肩double parking票控或驅趕，特別是大貨車早上在繁忙時間時候
  - **Translation** - Strengthen the double-parking ticket control or drive away on the shoulder, especially when large trucks are in peak hours in the morning

## Technology

Tradeoff	Data sharing for smarter transportation		vs	Personal data security	
Preference	Strongly Prefer	Prefer	Neutral	Prefer	Strongly Prefer
# of Inputs	151	256	158	178	173
Percentage	16%	19%	28%	17%	19%
35%				36%	

## Topic Comments

- The only reason I selected personal data security is because I do not trust private institutions to not monetize my data. I’m a person, not something to be bought and sold. I also have misgivings about public agencies having this data because of the possibility of use for oppression by “enforcement” agencies.
- Especially as the capabilities and scale of technology continues to grow it’s increasingly essential to protect our data. Thanks being said, anonymous data for improving efficiency is important, but it needs to be done right and prioritize the privacy and safety of civilians.
- It is incumbent on all government



organizations to safeguard customer data and personal information with top notch cyber security, if customers are expected to provide that data.

- Keep data safe. Offer opt ins and outs.
- Although sharing of information for a more personalized experience is nice, personal identifiable information should be strictly secured.
- I would favor data sharing over privacy IF (and only if) the data was going into the transit system and not to other government branches or third parties.
- No
- I would be OK with anonymized tracking of license plates or correlation of e.g. OMNY entry swipes but not MAC address tracking through Wi-fi without consent
- Anonymized optional data sharing to enhance built in transportation data
- People should be able to share as an option
- Ask permission to receive important information

- If done correctly, this shouldn't be so much of a tradeoff. This is a false tradeoff.
- This question requires more information for people to understand.
- Allow opt-out and customizing level of data sharing for each individual, but default for more extensive data. Use federated learning and other techniques that give the best of both worlds.
- Opt in.
- Unsure what is being shown
- If anybody truly believes that their data is safe from any number of companies, cell providers, or ISP, then they do not understand how the internet works. Make the trains run better and take as much data as you need
- We all use Facebook who has all our data. Store is securely and use it to assist
- I believe you can anonymize data

## Walking and Biking

Tradeoff	Prioritize those walking and biking		vs	Road safety for all users	
Preference	Strongly Prefer	Prefer	Neutral	Prefer	Strongly Prefer
# of Inputs	357	184	122	142	229
Percentage	35%	22%	18%	12%	14%
57%				26%	

## Topic Comments

- NYC is a walking City; pedestrians should be the priority. Bullets should feel safe, but need to follow rules of the road, go the correct direction on streets, stop as required, appropriate speeds
- "Road safety for all users" ignores the inherent protection that people in cars have.
- Which do YOU prefer– grapes or fruit? ""Safety for all users"" and ""priority for walkers & bike riders"" are not mutually exclusive concepts!! Aren't walkers and bike riders included in ""all users""?! You're implying/suggesting that walkers and bike riders are compromising the safety of all those using other modes. You already know that's (ludicrous and) inaccurate. Signaling, signage, road design can be used to build in addl. safety for walker/bike space (as in leading ped/bike signals, e.g.)
- Bikes and pedestrians have different needs. Bikers often pose threats to pedestrians and should be in a separate category. Bike lanes should be totally separate - the bike lanes now in use, with cars parked in the middle of the street and terrible sight lines, are a pedestrian hazard. Pedestrians shovel come before all else in terms of safety provided
- And those on buses. Busways are good.
- The loss of drivable roadway, coupled with the colossal increase in the seemingly lawless for hire vehicles and bicycles, scooters, e-bikes, roving bands of ATVs/dirt bikes etc... have made driving and walking one of the most harrowing and dangerous parts of My day.
- Prioritize walking biking and mass transit, not personal cars
- Prioritize movement for those paying to be on the road. IE Cars. If cyclists want extra provisions, they can pay for them. Make bicycle registration fees and licensing a requirement.
- "road safety for all users" doesn't make any sense—of course I want everyone to be safe, but people in cars are driving around in two-ton steel cages. They put walkers and bikers at risk and their interests are directly opposed.
- Gross lack of bicycle enforcement to the traffic rules and regulations. It is currently a free for all and there is NO law enforcement actions to make matters worse
- Prioritize transit above all else.
- This is a critical area of concern. Currently, there is little to no law enforcement aimed at bicyclists.
- This is a false choice - I think the real issue is that cars put more pedestrians at danger than "non-motorized vehicles do" having protected bike lanes separate from pedestrians helps a lot
- This is a false trade-off. The only way to make roads safer for all users is to prioritize walking and biking.
- Is it possible to educate our Asian immigrants that there are certain road rules they should follow? Such as: obey traffic signals, keep off the sidewalks while driving electric motorcycles, yield to pedestrians in

designated areas.

- To be safe for vulnerable users. I consider bike lanes a second transit system and have used them as such. But my girlfriend feels unsafe using them unless they are protected lanes.
- No
- Tell Bikers to stay off the road
- Buses also.
- It is not pedestrians versus bikers. This is a false dichotomy. You should not be making cycling accommodations at the detriment of pedestrians. You can often easily narrow roads, create substantial bike lanes and all this which will slow traffic and be safer for pedestrians and cyclists
- Many bike lanes are poorly designed and awkward
- “This is a pedestrian and cycling city and the roads-network need
- Pedestrian “head start” signs are a great idea and should be improved. Finally, driver licensing standards should be more stringent, to emphasize having better skills.
- Once a driver is licensed,
- Remedial education is almost impossible until they commit multiple infractions.”
- We need to discourage use of public spaces by private vehicles. The most efficient way to transport people is using public transportation and/or walking and cycling.
- 單車道危險 影響行車
  - **Translation** - Dangerous single lanes affect driving

## Vehicle Speeds

Tradeoff	Road safety		vs	Vehicle speeds	
Preference	Strongly Prefer	Prefer	Neutral	Prefer	Strongly Prefer
# of Inputs	307	202	159	114	106
Percentage	35%	12%	23%	18%	13%
47%				31%	

## Topic Comments

- These are not mutually exclusive concepts. It is possible to improve speeds and require significant upgrades to the protection of non-motorized users. Reducing the amount of traffic on the roads will do both.
- This is NYC- move fast and get out of the way! Raise the speed limits again!

- Posted Vehicle speeds should be appropriate for the area- higher on limited access highways, lower on neighborhood streets, school zones and where roads have high pedestrian-bike presence. Again, comprehensive drivers ed is a must to teach driver Why speed and the lack of car control skills kills and is unsafe.
- They have to make sense. 25mph across all five boroughs makes no sense. OK for Manhattan, Northern Brooklyn and Astoria. Bad policy for Bayside, SI, Bellerose, and Whitestone
- Changing the lights to allow pedestrians and cyclists movement before or after vehicles can move would increase safety.
- If you're going to enforce speeds for cars, do it for all vehicles including bicycles and scooters
- I want cars to be slower to make the rest of us safer.
- I want cars to be slower to make the rest of us safer.
- This response choice is confusing - if it's important, does that mean faster car speed?"
- Now that Kent Avenue has become a rich person's boulevard, our neighborhood streets have become raceways. Cars speed down the side streets to get to the waterfront quickly it is only a matter of time before someone's child is killed by a person driving their car too fast
- Need ENFORCEMENT
- Misleading images again. Bicycle speeds aren't very impacted by safe street improvements. We need to slow motor vehicles not pedestrians or most bicyclists.
- Enforce existing speed limits as the data shows odds of surviving at getting struck at higher speeds decreases

## Freight

Tradeoff	Cost/Delivery time		vs	Security	
Preference	Strongly Prefer	Prefer	Neutral	Prefer	Strongly Prefer
# of Inputs	161	237	227	154	90
Percentage	19%	10%	27%	26%	18%
37%				28%	

## Topic Comments

- Trains matter more than trucks.
- I'd like to know more about what's considered "Security" for this question. So, please take my 'arrow' response with a grain

of salt. I want truckers and their cargo to be safe from as-sault, and I want everyone on the roads to be safe from truckers who can't or won't behave as though they recognize there are-or there could be- human beings on foot, on bikes, in strollers, and etc. on every street.

- Can't vote - there is only one option
- There is no freight security in the us.
- We are safer without the cops
- It is unclear what you are asking
- Congestion pricing and having freight deliveries arrive at non-peak hours (and fined if they arrive in peak hours) would help enforcement
- Again, the type and reason for security needs to be defined. Where does the "security" check take place, at the warehouse-distribution center- container terminal or on the road or at a crossing? Which is more effective and leads to a better check of the vehicle, in terminal or on the road?
- Deliveries late night or early morning ticket vehicles blocking bus and bike lanes, including NYPD they are not above the law!
- Efficiency is far more important. Being efficient will reduce idle times, reduce traffic obstructions, and ultimately make the city safer.





## Our region is facing tough challenges.

**Despite that, considering the future is as important as ever for the region's vitality.**

The New York Metropolitan Transportation Council (NYMTC) is working on the next Regional Transportation Plan for the diverse region of New York City, Lower Hudson Valley, and Long Island. Let's work together to explore and plan for the future of transportation in the region.

There are many opportunities to participate. Please join us to help keep our region Moving Forward.

### How to Get Involved

- 1 Attend a virtual workshop**  
See dates to the right.  
Can't attend? No problem!  
Workshops will be recorded and posted on our website.
- 2 Participate online**  
Visit the project website to access our community engagement platform and participate in the interactive exercises there.
- 3 Share your comments**  
Do you have questions, comments or ideas? Submit them at the project website or call us at 212-383-7203.
- 4 Follow us on social media**  
See project videos, posts, and information.



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### Join the virtual workshop that best fits your schedule:

We will host an identical afternoon and evening session for each of NYMTC's regions.

#### Lower Hudson Valley - Tuesday, July 14, 2020

*Session 1 - 12:00 pm to 1:30 pm*

Register at  
[LHVsession1.eventbrite.com](https://lhvsession1.eventbrite.com)

*Session 2 - 3:00 pm to 4:30 pm*

Register at  
[LHVsession2.eventbrite.com](https://lhvsession2.eventbrite.com)

#### New York City - Tuesday, July 21, 2020

*Session 1 - 12:00 pm to 1:30 pm*

Register at  
[NYCsession1.eventbrite.com](https://nycsession1.eventbrite.com)

*Session 2 - 3:00 pm to 4:30 pm*

Register at  
[NYCsession2.eventbrite.com](https://nycsession2.eventbrite.com)

#### Long Island - Wednesday, July 22, 2020

*Session 1 - 12:00 pm to 1:30 pm*

Register at  
[Lsession1.eventbrite.com](https://lsession1.eventbrite.com)

*Session 2 - 3:00 pm to 4:30 pm*

Register at  
[Lsession2.eventbrite.com](https://lsession2.eventbrite.com)

#### Regionwide - Tuesday, July 14, 2020

*7:00 pm to 8:30 pm*

Register at [Regionsession1.eventbrite.com](https://regionsession1.eventbrite.com)

Each workshop will have a presentation and interactive question sessions. It is suggested that participants join by desktop or laptop computer.

Meeting materials will be available upon request for those without computer access; please phone 212-383-7203 for assistance.

The New York Metropolitan Transportation Council complies with the Americans with Disabilities Act and federal Limited English Proficiency guidelines. If you need special accommodations to participate in any of these workshops, or translation services into Spanish, Russian or Chinese, please contact 212-383-7203 at least 72 hours before the meeting date.

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# 向前进

各区相连

## 纽约市、下哈德逊河谷和长岛的下一个区域交通运输计划

我们这个地区面临着严峻的挑战。

尽管如此,为了地区的活力着想,也一定要考虑到将来。

纽约大都会运输署 (NYMTC) 正在为纽约市、下哈德逊河谷和长岛等不同地区制定下一个地区交通运输计划。让我们共同努力,一起来探索并规划这个地区未来的交通运输。

有很多参与的机会。请加入我们,为本地区不断向前进出一份力。

### 参与方法

- 1 参加虚拟研讨会**  
请见右侧日期。无法参加研讨会吗? 没问题! 会将研讨会录制并发布在本署网站上。
- 2 在线参与**  
访问项目网站,使用社区参与平台,并在那里参与互动练习。
- 3 分享意见**  
您是否有疑问、评议或想法? 在项目网站上提交,或致电 212-383-7203 与我们联系。
- 4 在社交媒体上关注本署**  
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### 参加最适合您日程安排的虚拟研讨会:

本署将为纽约大都会运输署的每个地区举办相同的下午和晚上研讨会。

#### 下哈德逊河谷 - 2020 年 7 月 14 日, 星期二

第一场 - 12:00 pm 至 1:30 pm

注册网址

[LHVsession1.eventbrite.com](http://LHVsession1.eventbrite.com)

第二场 - 3:00 pm 至 4:30 pm

注册网址

[LHVsession2.eventbrite.com](http://LHVsession2.eventbrite.com)

#### 纽约市 - 2020 年 7 月 21 日, 星期二

第一场 - 12:00 pm 至 1:30 pm

注册网址

[NYCsession1.eventbrite.com](http://NYCsession1.eventbrite.com)

第二场 - 3:00 pm 至 4:30 pm

注册网址

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#### 长岛 - 2020 年 7 月 22 日, 星期三

第一场 - 12:00 pm 至 1:30 pm

注册网址

[LIsession1.eventbrite.com](http://LIsession1.eventbrite.com)

第二场 - 3:00 pm 至 4:30 pm

注册网址

[LIsession2.eventbrite.com](http://LIsession2.eventbrite.com)

#### 全地区 - 2020 年 7 月 14 日, 星期二

7:00 pm 至 8:30 pm

注册网址 [Regionsession1.eventbrite.com](http://Regionsession1.eventbrite.com)

每场研讨会都将有情况介绍和互动式提问。建议参与者通过台式计算机或笔记本电脑参加。

如果没有计算机,可应要求提供会议材料。请致电 212-383-7203 寻求援助。

纽约大都会运输署遵守《美国残疾人法》和联邦有限英语水平准则。如需特殊的便利安排来参加这些研讨会中的任何一个,或需西班牙文、俄文或中文翻译服务,请在会议日期前至少 72 小时致电 212-383-7203。

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212-383-7203



# 向前進

各區相連

## 紐約市、下哈德遜河谷和長島的下一個區域交通運輸計劃

我們這個地區面臨著嚴峻的挑戰。

儘管如此，為了地區的活力著想，也一定要考慮到將來。

紐約大都會運輸署 (NYMTC) 正在為紐約市、下哈德遜河谷和長島等不同地區制定下一個地區交通運輸計劃。讓我們共同努力，一起來探索並規劃這個地區未來的交通運輸。

有很多參與的機會。請加入我們，為本地區不斷向前進出一份力。

### 參與方法

- 1** 參加虛擬研討會  
請見右側日期。無法參加研討會嗎？沒問題！會將研討會錄製並發佈在本署網站上。
- 2** 線上參與  
請至專案網站，使用社區參與平台，並在那裏參與互動練習。
- 3** 分享意見  
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- 4** 在社交媒體上關注本署  
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### 參加最適合您日程安排的虛擬研討會：

本署將為紐約大都會運輸署的每個地區舉辦相同的下午和晚上研討會。

#### 下哈德遜河谷 - 2020年7月14日，星期二

第一場 - 12:00 pm 至 1:30 pm

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第二場 - 3:00 pm 至 4:30 pm

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#### 紐約市 - 2020年7月21日，星期二

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#### 長島 - 2020年7月22日，星期三

第一場 - 12:00 pm 至 1:30 pm

註冊網址

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第二場 - 3:00 pm 至 4:30 pm

註冊網址

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#### 全地區 - 2020年7月14日，星期二

7:00 pm 至 8:30 pm

註冊網址 at [Regionsession1.eventbrite.com](http://Regionsession1.eventbrite.com)

每場研討會都將有簡報和互動式提問。建議參與者透過桌上型電腦或膝上型電腦參加。

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# Продвижение Вперед

Ваш регион, соединенный

## Новый дорожно-транспортный план для города Нью-Йорка, нижней долины Гудзона и Лонг-Айленда

### У нашего региона - серьезные трудности.

Тем не менее, подготовка к будущему крайне важна для поддержания витальности региона.

Совет Нью-Йорка по Транспорту в Городе и Пригородах (NYMTC) разрабатывает новый дорожно-транспортный план для разноликого региона, включающего город Нью-Йорк, нижнюю долину Гудзона и Лонг-Айленд. Поработайте вместе с нами над анализом и планировкой будущего дорожно-транспортной системы региона.

Есть ряд возможностей принять участие. Пожалуйста, подключайтесь и помогите нашему региону Продвигаться Вперед.

#### Как можно принять участие

- 1 Посетите виртуальный семинар**  
Даты – справа. Вы не можете посетить семинар? Без проблем! Семинары будут записаны и размещены на нашем сайте.
- 2 Участвуйте в режиме онлайн**  
Посетив сайт проекта, вы можете ознакомиться с нашей платформой вовлечения сообщества и поучаствовать в предлагаемых на ней интерактивных упражнениях.
- 3 Поделитесь вашими отзывами**  
У вас есть вопросы, отзывы или идеи? Поделитесь ими на сайте проекта или позвоните нам по номеру 212-383-7203.
- 4 Подпишитесь на нас в соцсетях**  
У вас будет доступ к видео, сообщениям в соцсетях и информации о проекте.



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Planmovingforward](http://www.nymtc.org/Planmovingforward)

#### Запишитесь на наиболее удобный для вас виртуальный семинар:

Мы организуем идентичные дневные и вечерние сессии для каждого региона NYMTC.

##### Нижняя долина Гудзона – Вторник, 14 июля 2020 г.

Сессия 1 – от 12:00 до 13:30

Сайт для регистрации:  
[LHVsession1.eventbrite.com](http://LHVsession1.eventbrite.com)

Сессия 2 – от 15:00 до 16:30

Сайт для регистрации:  
[LHVsession2.eventbrite.com](http://LHVsession2.eventbrite.com)

##### Город Нью-Йорк – Вторник, 21 июля 2020 г.

Сессия 1 – от 12:00 до 13:30

Сайт для регистрации:  
[NYCsession1.eventbrite.com](http://NYCsession1.eventbrite.com)

Сессия 2 – от 15:00 до 16:30

Сайт для регистрации:  
[NYCsession2.eventbrite.com](http://NYCsession2.eventbrite.com)

##### Лонг Айленд – Среда, 22 июля 2020 г.

Сессия 1 – от 12:00 до 13:30

Сайт для регистрации:  
[Llsession1.eventbrite.com](http://Llsession1.eventbrite.com)

Сессия 2 – от 15:00 до 16:30

Сайт для регистрации:  
[Llsession2.eventbrite.com](http://Llsession2.eventbrite.com)

##### Весь регион – Вторник, 14 июля 2020 г.

От 19:00 до 20:30

Сайт для регистрации: [atRegionsession1.eventbrite.com](http://atRegionsession1.eventbrite.com)

На каждом семинаре будет презентация и сессия интерактивных вопросов. Мы советуем участникам подсоединиться при помощи настольного или переносного компьютера.

Материалы собрания будут предоставлены по требованию тем, у кого нет доступа к компьютеру; позвоните, пожалуйста, по номеру 212-383-7203 для получения содействия.

Совет Нью-Йорка по Транспорту в Городе и Пригородах соблюдает Закон США о защите прав граждан с ограниченными возможностями, а также федеральные руководства касательно лиц с ограниченными владением английского. Если для участия в любых из этих семинаров вы нуждаетесь в особых удобствах или услугах по переводу на испанский, русский или китайский, позвоните, пожалуйста, по номеру 212-383-7203 как минимум за 72 часа до начала собрания.

For translated documents go to [www.nymtc.org](http://www.nymtc.org)

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[info@planmovingforward.com](mailto:info@planmovingforward.com)



212-383-7203



## Nuestra región está enfrentando desafíos difíciles.

**A pesar de esto, considerando el futuro es tan importante como siempre para la vitalidad de la región.**

New York Metropolitan Transportation Council (NYMTC) está trabajando en el próximo Plan Regional de Transporte para la diversa región de NYC, Lower Hudson Valley y Long Island. Vamos a trabajar juntos para explorar y planificar el futuro del transporte en la región.

Hay muchas oportunidades para participar. Por favor, únase a nosotros para ayudar a mantener nuestra región Avanzando.

### Cómo Participar

- 1 Asistir a un taller virtual**  
Ver fechas a la derecha. ¿No puedes asistir a un taller? ¡No hay problema! Los talleres serán grabados y publicarán en nuestro sitio web.
- 2 Participar en línea**  
Visite el sitio web del proyecto para acceso a nuestra plataforma de participación comunitaria y participar en los ejercicios interactivos allí.
- 3 Comparte tus comentarios**  
¿Tienes preguntas, comentarios o ideas? Envíelos al sitio web del proyecto o llámenos al 212-383-7203.
- 4 Síguenos en las redes sociales**  
Ver videos, puestos e información del Proyecto.



[www.nymtc.org/  
Planmovingforward](http://www.nymtc.org/Planmovingforward)

### Unirse al taller virtual que mejor se adapte a su horario:

Vamos a organizar una sesión idéntica de tarde y noche para cada una de las regiones de NYMTC.

#### Lower Hudson Valley - martes, 14 de julio de 2020

*Sesión 1 - 12:00 pm a 1:30 pm*

Regístrese en  
[LHVsession1.eventbrite.com](https://lhvsession1.eventbrite.com)

*Sesión 2 - 3:00 pm a 4:30 pm*

Regístrese en  
[LHVsession2.eventbrite.com](https://lhvsession2.eventbrite.com)

#### New York City - martes, 21 de julio de 2020

*Sesión 1 - 12:00 pm a 1:30 pm*

Regístrese en  
[NYCsession1.eventbrite.com](https://nycsession1.eventbrite.com)

*Sesión 2 - 3:00 pm a 4:30 pm*

Regístrese en  
[NYCsession2.eventbrite.com](https://nycsession2.eventbrite.com)

#### Long Island - miércoles 22 de julio de 2020

*Sesión 1 - 12:00 pm a 1:30 pm*

Regístrese en  
[Lsession1.eventbrite.com](https://lsession1.eventbrite.com)

*Sesión 2 - 3:00 pm a 4:30 pm*

Regístrese en  
[Lsession2.eventbrite.com](https://lsession2.eventbrite.com)

#### Toda la Región - martes, 14 de julio de 2020

*7:00 pm a 8:30 pm*

Regístrese en [Regionession1.eventbrite.com](https://regionsession1.eventbrite.com)

Cada taller tendrá una presentación y sesiones interactivas de preguntas. Se sugiere que los participantes se unan por computadora o portátil.

Los materiales para las reuniones estarán disponibles a pedido para aquellos que no tienen acceso a computadoras; por favor llame al 212-383-7203 para ayuda.

The New York Metropolitan Transportation Council cumple con la Ley de Estadounidenses con Discapacidades y las directrices federales de dominio limitado del inglés. Si necesita adaptaciones especiales para participar en cualquiera de estos talleres, o servicios de traducción al español, ruso o chino, por favor contacte al 212-383-7203 al menos 72 horas antes de la fecha de la reunión.

For translated documents go to [www.nymtc.org](http://www.nymtc.org)

Para los documentos traducidos ir a [www.nymtc.org](http://www.nymtc.org)

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## **Introduction**

On July 14, 2020, the New York Metropolitan Transportation Council (NYMTC) conducted two virtual public workshops for the Lower Hudson Valley counties of Rockland, Westchester, and Putnam. These workshops were conducted to provide the public with an opportunity to learn about, and provide feedback on, the next Regional Transportation Plan for the planning area – Plan 2050.

All workshops were originally intended to be in-person events held throughout the NYMTC planning area so that members of the public from different municipalities could easily travel to and attend an event. However, due to the ongoing COVID-19 public health emergency, NYMTC made the decision to move all workshops online and conduct them virtually.

## **Publicity**

There were various methods used to advertise the virtual workshops to the public including press releases via NYMTC's media contacts, flyers distributed electronically to a broad stakeholder list, outreach to partner organizations to help distribute workshop notices, and social media announcements on Facebook, Twitter, and LinkedIn. Electronic flyers were prepared in English, Spanish, Russian, and Chinese to accommodate core languages in the NYMTC region. Flyers were distributed by partner organizations throughout the NYMTC planning area that were identified by the project team.

## **Methodology**

The workshops were hosted by NYMTC on the Webex platform. Those interested in attending were advised to register in advance of the workshops to obtain log-in information and instructions for participating in these online events. As attendees logged in to the workshop, they were placed on mute to diminish background noise; they were asked to provide any comments and questions via the chat window on the Webex screen.

A PowerPoint presentation was used to engage participants, and it included background materials on NYMTC and information on the ongoing development of the new Regional Transportation Plan. Built into the presentation was an interactive application, Poll Everywhere, which allowed attendees to provide feedback on the proposed vision goals and other components of the new Plan.



Accommodations for language accessibility were made to ensure that anyone who was interested in attending one of the virtual workshops could do so. All workshop flyers and event invitations had a phone number so that members of the public who needed language interpretation or special assistance could reach out directly to NYMTC in advance of the workshops.

## Agenda

The agenda for the virtual workshop was as follows:

- |  |   |
|--|---|
| <b>1 Introduction</b><br>What is NYMTC?<br>What is the Plan?<br>About the Region | <b>5 Pedestrians &amp; Bicyclists</b><br>Overview<br>Poll Questions |
| <b>2 How to Use the Interactive Tool</b>   | <b>6 Land Use Coordination</b><br>Poll Question                     |
| <b>3 Shared Vision &amp; Goals</b><br>Overview<br>Poll Questions                 | <b>7 Demographic Questions</b>                                      |
| <b>4 Freight</b><br>Overview<br>Poll Questions                                   | <b>8 Next Steps</b>   |

## Poll Questions and Responses

The following poll results exclude responses from agency members who participated in the workshop in order to highlight the views of the public.

While encouraged to participate, not all members of the public who attended the workshop responded to all poll questions. To account for this, questions include the following statistics:

**Engagement:** the number of people who answered poll questions divided by the total number of participants who attended the workshop.

**Responses:** the number of responses the poll received. For open ended questions respondents were able to submit more than one answer.

Comments that were entered into the chat window throughout the workshop were analyzed and considered and are included in this summary. **Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.**



Attendees



\*Observer responses were removed from the demographics and poll data to allow for amplification of the public perspective.

Welcome

Before the public health emergency, what were the modes you used for the majority of your trips to work or other purposes (in rank order).

Engagement	60%
Responses	6

1. Drive

2. Walk

3. Commuter Train

4. Bus
5. Bike or Scooter

6. Taxi/Ridesharing/Ride Hailing

7. Ferry

8. Subway

Safety & Security

What is the most important transportation safety issue for you?

Engagement	50%
Responses	6

- The most important issue for me is the climate crisis. As long as we continue to expand and widen highways, and continue to rebuilt highways as is, it will be impossible to reduce our greenhouse gas emissions to net zero by 2050 to reduce warming to 1.5 degrees Celsius, which would imperil the safety of my generation and our ability to live on the planet.
- Texting and driving

Speeding and pedestrians

Distracted driving, road conditions (potholes)

Winter maintenance - snow/ice

Safe buses and taxis (electrified) zero emissions



### What is the most important transportation security issue for you?

Engagement	28%
Responses	5

- Metro-North Hudson Line not being around because of sea level rise and climate change
- Lighting all LED and also increasing storms; resilience
- Congestion/highway bottlenecks
- Rising sea levels, extreme heat events, increased torrential rainstorms
- Resiliency (from flooding) for low lying train tracks, roads, commuter parking

### Reliable & Easy Travel

Thinking beyond the public health emergency and out into the future, tell us what could make your preferred mode of travel easier to use.

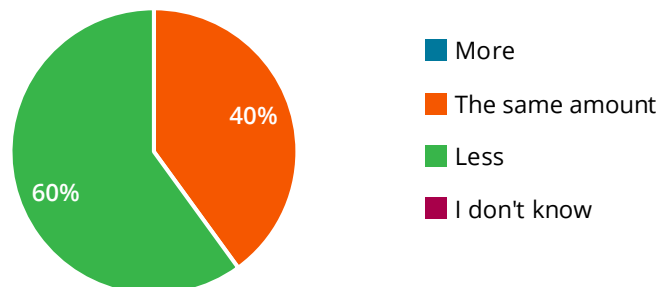
Engagement	60%
Responses	6

- Local on-demand “trolley” service
- Less congestion, choke points
- Telecommute
- Have you all thought about electrified roads for wireless charging?
- One-seat ride from Rockland to Penn Station plus more frequent buses to get to the train station.
- It would be easier to walk and use transit if efforts are made to increase walkability and pedestrian safety, such as by road diets, lowered speed limits, increased sidewalk construction, the installation of bus/bike lanes and the conversion of high speed boulevards into safe neighborhood corridors.

### Planning for Changing Demand

Compared to your life before the public health emergency, do you think you will travel more or less over the next 12-18 months?

	Count	Percentage
More	0	0%
The same amount	2	40%
Less	3	60%
I don't know	0	0%
<b>Total</b>	<b>5</b>	



*What are some of the ways that your travel may be different over the next 12-18 months?*

Engagement	60%
Responses	7

- Drive out of town more to “country home”, take the train less, go to local office less
- Less long distance and vacation travel, but daily commute the same
- Less travel overall (2)
- Less trips. Less flights. More car travel
- I will likely not be taking the subway to school as classes will continue to be done remotely
- Likely to drive more and take public transport less

*Thinking beyond the public health emergency, what transportation system improvements do you think will be the most important to your travel?*

Engagement	60%
Responses	7

- Long range plan for Metro-North Hudson Line. Bike and pedestrian improvements. Local trolley system to help access to public transportation and business districts and employment
- More EV fast chargers and more access points in City. Also need more access to handicap tags in NYC if not living there and disabled
- More parking at Metro-North stations
- Better funding mechanism
- More off street bike lanes, more bike parking
- The most important transportation system improvement that would be most important to my travel is the conversion of the region’s antiquated commuter rail system, which is designed to serve 9 to 5 commuters heading to Manhattan, into a regional rail system, like the RER in Paris, which will allow for high frequency service around the clock, enabling people to get out of their cars
- Light rail in Rockland, connecting north to Stewart Airport and south to Bergen and Secaucus

## Reducing Environmental Impacts

*What is the most important way that transportation’s environmental impacts could be minimized in your community?*

Engagement	60%
Responses	6

- Fewer single passenger vehicle trips. Access to electric vehicle infrastructure. Biking and walking options made easier
- Less diesel-only vehicles. More electric vehicles and fast chargers. More solar EV accessible chargers like in NYC
- Incentives for more fuel efficient vehicles
- Increase the cost of parking, mandate maximum parking requirements versus minimum ones
- Tear down, or reduce the size of the Van Wyck Expressway, the Grand Central Parkway and the Jackie Robinson Parkway
- Transit-oriented development



## Resiliency

*How can the transportation system adapt and respond to changes in travel brought on by the public health emergency?*

Engagement	40%
Responses	6

- Enough analysis has been done to show that Metro-North Hudson Line is at risk to be underwater more and more and eventually out of service if immediate planning and budgeting does not take place. This is critical to the Hudson Valley's resiliency
- Need to right-size transportation services, increase bike lanes and facilities
- Be more electrified; less pollution. Prepare for flooding
- Pop-up bus lanes and bike lanes
- Reduce the price of commuter rail fares and add free transfers to local buses
- Eliminate conductors on trains and have proof-of-payment fare systems, reducing the cost of operating commuter rail service, and allowing for increases in off-peak service at essentially no cost

*What is the most important action your community could take to prepare for future extreme weather events?*

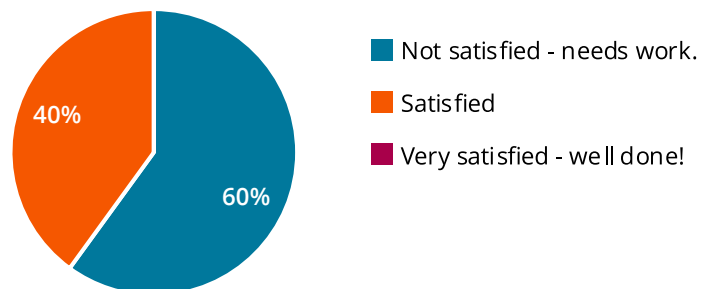
Engagement	50%
Responses	5

- Improve micro-grid infrastructure. Raise the Hudson Line or move it
- Construct more bioswales, reduce the amount of impervious surfaces, such as roadways, and replace them with gardens and trees
- Move to higher ground; elevate tracks & sidings. More bus shelters
- More green infrastructure
- More storm water preparedness

## Vision Goals

*How satisfied are you with the proposed goals as described?*

	Count	Percentage
Not satisfied - needs work.	3	60%
Satisfied	2	40%
Very satisfied - well done!	0	0%
<b>Total</b>	<b>5</b>	



*Is there anything missing? What else should be reflected in the proposed goals?*

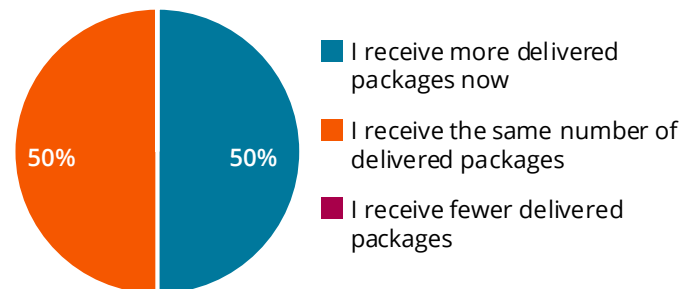
Engagement	40%
Responses	5

- Reducing car use dramatically to reduce greenhouse emissions and meet the goal of reducing emissions to net zero by 2050 to deal with the climate crisis
- Resiliency is one aspect of climate disaster mitigation, but really climate mitigation should be #1 goal
- More electrified taxis and buses
- Equitable access to healthy living, integration of open spaces, tourism
- Just there's a neglect on electrified vehicles and more solar and energy storage. Also nothing on e-roads for wireless charging

## Freight

*How has the number of delivered packages that you receive in a typical week changed since the public health emergency?*

	Count	Percentage
I receive more delivered packages now	2	50%
I receive the same number of delivered packages	2	50%
I receive fewer delivered packages	0	0%
<b>Total</b>	<b>4</b>	



*What item(s) do you most frequently obtain through home delivery services?*

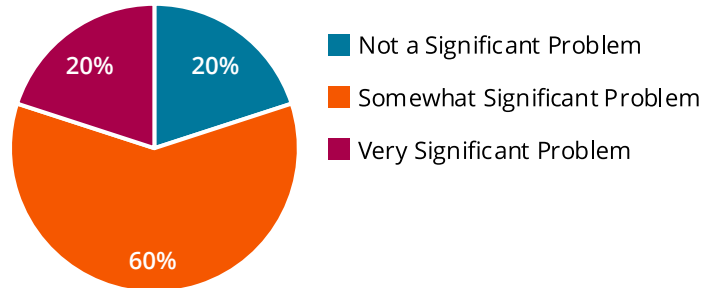
Engagement	40%
Responses	5

- Electronics, clothing, household goods (2)
- Prescriptions
- Food and water
- Home improvement items



*Are local truck deliveries a problem (idling, blocking streets, causing traffic issues, etc.) for you or your community?*

	Count	Percentage
Not a Significant Problem	1	20%
Somewhat Significant Problem	3	60%
Very Significant Problem	1	20%
<b>Total</b>	<b>5</b>	



## Pedestrians & Bicyclists

*What would best improve your ability to walk safely in your community?*

Engagement	70%
Responses	13

- Adding sidewalks (5)
- And crosswalks (2)
- Where we have sidewalks there are too many curb cuts. Reducing those would make the sidewalks safer for walking
- Less distracted drivers
- Slower traffic
- More roundabouts
- Reduce the speed of cars, narrow roadways
- Safe streets approach -- median stops for elderly.

*What would best improve your ability to use a bicycle safely in your community?*

Engagement	40%
Responses	5

- East - west connectivity from Hudson Line to Empire State Trail. Need dedicated bike lanes along Rt 133 from Rt 9 all the way to Rt 100
- More protected on-street bike lanes. Slower traffic and less traffic
- More bike lanes
- Driver education -- to share the road
- More bike racks at destinations

*What are the top three gaps or missing links in the bicycle network in your area? Please be as specific as possible.*

Engagement	30%
Responses	4

- All downtowns in general. Route 22 between Mount Vernon and White Plains very unsafe for bikes
- More bike lanes and more e bike chargers available
- NY 133, NY 134, connection from Rt 9 in Ossining to Empire State Trail (2)

*Are there any pedestrian or bicycle safety policies / programs that you would like to see implemented in your area?*

Engagement	30%
Responses	4

- Emphasis on changing culture is important. Right-of-way take over to add bike lanes could be tricky. Any way to fix this on a regional level would be helpful in putting bike infrastructure in place.
- Also legalizing pedal assisted bicycles
- More competition for more bikes. Other sponsors
- Ensuring bicyclists use a headlamp (white lamp) during periods of darkness

## Land Use

*What land use developments are happening in your community that may have transportation impacts?*

Engagement	20%
Responses	2

- Sing Sing Prison Museum to open in 2025 in Ossining. Connectivity to Downtown Ossining, other businesses districts, open space assets along NY 133 and 134, and to Empire State Trail are critical
- More economic development happening Around areas. However an extreme lack of EV charging to meet needs in Westchester demand

## Chat Window Comments

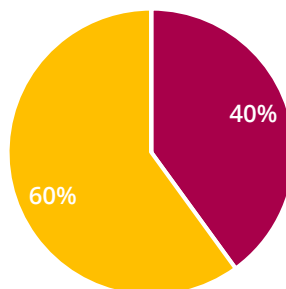
- There is a difference between “reducing environmental impacts” and “reducing greenhouse gas emissions to net zero to deal with the climate crisis.” The latter is what the vision should be for, and doing otherwise is climate denial.
- Considering that Rockland Coaches is a primary commuter bus for NYC commuters from Rockland, not including those riders seems to really skew the data and the outcome.
- Although not a public transit service, Rockland Coaches is accounted for in the Plan. It is an important service.
- The Hudson Link is very infrequent and does not have the routes that were initially promised. It is also disgusting that the bike lane/pedestrian walkway on the new Tappan Zee Bridge are closed when it rains.
- Efforts to relieve overcrowding on roadways do not work! Due to induced demand, as you widen highways, people who travel at other times, who use other modes or did not travel at all, fill up the new roadspace.

- We need to use the opportunity provided by reduced demand to get people out of their cars and onto rail, buses, and bikes. There should be an increased focus on funding improvements to increase service on Metro-North and to increase intra-Hudson Valley trips on commuter rail.
- Such investments could include the grade separation of the 149th Street Junction, the electrification of the Hudson Line to Poughkeepsie, the restoration of the West Shore Line, a passing siding on the Pascack Valley Line at Oradell, etc.
- Transportation makes up 20% of the country's emissions. Reducing car usage is a must, and without efforts to actively discourage car use, such as by increasing the cost of time of driving, we are headed for a climate disaster.
- EVs are not enough! A study found that even if California electrifies its entire fleet in time, a 15% reduction in VMT is needed to become carbon neutral. This is also predicated on 75% renewable energy.
- Focus less on EVs and more on reducing car use.
- We need to cancel all fossil fuel reliant projects like this "INTERSECTION IMPROVEMENTS AT ROUTE 9 AND I87/I287. PROJECT WILL CONSTRUCT TWO TURNING LANES AND A SECOND RECEIVING LANE FOR EASTBOUND I-87/I-287 AT THE INTERSECTION OF ROUTE 9 & I-87/I-287." I understand that people are used to using cars, but we are in a climate crisis and cannot afford to increase car infrastructure.
- Furthermore, this project is using funding from CMAQ, which is intended to reduce congestion. Adding more lanes does not reduce congestion.
- Concerning freight, construct a new freight crossing, replacing the Walkway over the Hudson, to reduce the time it takes for freight to reach New York City (there would no longer be a need to go all the way up to Selkirk and come back down).
- Improving the rail float from Brooklyn to New Jersey should be a priority.
- Preserving spaces along freight rail lines, like the Bushwick Branch, for businesses that use rail freight should be a priority.
- A solution for this is increased use of delivery bikes and smaller trucks.
- The plan should focus on eliminating exclusionary zoning, which discriminates against people of color, and increases the cost of constructing housing.
- Development should be increased near rail stations and on major corridors.
- More bike racks and also electrified bike charging

## Demographics

### Age

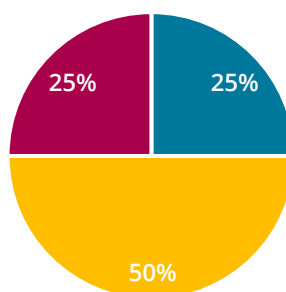
	Count	Percentage
20 and below	0	0%
21-35	0	0%
36-50	2	40%
51-65	3	60%
66 and above	0	0%
<b>Total</b>	<b>5</b>	



- 20 and below
- 21-35
- 36-50
- 51-65
- 66 and above

### Household Income

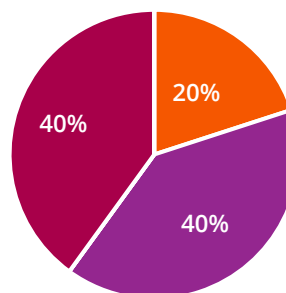
	Count	Percentage
\$0-\$25k	0	0%
\$26-\$50k	0	0%
\$51-\$100k	1	25%
\$100k-\$200k	2	50%
More than \$200k	1	25%
<b>Total</b>	<b>4</b>	



- \$0-\$25k
- \$26-\$50k
- \$51-\$100k
- \$100k-\$200k
- More than \$200k

### Race/Ethnicity

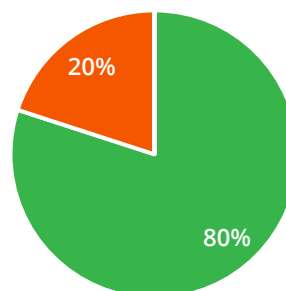
	Count	Percentage
Asian/Pacific Islander	0	0%
Black/African American	1	20%
Hispanic/Latin	2	40%
Multiracial	0	0%
Native American	0	0%
White/Non-Hispanic	2	40%
Prefer not to answer	0	0%
<b>Total</b>	<b>5</b>	



- Asian/Pacific Islander
- Black/African American
- Hispanic/Latin
- Multiracial
- Native American
- White/Non-Hispanic
- Prefer not to answer

### Gender

	Count	Percentage
Female	4	80%
Male	1	20%
Non-binary	0	0%
Prefer not to answer	0	0%
<b>Total</b>	<b>5</b>	



- Female
- Male
- Non-binary
- Prefer not to answer



## **Introduction**

On July 22, 2020, the New York Metropolitan Transportation Council (NYMTC) conducted two virtual public workshops for the Long Island counties of Nassau and Suffolk. These workshops were conducted to provide the public with an opportunity to learn about, and provide feedback on, the next Regional Transportation Plan for the planning area – Plan 2050.

All workshops were originally intended to be in-person events held throughout the NYMTC planning area so that members of the public from different municipalities could easily travel to and attend an event. However, due to the ongoing COVID-19 public health emergency, NYMTC made the decision to move all workshops online and conduct them virtually.

## **Publicity**

There were various methods used to advertise the virtual workshops to the public including press releases via NYMTC's media contacts, flyers distributed electronically to a broad stakeholder list, outreach to partner organizations to help distribute workshop notices, and social media announcements on Facebook, Twitter, and LinkedIn. Electronic flyers were prepared in English, Spanish, Russian, and Chinese to accommodate core languages in the NYMTC region. Flyers were distributed by partner organizations through out the NYMTC planning area that were identified by the project team.

## **Methodology**

The workshops were hosted by NYMTC on the Webex platform. Those interested in attending were advised to register in advance of the workshops to obtain log-in information and instructions for participating in these online events. As attendees logged in to the workshop, they were placed on mute to diminish background noise; they were asked to provide any comments and questions via the chat window on the Webex screen.

A PowerPoint presentation was used to engage participants, and it included background materials on NYMTC and information on the ongoing development of the new Regional Transportation Plan. Built into the presentation was an interactive application, Poll Everywhere, which allowed attendees to provide feedback on the proposed vision goals and other components of the new Plan.

Accommodations for language accessibility were made to ensure that anyone who was interested in attending one of the virtual workshops could do so. All workshop flyers and event invitations had a phone number so that members of the public who needed language interpretation or special assistance could reach out directly to NYMTC in advance of the workshops.

## Agenda

The agenda for the virtual workshop was as follows:

- |  |   |
|--|---|
| <b>1 Introduction</b><br>What is NYMTC?<br>What is the Plan?<br>About the Region | <b>5 Pedestrians &amp; Bicyclists</b><br>Overview<br>Poll Questions |
| <b>2 How to Use the Interactive Tool</b>   | <b>6 Land Use Coordination</b><br>Poll Question                     |
| <b>3 Shared Vision &amp; Goals</b><br>Overview<br>Poll Questions                 | <b>7 Demographic Questions</b>                                      |
| <b>4 Freight</b><br>Overview<br>Poll Questions                                   | <b>8 Next Steps</b>   |

## Poll Questions and Responses

The following poll results exclude responses from agency members who participated in the workshop in order to highlight the views of the public.

While encouraged to participate, not all members of the public who attended the workshop responded to all poll questions. To account for this, questions include the following statistics:

**Engagement:** the number of people who answered poll questions divided by the total number of participants who attended the workshop.

**Responses:** the number of responses the poll received. For open ended questions respondents were able to submit more than one answer.

Comments that were entered into the chat window throughout the workshop were analyzed and considered and are included in this summary. **Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.**





Attendees



\*Observer responses were removed from the demographics and poll data to allow for amplification of the public perspective.

Welcome

Before the public health emergency, what were the modes you used for the majority of your trips to work or other purposes (in rank order).

Engagement	50%
Responses	9

1. Drive

2. Walk

3. Bike or Scooter

4. Taxi/Ridesharing/Ride Hailing
5. Commuter Train

6. Bus

7. Ferry

8. Subway

Safety & Security

What is the most important transportation safety issue for you?

Engagement	50%
Responses	9

- People jumping in and out of HOV lanes where they shouldn't be

• Traffic and over congestion.

• Pedestrian and bike safety in our road network. Bike lanes, sidewalks and safe intersections. (6)

• Raise the railroad track above.

• Better shoulders for bikes

• Distracted driving

• Access. Access breeds more stable incomes

• Automobility



### What is the most important transportation security issue for you?

- Railroad crossing to many ghost trains. Hinder first responder.
- Sea level rise
- Facility/Rail Security
- Port security
- Train derailments
- Looking forward - cyber security & resource security

Engagement	28%
Responses	6

### Reliable & Easy Travel

Thinking beyond the public health emergency and out into the future, tell us what could make your preferred mode of travel easier to use.

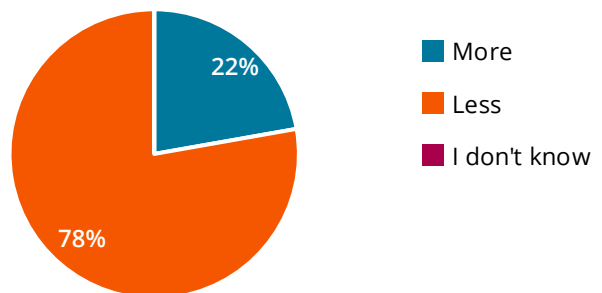
- Better enforcement of HOV rules or higher HOV thresholds
- Bus priority at stop lights like fire trucks have
- Extend HOV lanes from exit 31 all the way to QMT
- Cross walks additional time for people to cross
- More HOV
- Traffic calming
- More bike trails, especially extending the Empire Trail to Long Island
- Better First Mile/Last Mile opportunities for those using public transit.
- Free public transit
- More bike lanes

Engagement	44%
Responses	10

### Planning for Changing Demand

Compared to your life before the public health emergency, do you think you will travel more or less over the next 12-18 months?

	Count	Percentage
More	2	22%
Less	7	78%
I don't know	0	0%
<b>Total</b>	<b>9</b>	



*What are some of the ways that your travel may be different over the next 12-18 months?*

Engagement	39%
Responses	9

- More mass transit to avoid the increase in cars on roads due to COVID
- Resuming out of state trips
- Fewer trips
- No international, more local
- No international travel
- It will be more local and for shorter lengths of time
- Less congestion. Drivers are even more erratic than usual
- Less transit
- No vacations

*Thinking beyond the public health emergency, what transportation system improvements do you think will be the most important to your travel?*

Engagement	39%
Responses	9

- Give mass transit like buses more dedicated bus lanes and roadway priority to avoid the increase in car traffic that COVID will create
- Extend HOV lanes!!
- Roads including Southern State Parkway need to be repaved in Islip
- Not to beat a dead horse but more bike paths. Also better rail
- Roadway surfaces are poor
- More bikes on LIRR or bike share at LIRR stations
- Subway system was very overcrowded pre-COVID, which would be dangerous, Need to improve metro
- Defunding the police and reinvesting in public transit.
- More trains

## Reducing Environmental Impacts

*What is the most important way that transportation's environmental impacts could be minimized in your community?*

Engagement	50%
Responses	14

- Buses have the lowest passenger-based mpg of any vehicle; we need to make bus travel faster to give people a better reason to use them
- Apologies, meant buses have the highest passenger based mpg
- Increase safe walking path
- Clean garbage trucks
- No new roads
- More bike infrastructure (2)
- Air quality (2)
- Traffic calming, improved ped/bike infrastructure on local as well as higher volume roads
- Increase use of e-bikes
- People continue to work from home
- Make sure school buses have low emissions for our kids
- More public transit, less cars.

## Resiliency

*How can the transportation system adapt and respond to changes in travel brought on by the public health emergency?*

Engagement	39%
Responses	9

- Fund high volume temperature screening and cleaning systems for mass transit (3)
- Improve infrastructure
- Reduce traffic
- Consider better options for those at risk and having equity issues
- Use of technology on subway (such as used overseas) to advise occupancy prior to car arrival
- Require masks, hand lotion at boarding
- Cleaner trains

*What is the most important action your community could take to prepare for future extreme weather events?*

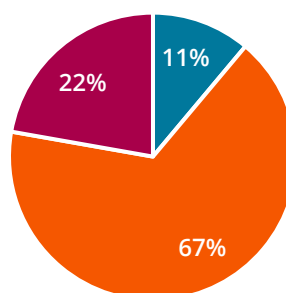
Engagement	39%
Responses	12

- Don't raise roads that flood now due to climate change; it's a losing battle and you are delaying the inevitable - encourage retreat from flood-prone areas
- Better snow removal
- Bioswales (2)
- Reduce unnecessary impervious surfaces
- Bury electrical power lines
- Accept that it is a reality and plan accordingly
- Don't develop vulnerable areas
- Preserve natural barriers
- Raise the tracks (2)
- More options

## Vision Goals

*How satisfied are you with the proposed goals as described?*

	Count	Percentage
Not satisfied - needs work.	1	11%
Satisfied	6	67%
Very satisfied - well done!	2	22%
<b>Total</b>	<b>9</b>	



- Not satisfied - needs work.
- Satisfied
- Very satisfied - well done!

*Is there anything missing? What else should be reflected in the proposed goals?*

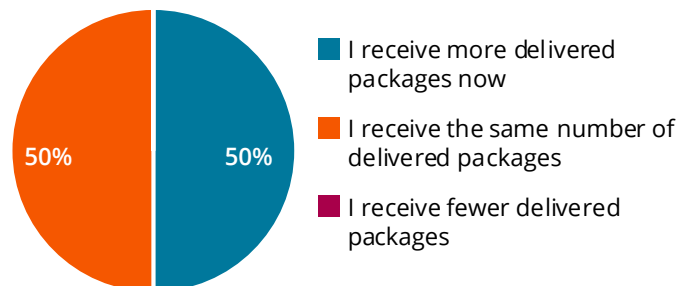
Engagement	33%
Responses	6

- When adding new communities, do a comprehensive traffic study
- Sources of funding
- Better north-south mass transit on Long Island; we have outgrown bedroom community design
- Rural roads
- Equity (2)

## Freight

*How has the number of delivered packages that you receive in a typical week changed since the public health emergency?*

	Count	Percentage
I receive more delivered packages now	4	50%
I receive the same number of delivered packages	4	50%
I receive fewer delivered packages	0	0%
<b>Total</b>	<b>8</b>	



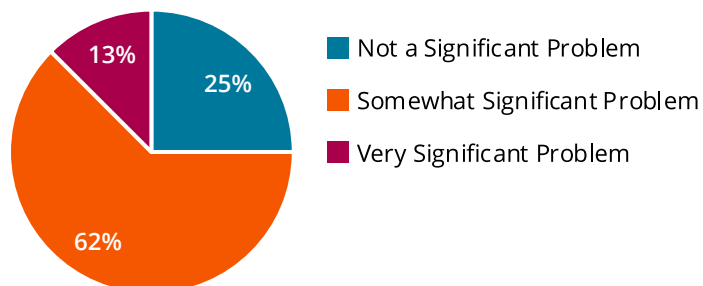
*What item(s) do you most frequently obtain through home delivery services?*

- Food and household items (4)
- Gifts
- Non food consumer goods (2)
- Books
- Medication

Engagement	39%
Responses	9

*Are local truck deliveries a problem (idling, blocking streets, causing traffic issues, etc.) for you or your community?*

	Count	Percentage
Not a Significant Problem	2	25%
Somewhat Significant Problem	5	63%
Very Significant Problem	1	13%
<b>Total</b>	<b>8</b>	



## Pedestrians & Bicyclists

*What would best improve your ability to walk safely in your community?*

- Sidewalks and better lighting (2)
- More crosswalks with additional time (2)
- Traffic calming, shorter crossing distances
- Jetson style jetpacks
- Sidewalk
- Ban left turns

Engagement	33%
Responses	9



*What would best improve your ability to use a bicycle safely in your community?*

Engagement	50%
Responses	10

- Allow for more electric bike options at state level
- More bike parking
- Bike paths, shared lanes, painted bike lanes.
- Empire State trail extension to Long island
- Protected bike lanes and dedicated bike paths (6)

*What are the top three gaps or missing links in the bicycle network in your area? Please be as specific as possible.*

Engagement	44%
Responses	9

- Dedicated bike lanes along Montauk Highway in eastern Suffolk County
- Bike lanes should join one community to another (2)
- Sunrise Highway
- Bike lanes or even shoulders along Route 110 in Huntington Station
- Bike route can't follow Route 25A in Huntington area due to conditions
- Route 25 bike trail ends in Smithtown and then picks up a mile later if you survived
- City line to Hicksville
- Middle Country Road in Selden/Centereach.

*Are there any pedestrian or bicycle safety policies / programs that you would like to see implemented in your area?*

Engagement	22%
Responses	4

- Bike safety programs for grammar school
- Vision Zero
- Suffolk County Hike/Bike Plan
- Three-foot rule; Idaho stop rule

## Land Use

*What land use developments are happening in your community that may have transportation impacts?*

Engagement	22%
Responses	6

- Building new house development with 1500 units - need to increase train station parking in Central Islip for this development
- Huntington Station
- Developers keep building without commensurate infrastructure
- Country Pointe Plainview
- Residential developments
- Riverhead expansion

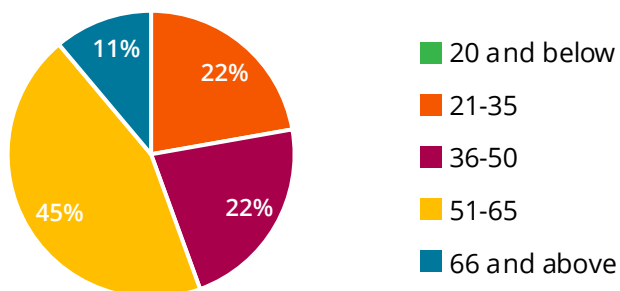
## **Chat Window Comments**

- I see the increase in barge traffic as a way to reduce truck traffic as critical for greater economy and more cleaner

## Demographics

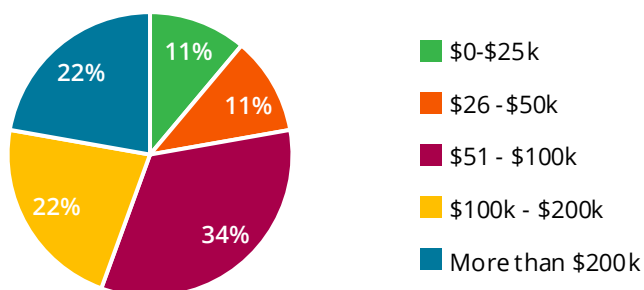
### Age

	Count	Percentage
20 and below	0	0%
21-35	2	22%
36-50	2	22%
51-65	4	44%
66 and above	1	11%
<b>Total</b>	<b>9</b>	



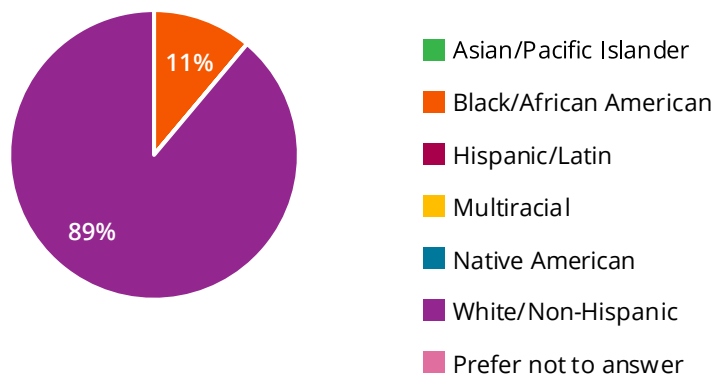
### Household Income

	Count	Percentage
\$0-\$25k	1	11%
\$26-\$50k	1	11%
\$51-\$100k	3	33%
\$100k-\$200k	2	22%
More than \$200k	2	22%
<b>Total</b>	<b>9</b>	



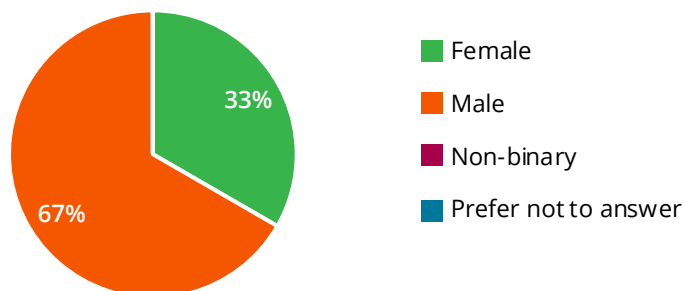
### Race/Ethnicity

	Count	Percentage
Asian/Pacific Islander	0	0%
Black/African American	1	11%
Hispanic/Latin	0	0%
Multiracial	0	0%
Native American	0	0%
White/Non-Hispanic	8	89%
Prefer not to answer	0	0%
<b>Total</b>	<b>9</b>	



### Gender

	Count	Percentage
Female	3	33%
Male	6	67%
Non-binary	0	0%
Prefer not to answer	0	0%
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## **Introduction**

On July 14, 2020, the New York Metropolitan Transportation Council (NYMTC) conducted two virtual public workshops for the New York City boroughs of Manhattan, Bronx, Staten Island, Brooklyn, and Queens. These workshops were conducted to provide the public with an opportunity to learn about, and provide feedback on, the next Regional Transportation Plan for the planning area – Plan 2050.

All workshops were originally intended to be in-person events held throughout the NYMTC planning area so that members of the public from different municipalities could easily travel to and attend an event. However, due to the ongoing COVID-19 public health emergency, NYMTC made the decision to move all workshops online and conduct them virtually.

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## Agenda

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|--|---|
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Attendees



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Welcome

Before the public health emergency, what were the modes you used for the majority of your trips to work or other purposes (in rank order).

Engagement	87%
Responses	26

1. Subway

2. Walk

3. Bus

4. Bike or Scooter
5. Taxi/Ridesharing/Ride Hailing

6. Commuter Train

7. Ferry

8. Drive

Safety & Security

What is the most important transportation safety issue for you?

Engagement	66%
Responses	30

- Riding late at night

Enforcement of bus-only lanes

Durability of system and more bike lanes

Reducing fatalities without hampering all modes of transportation

Being safe in the subway (2)

Train delays

COVID-19 (2)

Homeless/ mentally infirm people on trains.

Safe streets

Durability of infrastructure is my paramount concern

High frequency of schedule (2)

Not being hit by a car on my bike and other bike safety issues (5)

Carbon

Protection for pedestrians and bikes (4)

Access. Access breeds more stable incomes





- Keeping bicycles separate from cars/trucks/ pedestrians and cops
- Automobility
- Walkways and greenways
- Keeping the system safe from malfeasance and active disruption. Can include safe from terrorists but also people on tracks, etc.
- Sharing the road, safely! How can we harmoniously fit buses, cars, AND alternative transport such as bicycles, mopeds, electric two-wheeled vehicles as people discover new methods of transport (avoiding the subway & bus namely).

*What is the most important transportation security issue for you?*

Engagement	57%
Responses	27

- Ensuring bridges and tunnels are not prone to terrorist attack
- Update the subway system
- Over zealous enforcement
- Not being attacked in the subway (2)
- Police presence
- Safe warm and dry ADA accessible place to wait for the train, bus, subway
- Durability regarding erosion
- Reduction of automation
- Keeping people off tracks and away from the physical assets. Similar to safety, funding needs to be invested and new technology developed to support.
- Cleanliness
- Road maintenance
- Chokepoints for dissent
- Funding for capital improvement needs (3)
- That subway stations in the summer aren't hotter than the sun with poor air quality
- Resilient against cyber threats (2)
- Protection from cars in crowds
- Climate change resiliency (5)
- Capital maintenance of SUBWAYS and BUS LANES
- Law & governance
- Constant signal breakdown in subways

**Reliable & Easy Travel**

*Thinking beyond the public health emergency and out into the future, tell us what could make your preferred mode of travel easier to use.*

Engagement	69%
Responses	45

- Integrated travel between NYC/NJ systems with one payment method if possible
- OMNY on every line
- Bike corrals in neighborhoods
- More protected bike lanes and bike network (5)

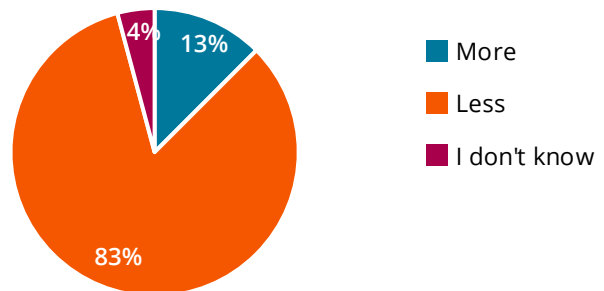


- Public transit - subway, buses and trains
- Fare friendly
- Transit between Bronx and Queens
- Less Tolls
- Less congested subway, clean trains
- Working escalators in subways
- Increased bus frequency (2)
- More regular bus schedules in, Eastern Queens
- Shuttles other last mile solutions to Queens LIRR stations
- Bike lanes and bike shares in eastern queens
- Bus lanes in Queens
- Ferries - ease of access, more nodes to enter
- Garbage cans on subways
- Elevators and escalators! Improved signage. More trains and better communication.
- Timeliness of subway system and buses, and less crowding (5)
- Improve commuter rail connections
- Inter-borough connectivity (3)
- Nicer, greener walk-ways
- Safety for electric two-wheeled vehicles.
- Enforced, extended, and ticketed bus lanes in all boroughs and bridges and tunnels (4)
- Longer and more open streets (2)
- Parking replaced with standing only spots
- Reduced fare, frequency, crowding
- Bike share, racks on all buses, paths on all MTA bridges

## Planning for Changing Demand

*Compared to your life before the public health emergency, do you think you will travel more or less over the next 12-18 months?*

	Count	Percentage
More	3	13%
Less	20	83%
I don't know	1	4%
<b>Total</b>	<b>24</b>	



*What are some of the ways that your travel may be different over the next 12-18 months?*

Engagement	69%
Responses	36

- Work might be affected. More local travel. Possibly driving
- International travel varies
- Less underground, more above ground and outside
- More local, less international
- Traveling while working, if remote work continues
- Less subway/buses
- Personal safety concern
- Capacity of subway and bus
- Working from home/remote work (5)
- Less long distance vacations (flying)
- More local (3)
- More driving (3)
- More walking (4)
- Limited travel to Manhattan
- Shorter trips at staggered times
- Taking public transit during off-peak hours
- More buses (3)
- More bicycling and use of bike share (11)
- More walking
- Less public transportation
- Fewer bus and subway trips, no unnecessary flights
- Avoiding crowds
- Invest in e-bike

*Thinking beyond the public health emergency, what transportation system improvements do you think will be the most important to your travel?*

Engagement	69%
Responses	43

- Reliable and more frequent service for buses and trains (9)
- More and better protected bike lanes (8)
- More bus only lanes, extend bus only lanes approach to tolls (2)
- Subway/rail improvements
- Subways and Buses
- Delays and cleanliness
- Less homeless people
- No rush hour construction near subways
- More trans-hudson capacity
- More bus dispatchers in Eastern Queens
- Local “last mile” network, better movement of buses in Queens, more frequent LIRR service, ADA accessible stations
- Improve signal problem for subway
- More elevators/ADA for subways (2)
- Widen traffic lanes
- New subway and bus routes, SBS (2)
- Bike parking

- Driver-less cars
- Better signals for more capacity. Fare structure that reflects hard to reach communities and allows reduced \$ commuter trips
- An efficient connection to airports
- Keep it affordable
- More greenways
- More ped infrastructure
- Bike parking
- Driver-less cars
- Mag-lev trains
- OMNY role out
- Get rid of diesel buses

## Reducing Environmental Impacts

*What is the most important way that transportation's environmental impacts could be minimized in your community?*

Engagement	63%
Responses	37

- Greener service. Bike friendly lanes. I don't know if you guys are associated with Citi bike but introduce service similar to that with bike frames for all sizes
- Encourage more bus service and less car. Buses are the most environmentally friendly form of transportation (2)
- Agree with higher HOV limits but better enforcement of current HOV regs would help
- Electric buses and additional bikes lanes (2)
- Direct connection between origins to destination without transferring to Manhattan first
- Promoting more incentives for HOV (3)
- Less personal vehicles (2)
- Electric bicycling
- Recycling cans as opposed to just trash
- More local transit options , open streets, bike lanes
- Increase share of freight portage by barges. Increase integration of waterfront to the transportation net, especially commercial
- Better repair of roads
- No-car streets in Flushing
- Congestion pricing (3)
- Reduce reliance on vehicles by creating better alternatives
- Modern subways
- Ban internal combustion engines
- Appealing subway and transit
- No free street parking
- More parking spaces to restaurants
- More parking spaces to open space
- More public EV chargers
- Opportunity charging for buses
- Encourage biking and electric vehicles.

- More open streets to promote people to walk/bike
- Protected bike lanes to promote biking
- Bus only lanes to reduce car travel/noise
- Ban single-occupant car service
- Tax vehicles according to foot print

## Resiliency

*How can the transportation system adapt and respond to changes in travel brought on by the public health emergency?*

Engagement	60%
Responses	26

- Enforcement of masks. More subway/bus service especially during high times (2)
- Take all measures to avoid carmageddon
- Cleaning trains/buses and stations
- Trade off between bike lanes and public transit
- Better frequency
- Increase contactless transit fare payment (3)
- Bus routes to healthcare
- Improve train signals (2)
- Better frequency of schedule
- Increase garbage cans presence
- More frequent homeless outreach
- Adjusting schedules for public transit to reduce congestion; provide better alternatives to vehicles (including buses) (2)
- Embrace pedestrian streets and open spaces
- Accommodate social distancing
- More subway frequency, less congestion
- Increase bicycling and walking
- All door entrance on buses
- More inter-borough buses
- More ridesharing with electric vehicles
- Integrate biking with transit
- Automate subways - get rid of operating personnel

*What is the most important action your community could take to prepare for future extreme weather events?*

Engagement	46%
Responses	25

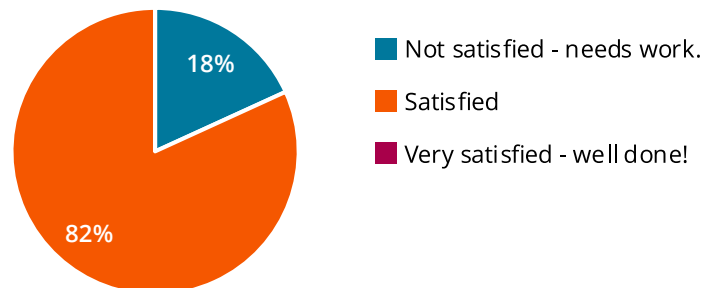
- When it snows, I would like to see more salt scattered around. Not seen as much here compared to other communities
- Designated buildings with generator/solar access, in case power grid fails
- Sea walls
- Have a plan
- Basic maintenance such as tree trimming near power lines, keeping drainage systems maintained
- Disaster preparedness workshops (2)

- Sewer upgrades, more parks and open spaces, xeriscaping, semi-permeable surfaces
- Solar system and ecosystems
- Better awareness and design integration for waterfront
- Better road repair
- More green infrastructure (3)
- Bioswales (2)
- Renewables plus batteries (2)
- Flood protections
- Wetlands
- Porous, permeable sidewalks
- Weather event insurance
- Newly constructed houses must be raised well above ground
- Getting off coal-powered energy, plan for another Sandy/Katrina/etc. Evac if possible
- Avoid building in the flood plain

## Vision Goals

*How satisfied are you with the proposed goals as described?*

	Count	Percentage
Not satisfied - needs work.	4	18%
Satisfied	18	82%
Very satisfied - well done!	0	0%
<b>Total</b>	<b>22</b>	





*Is there anything missing? What else should be reflected in the proposed goals?*

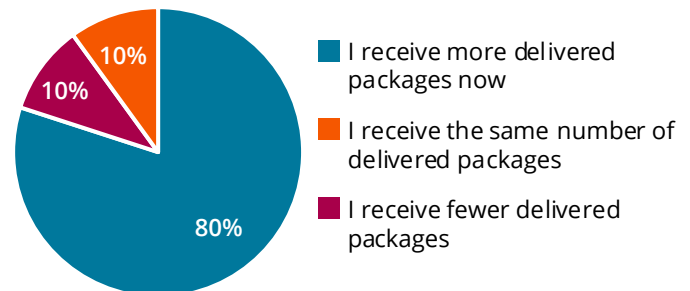
Engagement	57%
Responses	32

- Affordability. Communication with low income communities (6)
- Utilize private bus operators to bolster municipal efforts. Private bus operators can fill holes in the regional transportation architecture without significant taxpayer cost
- Bike-to-transit hubs
- More connection between Queens and Bronx, Bronx to BK to low income community.
- NYC is more than Manhattan (2)
- Transportation deserts (3)
- Last mile solutions need to consider age, and physical abilities
- More details for plans. Design and engineering impacts
- How to reduce truck traffic
- Electrification of entire transportation system
- Racial and economic equity and justice (8)
- Standardizing electric vehicles first
- ADA compliance and focus on those with trouble using current transit
- How funding/cost is taken in account
- Regional data integration
- Better broadband access throughout NYC
- Barge traffic on waterways

## Freight

*How has the number of delivered packages that you receive in a typical week changed since the public health emergency?*

	Count	Percentage
I receive more delivered packages now	16	80%
I receive the same number of delivered packages	2	10%
I receive fewer delivered packages	2	10%
<b>Total</b>	<b>20</b>	



Engagement	57%
Responses	28

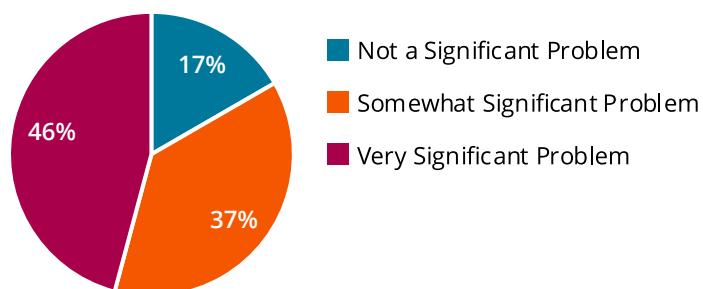
*What item(s) do you most frequently obtain through home delivery services?*

- Food (6)
- Household items (7)
- Clothing (12)
- Electronics (5)
- Books, reading materials (2)
- Bulk items and heavy weight items

- Items that were effected by closures, clothing/equipment/books, etc
- Almost everything these days to prevent going out
- PPEs
- Pet supplies
- Hobby supplies - paint, embroidery
- Skincare products
- Anything that I cannot find in a store

*Are local truck deliveries a problem (idling, blocking streets, causing traffic issues, etc.) for you or your community?*

	Count	Percentage
Not a Significant Problem	4	17%
Somewhat Significant Problem	9	38%
Very Significant Problem	11	46%
<b>Total</b>	<b>24</b>	



## Pedestrians & Bicyclists

*What would best improve your ability to walk safely in your community?*

Engagement	54%
Responses	36

- More enforcement of people not looking at their phones
- A 34th street busway
- Parking drastically reduced
- Infrastructure that encourages slower speeds (2)
- Sidewalk upkeep and beautification (5)
- More/longer car-free open streets (8)
- Wider sidewalks (3)
- Better lit streets
- Speed limit for cars
- Enhanced cleanliness. More trash cans (2)
- More plantings at medians and greater green space (3)
- Not getting run over on Northern Blvd
- Enforcement!
- Speed limits and limits on large vehicles, including trucks
- Shortened crosswalks so I don't run to cross the street
- Bus only lanes to reduce traffic (2)
- Fewer cars
- Clearing snow

Engagement	57%
Responses	34

*What would best improve your ability to use a bicycle safely in your community?*

- Lower vehicle speeds, manage parking along curbs
- Maintenance on bike trails
- Shared bikes in SE Queens
- Uninterrupted protected bike lanes and upkeep (16)
- Better traffic enforcement
- Slower vehicle speeds
- Permanent open streets
- Expanded bike share (3)
- More secure parking for bikes (6)
- Greenways
- Workshops to help people learn how to bike
- Workshops in schools to help kids learn to bike
- More access on bridges
- Open streets

*What are the top three gaps or missing links in the bicycle network in your area? Please be as specific as possible.*

Engagement	43%
Responses	22

- There are no bike lanes in my area. I would like to see a bike lane stretch across Flatbush Avenue. From the last stop on the 2/5 train all the way to downtown Brooklyn
- The pro-bike pendulum has swung too far for a mode of transportation that is no good in winter/inclement weather or for the elderly/infirm
- Downtown Brooklyn is practically uncrossable
- Bike parking, including near subway stops (3)
- Good bike representation in Northern Queens, but not much in Southern
- Limited bike lane network in SE Queens begins at Francis Lewis. Bike lanes in Laurelton, Rosdale, SG, to LIRR stations with parking/storage
- Queens Blvd to Queensborough bridge
- It's not complete and shared lanes. Parsons Blvd/Union St
- Exiting the Williamsburg bridge into Manhattan puts bikers in a dangerous situation competing with heavy traffic, obvious pedestrians, and tough intersection
- Roosevelt Ave in Queens
- Queensborough Bridge is way too congested for shared pedestrians and bicyclists
- Shut down other shoulder of Queensborough Bridge
- Atlantic ave
- 2nd ave and 34th street where the bike lane just ends
- Less bike lanes



- Queens Blvd at 70th ave where the bike lane just ends
- Jewel Ave into Corona Park is awful
- 34th ave to corona park doesn't really have a connection
- Verrazano Bridge

*Are there any pedestrian or bicycle safety policies / programs that you would like to see implemented in your area?*

Engagement	51%
Responses	30

- Illuminated lanes if possible
- Affordable bike sharing. Better bikes for smaller frames (6)
- More ticketing of biking infractions
- More bike parking everywhere, including at every subway stop (5)
- Protected bike lanes (4)
- Enforcement against stopped trucks in bike lanes
- Speed limitation for bicycles
- Limit the street space bike lanes taking from public transit and cars
- Bike traffic control
- Bike lanes from Queens to Long Island
- Greater outreach and awareness. Geater frequency of bike safety workshops (2)
- Longer red lights for vehicular traffic and big intersections
- LPIs for bikes
- Changing mentality of drivers & getting them to share the road
- Implementing natural S curves to slow traffic.
- Extension of the 34th street open street past 90th street
- Ticketing of those parking/double parking on bike lanes
- We're loving the open (and complete) streets!

## Land Use

*What land use developments are happening in your community that may have transportation impacts?*

Engagement	40%
Responses	22

- None, NYCT only improves for high density areas
- New residential towers
- In SE queens SF homes are being squeezed into small lots with increasing buses
- Parking lots in new apartment buildings
- Long Island City
- Parking lots everywhere
- Not enough housing development to house all New Yorkers
- Many empty lots that can pose a danger
- Too much housing development



- Don't know, cant see the map you had displayed
- No coordination between construction and traffic/parking
- Luxury condos taken over public parking. (Flushing Commons, etc)
- All of them! In LIC, large residential under construction, new mixed use. Where land use benefits from transit/transportation, the development should be required to invest in local transit infrastructure
- Potential neighborhood rezoning - Gowanus
- Midtown office development still ongoing in numbers that will have impacts on broader transportation network
- New residential developments in Brooklyn with free parking
- Parking lots with grocery stores
- Why are there parking lots in new developments (like Wegmans?)
- Sunnyside Yards
- Increased foot traffic from open street
- New Sinai housing units increasing the foot-traffic from 89th to 106th along Madison, Park, and Lex
- Building development in Downtown Flushing - already too crowded

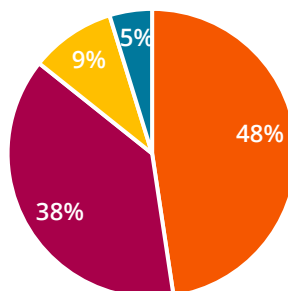
### **Chat Window Comments**

- The definition of mobility does not include moving cheaply. I think that is critical
- I see the increase in barge traffic as a way to reduce truck traffic as critical for greater economy and more cleaner
- Train safety
- Connectivity
- More telecommuting
- More driving--may buy car
- Better highway upkeep
- Provide PPP to transit workers and first responder
- Alert municipality about tree snaggers
- Limit development in areas prone to flooding
- Transit oriented development

## Demographics

### Age

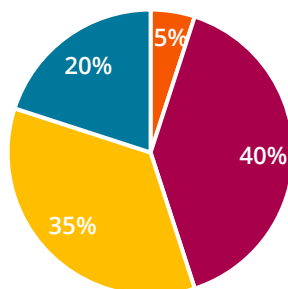
	Count	Percentage
20 and below	0	0%
21-35	10	48%
36-50	8	38%
51-65	2	10%
66 and above	1	5%
<b>Total</b>	<b>21</b>	



- 20 and below
- 21-35
- 36-50
- 51-65
- 66 and above

### Household Income

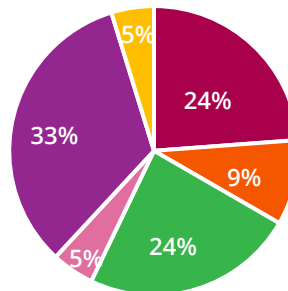
	Count	Percentage
\$0-\$25k	0	0%
\$26-\$50k	1	5%
\$51-\$100k	8	40%
\$100k-\$200k	7	35%
More than \$200k	4	20%
<b>Total</b>	<b>20</b>	



- \$0-\$25k
- \$26-\$50k
- \$51-\$100k
- \$100k-\$200k
- More than \$200k

### Race/Ethnicity

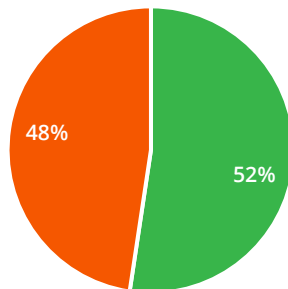
	Count	Percentage
Asian/Pacific Islander	5	24%
Black/African American	2	10%
Hispanic/Latin	5	24%
Multiracial	1	5%
Native American	0	0%
White/Non-Hispanic	7	33%
Prefer not to answer	1	5%
<b>Total</b>	<b>21</b>	



- Asian/Pacific Islander
- Black/African American
- Hispanic/Latin
- Multiracial
- Native American
- White/Non-Hispanic
- Prefer not to answer

### Gender

	Count	Percentage
Female	11	52%
Male	10	48%
Non-binary	0	0%
Prefer not to answer	0	0%
<b>Total</b>	<b>21</b>	



- Female
- Male
- Non-binary
- Prefer not to answer





## **Introduction**

On July 14, 2020, the New York Metropolitan Transportation Council (NYMTC) conducted a virtual public workshop for the NYMTC planning area, comprised of Rockland, Westchester, and Putnam Counties, Nassau and Suffolk Counties, and New York City boroughs of Manhattan, Bronx, Staten Island, Brooklyn, and Queens. This workshop was conducted to provide the public with an opportunity to learn about, and provide feedback on, the next Regional Transportation Plan for the planning area – Plan 2050.

All workshops were originally intended to be in-person events held throughout the NYMTC planning area so that members of the public from different municipalities could easily travel to and attend an event. However, due to the ongoing COVID-19 public health emergency, NYMTC made the decision to move all workshops online and conduct them virtually.

## **Publicity**

There were various methods used to advertise the virtual workshops to the public including press releases via NYMTC's media contacts, flyers distributed electronically to a broad stakeholder list, outreach to partner organizations to help distribute workshop notices, and social media announcements on Facebook, Twitter, and LinkedIn. Electronic flyers were prepared in English, Spanish, Russian, and Chinese to accommodate core languages in the NYMTC region. Flyers were distributed by partner organizations throughout the NYMTC planning area that were identified by the project team.

## **Methodology**

The workshops were hosted by NYMTC on the Webex platform. Those interested in attending were advised to register in advance of the workshops to obtain log-in information and instructions for participating in these online events. As attendees logged in to the workshop, they were placed on mute to diminish background noise; they were asked to provide any comments and questions via the chat window on the Webex screen.

A PowerPoint presentation was used to engage participants, and it included background materials on NYMTC and information on the ongoing development of the new Regional Transportation Plan. Built into the presentation was an interactive application, Poll Everywhere, which allowed attendees to provide feedback on the proposed vision goals and other components of the new Plan.

Accommodations for language accessibility were made to ensure that anyone who was interested in attending one of the virtual workshops could do so. All workshop flyers and event invitations had a phone number so that members of the public who needed language interpretation or special assistance could reach out directly to NYMTC in advance of the workshops.

## Agenda

The agenda for the virtual workshop was as follows:

- |  |   |
|--|---|
| <b>1 Introduction</b><br>What is NYMTC?<br>What is the Plan?<br>About the Region | <b>5 Pedestrians &amp; Bicyclists</b><br>Overview<br>Poll Questions |
| <b>2 How to Use the Interactive Tool</b>   | <b>6 Land Use Coordination</b><br>Poll Question                     |
| <b>3 Shared Vision &amp; Goals</b><br>Overview<br>Poll Questions                 | <b>7 Demographic Questions</b>                                      |
| <b>4 Freight</b><br>Overview<br>Poll Questions                                   | <b>8 Next Steps</b>   |

## Poll Questions and Responses

The following poll results exclude responses from agency members who participated in the workshop in order to highlight the views of the public.

While encouraged to participate, not all members of the public who attended the workshop responded to all poll questions. To account for this, questions include the following statistics:

**Engagement:** the number of people who answered poll questions divided by the total number of participants who attended the workshop.

**Responses:** the number of responses the poll received. For open ended questions respondents were able to submit more than one answer.

Comments that were entered into the chat window throughout the workshop were analyzed and considered and are included in this summary. **Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.**



Attendees



\*Observer responses were removed from the demographics and poll data to allow for amplification of the public perspective.

Welcome

Before the public health emergency, what were the modes you used for the majority of your trips to work or other purposes (in rank order).

Engagement	100%
Responses	12

1. Subway

2. Bike or Scooter

3. Walk

4. Bus
5. Taxi/Ridesharing/Ride Hailing

6. Ferry

7. Commuter Train

8. Drive

Safety & Security

What is the most important transportation safety issue for you?

Engagement	92%
Responses	11

- Safety for pedestrians!

• Auto and truck unsafe driving (3)

• Safe subway environment (2)

• Safety of existing infrastructure

• Harassing homeless people especially Brooklyn/Queens North/South travel (2)

• Congestion

• Traffic

• Lack of protected bike lanes (2)

• The most important safety issue is the climate crisis. Transportation makes up 20% of the country’s emissions. Unless we drastically reduce car use, it will be impossible to reduce our greenhouse gas emissions to net zero by 2050, to reduce warming to 1.5 degrees Celsius. Without dramatic change, the world will not be habitable for my generation. (2)



*What is the most important transportation security issue for you?*

Engagement	75%
Responses	9

- Roads require so much more resources to maintain in changing conditions
- Providing clear info to consumers
- Platform edge doors on the subway
- Man-made disaster
- Vacant stations at night with long times between trains.
- Defund the NYPD (2)
- Rising sea levels, increased torrential rainfall, increased high heat days (2)

## Reliable & Easy Travel

*Thinking beyond the public health emergency and out into the future, tell us what could make your preferred mode of travel easier to use.*

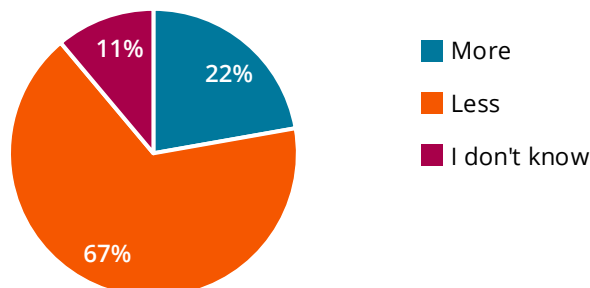
Engagement	75%
Responses	11

- Reliability and real-time information for subways and buses (3)
- We're in the age of repeated pandemics. More protected bike lanes to allow social distancing, increasing physical health.
- Get rid of free parking. Free parking only for folks who need handicap spots
- Safer, easier to use continuous bike lane And pedestrian pathways. (Such as what Copenhagen has done) (2)
- Subway more reliable and more frequent, less crowded service
- No cars--more walkable streets
- Turning the commuter rail system into a regional rail system that runs around the clock, with fares equal to the subway, and very frequently.
- I agree with the accessibility point. On MTA subway it's very hard to remember what stations have elevators and which elevators are broken and buses have max 2 wheelchair spots
- Maybe consolidating the MTA subway, MTA bus and MTA trip planner app

## Planning for Changing Demand

*Compared to your life before the public health emergency, do you think you will travel more or less over the next 12-18 months?*

	Count	Percentage
More	2	22%
Less	6	67%
I don't know	1	11%
<b>Total</b>	<b>9</b>	



*What are some of the ways that your travel may be different over the next 12-18 months?*

Engagement	75%
Responses	12

- Working and taking classes from home so no commute and less subways (4)
- With increased safety of non auto and truck pathways, more biking and more walking (3)
- No flying or foreign vacations (2)
- Less ridesharing
- Probably use less of public transit and more walking/ rideshare (2)
- More biking, please more physical barriers!

*Thinking beyond the public health emergency, what transportation system improvements do you think will be the most important to your travel?*

Engagement	83%
Responses	18

- Everyone wearing masks
- Easier access to parks/recreation for social distancing
- Much better bike lanes and networks, protected bike lanes, bikes allowable on LIRR & Amtrak (8)
- Better subway service
- More bike sharing
- More motorized scooters
- Deinterlining of the subway system to increase capacity
- Reopening closed subway entrances
- A regional rail system
- Bus lanes all over the region
- A better fare payment system for all transportation: subway, bus, bikeshare, ferry, etc (2)
- More routine cleanings

## Environment

*What is the most important way that transportation's environmental impacts could be minimized in your community?*

Engagement	75%
Responses	10

- More walking and biking! Fewer cars! (2)
- Dedicated streets for transit without cars! (BRT) (2)
- Composting, so fewer trash trucks are going through the community
- Eliminate all combustion engines in area
- NICE & bus linkages
- Better and safer protected bike pathway systems (2)
- Move to clean buses only
- Tear down the Kew Gardens Interchange!
- Reduce car use, manage deliveries

## Resiliency

*How can the transportation system adapt and respond to changes in travel brought on by the public health emergency?*

Engagement	92%
Responses	17

- Streets open for only pedestrians, bikes, and transit (bus only lanes), prioritize people over vehicles (4)
- Contactless payment systems (2)
- Less free parking, broader/makeshift sidewalks
- Better and more consistent communication
- Slow streets
- Transit oriented development
- Enhanced safety protocols and intensive messaging to communicate this
- Increase the productivity of subway service changes to allow for increases in off-peak subway service
- Data collection on transit use during crisis to determine where additional service is needed in neighborhoods with high essential workers
- Fare should be reflective of what people are capable of paying, the health crisis was also economic
- More physical barriers for bike lanes for socially distanced commuting (2)
- Mandatory masks
- More pedestrian/cycling bridges over rail & highways to reduce bus/train ridership
- More protected bus pathways
- Continuous cleaning of subway cars



*What is the most important action your community could take to prepare for future extreme weather events?*

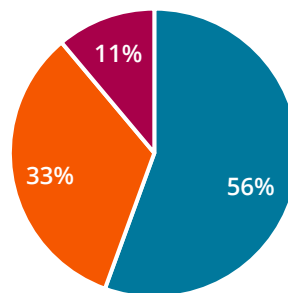
Engagement	75%
Responses	15

- Evacuation plans (2)
- More green space
- Permeable pavement (4)
- Get buy in from community
- Redundancy
- Good communication plans
- Bioswales
- Strong social networks
- Invest in clean energy
- TOD is more than housing - need jobs near transit
- Bury cables

## Vision Goals

*How satisfied are you with the proposed goals as described?*

	Count	Percentage
Not satisfied - needs work.	5	56%
Satisfied	3	33%
Very satisfied - well done!	1	11%
<b>Total</b>	<b>9</b>	



- Not satisfied - needs work.
- Satisfied
- Very satisfied - well done!

*Is there anything missing? What else should be reflected in the proposed goals?*

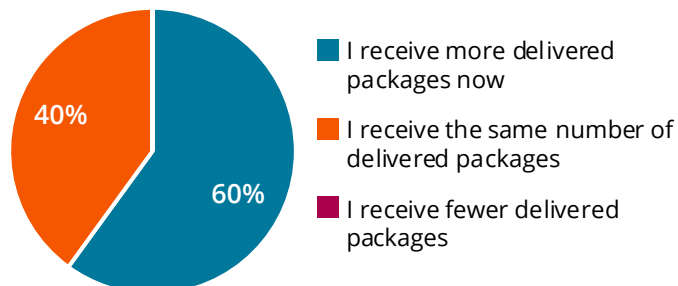
Engagement	67%
Responses	11

- Nothing about equity! Focus on the people
- Transit workers are essential workers
- 24/7 bus service and bus lanes. Ferry service.
- Look at RPA plans for trains and buses.
- RPA has a great plan for connected bike lanes. Even more can be done
- There needs to be a focus on reducing car use to tackle the climate crisis.
- Accessible service for people with disabilities
- Increase access and accessibility
- Equity - pandemic has shown neighborhoods with limited resources and in need of better transportation options
- Fare needs to be specifically addressed as part of accessibility. Increased access to reduced fare options. If a person can't pay fare they can't pay a fine
- MASSIVE network of bike lanes with physical barriers

## Freight

*How has the number of delivered packages that you receive in a typical week changed since the public health emergency?*

	Count	Percentage
I receive more delivered packages now	6	60%
I receive the same number of delivered packages	4	40%
I receive fewer delivered packages	0	0%
<b>Total</b>	<b>10</b>	



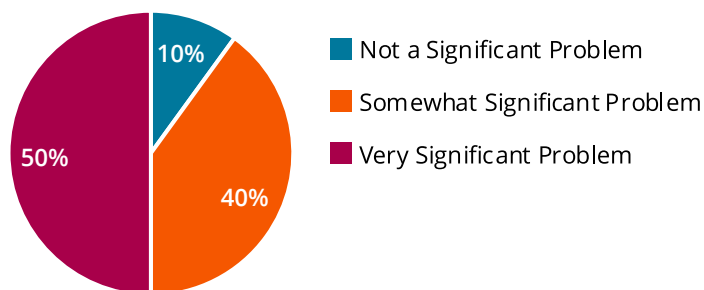
*What item(s) do you most frequently obtain through home delivery services?*

Engagement	75%
Responses	11

- Groceries (3)
- Books
- Items purchased on eBay
- Medicines (2)
- Household items
- Prescriptions
- Clothing (2)
- Amazon, and I feel bad about it

*Are local truck deliveries a problem (idling, blocking streets, causing traffic issues, etc.) for you or your community?*

	Count	Percentage
Not a Significant Problem	1	10%
Somewhat Significant Problem	4	40%
Very Significant Problem	5	50%
<b>Total</b>	<b>10</b>	



## Pedestrians & Bicyclists

Engagement	67%
Responses	18

*What would best improve your ability to walk safely in your community?*

- More trails without car traffic
- Wider sidewalks (2)
- Slow, shared, streets (2)
- More shared pathways
- Better signage
- Vision Zero
- Better lighting
- Improved pedestrian crossings (3)
- Slower traffic and safer intersection
- Physical barriers for bike lanes
- Larger Medians, narrow streets, traffic calming, reduced speed limits, street diets (4)

*What would best improve your ability to use a bicycle safely in your community?*

Engagement	67%
Responses	15

- Protected bike lanes (3)
- Fewer cars, slower cars
- Safer improved and widened bike pathways that are connected throughout the region (5)
- Better signage
- In NYC remove bike lanes in narrow streets where they are dangerous

*What are the top three gaps or missing links in the bicycle network in your area? Please be as specific as possible.*

Engagement	67%
Responses	14

- Ability to take bikes on other forms of transit (getting bike up and down stairs)--consider grooves in steps or flat rails to make it easier to roll them up/down
- Bike pathways around Manhattan
- Impossible to bike to the rockaways from Manhattan without being on Very unsafe streets
- Biking around Long Island is very difficult
- Hudson River greenway gap around 186th street
- Safe bike lanes on Union Turnpike in Queens to/from Cunningham Park
- 80th Road/82nd are just signed; Complete the Queens Blvd bike lane and extend it to Jamaica
- Crossing Flatbush Avenue in Downtown Brooklyn/Park Slope and crossing Atlantic Avenue between Clinton Hill/Prospect Heights
- Greenpoint Ave in LIC
- Borden Ave
- Meeker Ave would be great
- North-South on LI near rt110
- Sunrise Hwy in Nassau
- Getting to/from NJ

*Are there any pedestrian or bicycle safety policies / programs that you would like to see implemented in your area?*

Engagement	67%
Responses	20

- More tickets for motorists to yield to bikes/ give appropriate distance
- Require office buildings to provide showers
- Connected bike pathways across the city (2)
- Same signage
- Bikes to follow traffic laws
- Electric bike legislation
- Continued federal support for biking
- Ramps on subway stairs
- Add bus lanes/bike lanes to Queens Boulevard
- Superblocks, like in Barcelona, in Manhattan
- Ban cars from areas like Lower Manhattan and the Brooklyn Bridge
- Bike lockers and parking in subway mezzanines (2)
- Bike programs and training to encourage ridership among those who aren't seasoned riders (elementary school students, delivery people) (4)
- More physical barrier for bike lanes, 44% reduction in fatalities
- Bikes on buses

## Land Use

*What land use developments are happening in your community that may have transportation impacts?*

Engagement	67%
Responses	10

- More New Yorkers leaving for other locations (hudson valley, philadelphia)
- Sunnyside yards
- Belmont Racetrack - Islanders Arena (2)
- Just wishing: brooklyn bridge ped/bike redevelopment
- Inwood rezoning while 1 and A trains are so crowded already
- Housing and Hotels being built around the LIRR/AirTrain stations in Queens
- There aren't any due to exclusionary zoning. Upzoning is needed to reduce the price of housing. Exclusionary zoning discriminates against people of color and increases the cost of housing.
- Downtown Brooklyn highrise residential developments
- Too many luxury apartments with needless drivers

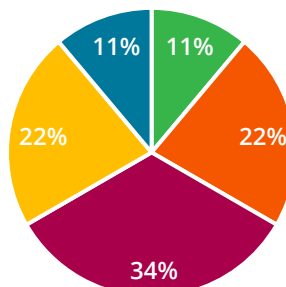
## Chat Window Comments

- Focusing on traffic congestion is climate denial. Widening highways does not reduce congestion due to induced demand. As you widen highways or improve interchanges, people who do not drive, who travel at other times, or use other modes of transportation, will use the extra space. Reducing congestion should not be the goal. Reducing car use should be. We are in a climate crisis and we should plan like it.
- Most people on LI work on LI. There needs to be increased focus on improving intransland transportation. The bus network needs to be massively improved, north-south transit needs to be improved, and fares should be reduced on the LIRR.
- Rebuilding our highways in place is not sustainable, and is very expensive. To reduce car use, we should tear down highways and replace them with walkable boulevards.

## Demographics

### Age

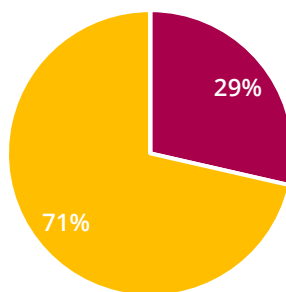
	Count	Percentage
20 and below	1	11%
21-35	2	22%
36-50	3	33%
51-65	2	22%
66 and above	1	11%
<b>Total</b>	<b>9</b>	



- 20 and below
- 21-35
- 36-50
- 51-65
- 66 and above

### Household Income

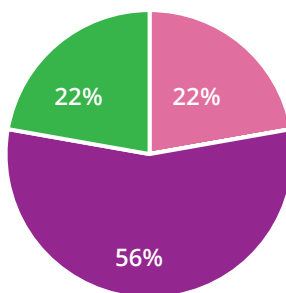
	Count	Percentage
\$0-\$25k	0	0%
\$26-\$50k	0	0%
\$51-\$100k	2	29%
\$100k-\$200k	5	71%
More than \$200k	0	0%
<b>Total</b>	<b>7</b>	



- \$0-\$25k
- \$26-\$50k
- \$51-\$100k
- \$100k-\$200k
- More than \$200k

### Race/Ethnicity

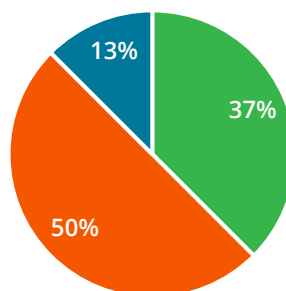
	Count	Percentage
Asian/Pacific Islander	2	22%
Black/African American	0	0%
Hispanic/Latin	0	0%
Multiracial	0	0%
Native American	0	0%
White/Non-Hispanic	5	56%
Prefer not to answer	2	22%
<b>Total</b>	<b>9</b>	



- Asian/Pacific Islander
- Black/African American
- Hispanic/Latin
- Multiracial
- Native American
- White/Non-Hispanic
- Prefer not to answer

### Gender

	Count	Percentage
Female	3	38%
Male	4	50%
Non-binary	0	0%
Prefer not to answer	1	13%
<b>Total</b>	<b>8</b>	



- Female
- Male
- Non-binary
- Prefer not to answer





## MEMORANDUM

To: NYMTC

Project: NYMTC Plan 2050

From: WSP, FHI

Date: November 23, 2020

Subject: Partner Outreach

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As a component of outreach activities for Moving Forward – the Next Regional Transportation Plan (RTP), NYMTC collaborated with community-based partner organizations in each of the three NYMTC Transportation Coordinating Committee (TCC) planning areas of New York City, Nassau/Suffolk, and Mid-Hudson South. NYMTC identified organizations dedicated to community interaction and cooperation such as Non-Governmental Organizations (NGO's), community organizations, and economic development corporations.

With the launch of the RTP website and online engagement platform the week of June 16th, NYMTC conducted outreach to introduce these organizations to the RTP and ask them to participate in the process. Via an introductory email by NYMTC with follow-up phone calls and emails by RTP WSP Consultant Team partner, FHI, messaging explained that the RTP was underway and emphasized the importance of getting involved to have their organization members hear about the planning process from community leaders they trust and have a voice in the process. Follow-up outreach to these organizations informed of upcoming workshops and provided publicity for those events.

As noted above, outreach to partner organizations initiated with an email from NYMTC:

**We need your help in encouraging your community's participation in planning the region's future!!**

*Our region is facing challenging times but looking to the future remains important to its recovery and future vitality. Toward that end, the New York Metropolitan Transportation Council (NYMTC) is continuing the development of the next mandated Regional Transportation Plan to serve as a guideline for spending federal transportation funds (<https://www.nymtc.org/planmovingforward/>). NYMTC is a regional council that is the*



*federally-designated metropolitan planning organization for New York City, Long Island and the lower Hudson Valley ([www.nymtc.org](http://www.nymtc.org)).*

*Because of the public health emergency resulting from the novel coronavirus pandemic, we have converted the public outreach program for this next Plan into an on-line format. The program will include both an on-line community engagement platform as well as a series of on-line public workshops. We are reaching out to professional associations, community-based organizations, and advocacy groups throughout the region to assist this outreach effort and encourage participation. This new Plan is scheduled for adoption in September 2021.*

*Over the next week, you will be contacted by our public outreach consultant, FHI, to explore how you can assist in helping your community's voice to be heard. We hope we can count on you to help us in this important outreach.*

*A list of partner organizations is included in this memo:*



## MHSTCC

Category	Organization	First Name	Last Name	Business Phone	Address	Address 2	E-mail Address	City	State	ZIP Code
Business	Const. Ind. Council of Westch. & Hudson Vly., Inc.	Ross J.	Pepe	914-631-6070	629 Old White Plains Road		ross@cicnys.org	Tarrytown	NY	10591
Disabled User Advocacy Group	ARC Westchester	Tibisay	Guzmán	914-949-9300	The Gleeson-Israel Gateway Center 265	Saw Mill River Road	tguzman@arcwestchester.org	Hawthorne	NY	10532
Disabled User Advocacy Group	ARC of Rockland	Carmine	Marchionda	845-267-2500 ext. 3275	25 Hemlock Drive		cmarchionda@arcofrockland.org	Congers	NY	10920
Disabled User Advocacy Group	Putnam ARC	Louise	Rheem	845-278-7272 ext. 32404	575 Drewville Road		Louise.Rheem@ArcMH.org	Carmel Hamlet	NY	10512
Disabled User Advocacy Group	United Way of Westchester and Putnam	Tom	Gabriel	914-997-6700 ext. 716	336 Central Park Avenue		tgabriel@uwwp.org	White Plains	NY	10606
Disabled User Advocacy Group	United Way of Rockland County	Dana	Treacy	845-358-8929	135 Main Street, M&T Bank Bldg, 2nd fl		dtreacy@uwrc.org	Nyack	NY	10960
Disabled User Advocacy Group	Westchester County Office for the Disabled	Evan	Latainer	914 995-2957	148 Martine Avenue, Room 102		ehl2@westchestergov.com	White Plains	NY	10601
Economic Development	Rockland Business Association, Inc.	Al	Samuels	845-735-2100	One Blue Hill Plaza, #1567		<a href="mailto:asamuels@rocklandbusiness.org">asamuels@rocklandbusiness.org</a>	Pearl River	NY	10965
Economic Development	Westchester County Association	Amy	Allen	914-948-1168	1133 Westchester Avenue, Suite S-217		aallen@westchester.org	White Plains	NY	10604
Environmental Justice Organization	Urban League of Westcheseter	Sorraya	Sampson	914-428-6300	61 Mitchell Place		ulwestchester@gmail.com	White Plains	NY	10601
Environmental Protection	Sustainable Hudson Valley	Melissa	Everett	866-205-2999	P.O. Box 1982		everett@sustainhv.org; info@sustainhv.org	Poughkeepsie	NY	12601
Environmental Protection	Sustainable Westchester Steering Committee	Evan	Rossi	914-763-8339	55 Maple Avenue		<a href="mailto:info@sustainablewestchester.org">info@sustainablewestchester.org</a>	Mount Kisco	NY	10549
Tourism	Historic Hudson Valley	Peter	Pockriss	914-366-6955	639 Bedford Road		ppockriss@hudsonvalley.org	Pocantico Hills	NY	10591
Environmental Protection	Sierra Club of Rockland County	Peggy	Kurtz	845-709-0802	9 Old Corner Road		<a href="mailto:pkurtz9@gmail.com">pkurtz9@gmail.com</a>	Bedford	NY	10506
Disabled User Advocacy Group	Putnam Community Action Program	Judy	Callahan	845-278-8021 ext. 17	121 Main Street		jcallahan@westcop.org	Brewster	NY	10509
Environmental Protection	Putnam County Land Trust	Judy	Terlizzi	(845) 278-2808 or 914-621-8466	P.O. Box 36		info@pclt.net	Brewster	NY	10509
Tourism	Putnam County Historical Society	Cassie	Ward	845-265-4010	63 Chestnut Street		director@putnamhistorymuseum.org	Cold Spring	NY	10516
Environmental Justice Organization	Make the Road New York			914-948-8466	46 Waller Avenue		communications@maketheroadny.org	White Plains	NY	10605
Economic Development	Westchester Hispanic Chamber of Commerce				455 Tarrytown Road	Suite 1382	whccny@gmail.com	White Plains	NY	10607

## NYCTCC

Category	Organization	First Name	Last Name	Business Phone	Address	Address 2	E-mail Address	City	State	ZIP Code
Business	AARP	Yvette	Martinez	212-407-3720	750 Third Avenue, 31st Floor		nyaarp@aarp.org	New York	NY	10017
Business	Metropolitan Parking Association	Vincent	Petraro	212-736-0525	350 7th Ave. Suite 1703		vpetraro@gmail.com	New York	NY	10001
Disabled User Advocacy Group	Interagency Council For Retardation & Develop'l Disabilities	Yesse	Ordonez	212-645-6360	150 W. 30th Street, 15th Fl.		yesse@iacny.org	New York	NY	10001
Disabled User Advocacy Group	Mayor's Office for People with Disabilities	Victor	Calise	212-788-2838	100 Gold Street 2nd Floor		<a href="mailto:vcalise@cityhall.nyc.gov">vcalise@cityhall.nyc.gov</a>	New York	NY	10007
Economic Development	LISC Local Initiatives Support Corporation	Valerie	White	212-455-9800	28 Liberty Street, 34th Fl.		<a href="mailto:vwhite@lisc.org">vwhite@lisc.org</a>	New York	NY	10005
Economic Development	LISC Local Initiatives Support Corporation	Eva	Alligood				<a href="mailto:EAlligood@lisc.org">EAlligood@lisc.org</a>			
Environmental Justice Organization	NYC Environmental Justice Alliance	Eddie	Bautista	212-239-8882	462 36th Street		eddie@nyc-eja.org	Brooklyn	NY	11232
Environmental Protection	Project for Public Spaces	Nate	Storring	212-620-5660	740 Broadway, Suite 1101		nstoring@pps.org	New York	NY	10003
Public Transit User Advocacy Group	Tri-State Transportation Campaign	Nick	Sifuentes	212-268-7474	231 West 29th Street, Suite 904		<a href="mailto:liam@tstc.org">liam@tstc.org</a>	New York	NY	10001
Public Transit User Advocacy Group	Regional Plan Association	Kate	Slevin	212-253-2727	1 Whitehall Street, 16th Fl.		kslevin@rpa.org	New York	NY	10004
Public Transit User Advocacy Group	TransitCenter, Inc.	Mary	Dailey	212-329-2032	1065 Avenue of the Americas, 16th Floor		mdailey@transitcenter.org	New York	NY	10018
Public Transit User Advocacy Group	Transportation Alternatives	Danny	Harris	212-629-8080	111 John Street, Suite 260		info@transalt.org	New York	NY	10038
Public Transit User Advocacy Group	Make the Road New York	Daniel	Altrschuler	718-418-7690; 917-494 301	Grove Street		daniel.altrschuler@gmail.com; danielalt	Brooklyn, Que	NY	11237
Environmental Justice Organization	Coalition Hispanic Family Services	Michelle	Orro	718-497-6090 ext. 397	315 Wyckoff Avenue	4th Floor	morro@hispanicfamilyservicesny.org	Brooklyn	NY	11237
Environmental Justice Organization	Hispanic Federation	Emely	Paez	212-233-8955 ext. 141	55 Exchange Place	5th Floor	<a href="mailto:epaez@hispanicfederation.org">epaez@hispanicfederation.org</a>	New York	NY	10005
Economic Development	NYC Hispanic Chamber of Commerce	Fred	Yaeger	212-348-2339	159 East 116th Street	2nd Floor	<a href="mailto:fredyaeger@yaegerpr.com">fredyaeger@yaegerpr.com</a>	New York	NY	10029
Environmental Justice Organization	Russian American Foundation	Rina	Kirshner	212-687-6118	1560 Broadway	Suite 500	<a href="mailto:Rkirshner@russianamericanfoundation.org">Rkirshner@russianamericanfoundation.org</a>	New York	NY	10018
Environmental Justice Organization	Russian American Cultural Center	Mark	Khidekel	212-744-5168			<a href="mailto:Russculture@aol.com">Russculture@aol.com</a>	New York	NY	
Environmental Justice Organization	Chinese-American Planning Council	Mabel	Long	212-941-0920 x140	150 Elizabeth Street		<a href="mailto:mlong@cpc-nyc.org">mlong@cpc-nyc.org</a>	New York	NY	10012
Environmental Justice Organization	CAAAV (Main Office)	Melanie	Wang	(617) 966-1516	55 Hester Street		<a href="mailto:mwang@caaav.org">mwang@caaav.org</a>	New York	NY	10002
Environmental Justice Organization	Asian American Federation	Ahyoung	Kim	212-344-5878 ext. 221	120 Wall Street	9th Floor	<a href="mailto:Ahyoung.Kim@aafederation.org">Ahyoung.Kim@aafederation.org</a>	Queens	NY	10005
Environmental Justice Organization	Asian Americans for Equality (Central Office)	Ed	Litvak	212-979-8381	2 Allen Street	Suite 7A	<a href="mailto:ed_litvak@aafae.org">ed_litvak@aafae.org</a>	New York	NY	10002
Environmental Justice Organization	CACF (Coalition for Asian American Children and Families)	Jean	Hon	212-809-4675 ext. 102	50 Broad Street	18th Floor	<a href="mailto:jhon@cacf.org">jhon@cacf.org</a>	New York	NY	10004
Disabled User Advocacy Group	OCA Asian Pacific American Advocates				P.O. Box 3233	Church Street Station	<a href="mailto:info@oca-nv.org">info@oca-nv.org</a>	New York	NY	10008
Environmental Justice Organization	JCRC (Jewish Community Relations Council of NY)	David	Kerner	212-983-4800	225 West 34th Street	Suite 1607	kernerd@jrcrny.org	New York	NY	10122
Disabled User Advocacy Group	Disabilities Network of New York City	Lawrence	Carter-Long	212-925-6675	121 6th Avenue	6th Floor	lawrence@dnnyc.net	New York	NY	10013
Disabled User Advocacy Group	Center for Independence of the Disabled, NY	Jeff	Peters	646-442-4156	841 Broadway	Suite 301	jpeters@cidny.org	New York	NY	10003

## NSTCC

Category	Organization	First Name	Last Name	Business Phone	Address	Address 2	E-mail Address	City	State	ZIP Code
Business	AAA New York State	John	Corlett	516-873-2259	1415 Kellum Place		<a href="mailto:jcorlett@aanortheast.com">jcorlett@aanortheast.com</a>	Garden City	NY	11530
Public Transit User Advocacy Group	Concerned Citizens for Public Transportation in Suff	Clifford	Hymowitz	631-716-0464	795 Blue Ridge Drive		<a href="mailto:chymowitz@brookhaven.org">chymowitz@brookhaven.org</a>	Medford	NY	11763
Public Transit User Advocacy Group	East End Transportation Council	Thomas F.	Neely	631-702-1753	1370 Majors Path		<a href="mailto:tneely@southamptontownny.gov">tneely@southamptontownny.gov</a>	Southampton	NY	11968
Environmental Protection	Greater LI Clean Cities Coalition	Rita D.	Ebert	516-492-4795	356 Oakleigh Avenue, #17		<a href="mailto:rebert@gliccc.org">rebert@gliccc.org</a>	Baiting Hollow	NY	11933
Economic Development	LI Progressive Coalition	Lisa	Tyson	516-541-1006	90 Pennsylvania Avenue		<a href="mailto:ltyson@lipc.org">ltyson@lipc.org</a>	Massapequa	NY	11758
Economic Development	Long Island Regional Planning Council	Missy	Leder	516-571-7613	1864 Muttontown Road		<a href="mailto:mleder@lirpc.org">mleder@lirpc.org</a>	Syosset	NY	11791
Business	Long Island Contractors' Association	Marc	Herbst	631-231-5422	48 S. Service Road		<a href="mailto:mherbst@licanys.org">mherbst@licanys.org</a>	Melville	NY	11747
Pedestrian/Bike Advocacy Group	New York Bicycling Coalition	Kyle	Hatch	518-505-9499	P.O. Box 8868		<a href="http://nybc.net">nybc.net</a>	Albany	NY	12208
Tribes	Shinnecock Indian Nation	Bryan	Polite	631-283-6143	Shinnecock Indian Nation Tribal Office	P.O. Box 5006	<a href="mailto:adminoffice@shinnecock.org">adminoffice@shinnecock.org</a>	Southampton	NY	11969
Disabled User Advocacy Group	Suffolk County Office For Handicapped	Frank	Krotschinsky	631-853-8333	North County Complex, Bldg. 158	P.O. Box 6100	<a href="mailto:handicapped.services@co.suffolk.ny.us">handicapped.services@co.suffolk.ny.us</a>	Hauppauge	NY	11788
Economic Development	Vision Long Island	Eric	Alexander	631-261-0242	24 Woodbine Ave, Suite 2		<a href="mailto:ea@visionlongisland.org">ea@visionlongisland.org</a>	Northport	NY	11768
Disabled User Advocacy Group	Nassau County Office for Physically Challenged	Matthew J.	Dwyer	516-227-7101	60 Charles Lindbergh Blvd, #140		<a href="mailto:mdwyer@nassaucountynv.gov">mdwyer@nassaucountynv.gov</a>	Uniondale	NY	11553
Environmental Justice Organization	ERASE Racism	Elaine	Gross	516-921-4863	6800 Jericho Turnpike, Suite 109W		<a href="mailto:elaine@eraseracismny.org">elaine@eraseracismny.org</a>	Syosset	NY	11791
Environmental Justice Organization	Long Island Community Foundation	Sol Marie	Alfonso-Jones	631-991-8800	900 Walt Whitman Road	#205	<a href="mailto:sjones@licf.org">sjones@licf.org</a>	Melville	NY	11747
Environmental Justice Organization	Long Island Organizing Network	Rev. Shirley	Coverdale	631-727-3446 x12	1018 Northville Turnpike		<a href="mailto:lion.organizer@gmail.com">lion.organizer@gmail.com</a>	Riverhead	NY	11901
Environmental Justice Organization	Action Long Island	Sheldon	Sackstein	631-470-0613	945 Walt Whitman Road		<a href="mailto:ssackstein@sacksteinllp.com">ssackstein@sacksteinllp.com</a>	Melville	NY	11747
Economic Development	Long Island Hispanic Chamber of Commerce	Luis	Lopez	631-393-6400	522 Grand Blvd		<a href="mailto:admin@lihcc.org">admin@lihcc.org</a>	Westbury	NY	11590
Environmental Justice Organization	Nassau County Office of Hispanic Affairs	Amy	Flores	516-572-0750	40 Main Street		<a href="mailto:NCHispanicAffairs@nassaucountynv.gov">NCHispanicAffairs@nassaucountynv.gov</a>	Hempstead	NY	11550
Environmental Justice Organization	La Fuerza Unida			516-759-0788	40 Glen Street	Suite 1, 2nd Floor	<a href="mailto:jafuerza@lfuinc.org">jafuerza@lfuinc.org</a>	Glen Cove	NY	11542
Environmental Justice Organization	Hempstead Hispanic Civic Association	George	Siberón	516-292-0007	236 Main Street		<a href="mailto:hhca236@optonline.net">hhca236@optonline.net</a>	Hempstead	NY	11550
Environmental Justice Organization	Make the Road New York	Daniel	Altrschuler	631-231-2220	1090 Suffolk Avenue		<a href="mailto:communications@maketheroadny.org">communications@maketheroadny.org</a>	Brentwood	NY	11717
Environmental Justice Organization	Long Island Chinese American Association						<a href="mailto:info@licaa.org">info@licaa.org</a>	Syosset	NY	
Environmental Justice Organization	JCRC (Jewish Community Relations Council of NY)	Robyn	Berman	516-433-0433 x124	1740 Old Jericho Turnpike		<a href="mailto:bermanr@jcrcli.org">bermanr@jcrcli.org</a>	Jericho	NY	11753

## Introduction

Following the completion of the virtual workshops for NYMTC's new Regional Transportation Plan, Plan 2050, it was determined that there were possible gaps in the demographic groups and geographic areas that were represented. These groups included low income, youths, African American, Hispanic, Asian, and female populations and various postal (zip) codes around the NYMTC planning area. To fill these gaps NYMTC conducted an online survey using the Pollfish platform.

The questions selected for use in the survey instrument were sourced from the RTP virtual workshops that were held earlier in the outreach process. An additional question about transportation funding sources was added, as this was determined to be an informational gap not covered in the virtual workshops.

## Poll Questions and Responses

The questions and responses are summarized below. Where relevant, the number of times a sentiment was expressed by unique participants is included in parentheses at the end of the comment.

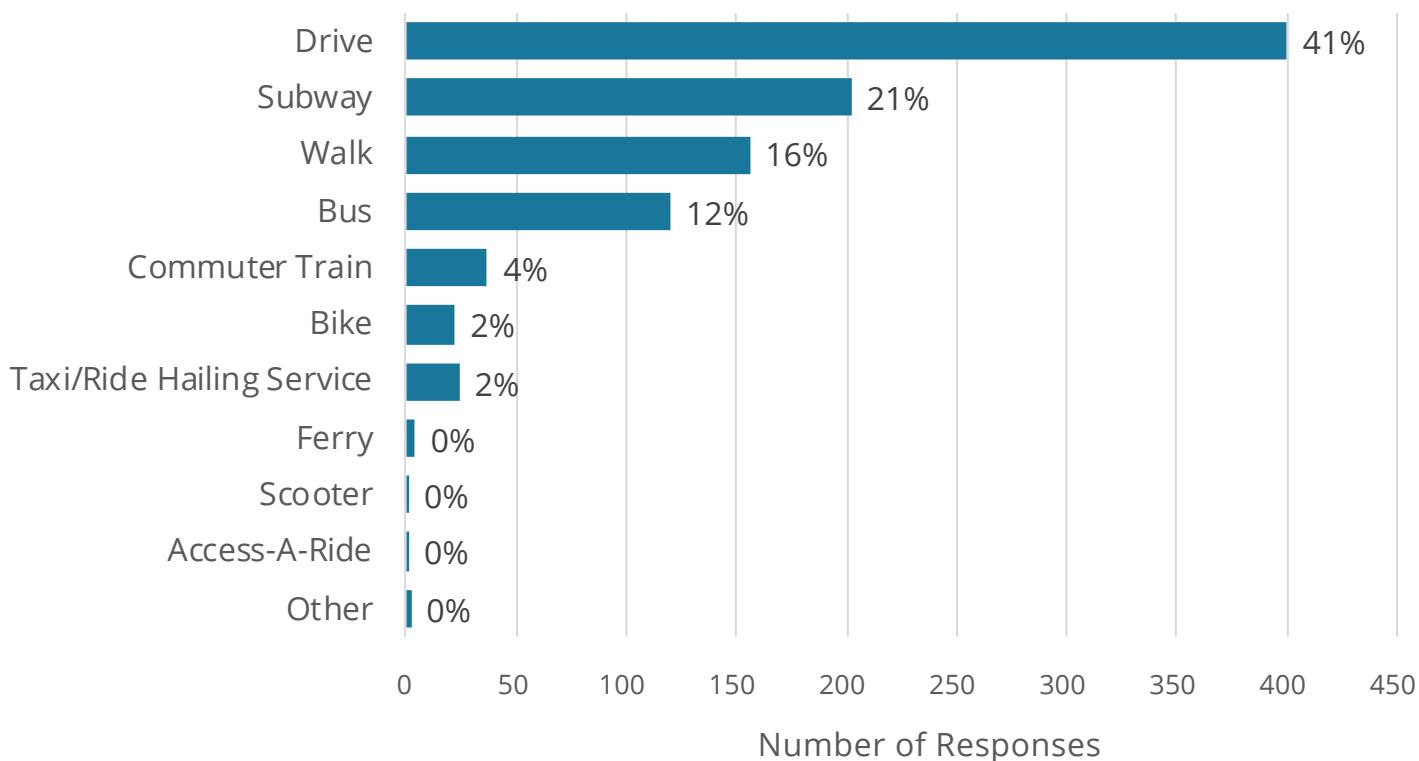
### Participants

The breakdown of targeted responses is as follows:

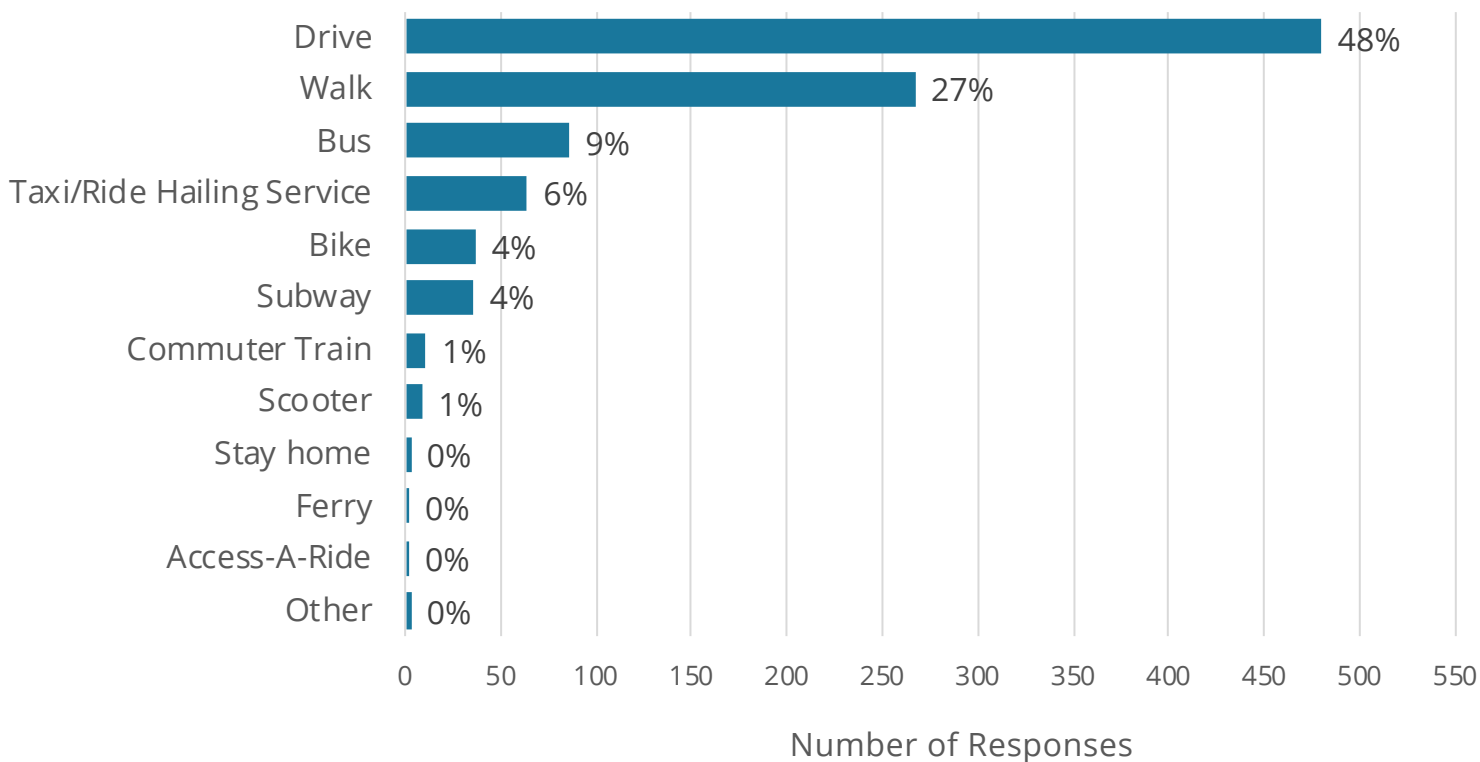
Audience Target	Number of Respondents	Percentage
Low income	100	10%
Youth	100	10%
African American	200	20%
Hispanic	200	20%
Asian	100	10%
Female	100	10%
Underrepresented postal codes	200	20%
<b>Total</b>	<b>1,000</b>	<b>100%</b>



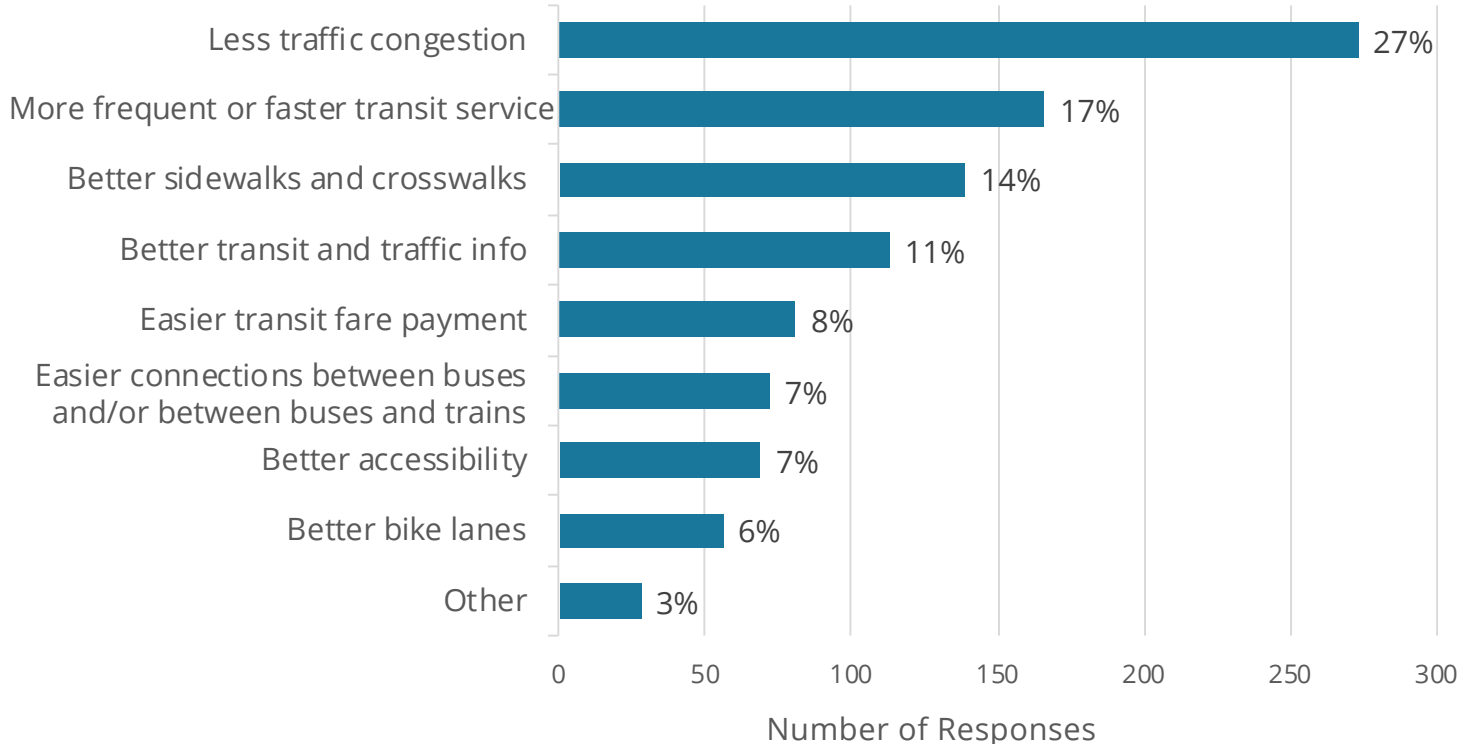
*Before COVID-19, what was your preferred way to get around?*



*During the COVID-19 pandemic, how are you primarily getting around?*



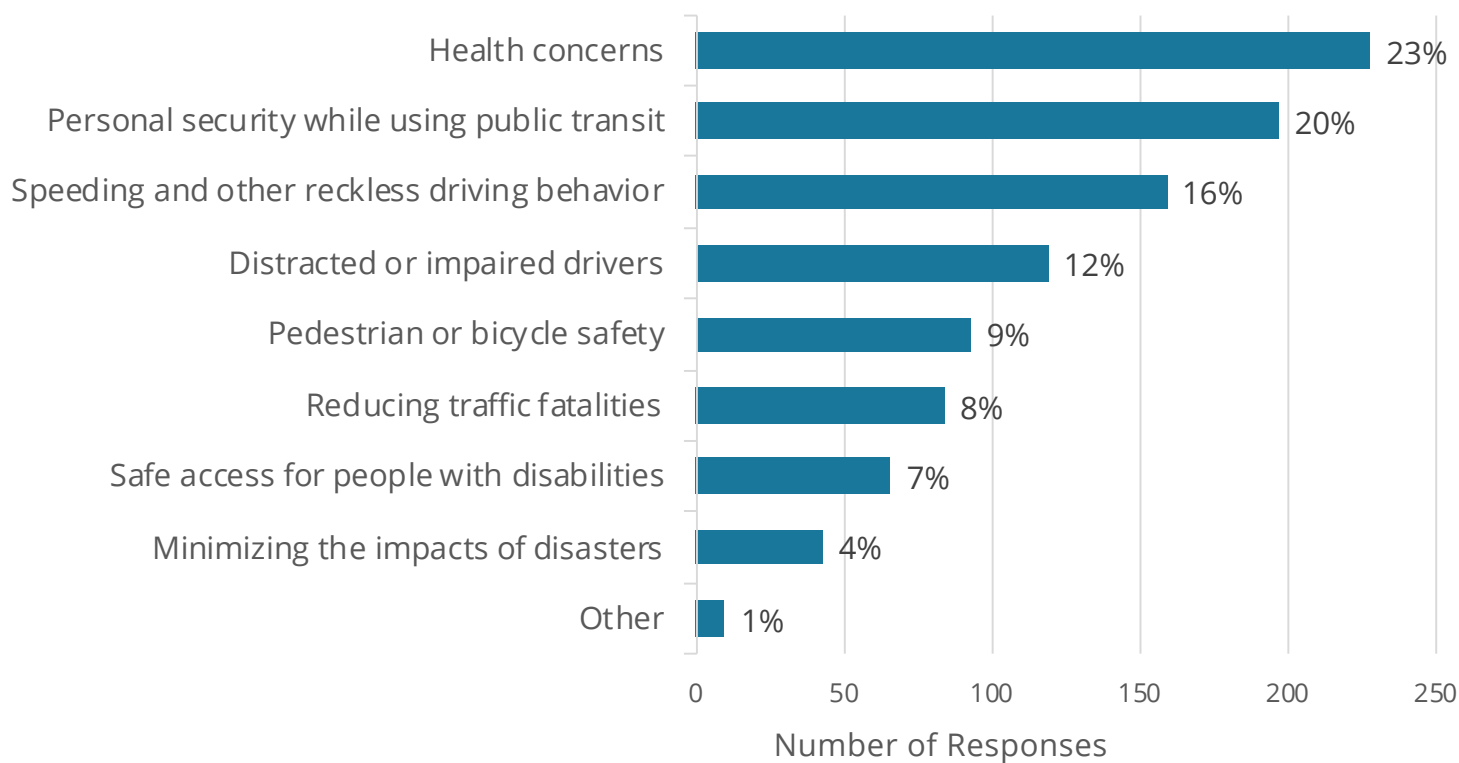
*Thinking beyond COVID-19, what one improvement would make your preferred mode of travel easier to use?*



## Other

- Having access to a personal vehicle (4)
- Lower gas prices (2)
- Social Distancing (2)
- Subsidized payment for public transportation for all
- Smoother streets with no cracks or potholes
- Cheaper
- Cabs should be cheaper
- Raising of driving restrictions in phases 1 and 2
- More police patrolling the bad areas because I walk a lot especially at night
- No more COVID

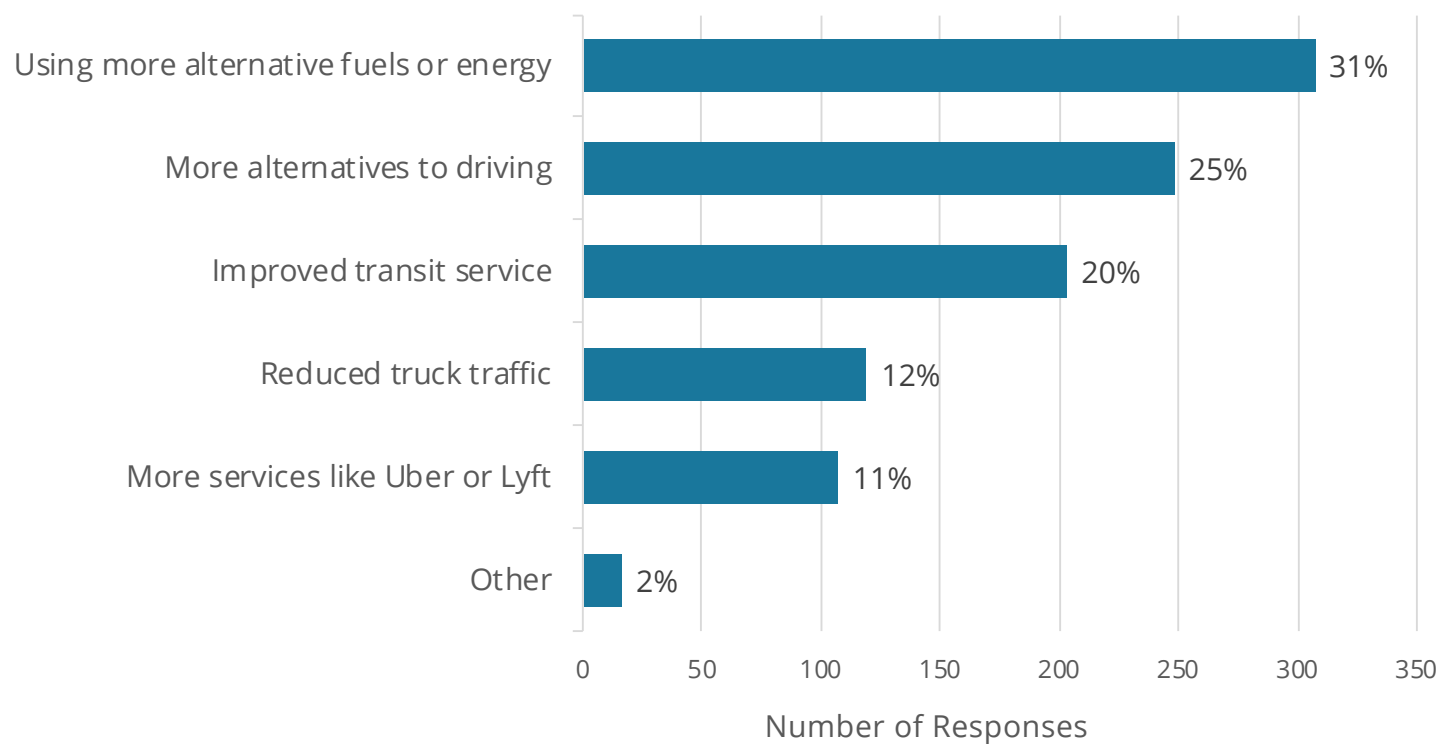
*What is the most important transportation safety or security issue for you?*



**Other**

- Gas money
- Subway needs to be on time
- Self-driving cars may be best for everybody and wave of the future

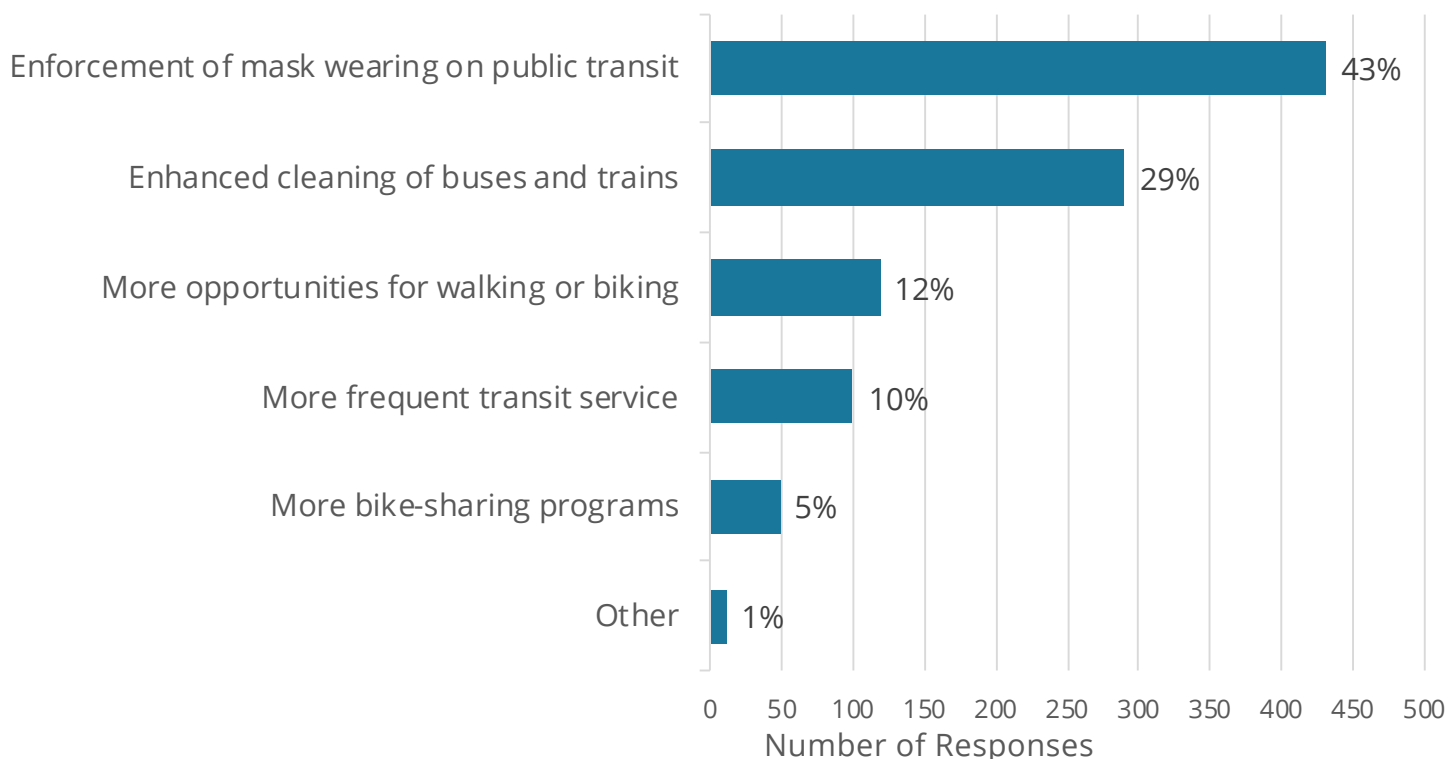
*How can transportation's impact on air quality be minimized in your community?*



Other

- All of the above (2)
- Plant more trees

*What is the most important way that the transportation system should adapt and respond to changes in travel brought on by COVID-19?*

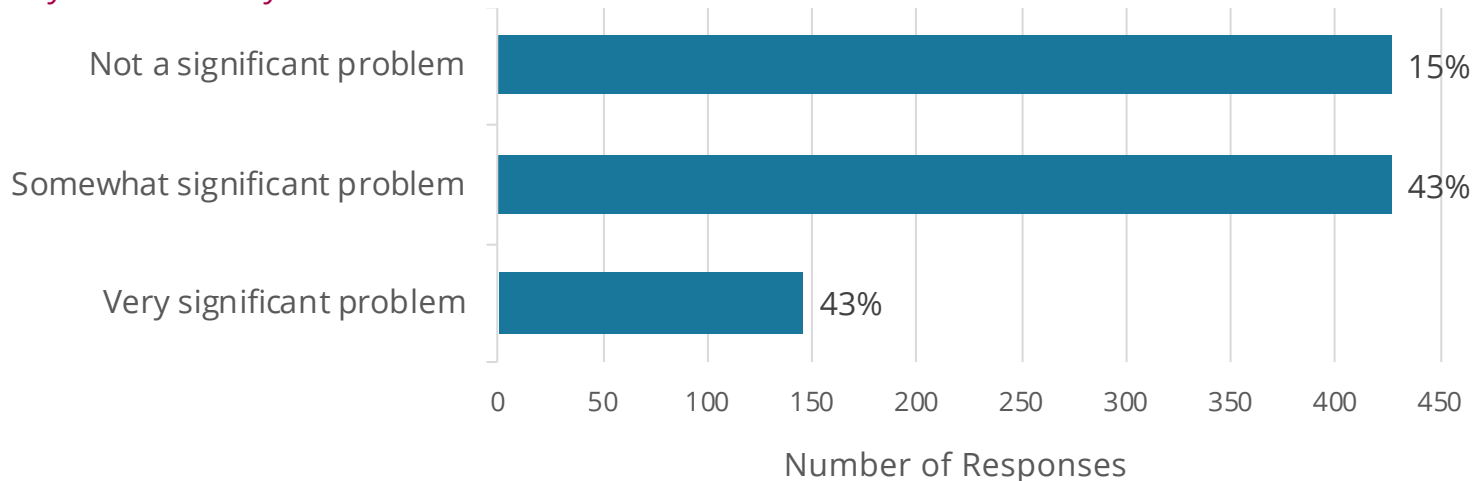


Other

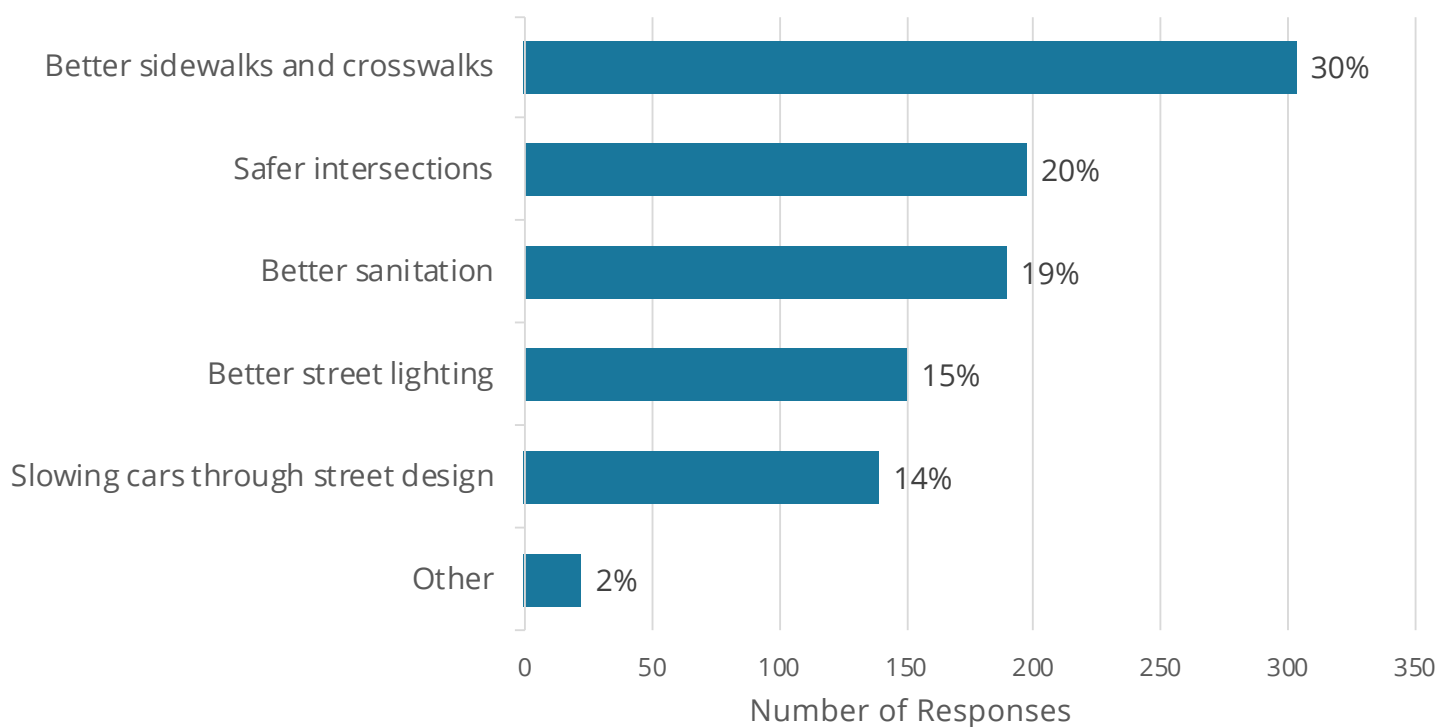
- All of the above
- Go back to what it was before
- The reality is that we need more affordable off-street parking for cars. Tons of people who used to exclusively take public transit,

including myself, have now bought cars, because we HAVE TO, in order to protect our own health, until there's a vaccine. The number of cars on the road is increasing immensely due to COVID.

*Are local truck deliveries a problem (idling, blocking streets, causing traffic issues, etc.) for you or your community?*



*What would best improve your ability to walk safely in your community?*

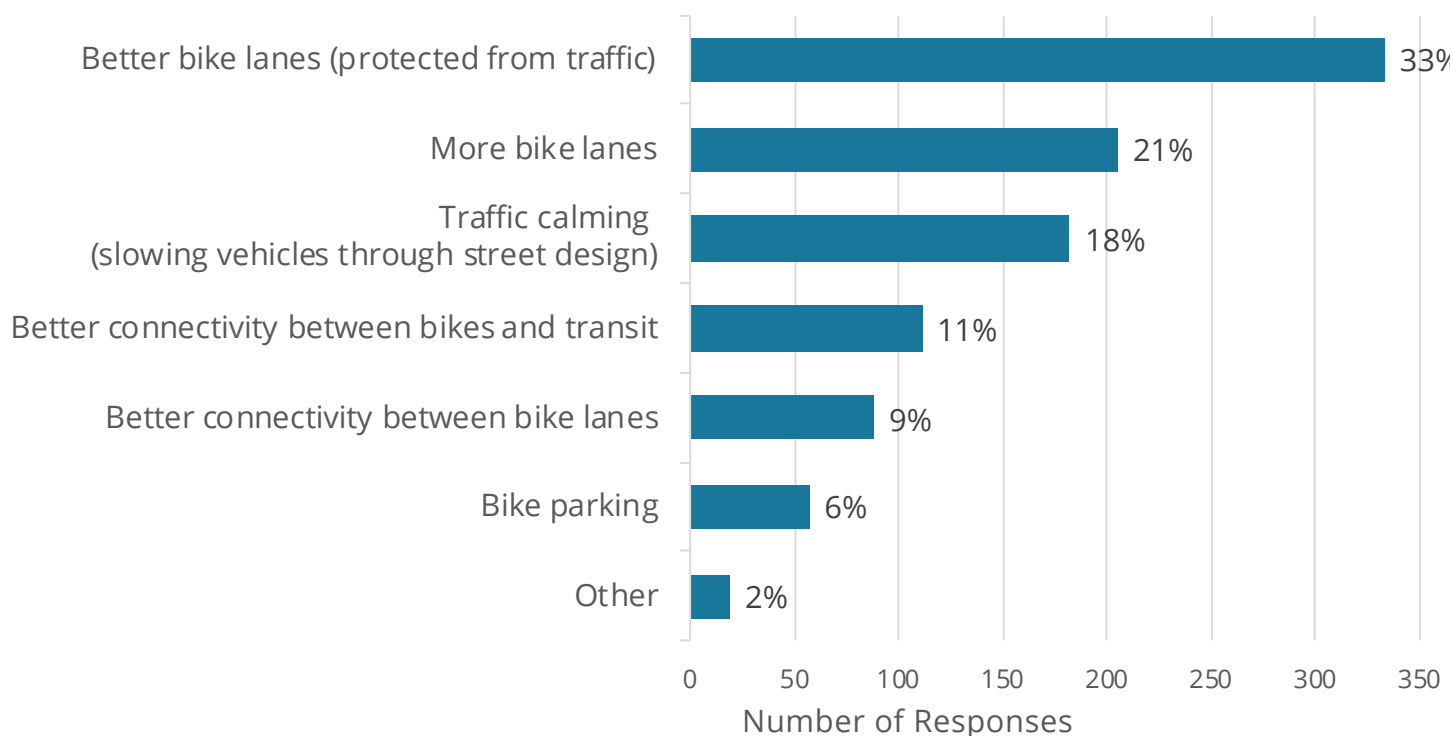


#### Other

- All of the above (2)
- Less crime (2)
- More police (5)
- Protection
- Better security
- I feel safe (2)



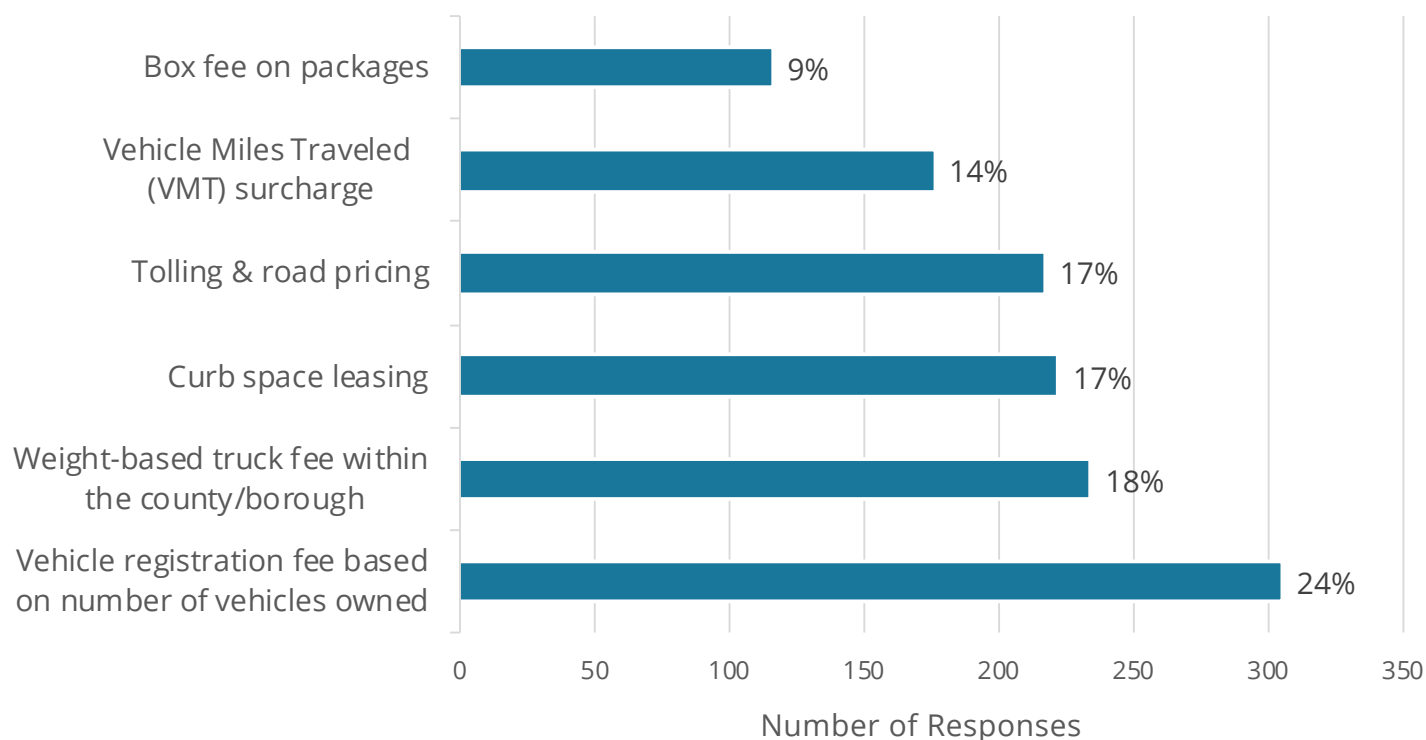
*What would best improve your ability to bicycle safely in your community?*



Other

- Don't bike (5)
- All of the above
- Better street lighting
- Cyclists obeying traffic laws
- Safer area
- No more bike lanes
- I would never get on a bike and ride in traffic in New York. I think it's a death wish. I only ride on Eastern Parkway (off the roadway) and in Prospect Park.

*Which of the following sources would you support to fund transportation improvements?*



Other

- Fines for not paying the fare
- I wouldn't support any increased tax
- Incentives to buy or lease electric vehicles like tax breaks and rebates. People should not be punished with fees for owning a car; they should be incentivized if they use clean technologies
- Lower fees, no taxing, improving quality of life
- Miles traveled within certain area
- More train routes, like a train from Bronx to Queens
- No more fees
- Our taxes are already too high. The financing for this should be supported by local, state, and federal government
- More information on drunk driving and other important things
- Value-added tax

*Please offer any suggestions to improve transportation in your community. If possible, be specific about locations.*

## Public Transit

- Better transit access, reliability, increased frequency, and shorter trips (65)
  - » 24-hour public transportation (3)
- Lower fare costs (26)
  - » Free transportation (6)
    - In Westchester
  - » Free for the elderly
  - » Free taxis
- Update subway system infrastructure (5)
- Expanded bus schedules (4)
- More public transit
  - » More buses (20)
    - More routes (3)
    - Allerton
    - Suburbs
    - Red Hook
    - Junction Blvd in Queens (2)
    - Brooklyn
    - The Bronx
  - » More trains (3)
  - » More taxis
  - » In the suburbs in general
  - » In transit deserts
- Make transit more accessible (3)
- Larger buses (4)
- Bus-only lanes (3)
- Air conditioning in train station (2)
- Tracking all vehicles on satellite
- More comfortable seating
- More access to payment by phone and transfer to train for free
- The MTA needs more federal funding. More trains mean less crowding. Buses need to not run on gas/oil. People who have personal non-work-related cars need to be taxed to the max.
- Limit number of people in each train car. Clean the train station and train interiors more often and improve sanitary conditions.
- Space is a huge factor when it comes to transportation. Quite often you see people crammed on top of each other in buses and sometimes trains. Sometimes altercations start and the bus can be late or never show up. So, I believe that's most important to improve transportation
- The LIRR should use less cars. The number of passengers using the train could fill one car.
- More direct updates to people.
- Residents can take advantage of public transportation as a means of travel.
- Create more alternate modes of traveling to reduce cars.

- Bus drivers should wait for people who are running to the bus
- Improve busing for seniors
- More public transportation routes to and from and in Staten Island (2)
- The Q56 bus is too slow - been that way for years
- Allow weekend and evening parking at LIRR train stations for all, not just area residents
- More buses like the 28th, the BX 38, and BX 30
- Quicker transportation for the M train during weekdays, especially at Myrtle Ave - the train sometimes takes 10-15 minutes if you don't get there at the time it arrives
- Shuttle services
  - » Shuttle service that reaches all of Westchester County
- The running of S54 bus on the weekends
- A bus that can go straight from beach - 20th Street to Green Acres Mall
- Forest Hills around 108th street and 63rd Dr; schoolkids are the biggest problems - they are unruly; 100 of them jam up the seats and they travel long distance without getting off. Senior or local shoppers can never get a seat because these schoolkids are firmly seated. They got on from Corona to Forest Hills not getting off, just cruising; they are so noisy, lawless and have no respect for seniors. The biggest problem yet is that they skip fares by boarding from the middle exit doors!

## Land Use

- Different schedule for building construction close to street and traffic during the day, example: 34th Street East side (not sure the avenue, maybe 3rd?)

## Economics

- Have more companies in the town
- We should improve taxes as per the number of vehicles owned
- Reroute funding from the NYPD
- Impose taxes
- Change pricing structure for residents; lower fees for transportation and roadways to improve quality of life in NYC for all New Yorkers
- Charge a city tax for parking; use this money to enhance streets
- Incentive to utilize vehicles less
- It will help our future to start funding the streets

## Environmental

- Use alternate fuels, electric, solar, for public transit (9)
- More electric car charging stations (3)
- Reduce pollution (2)
- Carbon tax, increase funding for transit infrastructure and planning
- Give tax breaks to owners of electric cars, and some incentive to those who only ride public transportation
- More places to charge electric vehicles
- Offer tax breaks for individuals willing to switch to completely electric vehicles or for powering their homes with solar or wind power
- Please improve the fuel usage of most cars
- Park littering fees
- More cars should use different sources of energy
- More cars that are electric

## Freight

- Fewer trucks (2)
- Truck traffic limited to off peak hours
- Trucks should take different route than cars and cyclists (4)
- Designate area for delivery trucks to unload in order to avoid double parking (4)
- Stop deliveries
- Enforce trucks getting in trouble for double parking when unloading
- Redirecting trucks on GPS or radio when there are underpasses and construction and restriction
- In New York, delivery vehicles and double parking is a big traffic starter

## Driving & Parking

- Better traffic control (16)
- Too much traffic (12)
- More parking spaces (10)
- Limiting the number of cars (7)
- More stop signs (5)
- Fewer cars to reduce congestion and improve transit speed (4)
- Carpooling (4)
- Lower the speed limit (10)
- Courteous and better drivers (7)
- More free parking (2)
- Subsidize self-driving cars (2)
- Reduce traffic at intersections (2)
- More traffic lanes



- More HOV lanes
- More traffic signs
- Lower the toll rates
- Keep intersection clear of other cars
- Need city run, affordable, off-street parking garages, like every other city has (2)
- More traffic police at intersections (2)
- More traffic cameras at stop signs
- Suspend alternate side parking
- No more distracting signs (some I can accept)
- Free gas
- Calmer traffic
- Make traffic less frequent after certain hours
- Make vehicles slow down when going through residential areas
- Enable people to travel long distances with less traffic.
- More roundabouts incorporated at major intersections to decrease chance of vehicular collision
- Less cars to be exact. In NYC there are too many driving at once during specific times
- Alternate side parking should coincide with trash pick-up day
- Back up sound in all vehicles even cars for safety such as backing up out of driveways
- Cracking down on distracted drivers on cell phones
- Directing traffic better and making the streets a bit safer and also efficient for drivers
- Drive slow in Queens
- Drivers need to be calmer, less road rage; make more alternative routes to a destination
- Fees for driving within city limits
- Give pedestrians a chance to cross before they goose the gas pedal
- Drop-offs
- Put bumpers on streets close to school areas
- More safety lanes and less traffic and speeding.
- Self-driving cars
- Limit the number of vehicles an individual or family owns
- Uber and Lyft should be cheaper so people can use it more to stay social distanced from more people.

## Bicyclists

- More protected bike lanes that are better connected and have better enforcement (74)
  - » Coram, NY
  - » Suburbs
  - » Whitestone, NY
- More bike parking (9)
- Make it easier, safer to ride bikes (2)





- Keep bike lanes clear of traffic
- Wider bike lanes
- Lower speeds
- More Citi bike sharing services (2)
- 42nd Street has a lot of crashes because of bikers (2)
- I live in Long Beach NY and honestly bus, cab, cars are good but there are barely any bikes around town
- Need more traffic lights for bikes
- They could have the bike lane somewhere else
- Ticket bicyclist for not using bike lanes. More bike lanes and protection for bikers
- Introduction of public bikeshare
- Transit discounts for cyclists
- Biking education
- More bike and scooters for transportation (3)
- On 10th and 11th Ave. throughput Manhattan has significantly more street space should be more bike lanes or curb space rental
- Control the bicycle flow
- They need to take bikes out they are so dangerous they need to go
- Get rid of protected bike lanes
- Charging stations for e-bikes potentially on light posts next to Citi Bikes (bench next to them so you can sit and wait). Would not mind paying small monthly fee
- Implement better control of bikers, they don't obey traffic rules
- Laws should be enacted wherein automobiles are not allowed to operate on streets during certain times/hours each day so that pedestrians and cyclists can use those streets instead.
- Pedestrians and bicyclists follow laws

## Pedestrians

- Improved and better maintained sidewalks (36)
- Better lighting (7)
  - » suburbs
- More crosswalks (7)
- Need for verge for safety of walkers on winding 2-lane country lanes (3)
- Wider sidewalks (4)
- Safer places to walk with crossing guards (4)
- NYC needs to offer more delayed green lights for bicyclists and pedestrians to use
- Add a crosswalk in Sparkill between the Mountain House and the gardening center/ florist
- Create walking, jogging area separate from cars as part of semi-main roads.
- Safer crosswalks across busy intersections and more accommodation to people who walk along highways. I always see people walking their bikes and selves along the

highway medians on the way to the island. It scares me because it just doesn't seem safe.

- Prohibit automobiles at certain hours every day to free up space on roads for pedestrians and cyclists

## Infrastructure & Upkeep

- Better road upkeep (potholes and line striping) (24)
  - » In Queens
  - » In Bensonhurst
- Better and more traffic lights (22)
- Better street lighting (7)
- Cleaner streets (6)
  - » in Brooklyn
- Improved and more signage (6)
- More speed bumps (6)
  - » At Canarsie Bayview houses
- More stop 4 way stop signs (5)
- Better speed restrictions (3)
- Broaden streets (3)
- Less traffic lights (2)
- Make the lanes wider (2)
- More stop signs (2)
  - » along residential areas of Brooklyn
- More stop lights
- Place flashing yellow lights nearby schools and intersections to slow down drivers
- More lanes to reduce traffic, HOV lanes
- More lanes, higher speed limits
- More HP parking for disabled and making the streets more accessible for the disabled
- Better highways
- Opening more roads would help transportation in my community.
- More lanes in certain large roads that include a middle lane so the people can cross halfway and wait for the next row of cars/trucks to pass before continuing to cross the street.
- To improve transportation there should be separate lanes for truck, bus, cars, bike. underground metro should be built due to which the traffic will be reduced.
- Streetlights in Oceanside on Long Beach Rd. needs to be improved.
- Just straight up getting rid of streets. It has worked in other major cities.
- Widen roads on interstate highways in order to reduce congestion and only do construction at night.
- In my neighborhood of Hewlett there are narrow streets that are two way & should be changed to one way
- In my village the roads are the same as when the town was a true small community which it is not now with Hotels' and apartment houses being built in the last 25 years. the roads widths have remained the same.

- Make the streets wider to make space for the trucks that pass by the cars, also making big bike lanes and walking lanes to prevent car crashes
- Lighting on Bell Blvd under motor parkway
- Local, state, and federal government should undertake and finance infrastructure improvement.

## Infrastructure & Upkeep

- Better sanitation on public transit (66)
- Enforce people wearing masks and social distancing on transit (39)
- Better safety (18)
- More security (14)
- Better patrolling by police (8)
  - » In subway stations (3)
- Wish people were calmer in the streets (2)
- More safety rules and regulations. Because we as pedestrian deserve to be safe especially here in NYC. Both Driver's and pedestrian can be reckless (2)
- More cameras (2)
- The mayor needs to fix crime and maybe people would feel safer taking public transportation
- Better air circulation in transit vehicles
- Queens NY, in need of more speed enforcement
- Hand sanitizer stations
- Increase the amount of COVID tests that are given
- Stations for Corona Virus care
- Have the seats on buses further away from people, or at least close off seats. have a conductor; it might sound weird, but a conductor would make sure rules are being followed
- Maybe in the train you can have glass between each person sitting
- In NYC, the subway system is not safe, especially for women
- More enforcement of traffic laws
  - » More traffic cops to move congested drivers
  - » More undercover agents on the bus to prevent assaults on the bus and driver
  - » More traffic cops ticketing, I see plenty of drivers speeding, going through red lights, blocking the box, and they are never stopped
  - » Enforce speed limits in residential neighborhoods
- More cleaning in Briarwood
- Stricter fines for cell phone usages
- More enforcement around intersections and making more routes for vehicles to go to the same area to limit blocks.
- Sign language interpreters for deaf

## Paid Social Media Campaign Strategy

To reach a wider audience across the NYMTC Region, a social media component was incorporated into outreach efforts. Paid advertising was placed on the Facebook advertising platform, which includes ad placements on Facebook and Instagram. The ads ran for a total of 14-weeks, the full duration of the MetroQuest online engagement platform and provided direct link into the MetroQuest modules. On a weekly basis, results of the advertisements were reviewed, and strategy adjustments were made as needed.

During the combined advertising campaigns, *Plan Moving Forward* social media ads were seen by more than 1.3 million people resulting in 34,817 link clicks, and 2,116 MetroQuest modules completed.

## Advertising Strategies

As previously stated, results from each weekly advertising campaign were reviewed so that adjustments could be made. The adjustments to the campaign strategy are detailed below.

### Week 1-2 (June 17-July 1, 2020)

A series of 10 ads, two each focusing on the five plan strategic vision goals – Safety and Security, Reliable and Easy Travel, Planning for Changing Demand, Reducing Environmental Impact, and Resiliency – were developed promoting the MetroQuest modules. Ads were targeted towards all adults in the NYMTC region and contained a direct link to the online engagement platform.

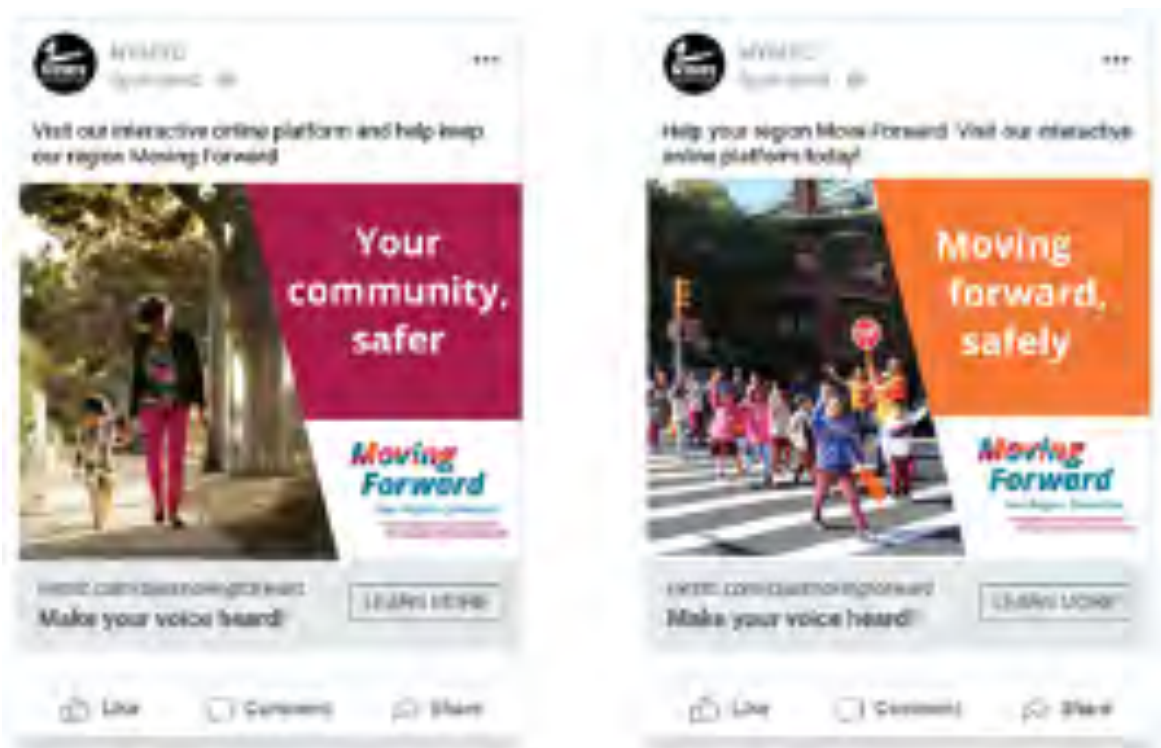


Figure 1 Example of two of the original Facebook advertisements

#### Weeks 3-6 (July 2 - 22, 2020)

Based on results from previous weeks, two changes were made during this period. One of the two ads for Planning for Changing Demand proved to be the most successful ad creative by a large margin. However, the Planning for Changing Demand module completions were not proportionate to the number of times the ads were clicked. To capitalize on the success of the ad creative and provide those that had clicked on the ad with better context, that ad was redirected out of the MetroQuest module and onto the engagement platform welcome page, where any of the modules could be selected. To compensate for that change, an additional ad was created for Planning for Changing Demand as well as two other underperforming modules; Resiliency and Reducing Environmental Impact. These ads displayed screen shots of the activities in the modules to give users a better understanding of what they would see upon clicking the ad.

#### Weeks 6-8 (July 23 - Aug 5, 2020)

Providing screenshots of the activities in the ads proved successful on the three modules listed above and the creative was replicated for the two remaining modules. Additionally, a portion of the ad budget was now directed exclusively towards ZIP codes in the NYMTC region from which no engagement platform modules had been completed.

#### Weeks 9-11 (Aug 6 – 26, 2020)

During this period, the project team took a deep review of MetroQuest modules completed to date and identified geographic areas as well as the language of completion for the modules and shifted the ad campaign budget to ZIP codes from which no engagement platform modules had been completed and for translated ads into the Region's four core languages: Spanish, Russian, and Traditional and Simplified Chinese. Those translated ads were served to residents of the NYMTC region that use the respective languages as their primary language.

#### Weeks 12-13 (Aug 27 – Sept 2, 2020)

Each week from the 6<sup>th</sup> through the 13<sup>th</sup> week, the list of ZIP codes from which no modules had been completed was updated to further narrow the geographic target of the ads, while maintaining the overall size of the ad buy. During these two weeks, it was noted that while a substantial number of MetroQuest modules had been completed in Russian and Spanish, both Simplified and Traditional Chinese modules remained low. During these two weeks, the ad budget was adjusted to further promote the Chinese modules.

#### Week 14 (Sept 3 - 20, 2020)

For the final period of the advertising campaign, one additional adjustment was made: the ads were restored to the initial audience of everyone in the NYMTC region in order to provide a final chance to complete the modules before the MetroQuest platform was closed.

## By the Numbers

Overall Cost-Per-Click	Total Link Clicks	Total Reach
\$0.56	34,817	1,356,296

	Completed Surveys as of 9/20	Total Link Clicks	Clicks to Completion Ratio
Safety & Security	1144	5186	22.06%
Reliable & Easy Travel	162	3909	4.14%
Planning for Changing Demand	193	6033	3.20%
Reducing Environmental Impact	211	4799	4.40%
Resiliency	186	5172	3.60%
Chinese Simplified	67	1158	5.79%
Chinese Traditional	11	221	4.98%
Russian	91	2056	4.43%
Spanish	51	901	5.66%
Total:	2116		



**FOR IMMEDIATE RELEASE**

July 1, 2020

Contact: Maura Fitzpatrick and Jessica Ortiz

Phone: 212-383-7203

Email: [Maura.Fitzpatrick@dot.ny.gov](mailto:Maura.Fitzpatrick@dot.ny.gov) and [Jessica.ortiz@dot.ny.gov](mailto:Jessica.ortiz@dot.ny.gov)

**NYMTC Launches Virtual Community Engagement for *Moving Forward, Your Region Connected* - the Next Regional Transportation Plan for NYC, Lower Hudson Valley, and Long Island**

**NEW YORK, NY** - The New York Metropolitan Transportation Council (NYMTC) announces opportunities for virtual community engagement as it prepares its next Regional Transportation Plan, titled *Moving Forward, Your Region Connected*, for New York City, Lower Hudson Valley, and Long Island.

On June 17, 2020, NYMTC launched its Plan update website at <https://www.nymtc.org/planmovingforward>. The site includes opportunities to provide input on the Plan's proposed strategic vision goals, and priorities and solutions for the region as they relate to: Safety and Security; Reliable and Easy Travel; Planning for Changing Demand; Reducing Environmental Impact; and Resiliency. The site includes a video introducing the Plan's update.

In light of the public health emergency, NYMTC is hosting a series of Virtual Workshops on the Plan update with presentations and interactive sessions. The schedule for these Workshop sessions follows:

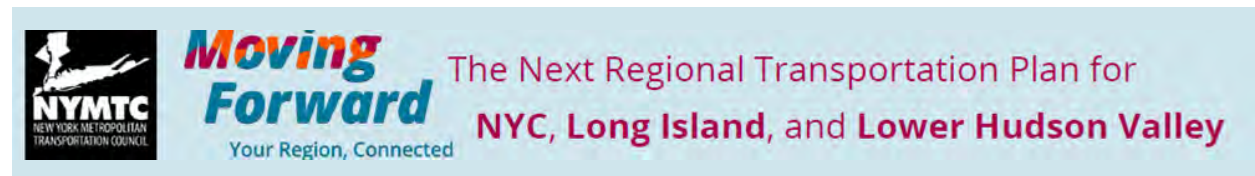
- Lower Hudson Valley – July 14, 2020
  - Session 1: 12:00 - 1:30 pm
  - Session 2: 3:00 - 4:30 pm
- Regionwide – July 14, 2020
  - 7:00 - 8:30 pm
- New York City – July 21, 2020
  - Session 1: 12:00 - 1:30 pm
  - Session 2: 3:00 - 4:30 pm
- Long Island – July 22, 2020
  - Session 1: 12:00 - 1:30 pm
  - Session 2: 3:00 - 4:30 pm

To register for these virtual workshops and for more information, visit: <https://www.nymtc.org/planmovingforward>



Item: Freight Workshop E-Blast

Sent: by Andrea Miles-Cole from NYMTC to distribution list:



**Join us for a freight-focused workshop!**

**Delivering the Goods: Resiliency and Equity in the Evolving Freight System**

Join NYMTC for an interactive on-line workshop to discuss how the region's freight system must respond and adapt to changing demands in resilient and equitable ways. Learn about the development of NYMTC's next Regional Freight Plan and provide your thoughts and concerns about the region's freight system.

**Thursday, October 15, 2020 - Webex Virtual Meeting - 3:00 pm - 4:30 pm**

**REGISTER @ [WWW.NYMTCFREIGHT.EVENTBRITE.COM](http://WWW.NYMTCFREIGHT.EVENTBRITE.COM)**

The workshop will have a presentation and interactive question sessions. It is suggested that participants join by desktop or laptop computer.

Meeting materials will be available upon request for those without computer access; please phone [212-383-7203](tel:212-383-7203) for assistance.

**Our region is facing tough challenges.**

**Despite that, considering the future is as important as ever for the region's vitality.**

The New York Metropolitan Transportation Council (NYMTC) is working on the next Regional Transportation Plan for the region of New York City, Lower Hudson Valley, and Long Island. Let's work together to explore and plan for the future of transportation in the region.

**[www.nymtc.org/Planmovingforward](http://www.nymtc.org/Planmovingforward)**

**[info@planmovingforward.com](mailto:info@planmovingforward.com)**

**212-382-7203**