



A Long Day's Journey into Work
**An Analysis of Public Transportation Options into
Manhattan from Selected Neighborhoods**

Southeast Queens
Co-Op City Bronx
Southwest Staten Island
Red Hook Brooklyn

OCTOBER 2007

ELLYN SHANNON
TRANSPORTATION PLANNER

DR. JAN WELLS
ASSOCIATE DIRECTOR

ACKNOWLEDGEMENTS

This report would not have been possible without the information, insights and editorial development provided by a large number of persons with wide range of knowledge and expertise. The authors would like to thank the following for giving generously of their time and expertise:

Within the PCAC thanks go to the following for their input and editorial comments: Maureen Michaels, Long Island Rail Road Commuters Council; James Blair, Metro-North Railroad Commuter Council; Andrew Albert, William Guild, Marisol Halpern, Burton Strauss, Jr. of the New York City Transit Riders Council; and, Beverly Dolinsky, former PCAC Director.

At the agencies thanks go to: Joseph Calderone, Teresa Connetta, Raymond Kenny, Susan McGowan, Kevin Rush, Scott Schneider, and Yannis Takos at LIRR; Daniel O'Connell and Howard Permut at Metro-North Railroad; Peter Cafiero and Deborah Hall Moore, at New York City Transit; Norman Silverman at MTA Bus; and, John Gaul at Staten Island Railway.

Thanks also go to Barbara Brown and William Perkins of the Southeast Queens Alliance; Peter Englebrecht of the Greater Jamaica Development Corporation and Neil Porto of HDR/Daniel Frankfurt for insight into the Jamaica Station area; David Alvarez, Brooklyn Cruise Terminal; Marie Bodnar, Community Board #3, Staten Island; and, Karen Blackman, Brookville resident, who provided valuable details about the transportation options for commuting into Manhattan.

Finally, we want to acknowledge the inestimable contributions by PCAC Research Associate Karyl Berger and Executive Director William Henderson. Not only did they provide valuable writing, editing and technical assistance, they were a reassuring source of experienced advice and support.

All photographs were provided by PCAC staff unless noted.

EXECUTIVE SUMMARY

New York City's population is projected to grow by almost one million residents by the year 2030 and the MTA region is expected to grow by over two million residents. These and similar predictions have spurred a new interest in designing transportation policy actions to prevent population and economic growth from overwhelming the region's transportation capacity. Much of the success of these efforts will depend on the effectiveness of measures designed to make the region's transportation system function more effectively and to minimize congestion.

The Bloomberg Administration's proposed congestion pricing system is one approach to this objective. The essential element of this proposal involves using pricing to reduce private vehicle volumes, but in order for pricing to work, those diverted from private vehicles will have to have a feasible alternative. Unfortunately, in some portions of the City, convenient alternatives to travel by private vehicles are few. Commuters in the outer boroughs of New York City are saddled with the longest average commute times in the United States. In 2004, the US Census Bureau found that Queens ranked #1 for longest county commute in 2004, followed by the Bronx and Brooklyn. Yet, the maximum physical distance to reach midtown Manhattan from these boroughs is only 12–14 miles. Staten Island was ranked fifth in the country. The disconnect between physical distance and travel time is in part due to the existing transportation infrastructure not being used as efficiently as it could be.

This shortfall in public transportation service must be addressed if the New York region is to maintain an effective overall transportation system. In this report, the PCAC examines four distinct geographic areas that are traditionally identified as having few convenient public transportation options: Southeast Queens; Co-Op City, Bronx; Southwest Staten Island; and, Red Hook, Brooklyn. However, our research suggests that the perceived need for additional service is often more complex than it first appears and that coordination between various service providers, governmental entities, and stakeholders is crucial.

Based on our findings, PCAC makes the following recommendations to improve mobility:

NEW YORK CITY AND THE MTA SERVICE REGION

- In an effort to improve fare equity, the MTA and the City of New York must work together to fund and implement a "Freedom Ticket". A "Freedom Ticket" as the name implies, allows customers to use any MTA facility that meets their needs, be it bus, subway, or commuter rail, within a given zone.

- NYC Transit and MTA Bus need to release express bus route on-time performance and seated load information.
- MTA must provide resources to MTA Bus for monitoring on-time performance and seated load information.

SOUTHEAST QUEENS

- Concurrent with a fare adjustment, such as the Freedom Ticket, the LIRR must move to increase ridership at LIRR City stations of Laurelton, Locust Manor, Rosedale and St. Albans, through more frequent service, more commuter parking, and station improvements.
- The LIRR must make a greater effort in making the LIRR city stations ADA compliant and install elevators to allow access to the platform for the elderly and disabled community.
- NYC Transit and MTA Bus must re-examine express bus service from Southeast Queens. Workers would have a much faster trip into Manhattan, and bus congestion in Jamaica and Manhattan would be reduced if more emphasis would be placed on utilizing rail infrastructure. Concurrently, shuttle service from local neighborhoods should be considered within Southeast Queens to coordinate with peak hour trains at LIRR City stations.
- The MTA/LIRR/NYC Transit must become seriously engaged in Jamaica's redevelopment efforts and look for ways to alleviate the congestion that is clogging the downtown streets and threatening Jamaica's ability to be a successful transportation hub. Actual decision makers from these agencies should be at the table.
- NYC Transit must continue to press for solutions to the capacity issues on the Queens Boulevard Line— including moving the interlocking at the Parsons/Archer subway station closer to the platform.
- The City of New York must expand the proposed "Safe Routes to Transit" program in PlaNYC 2030 to include a commuter railroad component "Safe Routes to Rails."
- The LIRR must actively work with area Community Boards, community-based organizations, the City of New York, and the NYPD to improve the gateways to their City stations and the area surrounding the stations. Specifically,

Springfield Gardens and Rochdale Village (Locust Manor station)

- LIRR must improve the station facilities and platform waiting area to provide more protection from the weather.
- LIRR must reach out to Rochdale Village to partner in improvements to the entry to the station: removal of weeds, replacement of rusting fencing, etc.
- LIRR must reach out to Rochdale Village and its power plant administration to partner in improving the use of the lots adjacent to the station, ideally to provide some needed parking for commuters.

Brookville and Laurelton (Laurelton Station)

- LIRR must make the stairwell and underpass free of litter and graffiti.
- LIRR must improve the lighting in the station stairwell and underpass.
- LIRR and the City of New York must work with the community to have the adjacent abandoned construction site cleaned up.
- LIRR must see that landscaping around the parking lot is better maintained.
- The LIRR must work with New York City Department of Transportation to develop a Safe Routes to Rails program. The 225th Street passageway from South Conduit Avenue to the Laurelton station should be identified as a corridor to be included in the program to create a safer, more appealing walk to the Laurelton station.

Rosedale (Rosedale Station)

- The LIRR must actively work with the City to create transit-oriented development on the land that is adjacent to the Rosedale station.
- The LIRR must work with NYCDOT to insure that adequate parking is provided for the station, particularly in light of the Congestion Pricing Plan, which is likely to create a greater demand for parking at the stations.
- The LIRR must start maintaining the embankment on the south side of the station, by keeping it mowed, litter free and place new fencing in place of the current broken and rusting fence.
- The LIRR must work with NYCT to develop shuttle bus routes to the Rosedale station.

St. Albans (St. Albans station)

- LIRR must provide better service at the St. Albans station during peak hours
- LIRR must convert the vacant land on the east side of the station to commuter parking and/or mixed-use buildings
- LIRR must provide a better platform waiting area for riders, similar to those at Laurelton and Rosedale stations

Cambria Heights

- LIRR must increase service at the St. Albans station so that residents in at least the southwestern section of Cambria Heights have a comparable option to LIRR service at Queens Village.
- NYC Transit must provide shuttle service from the southern section of Cambria Heights to the St. Albans station; or, alternatively, reroute the Q84 to stop at the St. Albans station.

OTHER CASE STUDIES

The following case studies did not have the many significant issues found in Southeast Queens. However, PCAC did find the following situations that need to be addressed:

Co-Op City

- NYC DOT must improve the deplorable pedestrian access to the Baychester subway station.
- NYC Transit must improve the deplorable condition of the Baychester station building.
- MTA Bus must review the number and headways of the BxM7 express bus service to Manhattan to determine if all of the trips on the route are necessary — particularly those in peak hours with less than 10-minute headways. Buses contribute to congestion in Manhattan and their number should be reduced, *if appropriate*.
- Metro-North must continue to pursue the possibility of a stop at Co-Op City, but only with an equitable fare structure, adequate shuttle service to the stop and secure bicycle storage provisions.

Southwest Staten Island

- NYC Transit must review headways and ridership load rates on the X22 Bus.
- NYC Transit/SIR must continue to move forward on station improvements, particularly the proposed new station at Arthur Kill Road.
- NYC Transit and MTA must continue to push for more park and ride lots to attract SIR ridership.
- NYC DOT must provide for more bike storage facilities at stations to encourage more riders to bicycle to stations.
- New York City and NYC Transit/SIR must engage in more community outreach regarding parking issues and mixed-use development around stations (transit-oriented development) that will foster increased ridership.
- NYC Transit/SIR must implement more zone express trips since that are the attractive feature to riders.

-
- Indirectly related to SIR ridership is the St. George Ferry Terminal. While it provides an easy transfer from bus and train to the ferry, the facility itself needs more activities and uses that will encourage ridership. To that end, the City of New York needs to develop at the Terminal an active restaurant/pub establishment, concierge services for commuters, and commuter retail. There also needs to be more visual interest at the bus boarding areas. The whole facility is stark.

Red Hook, Brooklyn

- NYC Transit must monitor the needs of residents, shoppers and tourists in Red Hook. Bus service may require adjustment in light of these population changes, such as increased headways or expanded routes, including the provision of service into Lower Manhattan via the Brooklyn-Battery Tunnel

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INTRODUCTION

New York City's population is projected to grow by almost one million residents by the year 2030 and the MTA region is expected to grow by over two million residents. These and similar predictions have spurred a new interest in designing transportation policy actions to prevent population and economic growth from overwhelming the region's transportation capacity. Much of the success of these efforts will depend on the effectiveness of measures designed to make the region's transportation system function more effectively and to minimize congestion.

The Bloomberg Administration's proposed congestion pricing system is one approach to this objective. The essential element of this proposal involves using pricing to reduce private vehicle volumes, but in order for pricing to work, those diverted from private vehicles will have to have a feasible alternative. Unfortunately, in some portions of the City, convenient alternatives to travel by private vehicles are few. Commuters in the outer boroughs of New York City are saddled with the longest average commute times in the United States. In 2004, the US Census Bureau found that Queens ranked #1 for longest county commute in 2004, followed by the Bronx and Brooklyn. Yet, the maximum physical distance to reach midtown Manhattan from these boroughs is only 12–14 miles. Staten Island was ranked fifth in the country. The disconnect between physical distance and travel time is in part due to the existing transportation infrastructure not being used as efficiently as it could be.

This shortfall in public transportation service must be addressed if the New York region is to maintain an effective overall transportation system. In this report, the PCAC examines four distinct geographic areas that are traditionally identified as having few convenient public transportation options. These include a developed, lower density area in Southeast Queens, a close-in largely dormant industrial area in Red Hook, Brooklyn that is beginning to be redeveloped, a higher density mature residential area in Co-Op City (where employed residents largely commute to workplaces outside of the northern Bronx,) and Southwestern Staten Island, a rapidly developing residential and commercial area that is far distant from the Manhattan workplaces of many residents.

Having examined these neighborhoods, the PCAC has developed recommendations to improve the public transportation service, not only in these areas, but also in similar areas throughout the MTA region.

Areas for Analysis

The study team performed a substantial amount of investigation before selecting areas for analysis. The goal of this investigation was to identify a group of areas

that could be used to develop more general principles about the extension of additional public transportation service. This set of areas is not intended to be exhaustive of locations where additional transit service may be warranted or to necessarily represent the areas with the greatest needs for additional service. The selection of the areas for the case studies was made to identify areas having the following characteristics:

- Substantial growth or change in the composition of the population.
- A relatively high proportion of trips provided by private operators (e.g. “dollar” vans, car services, taxis) rather than MTA operating agencies.
- A high degree of private automobile use for journeys to work, as reflected in U.S. Census data.
- Unmet service needs and where the potential for service enhancements have been recognized by MTA agency personnel or community representatives.
- Population density is high and transit ridership relative to population is low.

The PCAC found that a traditional measure of unmet transit needs, ridership in excess of loading guidelines, was not in itself a sufficient indicator for use in identifying areas where additional transit services are warranted. In each of the areas that the PCAC identified, some level of transit service is provided. The issue is not that this service is overcrowded, but that it fails to meet the needs of those living and working in the area. As a result, potential riders dismiss the transit option as infeasible for all or part of their trips and instead rely on services provided by private operators or travel by private automobiles.

Findings, Recommendations, and Conclusions

In the course of this study, a number of themes became evident. One significant finding of the study was that while public transportation is not meeting the mobility needs of many residents living and working in the selected areas, these areas are not without public transportation resources. We found that the existing infrastructure had great promise to deliver convenient public transportation to residents of the selected areas. The MTA’s rail infrastructure, be it the Long Island Rail Road, Metro-North Rail Road, or the Staten Island Railway, holds the potential for quick and efficient transportation from the study areas to Manhattan and other employment centers, but the MTA and the City of New York must take the necessary steps to make that promise a reality. The PCAC recommendations focus on making more effective use of these MTA resources at an affordable price.

The steps the MTA must take to remove current barriers to the system involve making modest capital investments and providing some service expansion. The MTA and the City of New York must also work together to adjust commuter rail

fares for city residents. The existing commuter rail fares have made the most efficient means of transportation, economically infeasible for many potential city customers. The MTA must also develop a policy of being proactive with regard to the station area and actively collaborate with state and city agencies to improve the pathways that lead to their stations. The PCAC found stations where customers are hesitant to use the station for safety reasons. This situation needs to be addressed before transit service improvements can have their full potential impact.

Another theme that emerged from our research is that the impact of proposed improvements to public transportation highlights other needs. In many of the areas studied, the expansion of express bus service is being advanced as the first solution to local transportation needs. While increases in express bus service can be implemented relatively quickly, the addition in transit capacity comes at some financial cost and should be the last choice for a public transit agency, particularly when there is existing capacity on commuter trains. Express buses are one of the least cost efficient means of public transportation and putting money into such a costly service takes money away from more cost effective rail improvements that can benefit far more people, while also getting them to their destinations faster. Express buses also increase congestion. Indeed, because considerable congestion already exists in New York City, travel times for express buses can be quite long, and do not necessarily succeed in getting people out of their cars.

Similarly, proposals to expand local bus service may highlight other needs. In Southeast Queens, improved local bus access to Jamaica seems a feasible means of providing improved access to subway and commuter rail lines serving Manhattan, but for such an initiative to succeed, the severe congestion issues that presently exist at Jamaica Center must be resolved. Further, if these needs are not addressed, they may serve as barriers to effective use of public transportation.

In short, our research suggests that the perceived need for additional service is often more complex than it first appears and that coordination between various service providers, governmental entities, and stakeholders is crucial if efficient and effective public transportation service is to be provided throughout the MTA region.

CASE STUDIES

Southeast Queens

The Neighborhoods

The communities of Southeast Queens, sandwiched between Jamaica Center, JFK International airport and Nassau County, Long Island (Exhibit SE.1), are representative of the transportation issues that face the “outer” boroughs. These neighborhoods are loosely defined, but can be generally designated as, moving southeast from Jamaica Center: St. Albans, Cambria Heights, Springfield Gardens, Laurelton, Brookville and Rosedale. They are characterized by a suburban landscape and density — modest single family homes with postage stamp lawns, small gardens and attached garages.

In later sections there is a discussion of each neighborhood, focusing on demographics, transportation options and station environments. These areas have been delineated by census tracts and their relationship to LIRR stations and road boundaries within the area. These areas are contained in New York City Community Board District #12 (St. Albans and part of Springfield Gardens) and Community Board District #13 (Cambria Heights, Laurelton, Rosedale, Brookville and the remainder of Springfield Gardens).

Exhibit SE.1 Location of Southeast Queens within the Region



Demographics

**Table SE.1
Southeast Queens
Demographics**

Neighborhood*	Population	Pop. 65 yrs & Older	Median HH Income in 1999 Range (000s)**	Housing Units per Acre
Brookville	10,456	9%	\$51-\$66	9
Cambria Hts	35,608	11%	\$45-\$76	9
Laurelton	31,755	10%	\$52-\$71	9
Rosedale	20,094	8%	\$56-\$65	6
Spfd Gardens	25,826	13%	\$16-\$56	7
Rochdale Village	13,194	14%	\$40	32
St. Albans	28,954	15%	\$32-\$74	10
Total	165,887			

*Selected Census tracts based on location to LIRR stations and highway boundaries
 **By census tract
 Source: 2000 Census

The total 2000 population of the selected census tracts is approximately 166,000 (Table SE.1). Except for Rochdale Village, a 20-building co-operative built in the early 1960s, the densities of these neighborhoods are modest — seven to 10 units per acre.

Median household incomes for 1999 are modest, but generally above the state level of \$43,393. Highest incomes (\$70,000+) are found in Cambria Heights, Laurelton and the St. Albans' Addisleigh Park section.

**Table SE.2
Southeast Queens
Change: 1990 to 2000**

	1990	2000	Change	
			Number	Percent
Housing Units	45,903	55,554	9,651	21%
Population	145,629	165,887	20,258	14%
Pop 65 yrs or Older	15,845	19,392	3,547	22%

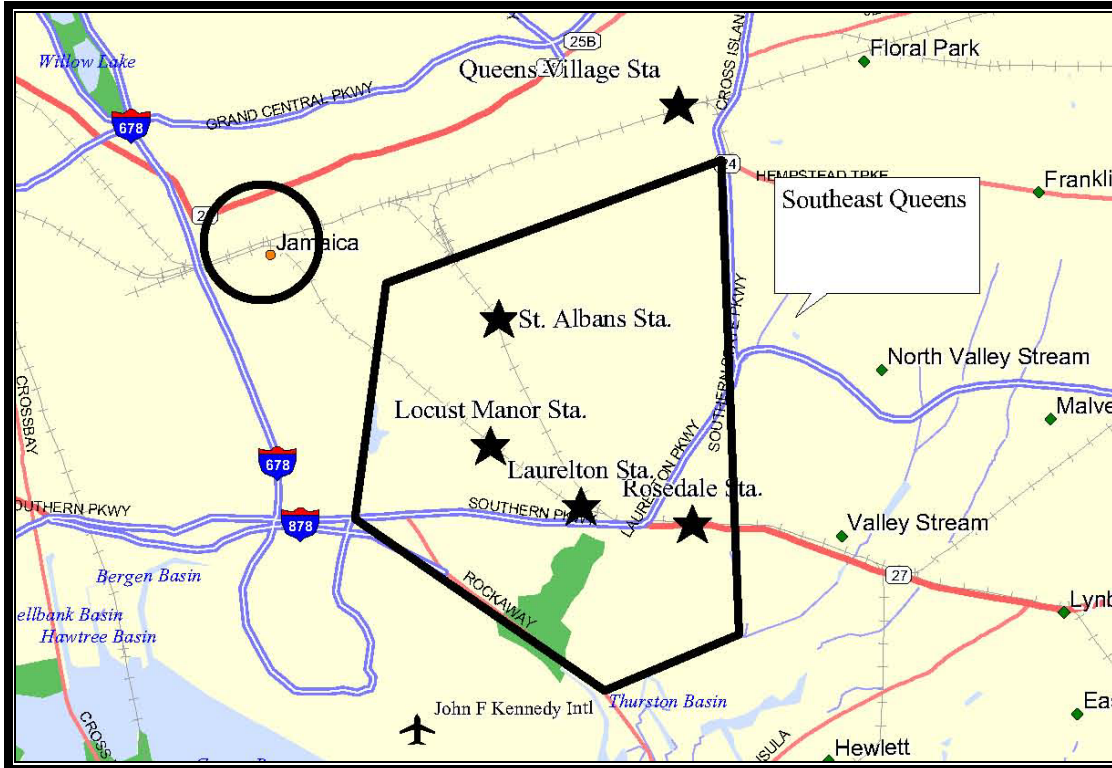
Source: 1990 and 2000 Census

All of the neighborhoods have experienced population and housing growth since 1990 (Table SE.2). And all, except Rosedale, have seen a substantial increase

in the senior population. The growing numbers in this aging segment of the population mean decreasing income levels and increasing public transportation needs that could have significant ridership impacts.

Transportation

Exhibit SE.2: LIRR Stations in Southeast Queens



Residents of Southeast Queens have no immediate subway access. The closest station is Jamaica Center, where the E, J and Z lines terminate. The primary means of public transportation to Manhattan is local bus to subway or express bus service — despite the fact that there are four LIRR stations within the neighborhoods (Exhibit SE.2). The Journey to Work data below, Table SE.3, illustrates how choice of travel mode is impacted by location, frequency of service and fare cost.

Table SE.3
Southeast Queens
Journey to Work

Neighborhood*	Workers 16 yrs or Older	Drove Alone	Carpool	Walk	Bus	Subway	Train**	Worked in Queens	Worked in Man- hattan	1 Hr+ Travel Time to Work
Brookville	4,773	45%	14%	0.5%	12%	21%	4%	36%	29%	43%
Cambria Hts	16,104	49%	12%	2%	15%	19%	1%	37%	26%	40%
Laurelton	16,552	41%	10%	2%	13%	16%	4%	33%	24%	34%
Rosedale	8,908	48%	16%	2%	11%	14%	5%	34%	26%	39%
Spfd Gardens	9,847	44%	13%	2%	18%	19%	3%	40%	28%	39%
Rochdale Village	5,724	40%	9%	4%	22%	17%	6%	45%	27%	39%
St. Albans	11,740	45%	11%	2%	19%	18%	3%	42%	28%	38%
Total	73,648									

*Selected Census tracts based on location to LIRR stations and highway boundaries

**Commuter rail (LIRR)

Source: 2000 Census



While at least a quarter of the workforce in Southeast Queens travels to Manhattan for jobs, relatively few, 1%–6%, take the train. Many of those using the subway could choose to use the LIRR. Conversations with riders indicate that the fare differential is a primary reason for their mode choice. PCAC analyzed the commuting costs and they are summarized as follows:

LIRR: Commuters in Zone 3 (LIRR City stations) pay \$151 for an LIRR monthly pass through the LIRR’s WebTicket service. If a NYC Transit subway or bus ride is required at either end of the journey, the rider may also purchase a 30-day MetroCard for an additional \$76 which brings the total monthly commuting cost to \$227. If a monthly MetroCard is purchased in conjunction with the LIRR monthly pass, the cost would be reduced to \$219, due to a 5% discount applied to the LIRR fare.

Express Bus: The nominal cost of a single express bus fare is \$5 (NYCT or MTA Bus), which includes one free transfer to the NYC Transit system. Few people actually pay the full \$5 fare due to the availability of discounts. For example, if riders put \$50 on a MetroCard, they will receive two free trips, bringing the true cost of each ride down to \$4.17. Based on this discount the typical pay-per-ride passenger who commutes every workday will pay approximately \$179.31 per month. The MTA Bus Company also offers a discounted weekly pass: the “7-Day Express Bus Plus MetroCard” for \$41. This ticket is good for unlimited express bus, local bus and subway rides on NYC Transit, Long Island Bus, and MTA Bus until midnight on the seventh day from its first use. The average monthly cost of travel using this weekly MetroCard is \$176 for 4.3 weeks. The MTA Bus Company express buses serve these areas of Queens.

Bus to Subway: Commuters to Manhattan can use a \$76 30-Day Unlimited MetroCard to travel by local bus routes to the Jamaica Center Parsons/Archer subway station where they can connect to the E train.

The Time/Fare Trade-off

For residents choosing the least expensive option, bus to the subway, there is significant time price to be paid. And, many are making that trade-off: Table SE.1 shows that the level of workers who travel an hour or more to their job ranges from 34% to 43% across the neighborhoods. The travel time for each mode is demonstrated by the following example from Rosedale Station, the most easterly City station on the Far Rockaway Line:

Table SE.4: Example of Travel Times to Midtown Manhattan According to Available Travel Modes*

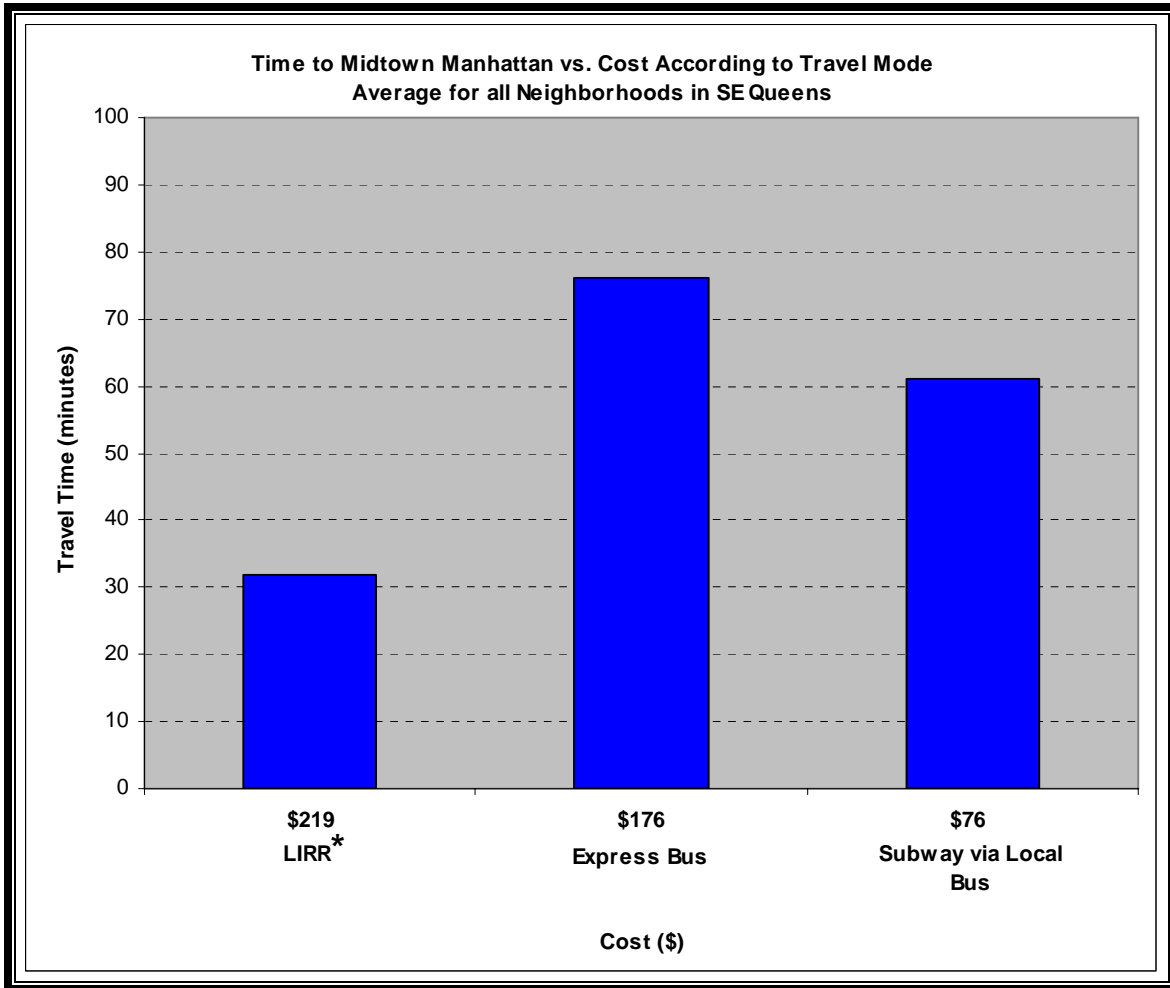
Area	Travel Mode	1 st Trip Segment	Travel Time Minutes	Service Frequency (min.)	2 nd Trip Segment	Travel Time	Service Frequency (min.)	Travel Minutes to Midtown
Rosedale	Railroad (7-9 am)	LIRR to Penn Station	32-37** (15.9 rail miles)	13-26				32-37**
	Express Bus (6-8 am)	Express Bus to 57 th /Park Ave.	83-95 (X63)	8-20				83-95
	Local Bus to Subway (7-9 am)	Q 85 Bus to Jamaica Center	35	3-6	E train to 53 rd /Lex. Station	37-42	5-8	72-77

*The above table reflects only actual time traveling, it does not include wait times, nor does it reflect the on-time performance of the service.

**East Side Access is expected to improve travel time to the east side of Manhattan by an average of 18 minutes.

From Rosedale Station it takes approximately 35 minutes to reach Penn Station, Mid-town NYC. The bus/subway journey takes twice as long and the express bus takes almost three times as long. Chart SE.1 below depicts the average time/cost trade-off for southeast Queens workers:

Chart SE.1



*This assumes that LIRR riders buy a 30-day MetroCard. The 2006 LIRR Origin & Destination Study Survey Results reported that 57% of LIRR riders took subway or bus to their final destination. Without the MetroCard the cost is \$151 per month.

Clearly, taking the LIRR is the fastest mode into Manhattan. And, it is the most expensive mode if the trip to the final destination also involves using NYC Transit. Even if it doesn't, at a cost of \$151 per month, it is still approximately double the bus/subway fare.

The Express Bus is the worst of all of the commute mode choices. Travel time is the longest, an hour and twenty minutes on average, and the cost is over twice that for the bus/subway journey. The attraction seems to be that this is a “one-seat” luxury ride.¹ The average seated load factor on the various express buses

¹ At least compared to a local bus or subway. The MCI D4500 has a seating capacity of 57 and features padded fabric seats with high backs, individual reading lights and ventilation control, much like a Greyhound intercity bus without the on-coach bathroom.

out of Southeast Queens is 55% or less.² This is extremely inefficient transportation from both the rider and agency perspective.

Jamaica Center — The Gateway to Southeast Queens

Complicating the study of Southeast Queens is the growing congestion problem in downtown Jamaica during rush hour. Almost all bus routes through the Southeast Queens neighborhoods end or pass through Jamaica Center, traveling along Jamaica Avenue, Sutphin Boulevard, and Archer Avenue. Between 7 AM and 9 AM, over 600 buses (from all directions), plus an unknown number of “dollar vans,” enter the 10-block center of Jamaica.

This core area, designated the *Jamaica Gateway Urban Renewal Area* (JGURA),³ is focused around the LIRR/Air Train station complex where there is an ongoing effort to create new economic growth and housing through mixed-use and transit-oriented development. The hope is to create a vibrant center of office, retail, entertainment, residential, and community facility uses. The Greater Jamaica Development Corporation (GJDC)⁴ has been the leader in this endeavor. Currently, GJDC is undertaking renovation of the east side underpass on Sutphin Boulevard in conjunction with the LIRR. They have also proposed an overhaul of the Sutphin-Archer intersection to improve the safety of pedestrians using the transit hub area, but complete financing for the project remains problematic.⁵

While the Port Authority and LIRR have made tremendous improvements to the JFK Air Train and Jamaica station, little has been done in recent years to address the severe congestion caused by NYC Transit and MTA Bus Company buses. Private developers will soon be building new hotels and a conference center along Archer Avenue. They have identified Jamaica as an ideal location for accommodating travelers and airline personnel because of the convenience of the Air Train and the numerous transportation connections. Jamaica is poised to explode with new growth, and station area traffic conditions will be key to a

² PCAC calculations based on published ridership numbers. Detailed discussion is in the neighborhood write-ups.

³ On September 10, 2007 the New York City Council adopted a proposal by the Department of City Planning (DCP) to establish a Special Downtown Jamaica District and rezone 368 blocks in community boards 12 and 8 to meet the needs of a redeveloping Jamaica Center. See <http://www.nyc.gov/html/dcp/html/jamaica/index.shtml> for a full discussion of this community-wide effort.

⁴ See the GJDC website at <http://www.gjdc.org/>

⁵ GJDC reported that a Memorandum of Understanding (MOU) on the underpass space was just signed with MTA in July 2007, a three-year process described as tedious and difficult. MTA/LIRR contributed no money to this project. It is all federal funding. GJDC appealed to MTA/LIRR/NYCT a year ago to help with the Sutphin-Archer intersection. To date no response has been received from MTA or LIRR. GJDC needs two pieces of land owned by LIRR and an estimated \$10 million to do the project. NYCT approved relocation of subway entrances, but indicated that no money was available for the project.

successful future. The MTA and its agencies must become an active partner with GJDC and help address the many issues that surround the LIRR Jamaica station.⁶



Typical bus congestion in Jamaica Center

The MTA must also attend to its own issues in providing service to the area. The Parsons/Archer subway station cannot accommodate all E Line service until the interlocking at the station is moved closer to the platform.⁷ In addition, the MTA Bus Company cannot manage its buses properly until it has the capacity to hire people to monitor the on-time performance.

Although, Jamaica Center is not the focus of this particular investigation, we must point out that Jamaica's congestion issues need to be brought into the planning process. Ultimately, Jamaica's ability to flourish and grow will impact the well-being of Southeast Queens.

⁶ On August 9, 2007 PCAC sent a letter to MTA and its agencies with these thoughts. See Appendix A.

⁷ Based on conversations with MTA and NYC Transit staff.

Springfield Gardens and Rochdale Village



Springfield Gardens



Rochdale Village

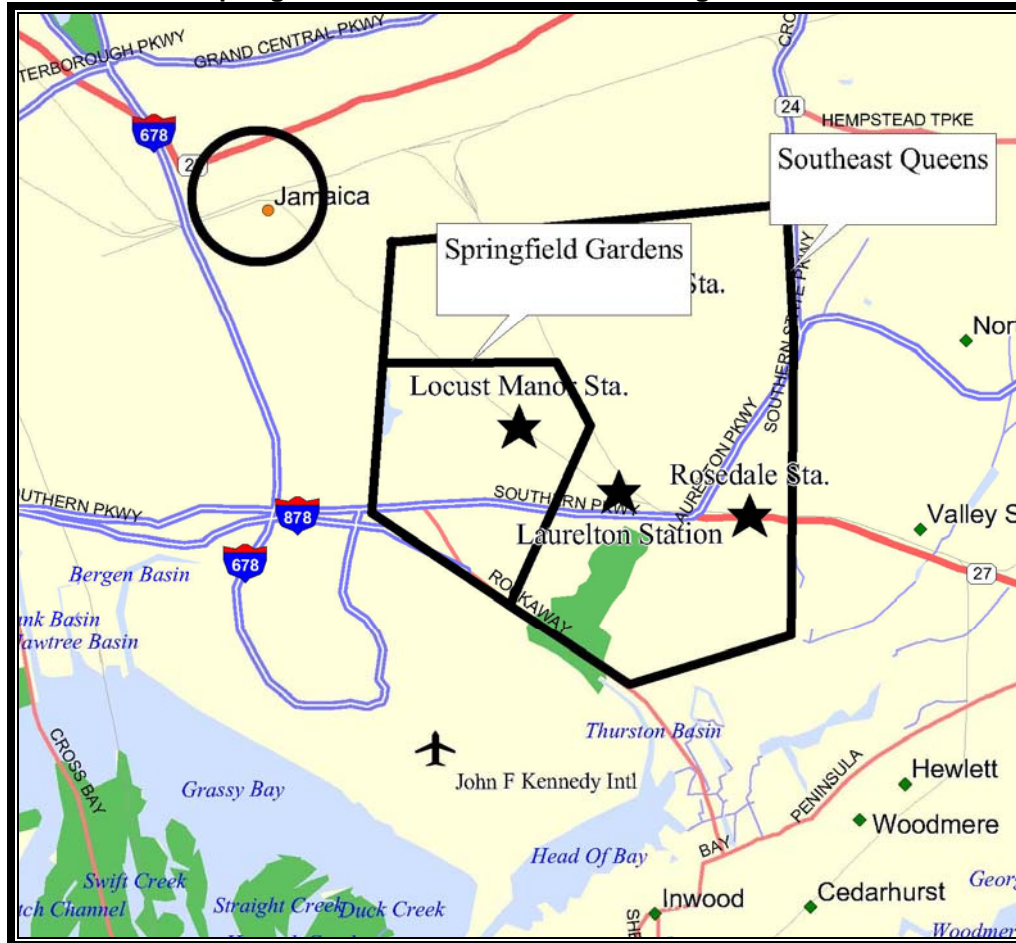
The Neighborhood

Springfield Gardens is a loosely defined area, bordered on the south by the Belt Parkway, on the east by Springfield Boulevard, Merrick Boulevard on the north, and Baisley Boulevard on the west (see Exhibit SGR.1). Contained within this area is Rochdale Village, a large co-operative built in 1963 on the site of the former Jamaica Racetrack.

Springfield Gardens is low-rise, suburban in nature with an average density of seven housing units to the acre. In contrast, Rochdale Village is a “city within a city”: 20 buildings with approximately 6,200 housing units covering 122 blocks. It has its own power plant, two shopping malls, two supermarkets, two drug stores,

a community center, post office, schools, library and police station. The Locust Manor LIRR station is located on the east side of the Village (see Exhibit SGR.2).

Exhibit SGR.1: Springfield Gardens Location in the Region

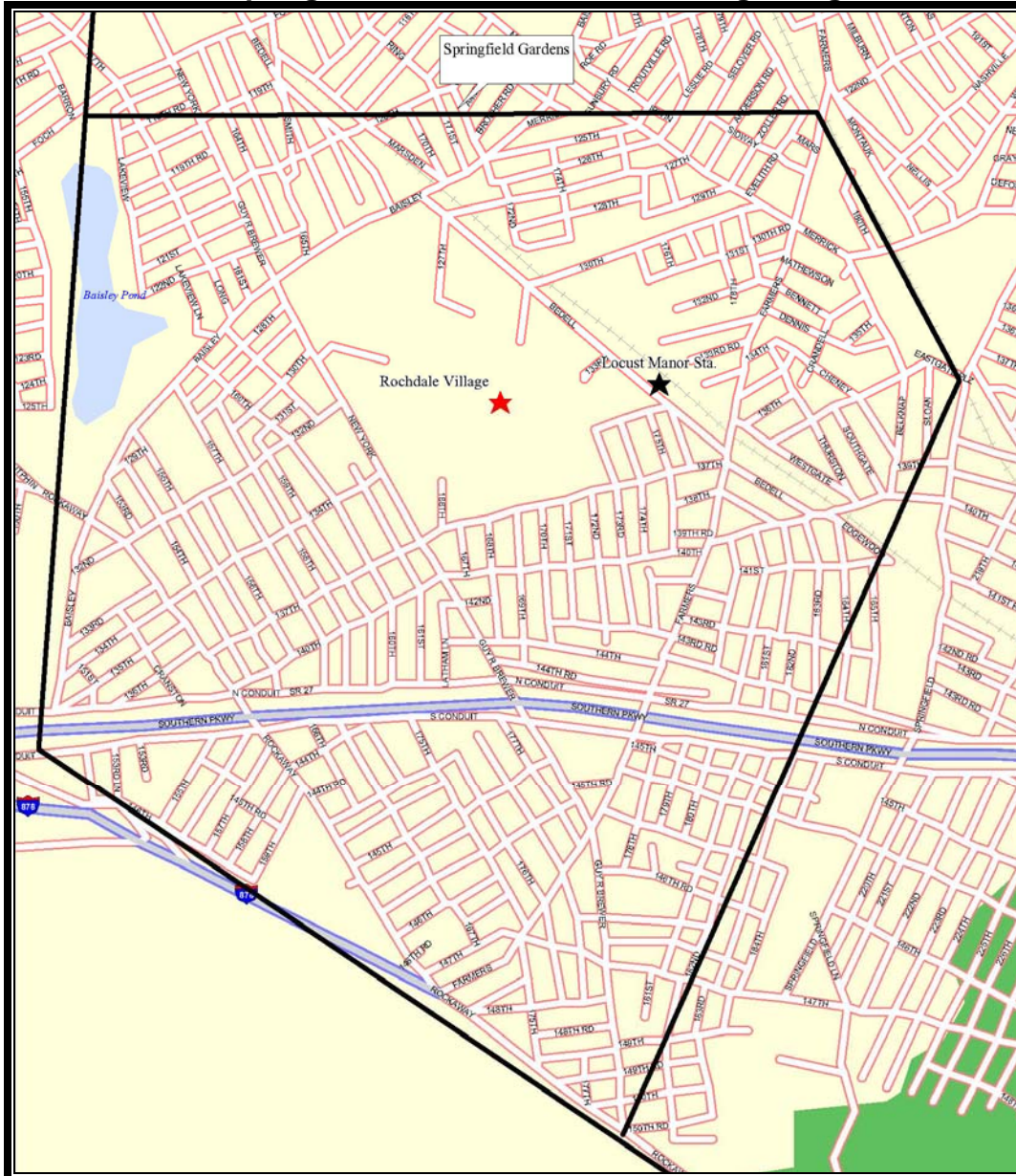


Demographics

Springfield Gardens showed a population of almost 26,000 in 2000 (Table SGR.1). This was a growth of 39% from 1990, a result of the 50% increase in housing units (Table SGR.2). Medium household income in 1999 was above the New York State level of \$43,393 in all of the selected census tracts except for one, #766 at \$16,473, which borders JFK airport property. The highest income level of \$55,586, in census tract #304, was still well under the highest income levels of Southeast Queens (\$70,000+). Those persons aged 65 and older represented 13% of the population in 2000, an impressive rise of 65% from 1990.

Rochdale Village is 32 housing units to the acre with a 2000 population of just over 13,000, essentially unchanged from 1990.⁸ The 1999 median household income of \$39,792 was below the state level and below all of the Springfield Gardens tracts (except Tract 766 as noted above). Seniors represented 14% of the residents, a level also unchanged from 1990. In sum, Rochdale Village remains a fixed built environment amidst the growing Springfield Gardens neighborhood around it.

Exhibit SGR.2: Springfield Gardens/Rochdale Village Neighborhood Map



⁸ The density is not overwhelming because of the large amount of open space available for recreation, walking and sitting.

Table SGR.1
Southeast Queens
Springfield Gardens and Rochdale Village
Selected Census Tracts -- Demographics

Springfield Gardens

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
292	2,005	0.29	11	\$44,348	5,389	792
304	1,056	0.24	7	\$55,586	3,345	311
320	1,053	0.39	4	\$46,696	4,585	321
330	1,975	0.31	10	\$48,706	6,083	675
334.01	809	0.21	6	\$50,833	2,538	305
352	846	0.24	6	\$50,313	2,519	330
*716	12	6.95	0.003	\$47,750	28	2
766	198	0.10	3	\$16,473	564	52
768	180	0.11	2	\$51,094	775	448
Total	8,134	8.84	7		25,826	3,236

13%

Rochdale Village

334.02	6,246	0.30	32	\$39,792	13,194	1,900
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14%

*Part of this tract borders JFK airport and is not included in density calculation.
 Source: 2000 Census

Table SGR.2
Springfield Gardens and Rochdale Village
1990 and 2000 Selected Comparisons

<u>Springfield Gardens</u>	<u>1990</u>	<u>2000</u>	<u>Change</u>	
			<u>Number</u>	<u>Percent</u>
Housing Units	5,428	8,134	2,706	50%
Population	18,560	25,826	7,266	39%
Pop 65 yrs or Older	1,962	3,236	1,274	65%
<u>Rochdale Village</u>				
Housing Units	6,210	6,246	36	1%
Population	13,185	13,194	9	0%
Pop 65 yrs or Older	1,899	1,900	1	0%

Source: 1990 and 2000 Census

Transportation

For service into Manhattan, the Springfield Gardens/Rochdale Village area is served by LIRR's Locust Manor Station, MTA Bus express bus QM21, and NYCT buses Q111 and Q113 to Jamaica, where passengers can connect to the E, J or Z subway lines into Manhattan.

COMMUTER RAILROAD SERVICE: *Locust Manor Station*

The Locust Manor station on the Far Rockaway branch of the LIRR is across the street from Rochdale Village at Farmers Boulevard and Bedell Street. The station is in poor condition with substantial rust and peeling paint. The station also lacks station amenities such as parking, a taxi stand, bathroom facilities, and adequate shelter from the elements. The station has sufficient and clear signage.



Locust Manor Station Platform

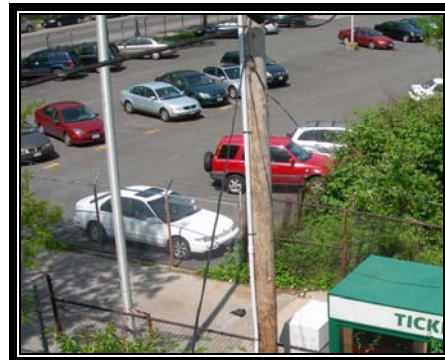


Shelter at Locust Manor

The land use around the station is questionable. The east bound side of the station is bordered by two parking lots owned by Rochdale Village. One is underutilized, heavily littered and contains empty dumpsters from Rochdale Village. The other is used by employees of the Rochdale power plant. Neither lot can currently be used by LIRR passengers.



Lot Adjacent to Locust Manor Station



Lot Adjacent to Locust Manor Station

Morning train service into Manhattan is frequent and quick, with trains leaving between 9 and 25 minutes intervals and reaching Penn Station in 27 to 32 minutes.

There appears to be substantial capacity for additional riders on the LIRR Far Rockaway trains that stop at Locust Manor. An average morning peak train on the branch in 2006 carried 453 passengers.⁹ These trains typically have a capacity of approximately 1,000 passengers. This leaves space for about 547 additional passengers on each train.

LIRR STATION ACCESS

The LIRR Origins and Destination study, Spring 2006, found that 71% of passengers walk, 24% drive and 5% take a bus to reach the station.¹⁰ Below are the environmental findings for each of these travel modes to the station.

Pedestrian Access (71%): To get to the Locust Manor station from the south side of the station, pedestrians from Rochdale Village and surrounding area are most likely to walk through the well tended park-like setting in Rochdale Village.



Rochdale Village



Rochdale Village Promenade

When pedestrians reach the edge of the Rochdale Village property, they are faced with the gateway to the LIRR Locust Manor station — a chain link fence, which on the LIRR property is rusting, with overgrown weeds protruding from under it.

⁹ 2006 LIRR Ridership Book

¹⁰ This detailed data from the Origins and Destination Study was provided to PCAC by LIRR. The published report only shows summary branch information.



Gateway to the LIRR Locust Manor Station

Car Access (24%): As the station offers no parking for LIRR passengers, this implies that roughly 138 cars are looking for parking spots in the neighborhood.

Bus Access (5%): NYC Transit serves the Locust Manor station with the local Q3 and Q85 buses. The Q3 arrives every six minutes during morning peak hours, with a 12-minute travel time from Rockaway and Farmers Boulevards. The Q85 arrives every four to five minutes with a 15-minute travel time from 243rd Street and 143rd Avenue.

EXPRESS BUS SERVICE

The MTA Bus Company provides QM21 express bus to the Rochdale Village area. MTA Bus reports that the QM21 service carries approximately 715 riders on an average weekday and much of it comes from Rochdale Village. Between 7 AM and 8:15 AM the bus leaves every 8–10 minutes and takes an hour and eighteen minutes to reach Midtown at 57th Street and Third Avenue. The capacity of the QM21 route on an average weekday is 2,223 seated passengers. The route is thus carrying about one-third of its full capacity.¹¹

SUBWAY AND LOCAL BUS SERVICE

A typical commute takes an hour to reach mid-town Manhattan. Commuters in the area who travel to Manhattan on local bus routes and use a \$76 30-Day Unlimited MetroCard might typically catch the Q111 bus at Guy Brewer Boulevard and 130th Avenue in front of Rochdale Village for a 17- to 19- minute ride to the Parsons/Archer subway station in Jamaica where they can connect to the E train to midtown Manhattan¹². There is also Q113 limited stop service that

¹¹ Each Express bus has 57 seats, multiplied by the number of scheduled bus runs (21 am bus runs and 18 pm bus runs = 39 total bus runs). 57 (seats) x 39 (runs) = 2223 total daily passenger capacity. 715 passengers/2223 potential passengers = .3216 (32%)

¹² Passengers can also catch the J/Z trains to Lower Manhattan.

travels along this same route, but it runs less frequently than the Q111 and results in a 3 to 4 minute time saving. The E train departs every 5 to 8 minutes and takes approximately 37 minutes to reach the Lexington Avenue/53rd Street station.

Table SGR.4: Locust Manor Travel Times to Midtown Manhattan According to Available Travel Modes*

Area	Travel Mode	1 st Trip Segment	Travel Time Minutes	Service Frequency (min.)	2 nd Trip Segment	Travel Time	Service Frequency (min.)	Travel Minutes to Midtown
Locust Manor	Railroad (7–9 am)	LIRR to Penn Station	27–32** (14.1 rail miles)	9–26				27–32 **
	Express Bus (6–8 am)	Express Bus to 57 th /3 rd Ave.	77	8–20				77
	Local Bus to Subway (7–9 am)	Q 111 Bus to Jamaica Center***	17–19	2–3	E train to 53 rd /Lex. Station	37–42	5–8	54–62

* The above table reflects only actual time traveling, it does not include wait times, nor does it reflect the on-time performance of the service.

**East Side Access is expected to improve travel time to the east side of Manhattan by 18 minutes.

***Locally used dollar vans can speed the trip to Jamaica by using less congested roads than those routes used by the buses.

The commuting patterns of workers in Springfield Gardens and Rochdale Village are very similar. As shown in Table SGR.3, around 50% traveled to work by car, either driving alone or carpooling. Approximately one-fifth used the bus — express and local buses are readily available at the periphery of the complex. Another 17% used the subway, which means that they had to travel to Jamaica Center by car or by bus.¹³ Only 3% of Springfield Gardens residents took the LIRR, while residents of Rochdale Village doubled that share at 6%, possibly because it is so convenient for them. Many more workers (particularly those taking the subway) might prefer to use the LIRR service, but its cost compared to that of using NYC Transit is not attractive. In both Springfield Gardens and Rochdale Village 39% of the population traveled an hour or more to work.

¹³ The Census asks for the mode taken on the longest part of the commute.

Table SGR.3
Southeast Queens
Springfield Gardens and Rochdale Village
Selected Census Tracts -- Journey to Work

Springfield Gardens

Tract #	Workers 16 Yrs or Older	Drove Alone	Carpool	Walk	Bus	Subway	Train*	Worked in Qns	Worked in Man- hattan	1 Hr+ Travel Time to Work
292	2,128	874	319	25	448	368	29	897	574	1,012
304	1,338	543	250	27	163	303	27	522	387	515
320	1,361	597	191	25	238	264	30	465	449	576
330	2,531	1,093	307	90	454	427	115	952	679	828
334.01	967	450	67	11	202	184	31	413	236	359
352	1,076	551	86	0	165	202	26	530	273	361
716	18	18	0	0	0	0	0	18	0	0
766	175	53	0	0	61	51	10	40	84	114
768	253	112	50	0	35	34	0	60	108	106
Total	9,847	4,291	1,270	178	1,766	1,833	268	3,897	2,790	3,871
		44%	13%	2%	18%	19%	3%	40%	28%	39%

Rochdale Village

334.02	5,724	2,292	508	211	1,284	963	346	2,577	1,525	2,240
		40%	9%	4%	22%	17%	6%	45%	27%	39%

*Commuter rail (LIRR)
 Source: 2000 Census

Conclusions

Springfield Gardens has seen a robust growth in population over the past few years.¹⁴ And, Rochdale Village, while fairly fixed in size, continues to represent a significant concentration of residents. LIRR ridership at the Locust Manor station has followed the growth in the area: Between 1998 and 2006, commuters increased 35%, from 425 to 576 passengers during the morning rush hour.¹⁵ Despite this, there is the potential for even greater growth in LIRR ridership and reduction in the use of private automobiles and express buses if convenient, safe and economical public transportation is made more available on the LIRR.

¹⁴ The benefits of living in Springfield Gardens were recently highlighted in *The New York Times*, Sunday, 9/16/2007.

¹⁵ 2006 LIRR Ridership Book

Case Recommendations

- LIRR must improve the station facilities and platform waiting area to provide more protection from the weather.
- LIRR must reach out to Rochdale Village to partner in improvements to the entry to the station: removal of weeds, replacement of rusting fencing, etc.
- LIRR must reach out to Rochdale Village and its power plant administration to partner in improving the use of the lots adjacent to the station, ideally to provide some needed parking for commuters.¹⁶
- The MTA should reconsider the usefulness of the QM21 bus, given that Springfield Gardens and Rochdale Village are in close proximity to the LIRR which has the available capacity on the Far Rockaway branch.

¹⁶ LIRR has indicated that it will pursue this strategy.

Brookville



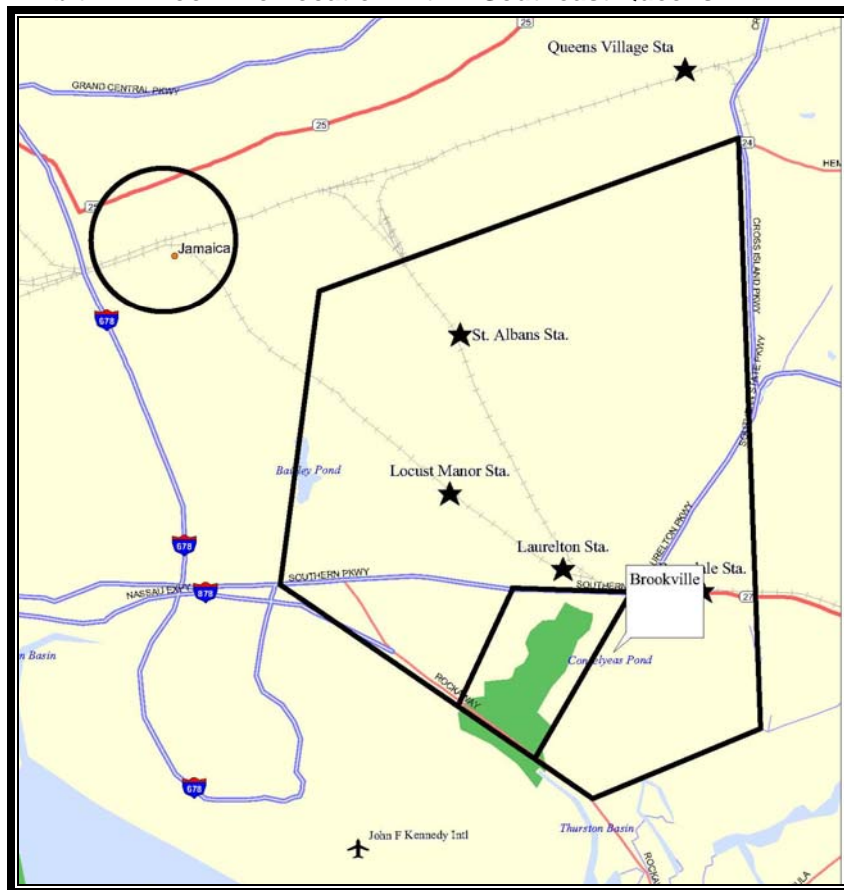
Brookville Residences



Neighborhood

This Southeast Queens neighborhood is located south of the Belt Parkway and South Conduit Avenue. It borders Brookville Park on the east and JFK airport property on the South. Like Springfield Gardens, the area is low-rise, mostly residential single-family homes. Density is a modest seven units to the acre.

Exhibit B.1 Brookville Location within Southeast Queens



Demographics

Brookville is a small area with a 2000 population of only 10,456 persons (Table B.1). Median household incomes in 1999 are well above the state median of \$43, 393. The senior population is relatively low at around 9 percent, although this is a 41 percent increase over 1990 (Table B.2). Brookville, like Springfield Gardens, has seen a growth in housing units (29%) and a corresponding increase in population (16%) over the period 1990–2000.

Table B.1
Southeast Queens
Brookville
Selected Census Tracts -- Demographics

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
680	1,405	0.30	7	\$66,071	4,310	409
690	1,085	0.13	13	\$51,131	3,285	299
694	954	0.20	7	\$51,229	2,861	266
Total	3,444	0.63	9		10,456	974
						9.3%

Source: 2000 Census

Table B.2
Southeast Queens
Brookville
Change: 1990 to 2000

	1990	2000	<u>Change</u>	
			Number	Percent
Housing Units	2,666	3,444	778	29%
Population	9,033	10,456	1,423	16%
Pop 65 yrs or Older	683	974	291	43%

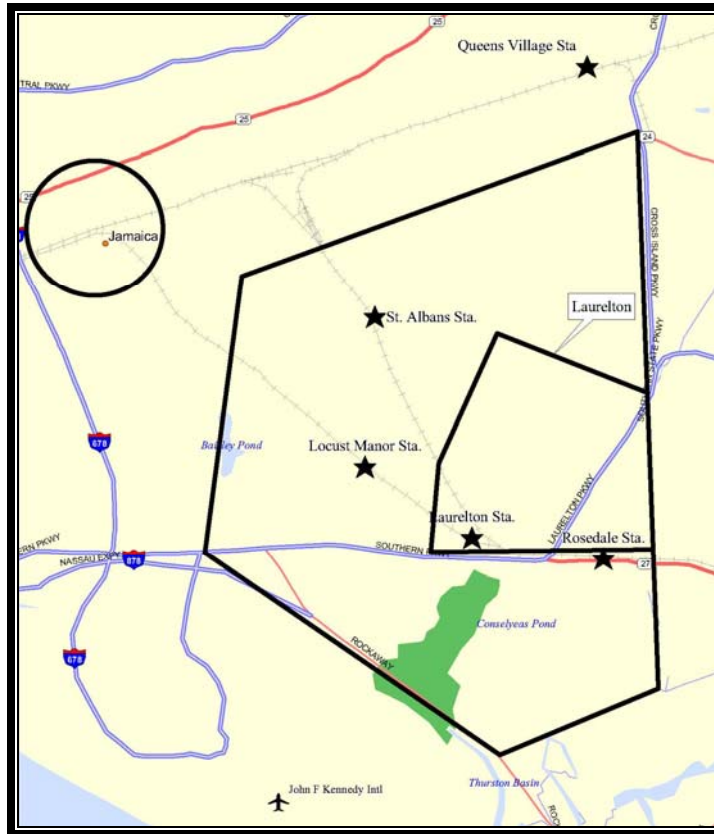
Source: Census 1990 and 2000

Laurelton

Neighborhood

This area of Queens is bounded by the Belt Parkway on the south, Springfield Boulevard on the west, Montefiore Cemetery on the north, crossing over Laurelton Parkway on the west and merging into Rosedale. It derives its name from the Laurelton station on the LIRR which was named for the laurels that grew there over 100 years ago.

Exhibit L.1: Laurelton Location in Southeast Queens



Demographics

Laurelton had a 2000 Census population of 31,755 persons with 10% seniors (see Table L.1). Small single-family detached houses and small apartment buildings characterize the community at a density of 9 housing units to the acre. Median household income for 1999 among the tracts ranged from \$51,960 to \$71,144, all above the state median of \$43,393.

Laurelton saw a 19% growth in the number of housing units (8,784 to 10,425) and a 9% increase in population. The senior segment jumped 35% over the

period, in contrast to its neighbor Rosedale (discussed elsewhere in this report) that saw a significant drop in residents 65 years of age and older.

Table L.1
Southeast Queens
Laurelton
Selected Census Tracts -- Demographics

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
328	744	0.14	8	\$55,625	2,155	181
358	1,300	0.20	10	\$51,960	3,923	424
616.01	688	0.13	8	\$71,144	2,189	258
616.02	544	0.16	5	\$56,310	1,545	165
618	648	0.09	11	\$55,375	1,603	191
620	496	0.08	10	\$59,688	1,567	191
*624	235	0.23	2	\$65,885	671	95
626	900	0.16	9	\$54,412	2,668	309
630	548	0.07	12	\$65,000	1,770	177
632	735	0.12	10	\$60,150	2,407	197
638	1,200	0.27	7	\$58,164	3,835	364
646	1,009	0.16	10	\$58,333	3,134	332
650	958	0.15	10	\$63,359	3,027	300
682	420	0.09	7	\$63,548	1,261	113
Total	10,425	1.82	9		31,755	3,299 10%

*Montefiore Cemetery. Not in density calculation.
 Source: 2000 Census

**Table L.2
Laurelton
Change: 1990 to 2000**

	1990	2000	Change	
			Number	Percent
Housing Units	8,784	10,425	1,641	19%
Population	29,100	31,755	2,655	9%
Pop. 65 yrs or Older	2,446	3,299	853	35%

Source: 1990 and 2000 Census

Transportation

For service into Manhattan, the Brookville and Laurelton areas are both served by LIRR's Laurelton Station. The Rosedale station, the most easterly City station on the Far Rockaway branch, could also be used and may be preferable at night as it features an on-site taxi service. Brookville is served by MTA Bus Company Q111 and Q113 service to the Parsons /Archer subway station in Jamaica Center where passengers can connect to the E, J or Z lines. For Laurelton, the Q5 and Q5 LTD take residents to Jamaica Center along Merrick Boulevard. The X63, which also serves Rosedale, provides express service to Manhattan.

Exhibit B.2 Brookville Neighborhood



Exhibit L.2: Laurelton Neighborhood Map



COMMUTER RAILROAD SERVICE: *Laurelton Station*

The Laurelton station on the Far Rockaway branch of the LIRR is located at the intersection of 225th Street and 141st Road. It is the stop before Locust Manor going east. The station waiting room was redone recently and provides a well-maintained bathroom, ticket window, and seating area which can be seen in the photos below.



Laurelton Station Waiting Room



Laurelton Station Bathroom

While the station waiting room has been recently renovated and is well maintained, the rest of the station has a number of issues that need to be addressed. Peeling paint, graffiti on the wall and poor lighting in the stairwell and underpass attract unsavory activities at the station. The lack of an on-site taxi service or dedicated taxi pick-up area also does little to attract riders. And although the station waiting room was renovated, this elevated city station still lacks an elevator, making it inaccessible for the disabled community, the elderly, caregivers with strollers or people traveling from the airport with luggage.



Graffiti in Poorly Lit Stairwell



Poor Lighting in Underpass

The land use around the station consists of a fairly well maintained LIRR owned parking lot on the north side of the station. On the south side of the station is a neighborhood with small homes on tree lined streets. However, the lot adjacent to the station has a building that was initially under construction, more than five years ago. Local residents report that the project is now a collecting site for garbage, graffiti and unwanted behavior. Unfortunately, as the picture below shows, the visual gateway to the surrounding attractive residential neighborhood is marred by the neglected project.



South Side of Laurelton Station

Morning peak train service into Manhattan is frequent and quick; trains depart in 13 to 35 minutes intervals and arrive at Penn Station in 28 to 34 minutes.

The recently completed *LIRR Origin and Destination study* (spring 2006) found that 58% of passengers from the Laurelton station connect to a NYC Transit service to reach their final destination.¹⁷ This requires also purchasing a MetroCard, bringing the cost of traveling on the LIRR to an unaffordable level for most in the community.

STATION ACCESS

The LIRR *Origins and Destination* study found that those passengers using the station access it by walking (58%), getting dropped off (14%), driving (20%) or taking a taxi (7%). Below are the findings for each of these travel modes to the station:

Pedestrian Access (58%): Pedestrians from the Brookville neighborhood must walk along 225th Street crossing South Conduit Avenue, then a bridge over the Belt Parkway and finally North Conduit Avenue in order to reach the Laurelton

¹⁷ This detailed information from the survey was provided by LIRR.

station which is three blocks further north. The trip to the station is made worse by the unfriendly pedestrian environment. As can be seen in the picture below, South Conduit Avenue is wide; the speed limit is 40 MPH and frequently exceeded.



South Conduit Avenue Looking West from 225th Street

The 105th Precinct reports that the intersection at 225th Street and South Conduit Avenue had 26 automobile accidents in 2005 and 21 in 2006.¹⁸ Local residents have expressed concern regarding the number of accidents at this intersection. Walking north on 225th Street from South Conduit Avenue, there is no shoulder lane to establish a buffer zone between the traffic and the sidewalk making for an insecure pedestrian environment. Crossing over the Belt Parkway there is also no railing to separate pedestrians from the fast moving traffic. The greenway along the parkway is not well maintained. All of these factors create a barrier to accessing LIRR service.

Car Access (20%): The parking lot at the station is owned by the LIRR. Daily parking is on a first come, first served basis with no fee required. The paved portion of the lot is in good condition, as are the ticket vending machines. We found the green space that surrounds the parking lot to be full of litter and the grass needed to be mowed. A faded sign indicated that at one time the green space had been maintained by a local group.

¹⁸ 105th Precinct, Office of Community Affairs, Officer Cooper, (718) 776-9176.



Laurelton Station Parking Lot

Passenger Drop Off Area (14%): While there is no dedicated drop off area at the station, there are multiple locations where drivers can load and unload passengers.

Taxi (7%): Currently, there is no taxi stand at the station. Laurelton station passengers have the option of calling taxis in advance to meet them at the station, however; with no identifiable taxi loading zone, connections can be missed or delayed because the taxi is waiting in one area while the passenger waits in another. The Eastern Queens Alliance, a federation of civic associations in southeast Queens, reports that many people who normally use the Laurelton station prefer to travel to the Rosedale station where there is taxi service during evening hours.

Bus Access: NYC Transit serves the Laurelton station with the Q77 bus.¹⁹ The bus travels along Springfield Boulevard from 145th Road in the Brookville neighborhood. The bus is scheduled to run every 10 minutes from 7 to 8 AM and then every 15 minutes from 8 to 9 AM turning a potential 5-minute trip to the station into a 20-minute trip if a bus is just missed.

¹⁹ The Q85 bus also passes a few blocks from the Laurelton Station but this is not a neighborhood collector bus (traveling along North and South Conduit Avenues) and there would be no reason to take this bus to access the Laurelton Station.

SUBWAY AND LOCAL BUS SERVICE

When wait times are included, it is likely to take a Brookville commuter at least 70 minutes to reach Midtown Manhattan using the bus and subway. They do this each day by taking the limited stop Q111 or local Q113 bus to the Parsons/Archer subway station in Jamaica where they board the E train into Manhattan. The Q111 bus runs every 3–5 minutes from Guy Brewer and Farmers Boulevards and takes approximately 22 minutes to reach the Parsons/Archer subway station during the morning rush hour. However, for those who live beyond walking distance to the Q111 bus stop, bus service is less frequent. These passengers must catch the local Q113 bus, which runs every 6 minutes and takes 26 minutes to reach the Parsons/Archer subway station. It may be 35 minutes to reach the subway from Brookville if a person just misses the bus.

The trip may take even longer than this because of bus bunching and the illegal “dollar” vans that sometimes stop along the route. The interference from these vans reduces the speed of the bus due to their inability to get around the vans in heavy traffic.

When passengers finally reach the Parsons/Archer station in Jamaica Center they board the E train which leaves every 5 to 8 minutes and takes approximately 38 minutes to reach the 53rd Street/Lexington Avenue station in mid-town Manhattan. Laurelton commuters have travel options similar to the Rosedale neighborhood.

Table B.4: Brookville Travel Times to Midtown Manhattan According to Travel Modes*

Area	Travel Mode	1 st Trip Segment	Travel Time Minutes	Service Frequency (min.)	2 nd Trip Segment	Travel Time	Service Frequency (min.)	Travel Minutes to Midtown
Brookville	Railroad (7–9 am)	LIRR to Penn Station	28–34** (15.0 rail miles)	13–26				28–34 **
	Local Limited Stop Bus to Subway (7–9 am)	Q 113 Bus to Jamaica Center	26	6	E train to 53 rd /Lex. Station	37–42	5–8	63–68
	Local Bus to Subway (7am-9am)	Q111 Bus to Jamaica Center	22	3-5	E train to 53 rd /Lex. Station	37–42	5–8	59-64

*The table reflects only actual time traveling, it does not include wait times, nor does it reflect the on-time performance of the service.

** East Side Access is expected to improve travel time to the east side of Manhattan by 18 minutes.

In Brookville, 58% of workers travel to work by car, 44% driving alone (Table B.3). A notable 42% of workers indicate they travel over an hour to their place of

employment. For the 30% that work in Manhattan, it appears that few are taking the train (4%). Instead, 21% take the subway which means a bus or dollar van trip to Jamaica. The travel patterns of Laurelton (Table L.3) and Brookville are very similar.

Table B.3
Southeast Queens
Brookville
Selected Census Tracts -- Journey to Work

Tract #	Workers 16 Yrs or Older	Drove Alone	Carpool	Walk	Bus	Subway	Train*	Worked in Qns	Worked in Man- hattan	1 Hr+ Travel Time to Work
680	2,048	926	305	0	257	491	52	695	690	941
690	1,422	604	169	12	206	303	78	429	406	590
694	1,303	605	189	11	116	215	83	591	276	505
Total	4,773	2,135	663	23	579	1,009	213	1,715	1,372	2,036
		45%	14%	0.5%	12%	21%	4%	36%	29%	43%

*Commuter rail (LIRR)
 Source: 2000 Census

Table L.3
Southeast Queens
Laurelton
Selected Census Tracts -- Journey to Work

Tract #	Workers 16 Yrs or Older	Drove Alone	Carpool	Walk	Bus	Subway	Train*	Worked in Qns	Worked in Man- hattan	1 Hr+ Travel Time to Work
328	1,226	442	179	13	173	204	40	459	296	439
358	1,959	691	210	34	276	300	55	735	287	496
616.01	1,204	542	114	15	111	184	75	275	334	393
616.02	823	306	82	5	105	160	45	231	259	310
618	721	342	55	25	71	103	8	242	120	215
620	877	486	141	23	55	102	15	286	226	323
624	318	161	48	19	27	26	0	137	30	77
626	1,403	653	81	31	257	219	12	526	330	494
630	1,004	374	108	5	178	137	14	285	220	265
632	1,261	518	103	44	154	280	10	416	308	520
638	1,815	793	182	42	208	240	108	555	491	589
646	1,564	604	196	16	287	265	97	612	393	684
650	1,647	636	136	14	207	295	88	501	387	563
682	730	277	69	35	84	102	72	241	219	184
Total	16,552	6,825	1,704	321	2,193	2,617	639	5,501	3,900	5,552
		41%	10%	2%	13%	16%	4%	33%	24%	34%

*Commuter rail (LIRR)
 Source: 2000 Census

Conclusions

The transportation options for residents of Brookville and Laurelton exist at two extremes. Residents may take the LIRR's frequent and fast service into Manhattan at a price that may be unaffordable when combined with the cost of reaching the station or their final destination by MTA Bus, NYC Transit or a private car service; or, they may travel by bus or "dollar" van to the subway and double or triple their travel time. Accessing the subway at Jamaica is neither easy nor pleasant from Brookville, yet 21% of the workers who travel from the area do it daily (Table B.3). From Laurelton, it is a similar situation — 16% of workers choose to travel to Jamaica for the subway connection.

The data indicate that the LIRR is failing to attract potential riders from the Brookville and Laurelton areas. LIRR ridership from the Laurelton station rose only 4% from 1996 to 2006²⁰, not a match to the growth trend of housing and population in the surrounding neighborhoods.

The LIRR has made some efforts to improve the environment of this station, but there is still much more to be done. While there has been substantial capital investment in the station waiting room, other components of the station are seriously in need of attention including its stairwells, underpass, and the adjoining property.

Case Recommendations

- The LIRR should actively work with the City of New York to determine ownership of the abandoned building next to the station in order to get the site cleaned up.
- The LIRR must work with New York City Department of Transportation to develop a Safe Routes to Rails program. The 225th Street passage from South Conduit Avenue to the Laurelton station should be identified as a corridor to be included in the program to create a safer, more appealing walk to the Laurelton station.
- The LIRR should work with NYCT to develop shuttle bus routes to the Laurelton station.
- LIRR and NYCDOT must make the station stairwells and underpasses free of litter and graffiti.
- LIRR and NYCDOT must improve the lighting in the station stairwell and underpass.
- LIRR must see that landscaping around the parking lot is better maintained
- The LIRR must work to insure that local residents are provided with adequate priority parking at the station.

²⁰ 2006 Ridership Book

Rosedale



Neighborhood Street



Commercial Area on 243rd Street

Neighborhood

Rosedale is the most southeasterly neighborhood in Queens. Once farms, the area is now characterized by middle class suburban-type development and its LIRR commuter station. Brookville Park forms its western boundary and Valley Stream, Nassau County, its eastern border. Density is a modest six units to the acre.

Exhibit R.1: Rosedale Location in Southeast Queens



Demographics

Rosedale, with a current population of just over 20,000, has seen substantial population and housing growth since 1990, similar to the other neighborhoods of Southeast Queens. The number of persons grew by 17% and the housing units increased 12% over this 10-year period. The senior population, at 8%, is the lowest of all the Southeast Queens neighborhoods. This level represents a 16% drop since 1990 (see Tables R.1 and R.2).

Across all census tracts that make up the neighborhood, 1999 median household income was well above the state level of \$43,393. It appears that younger, middle-class households have been attracted to Rosedale by the more affordable housing stock in a suburban atmosphere without the burden of Nassau County's higher taxes.

**Table R.1
Southeast Queens
Rosedale
Selected Census Tracts -- Demographics**

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
654	866	0.27	5	\$60,542	2,699	211
656	1,365	0.22	10	\$55,923	4,373	394
660	988	0.15	10	\$65,153	3,214	264
664	3,170	1.10	5	\$59,375	9,808	667
Total	6,389	1.74	6		20,094	1,535 8%

Source: 2000 Census

**Table R.2
Rosedale
Change: 1990 to 2000**

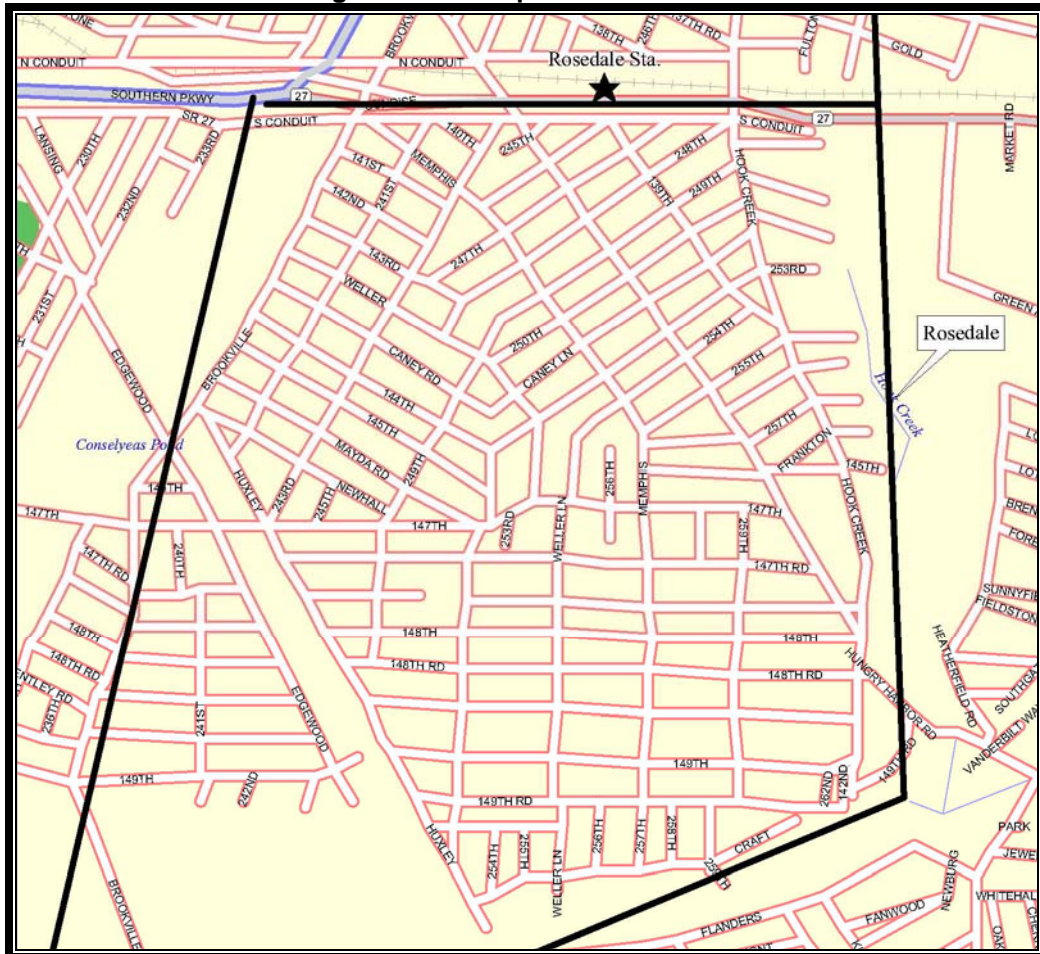
	1990	2000	Change	
			Number	Percent
Housing Units	5,706	6,389	683	12%
Population	17,126	20,094	2,968	17%
Pop 65 yrs or Older	1,836	1,535	-301	-16%

Source: Census 1990 and 2000

Transportation

For transportation into Manhattan, Rosedale is served by LIRR's Rosedale station, NYC Transit's Q63 express bus, and NYC Transit local bus service to Jamaica. Similar to the Laurelton community, residents in Rosedale are also served by independently operated vans to the subway locally known as "dollar vans."

Exhibit R.2: Rosedale Neighborhood Map

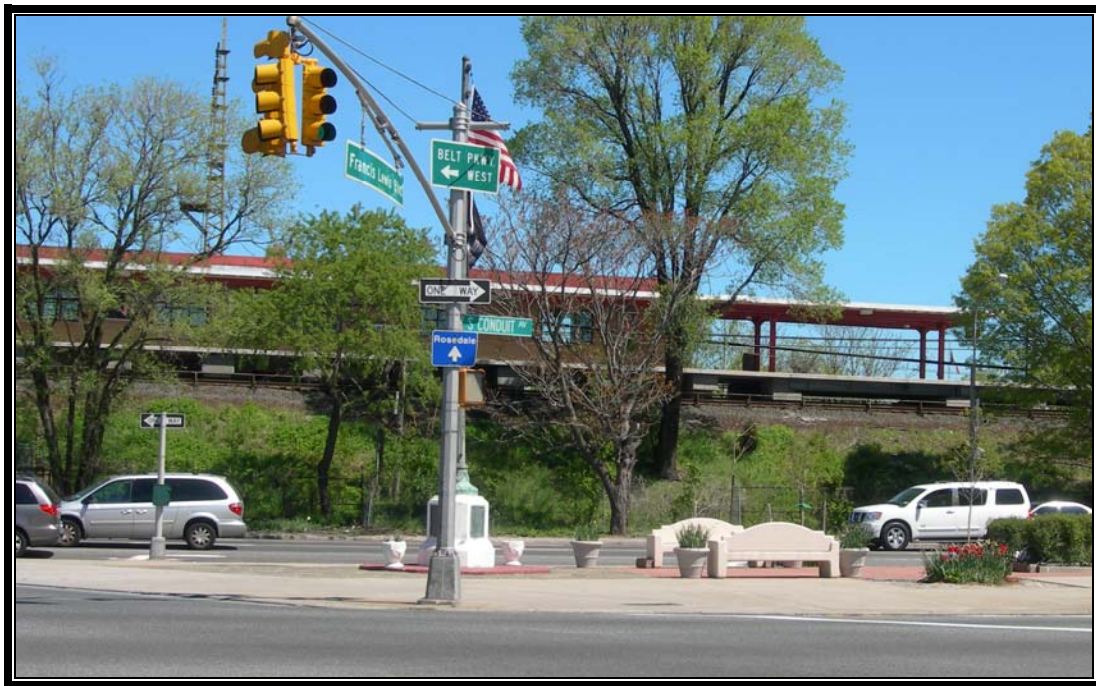


COMMUTER RAILROAD SERVICE: *Rosedale Station, LIRR*

The Rosedale station on the Far Rockaway branch of the LIRR is located in the heart of Rosedale between 243rd Street and North Conduit Avenue. Similar to the Laurelton station, the waiting room was recently renovated with a well-maintained bathroom, ticket window and waiting area. The station has good wayfinding signage informing passengers of the location of taxis and parking. The 24-hour taxi business, located at the base of the station, provides a safe harbor for passengers traveling at night. The Rosedale station is also an

elevated station but has no elevator²¹ to reach the platform, making it inaccessible to the elderly and disabled, and difficult to use for people with strollers, large packages or luggage.

The land use around the station consists of an embankment on the south side of the tracks that leads down to a sidewalk abutting North Conduit Avenue. Across North Conduit Avenue is a well maintained memorial triangle.



South side of Rosedale Station

The north side of the station is adjacent to two NYCDOT owned parcels of land. The western parcel, until recently, was used for parking at the Rosedale station, but is now being developed for senior housing. The eastern parcel, until recently, was used by the LIRR engineering department for its vehicles. NYCDOT may be relocating the commuter parking to this eastern parcel or to another parcel near the station. Joe's Taxi is also located on the north side of the station.

Morning weekday peak hour service at Rosedale station is frequent. Trains leave the station 13 to 26 minutes apart and reach Penn Station in 32 to 37 minutes. The LIRR's *Origin and Destination* study found that 70% of passengers from Rosedale take NYC Transit upon reaching their LIRR destination.²²

²¹ LIRR has indicated that an elevator is planned for this station.

²² Detail information provided by LIRR.

STATION ACCESS

The 2006 Origins and Destination study found that ridership from the Rosedale station remained steady between 1996 and 2006 at approximately 1,038 passengers. It also found that passengers using the station accessed it by driving (56%), walking (29%), carpooling and parking (7%), getting dropped off (5%), taking a taxi (2%) or taking a bus (2%) to the station.²³ Below are the environmental findings for each of these travel modes to the station.

Car Access (56%): LIRR passengers were, until recently, able to park legally in the 130-space lot on the north side of the station after obtaining permits from NYCDOT. Permits are no longer available, due to the development of the senior citizen housing on the site. As mentioned above NYCDOT is examining other sites near the station for 80 spaces of replacement parking. The LIRR should be in active discussions with NYCDOT on the potential uses of these sites adjacent to its station.



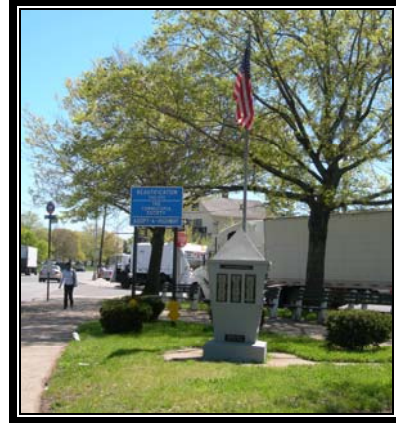
City Owned Commuter Lot at the Rosedale Station

Pedestrian Access (29%): Quite a bit has been done to improve the pedestrian experience on the south side of the station. The memorial triangle is well maintained, with a flagpole monument and carefully planted flowers.

²³ This detailed information from the study was supplied by LIRR.



Pedestrian Approach to Rosedale Station from the South



Memorial Triangle

However, as pedestrians cross over the Sunrise Highway to the station, the sidewalk and LIRR owned embankment leading up to the tracks is a visual deterrent. The fencing is in poor condition and the embankment is heavily littered.

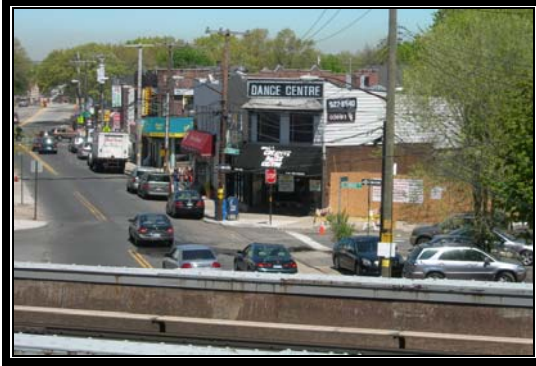


Southern side of Rosedale station



Southern Side of Station

Approaching the station from the north, pedestrians walk along a small commercial area and cross over North Conduit Avenue for the final block to the station. The block is an eyesore as one approaches the New York City-owned property currently used by the LIRR. The area has cracked sidewalks, poor fencing, and poorly maintained asphalt. A portion of this property may soon be used to replace the parking lot that will be lost across the street.



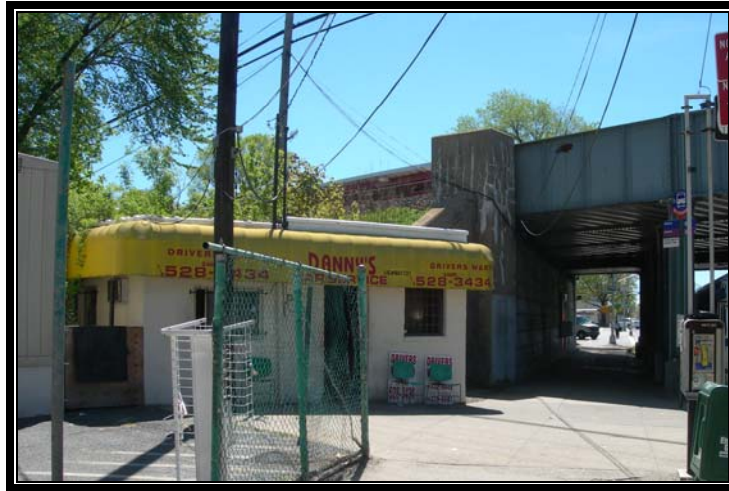
Area North of Rosedale station



City Owned Lot used by LIRR

Passenger Drop off Area (5%): Passengers are dropped off at the base of the stairs to the station.

Taxi Service (2%): Danny's Taxi service is located on the north side of the station. Signage directing customers to the taxis is good. Danny's Car Service is a vital amenity to passengers arriving at the station, providing taxi service, in addition to creating a safer environment for passengers in the evening. Danny's operates 24 hours a day.



Taxi Service at Rosedale

Bus Service (2%): Passengers can reach the station by bus on NYC Transit's Q5 route. During the morning peak hour the Q5 travels south primarily along Merrick Boulevard to the station. When boarding the Q5 from the Merrick Blvd./233rd Street bus stop (in the Laurelton/Springfield Gardens area), the bus is scheduled to reach the Rosedale station in 12 minutes and runs every 10 minutes.



Good signage at Rosedale Station

Safety and Security: The Southeast Queens Civic Association has found that many passengers taking LIRR trains at night prefer to go to the Rosedale station because of the availability of the 24 hour taxi service.

EXPRESS BUS SERVICE

New York City Transit provides the X63 express bus service between Rosedale and Manhattan. The express bus makes 21 stops in Queens before entering the Queens Midtown tunnel. The X63 express bus leaves every 8 minutes and travel time to 37th Street and Third Avenue ranges between an hour and 13 minutes to an hour and 20 minutes. The average weekday ridership for the route is 845 passengers, which has declined 14% since 2003. The passenger count as a percentage of seated capacity on an average weekday is 55%.

SUBWAY AND LOCAL BUS SERVICE

It is likely to take a commuter from Rosedale approximately 72 to 77 minutes, not including wait time, to reach midtown Manhattan if they choose to travel by bus and subway. Journey to work data shows that 14% of the Rosedale population, or 1,284 commuters are choosing this mode of transportation to get to work. In choosing this mode Rosedale commuter is likely to catch the Q85 Bus from 243rd Street and 147th Avenue. The bus departs every 3-5 minutes and takes 35 minutes to reach the Parsons/Archer subway station in Jamaica. Another option is to take a “dollar van” to Jamaica. In Jamaica at the Parsons/Archer station they can then connect to the E train into Manhattan. The Rosedale study population reports that 39% travel over an hour to get to work.

Table R.4: Rosedale Travel Times to Midtown Manhattan According to Available Travel Modes*

Area	Travel Mode	1 st Trip Segment	Travel Time Minutes	Service Frequency (min.)	2 nd Trip Segment	Travel Time	Service Frequency (min.)	Travel Minutes to Midtown
Rosedale	Railroad (7-9 am)	LIRR to Penn Station	32-37** (15.9 rail miles)	13-26				32-37**
	Express Bus (6-8 am)	Express Bus to 57 th /Park Ave.	83-95 (X63)	8-20				83-95
	Local Bus to Subway (7-9 am)	Q 85 Bus to Jamaica Center***	35	3-6	E train to 53 rd /Lex. Station	37-42	5-8	72-77

*The table reflects only actual time traveling, it does not include wait times, nor does it reflect the on-time performance of the service.

**East Side Access is expected to improve travel time to the east side of Manhattan by 18 minutes.

***Locally used dollar vans can speed the trip to Jamaica by using less congested roads than those routes used by the buses.

The majority of workers travel to work by car, either alone (48%) or in carpools (16%, the highest level in among the neighborhoods). Five percent use the train (LIRR Rosedale station), while subway and bus usage among Rosedale commuters is the lowest in Southeast Queens. These choices are most likely influenced by geography: Rosedale is the farthest area from Jamaica Center. Just over a third of the workers (34%) were employed in Queens and just over a quarter (26%) made their way into Manhattan. In line with the rest of the Southeast Queens workforce, 39% of workers took an hour or more to travel to work, Table R.3 below.

Tract #	Workers 16 Yrs or Older	Drove Alone	Carpool	Walk	Bus	Subway	Train*	Worked in Qns	Worked in Manhattan	1 Hr+ Travel Time to Work
654	1,261	632	209	49	56	147	100	431	274	446
656	1,927	943	258	109	200	228	125	683	446	731
660	1,400	700	196	28	152	194	68	511	350	588
664	4,320	1,964	754	27	568	715	167	1,423	1,236	1,716
Total	8,908	4,239	1,417	213	976	1,284	460	3,048	2,306	3,481
		48%	16%	2%	11%	14%	5%	34%	26%	39%

*Commuter rail (LIRR)
Source: 2000 Census

Conclusions

Rosedale residents have several transportation options available to reach Manhattan: On the LIRR they can pay \$226 a month and arrive in 37 minutes; they take an express bus and pay \$176 per month and arrive in 85 minutes; or, they can take the subway for \$140 per month and arrive in 75 minutes in east Midtown.

The LIRR ridership from the Rosedale station between 1996 and 2006 is not keeping pace with the population and housing growth in the area. This could be achieved by addressing some of the issues we found in our study: More parking is needed at the station for LIRR riders; the area immediately surrounding the station is poorly maintained; and the land use adjacent to the station is inappropriate.

Case Recommendations

- The LIRR must actively work with the City to create transit-oriented development on the land that is adjacent to the Rosedale station.
- The LIRR must work with NYCDOT to insure that adequate parking is provided for the station, particularly in light of the Congestion Pricing Plan, which is likely to create a greater demand for parking at the stations.
- The LIRR must start maintaining the embankment on the south side of the station, by keeping it mowed, litter free and place new fencing in place of the current broken and rusting fence.
- The LIRR must work with NYCT to develop shuttle bus routes to the Rosedale station.

St Albans



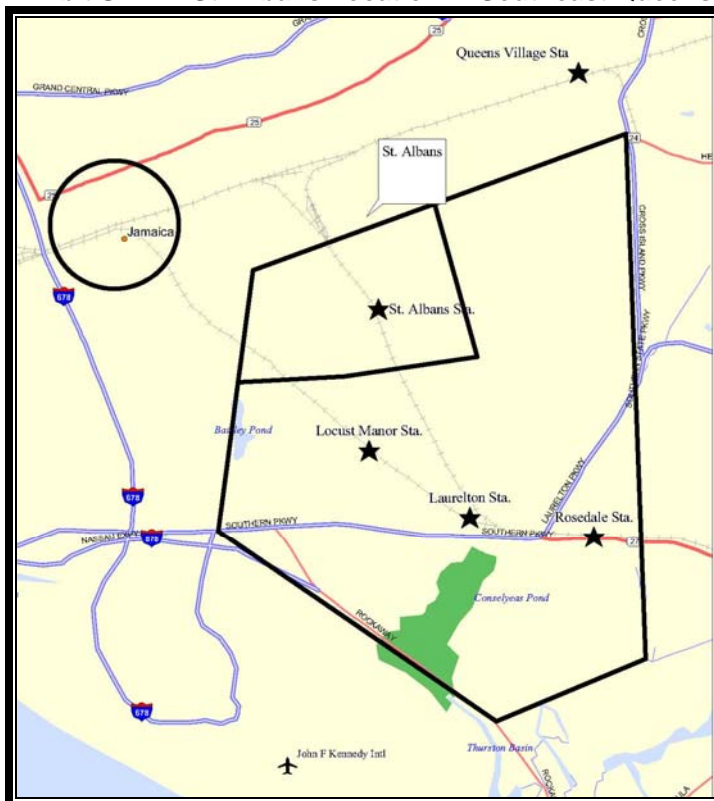
Linden Blvd. and Newburg St. at the St. Albans LIRR station

Neighborhood

St. Albans is a special place. It hosts the St. Albans Veterans Administration Extended Care Center, the Roy Wilkins Southern Queens Park, a LIRR station, and the historic Addisleigh Park community. St. Albans is also the neighborhood in this study closest to Jamaica Center, giving residents relatively easy access to subway service via a short bus ride. It is bordered on the south by Springfield Gardens and Cambria Heights on the East.



Entrance to the Roy Wilkins Park

Exhibit STA.1: St. Albans Location in Southeast Queens

Originally a farming area founded by the Dutch, the community coalesced in 1899 with residents formally naming the area St. Albans. The St. Albans golf course, built in 1915, was sold to the government in the depression, then became a Naval hospital and ultimately was turned over to the Veterans Administration (VA). In 1977, the VA gave 53 acres of this parcel to the City of New York, which became the Roy Wilkins Park in 1982.²⁴

A large section of St. Albans, known as Addisleigh Park, was sold in 1909 to developers. Over the years approximately 700 upscale homes were built in a variety of classical styles. Even brick row houses were beautifully appointed with turrets and stained glass windows. Since the 1950s this area has been home to

²⁴ The Southern Queens Park Association (SQPA) oversees a plethora of activities and is the park's main keeper. The 50,000-square-foot former hospital building has been converted into the Roy Wilkins Family Center, the site of all of SQPA's indoor activities. Next to the Family Center was the former Naval officers' club and ballroom. It was converted for use as the headquarters of the Black Spectrum Theatre Company, a local performance troupe founded in 1970 that puts on plays and other acts that focus on community and race issues.

affluent blacks, particularly musical entertainers such as Count Basie, Ella Fitzgerald, Lena Horne, Duke Ellington and James Brown among others.²⁵



Entrance to Addisleigh Park, Queens



Attached Housing in Addisleigh Park

Demographics

The population of St. Albans is approximately 29,000 (Table STA.1 below). The highest level of seniors (15%) in Southeast Queens is found here. Within the neighborhood, the two tracts with the highest 1999 median household income and lowest density, #420 and #422, represent Addisleigh Park. The other tracts, with densities of 10–15 units per acre, are more compact and exhibit more modest incomes.

Over the period 1990–2000 (Table STA.2) St. Albans grew 13% in population, but had nearly a 25% increase in housing units. The aging population climbed 11%, contributing to the current high level of seniors.

²⁵ Forgotten New York Neighborhoods website:

<http://queens.about.com/gi/dynamic/offsite.htm?site=http%3A%2F%2Fwww.forgotten-ny.com%2FSTREET%2520SCENES%2Fjazztour%2Fqueensjazz.html>

Table STA.1
Southeast Queens
St. Albans
Selected Census Tracts -- Demographics

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
282	471	0.07	11	\$51,714	1,318	200
366	1,000	0.14	11	\$42,333	2,638	496
368	842	0.09	15	\$49,955	2,501	338
376	2,098	0.29	11	\$46,549	5,975	819
394	984	0.13	12	\$48,493	2,857	363
398	580	0.08	12	\$62,708	1,762	243
400	479	0.08	10	\$47,222	1,416	221
402	478	0.09	9	\$47,955	1,453	198
420	317	0.09	6	\$74,167	878	164
422	519	0.11	7	\$63,750	1,586	251
*426	0	0.21	N/A	\$0	475	377
432	381	0.09	7	\$61,875	1,109	150
434	576	0.08	11	\$31,645	1,635	222
526	614	0.07	13	\$45,227	1,867	200
528	491	0.07	12	\$47,188	1,484	183
Total	9,830	1.48	10		28,954	4,423 15%

*This tract is comprised of the St. Albans Veterans Adm. Ext. Care Center and the Roy Wilkins So. Queens Park and is not in density calculation.
 Source: 2000 Census

Table STA.2
St. Albans
Change: 1990 to 2000

	<u>1990</u>	<u>2000</u>	<u>Change</u>	
			<u>Number</u>	<u>Percent</u>
Housing Units	7,878	9,830	1,952	25%
Population	25,572	28,954	3,382	13%
Pop. 65 yrs or Older	3,984	4,423	439	11%

Source: 1990 and 2000 Census

Transportation

Commuters in the St. Albans area, can reach midtown Manhattan, via LIRR's St. Albans station on the West Hempstead branch, the NYC Transit X64 express bus or by taking several different bus routes to Jamaica and boarding the E train.

Exhibit STA.2: St. Albans Neighborhood Map



COMMUTER RAILROAD SERVICE: *St. Albans Station*

St. Albans is blessed and cursed by the LIRR station within its midst. Set in the heart of the commercial area on Linden Boulevard, residents have easy pedestrian access to the service.



Underpass Across from LIRR St. Albans Station Entrance



Entrance to LIRR St. Albans Station

However, there is no closed-in waiting area on the platform to protect riders from the weather, no commuter parking and the immediate station area is of concern — a vacant fenced off area owned by LIRR (shown below). Clearly, this property needs to be converted to a more productive use, such as parking or mixed-use.



North Side of Tracks at St. Albans Station

Also, the frequency of service is extremely poor. The St. Albans station is on the West Hempstead branch of the LIRR. No trains stop at the station during the 8 o'clock morning rush hour and there is no return service during the 6 o'clock evening peak commute. Both the 7:17 and 8:30 am trains out of West Hempstead bypass the station. The 2006 LIRR ridership book indicates that an average am peak train on the West Hempstead branch carries only 276 passengers, a typical train holds 1,000 passengers, indicating that there is substantial room on these trains for local residents to take this 30 minute, environmentally friendly service into midtown Manhattan.

Only the local and limited Q4 Bus stops at the station. The taxi service is Linden Taxi, but there is no taxi stand at the station.

The ridership at the station is relatively low — 70 passengers traveling eastbound from the station during the morning peak. In the 2006 Origins and Destinations Study, the LIRR found the response rate from the station to be too low to gain meaningful information as to how people were accessing the station.

EXPRESS BUS SERVICE

Two express bus routes serve St. Albans, the X63 and X64. From 6 AM–8 AM the X63 runs every 7–20 minutes, the X64 runs every 10–18 minutes; both take approximately an hour and 5 minutes to reach 57th Street and Park Avenue in midtown. In 2006, the X63 bus ridership dropped 11.5%, carrying 845 passengers, and the X64 ridership dropped 12.9% carrying 499 passengers.²⁶

SUBWAY AND LOCAL BUS SERVICE

A St. Albans commuter choosing the bus and subway travel mode will find the 15-mile commute into midtown Manhattan is likely to take on average 58 minutes. Travel includes one of several bus routes to Jamaica with connection to the E train into Manhattan (see Table STA.4).

Table STA.4: St. Albans Travel Times to Midtown Manhattan According to Available Travel Modes*

Area	Travel Mode	1 st Trip Segment	Travel Time (min)	Service Frequency (min.)	2 nd Trip Segment	Travel Time	Service Frequency (min.)	Travel Minutes to Midtown
St. Albans	Railroad (7–9am)	LIRR to Penn Station	30–32** (13.7 rail miles)	44–85				30–32 **
	Express Bus (6–8 am)	Express Bus to 57 th	57–69 (x63)	7–20 (X63)				57–69 (X63)
		St./Park Ave	57–69 (X64)	10–18 (X64)				57–69 (X64)
	Local Bus to Subway	Q4	21-26	3-5	E train to 53 rd /Lex. Station	37	5–8	63
		Q42	17	10				54
		Q83	29	3-6				66
		Q84	11	4-6				48
	Bus Routes to Jamaica Center							

* The above table reflects only actual time traveling, it does not include wait times, nor does it reflect the on-time performance of the service.

** East Side Access is expected to improve travel time to the east side of Manhattan by 18 minutes.

Given the relatively easy access to Jamaica and the price advantage, it is no surprise that subway (18%) and bus (19%) are popular transportation choices to work (Table STA.3). Still, 55% of residents drove: 44% alone, 11% in a carpool. Since almost 42% of workers had employment destinations in Queens, the highest level among the neighborhoods, the convenience factor may explain the high car usage. Even though 28% of workers have jobs in Manhattan, only 3%

²⁶ 2006 Subway and Bus Ridership Report

of workers use the LIRR. And, not unlike the rest of the Southeast Queens neighborhoods, 38% of St. Albans workers have an hour or more commute.

**Table STA.3
Southeast Queens
St. Albans
Selected Census Tracts -- Journey to Work**

Tract #	Workers 16 Yrs or Older	Drove Alone	Carpool	Walk	Bus	Subway	Train*	Worked in Qns	Worked in Man- hattan	1 Hr+ Travel Time to Work
282	499	261	58	36	71	67	0	179	132	127
366	1,081	401	114	48	182	246	65	392	170	393
368	980	468	81	29	214	144	13	501	262	366
376	2,632	1,315	209	40	426	479	107	998	715	1,030
394	1,206	507	186	25	219	191	63	479	391	526
398	834	356	92	5	205	154	22	260	246	418
400	532	204	81	0	104	123	7	188	143	202
402	652	321	49	19	172	91	0	320	450	195
420	376	118	63	0	106	59	7	144	92	161
422	696	292	57	5	131	162	16	346	181	220
426**	0	0	0	0	0	0	0	0	0	0
432	492	202	53	5	77	88	11	267	86	142
434	604	238	36	18	139	165	8	253	192	254
526	701	350	85	0	162	73	7	331	106	237
528	455	197	72	22	71	71	22	221	137	229
Total	11,740	5,230	1,236	252	2,279	2,113	348	4,879	3,303	4,500
		45%	11%	2%	19%	18%	3%	42%	28%	38%

*Commuter rail (LIRR)
 **St. Albans Veterans Adm. Ext. Care Center and the Roy Wilkins So. Queens Park
 Source: 2000 Census

Conclusions

The St. Albans community has the company of the LIRR, but there seems to be little conversation going on between them. Since the commute time is half that for the subway or express bus, it would appear that the poor service and fare differential are important factors in mode choice.

Case Recommendations

- LIRR must provide better service at the St. Albans station during peak hours
- LIRR must convert the vacant land on the east side of the station to commuter parking and/or mixed-use buildings
- LIRR must provide a better platform waiting area for riders, similar to those at Laurelton and Rosedale stations

Cambria Heights



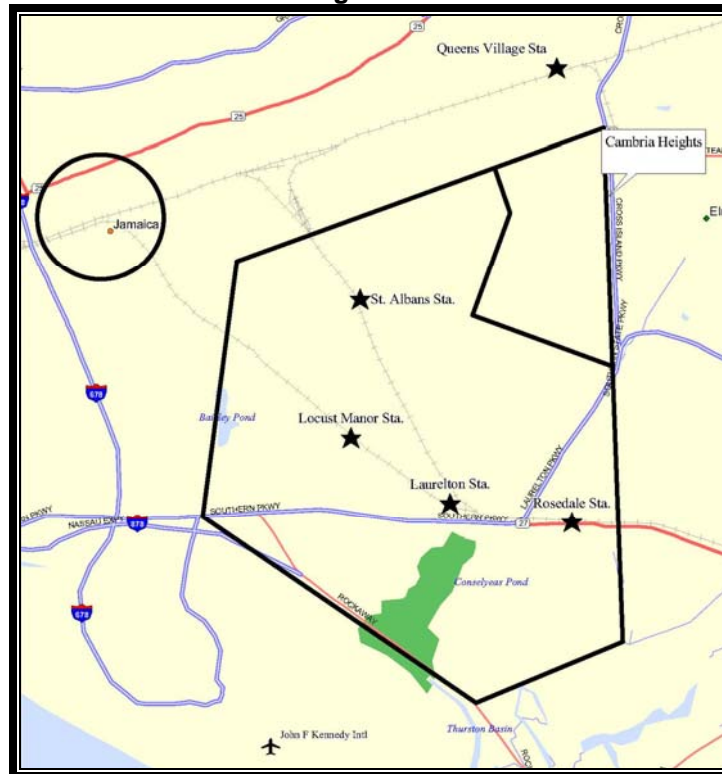
Cambria Heights Housing



Neighborhood

Cambria Heights is a middle class neighborhood that runs along the Cross Island Parkway which separates it from Nassau County. It is in the center of Queens Community District 13, a long narrow strip that borders Nassau County from Glen Oaks in the north to Brookville and Rosedale in the south.

Exhibit CH.1: Cambria Heights Location in Southeast Queens



Demographics

In 2000, Cambria Heights had the largest population of the Southeast Queens neighborhoods, 35,608 (Table CH.1, below). Between 1990 and 2000 a 20% growth in new housing, 1,855 units, drove the 8% population increase, 2,555 new residents. The senior population was 11% in 2000, up almost a third from 1990 (Table CH.2).

This is a middle class, economically stable neighborhood. The 1999 median household income was well above the state level of \$43,393 in every tract. Only one, Tract #588, at \$45,417, was below \$50,000. The area has a suburban feel, but is compact at nine housing units to the acre.

**Table CH.1
Southeast Queens
Cambria Heights
Selected Census Tracts -- Demographics**

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
516	651	0.07	14	\$59,038	2,143	223
534	567	0.09	10	\$52,708	1,868	205
536	664	0.08	13	\$52,883	2,154	271
538	550	0.07	12	\$64,554	1,952	230
578	1,009	0.16	10	\$50,625	3,477	428
580	1,210	0.21	9	\$55,750	4,145	390
588	381	0.05	11	\$45,417	1,120	139
590	407	0.06	10	\$65,192	1,241	145
592	411	0.12	5	\$53,672	1,263	109
594	568	0.09	10	\$68,833	1,780	215
596	532	0.08	11	\$65,469	1,614	187
598	620	0.08	13	\$54,484	1,830	240
600	427	0.07	10	\$65,000	1,260	186
602	381	0.09	6	\$57,045	1,212	147
604	343	0.06	9	\$55,476	1,026	154
606	489	0.08	9	\$59,875	1,521	204
608	531	0.08	10	\$66,964	1,631	214
610	389	0.08	7	\$73,750	1,216	171
612	530	0.10	9	\$76,408	1,719	223
614	426	0.12	6	\$63,482	1,436	165
Total	11,086	1.84	9		35,608	4,024 11%

Source: 2000 Census

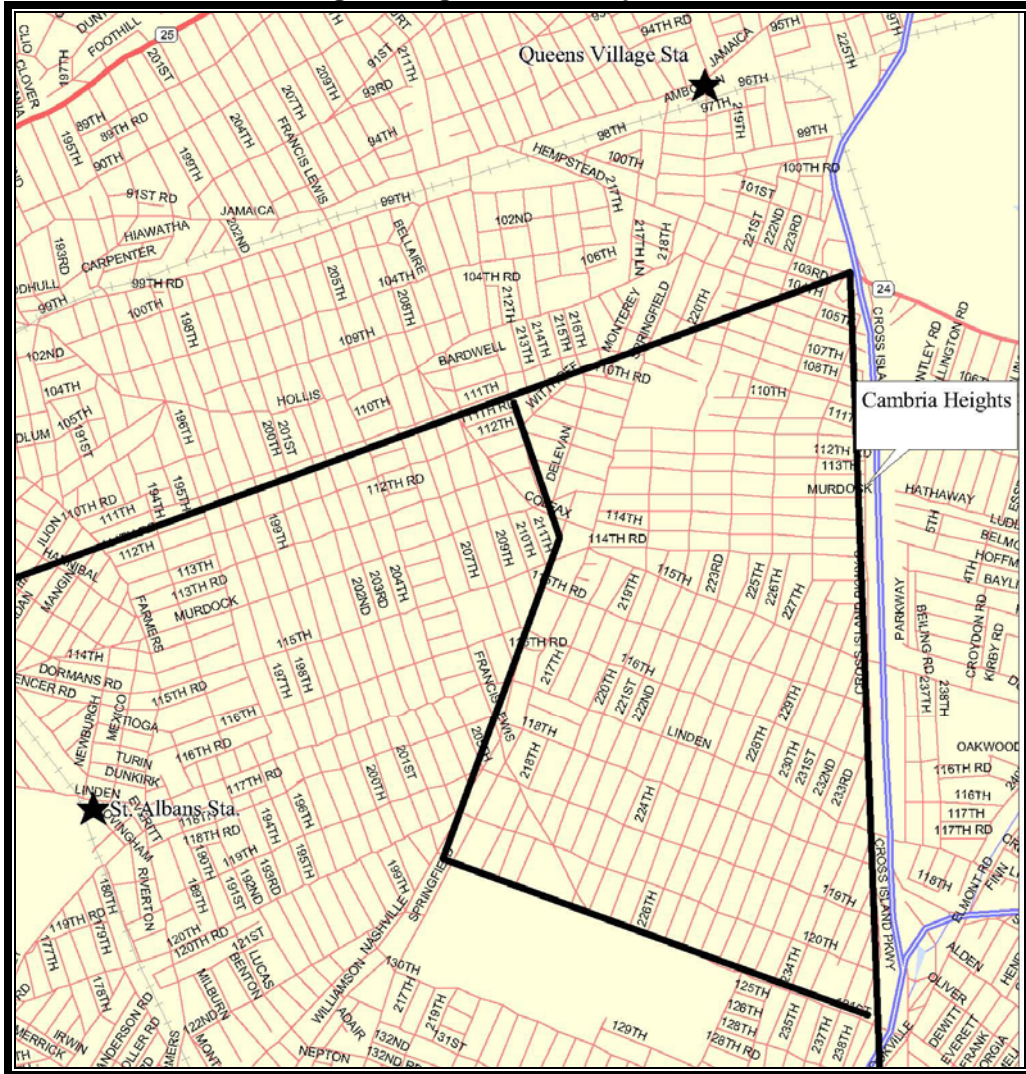
**Table CH.2
Cambria Heights
Change: 1990 to 2000**

			Change	
	1990	2000	Number	Percent
Housing Units	9,231	11,086	1,855	20%
Population	33,053	35,608	2,555	8%
Pop. 65 yrs or Older	3,035	4,024	989	33%

Source: 1990 and 2000 Census

Transportation

Exhibit CH.2: Cambria Heights Neighborhood Map



The public transportation options for commuters in Cambria Heights are: local bus into Jamaica for the subway; express bus into Manhattan; or, bus (Q27) to Queens Village LIRR station (Hempstead Branch) for those in the northern part of the neighborhood; and, bus (Q4) to the St. Albans station for the middle section of the neighborhood. None of these choices is particularly convenient or quick. As a result, the car is the preferred mode choice with 49% of workers driving alone (the highest level in Southeast Queens) and 12% in a carpool. Train service at Queens Village (or Rosedale or St. Albans) station isn't close enough to be attractive, especially at the higher fare compared to a bus/subway trip. Commuter rail usage is only 1% in Cambria Heights, the lowest in Southeast Queens.

Table CH.3
Southeast Queens
Cambria Heights
Selected Census Tracts -- Journey to Work

Tract #	Workers 16 Yrs or Older	Drove Alone	Carpool	Walk	Bus	Subway	Train*	Worked in Qns	Worked in Man- hattan	1 Hr+ Travel Time to Work
516	1,033	439	93	46	136	204	7	539	230	470
534	769	298	75	12	130	190	15	290	199	338
536	858	397	131	0	105	192	6	333	181	330
538	870	376	81	39	159	199	16	340	197	332
578	1,489	652	216	58	279	219	53	662	350	552
580	1,910	953	212	11	267	409	0	547	577	711
588	569	233	47	8	132	136	0	203	194	280
590	649	340	78	0	75	150	0	278	116	240
592	642	412	45	0	69	103	0	238	186	206
594	859	456	114	21	106	121	25	214	281	346
596	723	392	113	16	90	80	0	204	176	227
598	806	446	101	14	117	107	4	297	180	369
600	574	264	116	0	67	97	18	162	176	259
602	468	246	52	15	132	23	0	141	90	161
604	424	233	55	0	36	72	20	157	86	148
606	779	352	109	16	113	183	0	257	183	350
608	753	397	78	20	104	132	16	303	186	271
610	510	202	69	0	59	180	0	174	182	263
612	753	436	16	4	84	206	7	239	260	322
614	666	362	84	0	101	111	8	303	165	202
Total	16,104	7,886	1,885	280	2,361	3,114	195	5,881	4,195	6,377
Percentage		49%	12%	2%	15%	19%	1%	37%	26%	40%

*Commuter rail (LIRR)
 Source: 2000 Census

LOCAL AND EXPRESS BUS SERVICE

Cambria Heights has some local bus service, principally the Q4, Q27, Q83, and Q84. The Q27 is the only service that runs north and south along Springfield Boulevard that can take riders to the LIRR Queens Village station. The Q4 can provide connection to the St. Albans station for some residents. The others make their way into Jamaica Center. The only express service is the X64 which also passes through St. Albans and Jamaica. As mentioned previously, the St. Albans station currently has poor frequency of service while the service from the Queens Village station is considerably better.

Table CH.4: Cambria Heights Travel Times to Midtown Manhattan According to Available Travel Modes*

Area	Travel Mode	1 st Trip Segment	Travel Time (min.)	Service Frequency (min.)	2 nd Trip Segment	Travel Time (min.)	Service Frequency (min.)	Travel Minutes to Midtown
Cambria Heights	Railroad (7–9am)	Q27 Bus to Queens Village Station	13–14	3	LIRR (Queens Village Station) to Penn Station	31–34** (15.1 rail miles)	14–42	44–48**
	Express Bus (6–8 am)	Express Bus to 57 th St./Park Ave	68–82 (X64)	10–7 (X64)				68–82 (X64)
	Local Bus to Subway	Q4, Q83 or Q84 Bus to Jamaica Center	25–30	4–6	E train to 53 rd /Lex. Station	37–42	5–8	63–72

* This table reflects only actual time traveling, it does not include wait times, nor does it reflect the on-time performance of the service.

** East Side Access is expected to improve travel time to the east side of Manhattan by 18 minutes.

Conclusions

Cambria Heights residents have extremely limited travel choice for rapid public transportation to Manhattan. The local bus connection to the subway in Jamaica and the express bus both take over an hour as shown in Table CH.4. The quickest way, even with a bus trip to the station, is still the LIRR from Queens Village or St Albans stations.

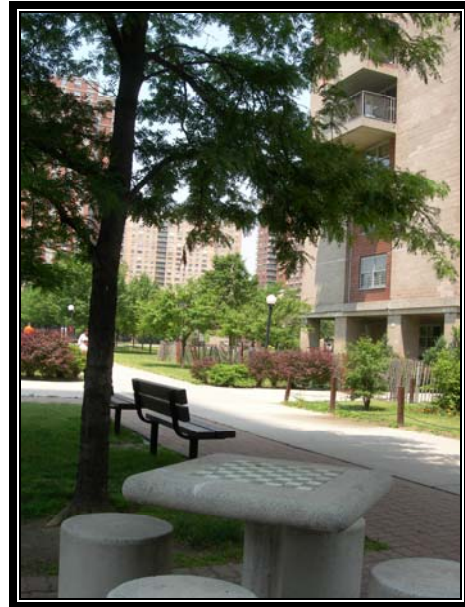
Case Recommendations

- LIRR must increase service at the St. Albans station so that residents in at least the southwestern section of Cambria Heights have a comparable option to LIRR service at Queens Village.
- NYC Transit must provide shuttle service from the southern section of Cambria Heights to the St. Albans station; or, alternatively, reroute the Q84 to stop at the St. Albans station.

Co-Op City Bronx



Co-Op City high-rise buildings and parking deck



Co-op City interior walkway

Neighborhood

Co-Op City is located in the Baychester section of the Bronx (northeast New York City) on 300 acres.²⁷ Bounded by Interstate 95 on the west and the Hutchinson River on the east, the 35 high rise buildings represent a landmark to those traveling from the north into New York City. The property is divided by the elevated Hutchinson River Parkway which basically creates a large northern section and a much smaller southern portion (see Exhibit CO.1).

Opened in 1971, this project, one of the largest cooperative housing developments in the world, features 15,372 units in both tower structures of varying heights and clusters of townhouses. As a “co-op”, tenants run the complex through an elected board. Co-Op City was sponsored by the United Housing Foundation (UHF), which organized many cooperative housing projects in New York City and New York State.²⁸

²⁷ This land was first used as a municipal airport and then an amusement park (Freedomland).

²⁸ UHF also developed Rochdale Village in Springfield Gardens, Queens, discussed elsewhere in this report. UHF used financing from savings banks, insurance companies, union pension funds, and direct mortgage loans from the State of New York. UHF specialized in high-rise, large-scale projects to meet a mass need for lower priced housing in New York. See Siegler and Levy, *Brief History of Cooperative Housing*, <http://www.coophousing.org/HistoryofCo-ops.pdf>

Exhibit CO.1: Location of Co-Op City in the Region



Co-Op City has all the amenities of a self-contained town: eight parking garages, three shopping centers, an educational park (high school, two middle schools and three grade schools), firehouse and power plant. The buildings are set apart by large areas of green space and surface parking lots. There are recreational facilities and open plazas throughout the complex. The property is currently undergoing extensive renovation work on its buildings and infrastructure.²⁹

²⁹ Funding for this restoration work was the subject of a bitter battle between the State of New York and the residents' association. An agreement was finally reached in 2004 when the state allowed the co-op to refinance their debt and offered new loans to fix the crumbling facades, broken elevators and windows, and rebuild failing parking garages and other infrastructure. (*New York Times*, 1/30/2004)



High-rise and Low-rise Residential Units in Co-Op City

Demographics

Two census tracts, #302 (southern section) and #462.01 (northern section), cover Co-Op City. The 2000 Census showed a population of 33,387. Seniors account for a fifth of the residents. This latter demographic is reflected in the modest economic level of the residents: Both tracts show 1999 median household income slightly below that of the state median level of \$43,393. (See Table CO.1)

Table CO.1
Bronx
Co-Op City
Selected Census Tracts -- Demographics

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
302	4,334	0.18	37	\$41,031	8,864	1,709
462.01	11,522	0.79	23	\$40,843	24,523	5,090
Total	15,856	0.97	26		33,387	6,799 20%

Source: 2000 Census

Interestingly, the senior population, although still a large component in 2000 as noted above, dropped almost 18% from 1990 levels, a result of aging residents moving out and younger immigrant families moving in (Table CO.2).

Table CO.2
Co-Op City
Change: 1990 to 2000

	1990	2000	Change	
			Number	Percent
Housing Units	15,531	15,856	325	2%
Population	33,694	33,387	-307	-1%
Pop. 65 yrs or Older	8,267	6,799	-1,468	-18%

Source: Census 1990 and 2000

Transportation

When Co-Op City was built in the late 1960s and early 1970s, automobile use was expected to be the dominant transportation mode, as evidenced by the eight parking garages within the project. This was a suburb-like location at the edge of Westchester County and the freedom to own and have the convenience of a car was, and still is, part of the attraction of the development. See the neighborhood map in Exhibit CO.2.



Walkway across I95 from Co-op City

The nearest subway stop is Baychester on the 5 line, a five to ten minute walk from the west side of the north section by way of an overpass over I95. This walkway and the station itself are particularly unpleasant. On a recent site visit, PCAC staff encountered high levels of litter, overgrowth,

and even a local rodent resident. The station is in very poor condition with litter and peeling paint. Furthermore, no local bus stops directly at the station. At the moment there is little incentive to take the subway from this location.³⁰ To

³⁰ The Co-Op City high school has direct access to the Baychester station on the Interstate 95 overpass walkway. In fact, PCAC observed mostly students using the littered pathway and station.

access subway service more residents take the Bx28, which loops around the complex, to the Gun Hill Road station on the 5 Line, which is farther than the Baychester station, but closer to Manhattan.



Walkway from Co-Op City to Baychester Subway Station



Baychester Subway Station

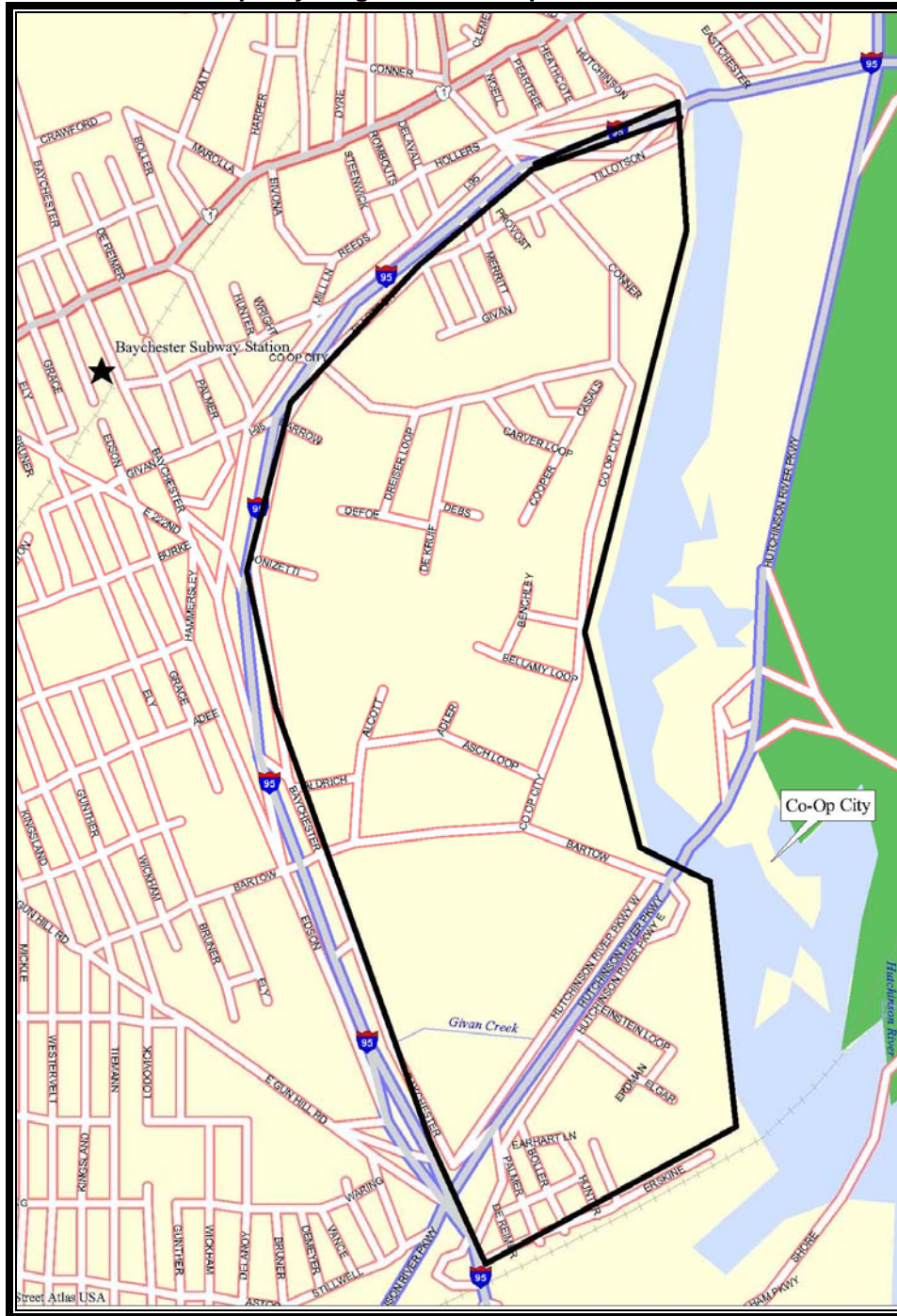
Currently a variety of local and express bus routes serve Co-Op City. The local Bx12, Bx25, Bx26, Bx28 and Bx30 buses travel east and west connecting the complex to the 1, 2, 4 and 5 subway lines and the Metro-North Fordham, Botanical Gardens and Williams Bridge stations. The Bx29 bus circles through Co-Op City going south to the Pelham Bay Park subway station (6 Line) and east to City Island. The QBx1 bus makes a loop around Co-Op City and passes through Pelham Bay on its way to Flushing. The cost of local bus and subway (\$2) can be reduced by adding \$10 increments to the MetroCard. Likewise, the price of the express bus at \$5 per ride can be reduced in the same manner.

The BxM7 express bus provides service to Manhattan. These buses run from 5 AM to 12:30 AM into Manhattan and from 6 AM to 1:30 AM from Manhattan. During peak hours the BxM7 runs on 3–10 minute headways from the Dreiser Loop with a scheduled time of 60 minutes to Mid-town. It runs at 5–10 minute headways from the Bellamy Loop with a scheduled travel time of 56 minutes to Midtown. Not all buses stop at all the loops, which cuts down on the amount of time spent making local stops.

On a daily basis 75 buses leave from Co-Op City for Manhattan and 77 make the return trip. According to MTA Bus, ridership has been growing. The 2006 daily ridership was 3,856. When asked about the short headways during the peak hours, MTA Bus agreed that possibly more efficiencies could be gained upon closer analysis, but felt it would be no more than one or two buses.³¹

³¹ Unfortunately, MTA Bus currently lacks the staff to support this kind of data collection and analyses.

Exhibit CO.2: Co-Op City Neighborhood Map



The primary Metro-North railroad station for Co-Op City is the Fordham Station (via the Bx12) because of its frequent service on the Harlem line.³² The Williams Bridge station (via the Bx25 or Bx26 bus) and the Botanical Garden stations (via the Bx25 and Bx26) are also available, but do not have frequency of service comparable to Fordham station. However, all of these stations are at least a half-hour trip (west) from Co-Op City.³³ The Amtrak rail line skirts the southern edge of Co-Op City, but there is no stop.

PlaNYC 2030 reports that commuters from Co-Op City are about 5.5 times more likely to drive to Manhattan than other Bronx residents. Those commuting to Mid-town are 1.8 times more likely to drive as those heading to Lower Manhattan.³⁴

The 2000 Census figures for travel mode to work confirm these commute patterns (Table CO.3). Forty-two percent of Co-Op City residents worked in Manhattan and nearly as many (39%) worked in the Bronx. The largest portion of commuters (33%) drove alone and 10% carpoled. Large percentages, however, used the bus (26%) and subway (21%). However, these public transit modes take longer, as the PlaNYC report points out, and that fact is reflected by the nearly 42% of workers that have a commute that is an hour or more long.

**Table CO.3
Bronx
Co-Op City
Selected Census Tracts -- Journey to Work**

Tract #	Workers		Drove Alone	Carpool	Walk	Bus	Subway	Train*	Worked in Bronx	Worked in Manhattan	1 Hr+ Travel Time to Work
	16 Yrs or Older										
302	4,092		1,301	418	116	1,118	968	45	1,386	1,909	1,767
462.01	10,064		3,375	962	788	2,626	2,039	68	4,175	4,076	4,164
Total	14,156		4,676	1,380	904	3,744	3,007	113	5,561	5,985	5,931
			33%	10%	6%	26%	21%	1%	39%	42%	42%

*Commuter rail (Metro-North)
Source: 2000 Census

³² Fordham and Botanical Gardens stations are also ADA compliant, whereas the Williams Bridge station is not. Also, the New Haven line only can discharge passengers at Fordham station during peak morning hours; however, it can pick up passengers going east for a reverse commute to places such as Stamford or Greenwich, Connecticut.

³³ According to Metro-North there is demand for rail service from the Bronx to job centers such as White Plains. However, the time required (a half-hour) to get to the Metro-North stations by bus makes this an unlikely option for Co-Op City residents.

³⁴ Technical Report to Transportation Section of PlaNYC, p. 58.

Metro-North is currently studying the possibility of placing a station on the Amtrak line at the southern edge of Co-Op City.³⁵ A station here would offer commuters an approximate 25-minute ride into Penn Station in Manhattan which would be comparable to going by car. This additional option may also allow a reduction in the number of express buses serving the complex. However, as in the case of the LIRR stations in Queens, discussed in detail in another section of this report, the train fare would have to be adjusted to be competitive with the cost of an express bus ticket plus the free transfer to the subway or local bus at the end of the trip. Also, this would mean that most riders from the northern section of the community would have to drive or take a shuttle to the station as the distance would be too great to comfortably walk. Biking to the station would be an option as well.

Conclusions

Clearly, steps need to be taken to get workers at Co-Op City out of their cars. Express and local buses at this point are the only convenient options to residents for public transit. Connection to subways involves riding a bus to a 2 or 5 Line station; or walking to the unpleasant Baychester station on the 5 Line over I95 on a trash-strewn sidewalk.

Case Recommendations

- NYC DOT must improve the deplorable pedestrian access to the Baychester subway station.
- NYC Transit must improve the deplorable condition of the Baychester station building.
- MTA Bus must review the number and headways of the BxM7 express bus service to Manhattan to determine if all of the trips on the route are necessary — particularly those in peak hours with less than 10-minute headways. Buses contribute to congestion in Manhattan and their number should be reduced, *if appropriate*.
- Metro-North must continue to pursue the possibility of a stop at Co-Op City, but only with an equitable fare structure, adequate shuttle service to the stop and secure bicycle storage provisions.

³⁵ According to Metro-North, a DEIS may be released in 2008.

Southwest Staten Island



SIR at the Tottenville station



Main Street Tottenville facing station overpass

The Neighborhoods

It is hard to imagine that this quiet corner of Staten Island, the southernmost part of New York City (Exhibit SI.1), was once a place of hotels, casinos, industry, and a large oyster and fishing trade. Unfortunately, by the time WW II was over, all of this economic activity had ceased. Today, the neighborhoods of Tottenville, Richmond Valley, Pleasant Plains and Prince's Bay are suburban-style residential areas with few job centers in the immediate area.

Exhibit SI.1: Southwest Staten Island Location in the Region



Geographically, these communities comprise a small peninsula surrounded by the Arthur Kill and the Raritan Bay/Atlantic Ocean (see Exhibit SI.2). They are also cut off from the rest of Staten Island to the north by the Richmond Parkway, a high speed limited access road that becomes Route 440 on its way west to the Outerbridge Crossing to Perth Amboy, New Jersey.

Exhibit SI.2: Southwest Staten Island Neighborhood Map



Tottenville

This 1.7 square mile area was once an important way-station for travelers between New York City and Philadelphia because of the ferry that crossed the Arthur Kill to Perth Amboy. Its long history is reflected in Conference House Park, site of a 1776 peace conference between representatives of the

Continental Congress and the British forces where the original 1680 structure has been preserved.³⁶

Tottenville is the southern terminus of the Staten Island Railway (SIR). There are two other SIR stations within the Tottenville community: Atlantic (named after the defunct Atlantic Terra Cotta Co. factory nearby) and Nassau (due to the proximity to the former Nassau Smelting and Refining operations). According to the SIR capital plan, these two stations are soon to be demolished and replaced by a new station and a much-needed park and ride facility at Arthur Kill Road.



Entrance to Tottenville Station

Richmond Valley

Richmond Valley is an adjacent neighborhood, north and east, to Tottenville. Once considered part of Tottenville, it gained its own identity when the Staten Island Railway created a stop there called Richmond Valley. Today the area is the access point to the Outerbridge Crossing which spans the Arthur Kill and connects Staten Island to New Jersey.³⁷ Richmond Valley is also known for the non-denominational Christian church, Gateway Cathedral, which occupies 22 acres and reports a congregation of 1,600.

Pleasant Plains

East of Richmond Valley, Pleasant Plains also owes its identity to the Staten Island Railway. When the railroad line was extended to Tottenville in 1860, a station crossing Amboy Road a few miles north of Tottenville, was designated "Pleasant Plains." Eventually, the name was applied to the community which sprung up around the station. Pleasant Plains is the site of Mt. Loretto, a 126-

³⁶ There is also a strong Victorian era heritage. Seven buildings in Tottenville have been recognized by the Preservation League of Staten Island (Tottenville Historical Society)..

³⁷ Built in 1928, the Outerbridge Crossing ultimately reduced the need for the Tottenville ferry which closed in 1962.

acre cemetery owned by the Archdiocese of New York and the Mission of the Immaculate Virgin Children's Home.³⁸

In late April, 2007, *The New York Times* Real Estate Section featured Pleasant Plains and described it as a “patchwork of residential pockets scattered among swaths of wetlands, woods and a waterfront conservation area.”³⁹ The article reported that in the last five years, storm and sanitary sewers and new water mains have been installed, and zoning has been adjusted downward (lowering permitted units per acre) to control the recent development pressure.

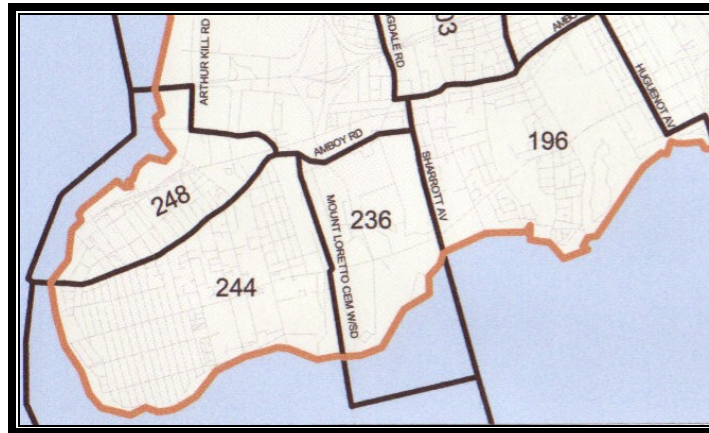
Prince's Bay

Prince's Bay neighborhood is east of Pleasant Plains located roughly between Sharrott and Huguenot Avenues. Again, the Staten Island Railway gave the area its name when it located its new station at the Prince's Bay Road crossing (now Seguine Avenue). The SIR Huguenot Station is located at Huguenot Avenue and Amboy Road, just outside Census Tract #196. Within the Prince's Bay area are two large borough parks: Lemon Creek Park (105 acres) and Wolfe's Pond Park (20 developed and 170 undeveloped acres). Historically, the area was known for its oyster harvests and the White Dental Manufacturing Company, once the largest employer on Staten Island (now closed).

Demographics

Southwest Staten Island is almost a forgotten part of the New York City landscape – but, not quite.

Exhibit SI.3: Southwest Staten Island Census Tracts



Source: Dept. of City Planning, NYC

³⁸ The property was originally a 320-acre farm purchased in 1882 to establish an orphanage. Today five family-like homes for developmentally disabled older children and young adults are the core of Mount Loretto's program. There is also a day care center for children from the local community plus specialized services for children with autism.

³⁹ April 29, 2007

The four census tracts that make up this section (196, 236, 244, 248 – see Exhibit SI.3) represent a 2000 population of 17,328 persons (Table SI.1). Three out of the four tracts are substantially above the 1999 New York state median income of \$43,393 (Census 2000). The exception is Tract 236 which contains the large cemetery and children’s mission.

During the 1990s, there was massive new home construction on the sizeable number of vacant properties in these tracts, as well as numerous “tear downs” of old housing to build townhouses. The number of housing units increased an impressive 56% and there was a corresponding 49% increase in population (Table SI.2). Shifts from 1990 to 2000 also indicate a 29% growth in the senior citizen age group, which is now approximately 9% of the population.

Table SI.1
Southwest Staten Island
Selected Census Tracts -- Demographics

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
196	1,842	1.52	2	\$66,345	4,977	457
236*	17	0.74	0.04	\$37,222	82	4
244	3,140	1.55	3	\$68,073	8,401	709
248	1,517	0.67	4	\$57,209	3,868	365
Total	6,516	4.48	3		17,328	1,535 9%

*Contains the Mount Loretto cemetery and Mission of the Immaculate Virgin Children's Home, not in density calculation.
 Source: Census 2000

Table SI.2
Southwest Staten Island
Change: 1990 to 2000

	1990	2000	Change	
			Number	Percent
Housing Units	4,179	6,516	2,337	56%
Population	11,627	17,328	5,701	49%
Pop. 65 yrs or Older	1,190	1,535	345	29%

Source: Census 1990 and 2000

Transportation

STATEN ISLAND FERRY

Staten Island is connected to lower Manhattan by ferry service from the St. George terminal, a modern inter-modal center with access to SIR and a variety of bus routes.



Staten Island Ferry Terminal

THE STATEN ISLAND RAILWAY (SIR)

SIR is a 14-mile, 23-station electrified rapid transit line that mostly serves as a feeder to the ferry between the island's south shore communities and the St. George terminal (see Exhibit SI.4). Freight and passenger service on Staten Island dates to the mid-1800s, once operated by the Baltimore and Ohio Railroad. In 1971, the City assumed ownership and leased the line to the MTA, which in turn established a separate subsidiary known as the Staten Island Rapid Transit Operating Authority.⁴⁰ While managed by the MTA New York City Transit, it is a separate and distinct MTA subsidiary.

⁴⁰ The history and discussion of SIR operations is taken from the MTA Staten Island Railway Strategic Business Plan, July 21, 2007.

Exhibit SI.4: SIR Route Map



Source: MTA

The whole environment in which the Railway operates has changed dramatically over the last 20 years. Ridership growth traced population growth through the 1970s and early 1980s. Capital investments were made to operate longer trains in response to overcrowding. However, the loss of jobs in lower Manhattan, along with the explosion in the use and availability of express bus service, resulted in weekday revenue ridership falling from a peak of about 25,000 in 1987 to approximately 20,000 in 2003. At the present time the Railway is underutilized, even during peak periods.

The cost to ride the Railway is \$2 through purchase of a New York City MetroCard. Transfers and bonus rides with each \$10 purchase are equivalent to

the rest of the NYC Transit system. There is one additional benefit, however: If a rider takes a bus to the SIR station, the card does not record the transfer and the customer still can transfer for free to bus or subway upon reaching Manhattan. All fare collection is centralized at the St. George Ferry Terminal and riders between any other stations ride for free. As a result, the fare box recovery ratio is currently only 18%. A pilot project for one station has been approved and funded to identify a fare collection approach suitable for the SIR's unique situation.

Table SI.4
Southwest Staten Island
SIR/SI Ferry Travel Time to Lower Manhattan

	# of Express Trains AM	Average time to Manhattan	Headway	# of Express Trains PM	Average time to Tottenville	Headway	Cost
Tottenville--Whitehall Street, Manhattan, via SI Ferry	6	1 Hr 8 min	15 min.	8	1 Hr 2 min	20 min	RR \$2 (includes 1 free transfer to bus/ subway) SI Ferry-Free

Note: Estimated time from Whitehall St to Mid-town via subway is 15-20 minutes

Ridership appears to have stabilized, with 2006 levels up 10% over that of 2005. Several key initiatives have helped attract more riders: new and expanded period express schedules⁴¹; increased operating speeds supported by a new cab signal system; and more consistent westbound school service.

SIR has a major initiative in its 2005–2009 capital program that will directly affect the riders in southwest Staten Island. The Atlantic and Nassau Stations, which are substandard underutilized stations in seriously dilapidated condition, will be replaced with a new station and a much-needed park and ride facility at Arthur Kill Road (150–350 spaces). There are also modest park and ride facilities proposed for Pleasant Plains (15 spaces) and Princes Bay (12 spaces). The sprawling nature of Staten Island's built environment has rendered residents very car-dependent.⁴² There is a critical need for parking near SIR stations to attract riders who must or want to drive to the station.

⁴¹ Market research in September 2006 indicated that better express service was the most important feature to current and potential riders.

⁴² See Zupan. 2005. A Unique Island with Unique Transportation Issues in *New York Transportation Journal*, Vol. VIII No. 2 Spring.



SIR Tottenville Station Overpass

The Tottenville Station, final stop at the southern end of the SIR, is notable because it has a dramatic setting at the water's edge between the end of Bentley Street and the foot of Main Street. Here there are lovely views across the Arthur Kill looking west to New Jersey. Passengers can enter the station from either Bentley or Main Street where there is an overpass. There is no designated parking at either access point, but riders can park on the street. The nearby neighborhood is very pedestrian friendly and quiet. The station is in need of some maintenance as there is substantial peeling paint, graffiti and broken concrete on the overpass walkway and stairs. Unfortunately, the station area is further spoiled by the unfinished building renovation to the north of the platform.⁴³ Finally, there is only minimal directional signage to the station from Amboy Road. For those persons unfamiliar with the area finding the station is something of a challenge.

EXPRESS BUS SERVICE

Outside of private car use, SIR's main competition for riders is the express bus. Staten Island has 31 express bus routes, 22 of which utilize the Verrazano-Narrows Bridge into Brooklyn and then on into Lower Manhattan through the Brooklyn Battery Tunnel. Approximately a third of these routes travel along Hylan Boulevard, a major artery located between the south coast and the SIR. In southwest Staten Island there is only one option, the X22. This route follows the West Shore Expressway to the Staten Island Expressway, west across the Goethals Bridge, north on the New Jersey Turnpike, crossing into Manhattan through the Lincoln Tunnel and terminating at 57th and Lexington Ave. This trip takes approximately one hour and 40 minutes during the morning peak hours

⁴³ A local restaurant has posted a "coming soon" sign, but no activity was evident on a recent site visit.

and costs \$5,⁴⁴ which includes a free transfer to the New York City Transit system.

Table SI.5
Southwest Staten Island
X22 Express Bus to Mid-town Manhattan

	# of Express Buses AM	Average time to Manhattan	Headway	# of Express Buses PM	Average time to Tottenville	Headway	Cost
Tottenville -- Mid-town 57th St and Lexington	29	1 Hr 40 min	varies from 3 to 15 min	22	1 Hr 28 min	Varies from 6 to 15 min	\$5 (includes 1 free transfer to bus or subway)

Note: Reduced fare weekly passes are available which brings the cost to \$4.10/ride

By comparison, a train ride from Tottenville on a morning express SIR train, with a transfer to the Staten Island Ferry, puts the passenger in Lower Manhattan in one hour and eight minutes. From there a subway trip to Mid-town would take another 15-20 minutes to reach a final destination. The total trip is then approximately 1½ hours for \$2 versus the express bus at twice the price and 15 minutes longer. The drawback to the SIR/ferry/subway mode is the multiple changes. On the other hand, with the exception of the bus lanes in the approach to and through the Lincoln tunnel, the express service risks getting delayed by traffic congestion and accidents. While it could be argued that the extra price and time of the express bus is worth the “one-seat ride” to Mid-town Manhattan, clearly the SIR/ferry combination is the most efficient way to Lower Manhattan.

In looking at the express bus service several things were noticed that are cause for concern. From approximately 6 AM to 7:30 AM, headways range from 3 minutes to 8 minutes. Since the express bus should more approximate a train service and not a local bus, these short headways appear to be excessive. Supporting this conclusion is the fact that, on average, the X22 buses are only at 58% capacity.⁴⁵ In light of the City’s efforts to reduce congestion and promote sustainability, the frequency of X22 bus service needs to be re-examined.

⁴⁴ See discussion in the Southeast Queens section on weekly fare passes which can reduce the cost per ride.

⁴⁵ Average daily ridership on the Sx22 in 2006 was 1,683 (Source: 2006 Subway Bus Ridership Report, NYC Transit, May 2007.) There are 51 bus runs (29 am and 22 pm) made each weekday, which yields an average daily ridership of 33 per bus. Each express bus has 57 seats. Therefore, the average seating load coverage per trip is 58%.

LOCAL BUS SERVICE

Southwest Staten Island is also served by the S74/S84 Local/Limited service to St. George Ferry Terminal. The S74 route starts in Tottenville going north along Arthur Kill Rd, through the Eltingville Transit Center, continuing on along Richmond Road until taking Van Duzer St. into the ferry terminal. The return trip is made via Bay Street and Targee St. to Richmond Road. The S84 Limited operates only in the evening on weekdays, meeting the ferry to make the return trip with limited stops back to Tottenville (see Table SI.6).

The S59 provides peak hour service only from Tottenville to Port Richmond through Eltingville Transit Center by way of Hylan Boulevard and Richmond Avenue. An important stop on this route is the Staten Island Mall. There is no service to Tottenville on weekends. The S78 is the 24-hour local bus to St. George Ferry Terminal along Hylan Boulevard, operating weekdays and weekends. Since it takes one hour and 10–15 minutes to make the trip from Tottenville to St. George during the morning peak hours, a better choice is SIR.

Table SI.6
Southwest Staten Island
S74/S84 Local/Limited Bus to/from St. George Ferry Terminal

	# of Local Buses AM (5:30 to 8:30)	Average time to Ferry Terminal	Headway	# of Ltd Service Buses PM (peak)	Average time to Tottenville	Headway	# of Local Buses PM (4:30 to 7:30)	Average time to Tottenville	Headway	Cost
Tottenville - St. George Ferry Terminal	13	1hr 20min	varies from 10-20min	5	1hr 12min	Varies from 15-40min	9	1hr 17min	Varies from 15-20min	\$2 (includes 1 free transfer to bus or subway)

Note: The S74 is 24-hour local bus service. The Limited Service S84 operates only in the evening from St. George Ferry Terminal.

NYC Transit has recently announced some changes to bus routes that may impact residents of Southwest Staten Island: The S55, which currently ends at Wolfe's Pond Park and Beach on Luten Avenue, will be extended into Prince's Bay with a stop at the SIR station, going on to Bloomingdale Road north, terminating at the Arthur Kill Correctional Facility. Another bus improvement is the long awaited rush-hour service from Staten Island to NJ TRANSIT's Hudson-Bergen light-rail line station at 34th Street in Bayonne. This new S89 Limited bus will make the 12.5-mile run from Hylan Boulevard along Richmond Boulevard. The fare will be \$2 per one-way trip. Residents in southwest Staten Island who work in Hudson County, New Jersey, can easily drive to the Eltingville Transit Center or take SIR to the Eltingville station and transfer to the S89.

Table SI.3
Southwest Staten Island
Selected Census Tracts -- Journey to Work

Tract #	Workers		Carpool	Walk	Bus	Subway	Train*	Worked in SI	Worked in Manhattan	1 Hr+ Travel Time to Work
	16 Yrs or Older	Drove Alone								
196	2,354	1,551	241	30	277	26	33	929	197	874
236**	28	21	7	0	0	0	0	16	4	0
244	3,927	2,586	436	37	427	31	60	1,733	815	458
248	1,847	1,180	240	27	90	53	40	881	352	159
Total	8,156	5,338	924	94	794	110	133	3,559	1,368	1,491
		65%	11%	1%	10%	1%	2%	44%	17%	18%

*Commuter rail (SIR)

**Contains the Mount Loretto cemetery and Mission of the Immaculate Virgin Children's Home

Source: Census 2000

Not surprisingly, a very large percentage (65%) of residents of southwest Staten Island drive alone to work (see Table SI.3). That share, coupled with those who carpool (11%), indicates that over three-quarters of the residents in these tracts use a car to get to work. Since 44% work within Staten Island, a very suburban environment compared to the other boroughs, the need and convenience of driving is expected. For residents living in this area the intra-island connections using local bus service is limited. Public transportation appears to serve those commuting into Manhattan and Brooklyn and the local student population.

Conclusions

Public transportation options for those individuals working in Lower Manhattan are very good. The SIR offers efficient, affordable service with easy connections to the Staten Island Ferry. Copious express bus service is also available, although it is more expensive and entails a longer trip. Intra-island connections, however, are more difficult, requiring several transfers and long travel times to get from one place to another.

NYC Transit has embarked on a comprehensive review of express bus service in Staten Island and will study the local bus service next year.⁴⁶ That effort notwithstanding, the following are recommendations that PCAC offers for better allocation of transportation resources in the neighborhoods of Southwest Staten Island. It is our belief that express bus service is becoming more like an expensive luxury limousine service (compared to local bus or subway) that cannibalizes ridership from SIR rather than getting people out of their cars. Every effort should be made to utilize the rail infrastructure as much as possible.

⁴⁶ Per conversation with P. Cafiero, Chief of Operations Planning, NYC Transit.

Clearly, there will still be a need for some express bus service, but it should supplement SIR service, not replace it.

Case Recommendations

- NYC Transit must review headways and ridership load rates on the X22 Bus.
- NYC Transit/SIR must continue to move forward on station improvements, particularly the proposed new station at Arthur Kill Road.
- NYC Transit and MTA must continue to push for more park and ride lots to attract SIR ridership.
- NYC DOT must provide for more bike storage facilities at stations to encourage more riders to bicycle to stations.
- New York City and NYC Transit/SIR must engage in more community outreach regarding parking issues and mixed-use development around stations (transit-oriented development) that will foster increased ridership.
- NYC Transit/SIR must implement more zone express trips since that is the attractive feature to riders.

Indirectly related to SIR ridership is the St. George Ferry Terminal. While it provides an easy transfer from bus and train to the ferry, the facility itself needs more activities and uses that will encourage ridership. To that end, the City of New York needs to develop at the Terminal an active restaurant/pub establishment, concierge services for commuters, and commuter retail. There also needs to be more visual interest at the bus boarding areas. The whole facility is stark.

Red Hook Brooklyn



Artists' studios at the Red Hook, Brooklyn, waterfront

The Neighborhood

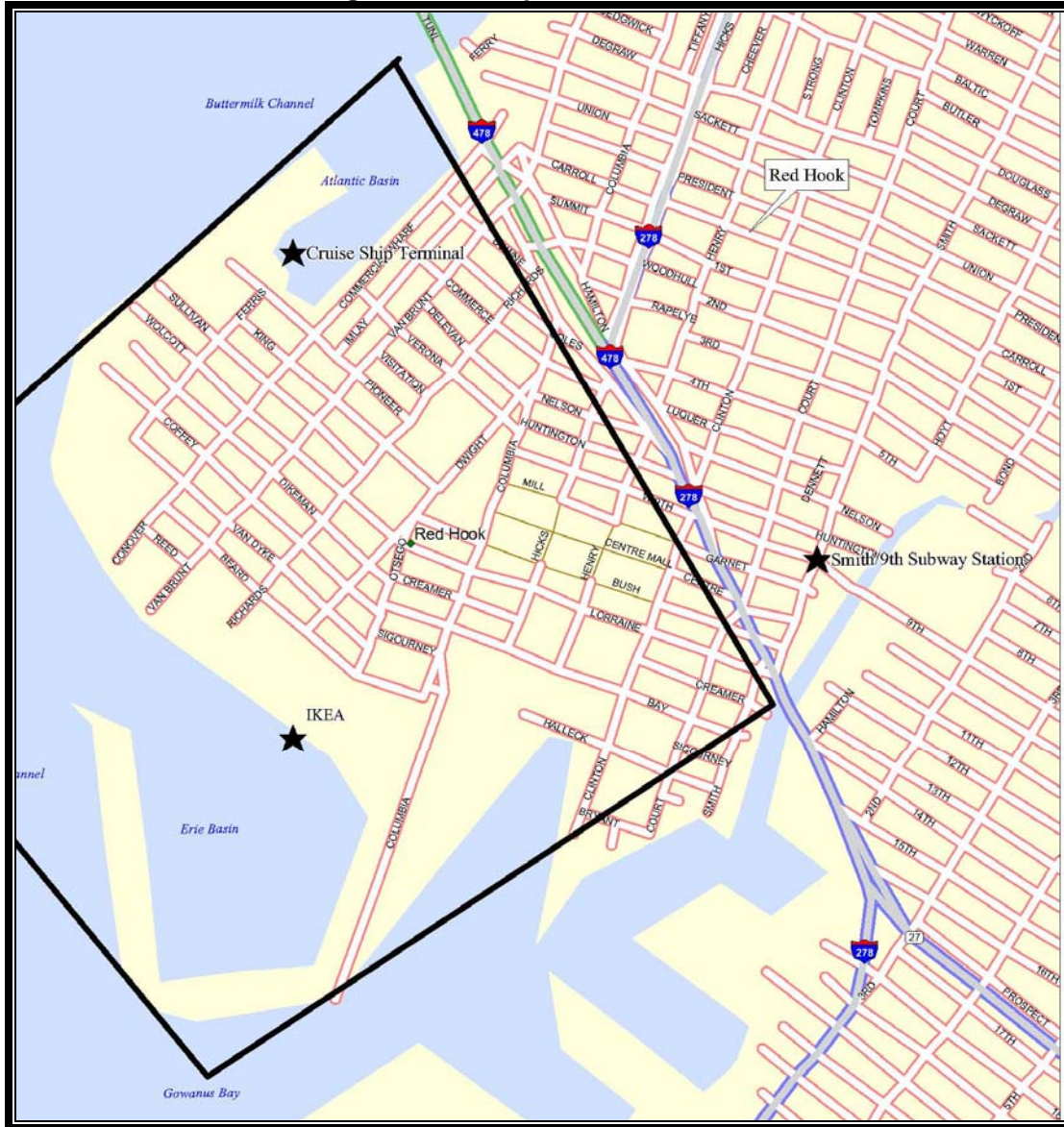
This unique piece of the Brooklyn waterfront is emerging as a destination spot after years of economic decline and physical isolation. The Gowanus Expressway and the Brooklyn Battery Tunnel toll plaza and approach effectively cut off this mile-square neighborhood from the rest of the city (See Figure RH.1). With its back to the rest of Brooklyn, Red Hook faces the New York harbor and the Buttermilk Channel with a direct view of the Statue of Liberty.

Exhibit RH.1: Red Hook Location in the Region



Indeed, Red Hook's history has been rooted in maritime activities since the mid-1800s. Once a busy shipyard with thousands of longshoremen working and living in the area, the neighborhood lost its economic engine to New Jersey when containerization was introduced in the 1950s.

Exhibit RH.2: Red Hook Neighborhood Map



Today, however, Red Hook is being rediscovered and gentrified. Historic warehouses now function as spacious low rent apartments and workplaces for artists and form the backdrop for the annual Brooklyn Waterfront Arts Festival. Another popular attraction is the Waterfront Museum on an old Lehigh Valley Railroad barge which features educational and musical programs. The new

Brooklyn Cruise Terminal hosts Cunard and Princess ships of the Carnival Cruise lines.⁴⁷



Queen Mary 2 at the Red Hook Terminal Opening
Source: NY Cruise



Fairway Market

And, an impressive addition to all of this waterfront activity is Fairway Market, a 52,000 square feet specialty food store at the foot of Van Brunt Street, housed in a five-story, Civil War era coffee warehouse. The dramatic brick façade with arched windows and original beams has been preserved, and provides an attractive setting for the outdoor dining area that beholds the New York harbor panorama.

The most recent redevelopment project is the current construction of an IKEA furniture retail store (346,000 square feet) and parking lot on the site of Beard Street's Shipyard Container Building, a historic 19th Century dry dock.



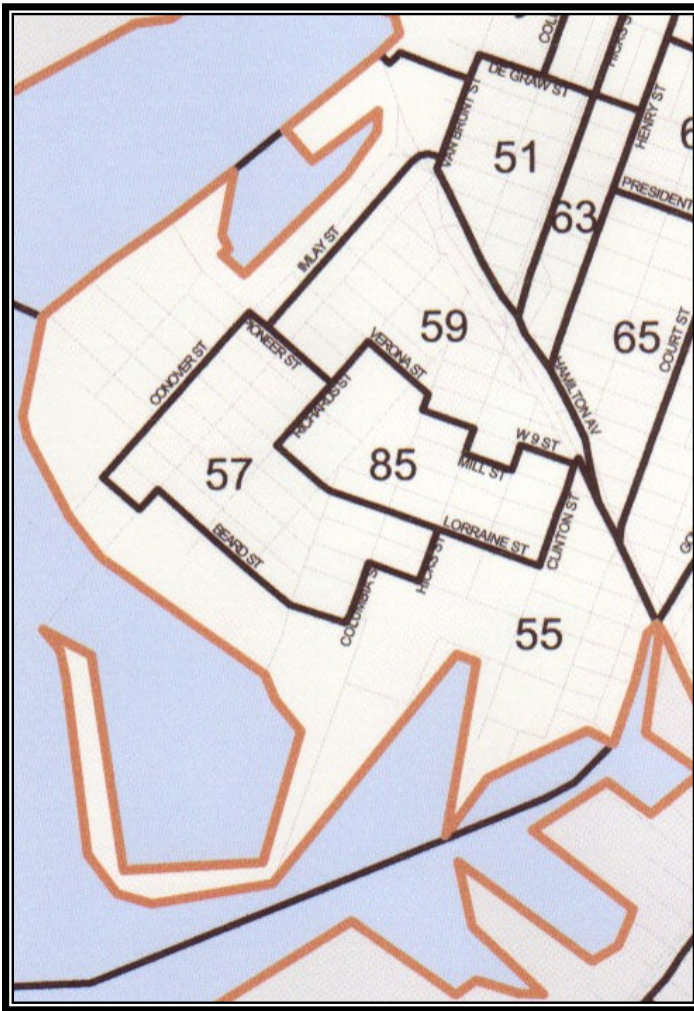
Artist Rendering of IKEA in Red Hook
Source: IKEA

Despite this movement to a shopping-entertainment environment, some of the traditional port activity may not be leaving. According to the *New York Times*,⁴⁸

⁴⁷ According to David Alvarez, General Manager of the Brooklyn Cruise Terminal, most passengers arrive and leave by transport buses arranged by Cunard, town cars or taxis. For the shorter four-day cruises many passengers use their car and park on site. If the ship arrives early morning mid-week or it is raining, taxis may not be readily available. However, the Executive Transportation Group has a contract with the Terminal to provide as many town cars as needed. Passengers do not use public buses as they would have to walk several blocks with their luggage to the pier from the nearest stop. The Queen Mary can carry 2,700 passengers and the Crown Princess 3,400. Local police assist with traffic control during boarding hours.

City officials have now backed off plans to build a second cruise terminal and are considering keeping the last remaining cargo terminal on Pier 10. While the cargo activities are expected to eventually move out of Red Hook due to limited storage space for containers and lack of easy highway and rail access, there are currently 400–700 high paying blue-collar jobs that would be retained, at least for the short term.⁴⁹ Also, if the industry stays, there is the added benefit of maintaining Red Hook's historic waterfront character.

Demographics



Source: Dept of City Planning, NYC

Four Census tracts make up the Red Hook area: 55, 57, 59 and 85. A review of the data indicates that the transformation of Red Hook is beginning to show. Population in 2000 (10,215 persons) had dropped almost 6% over 1990; but, housing units had increased 3% — a sure sign that smaller households of professionals and artists are pushing the demand for new and renovated residences (See Tables RH.1 and RH.2).

The bulk of the population (7,278 persons) is contained in Census Tract 85 — the site of the Red Hook Houses, built in the late 1930s by the federal government for dockworkers and their families. Unfortunately, this group is extremely disadvantaged economically, with a 1999 median household income at \$10,372.

⁴⁸ Sunday, August 5, 2007, p. 27

⁴⁹ The City is in lease negotiations with American Stevedoring Inc., the cargo port's operator.

**Table RH.1
Red Hook
Selected Census Tracts -- Demographics**

Tract #	Housing Units	Land Area (sq. miles)	Housing Units per (land) Acre	Med HH Income in 1999	Pop.	Pop. 65 Yrs & Older
55*	113	0.54	0.3	\$46,500	207	15
57	698	0.13	8	\$32,563	1,631	123
59	491	0.14	6	\$21,674	1,099	64
85**	2,851	0.10	47	\$10,372	7,278	654
Total	4,153	0.91	17		10,215	856 8%

*Tract 55 is primarily park/recreation land and piers. Not included in the density computation.
**Red Hook Houses
Source: 2000 Census

**Table RH.2
Red Hook
Change: 1990 to 2000**

	1990	2000	Change	
			Number	Percent
Housing Units	4,019	4,153	134	3%
Population	10,846	10,215	-631	-6%
Pop. 65 yrs or Older	874	856	-18	-2%

Source: Census 1990 and 2000



Renovated housing in Red Hook

On the other hand, Census Tract 55, with a population of 207 in 2000, is the gentrifying waterfront area. Its median household income was \$46,500 in 1999, the highest in Red Hook.

The population profile of Red Hook remained fairly constant between 1990 and 2000. The small growth in housing units should be amplified in the next Census as a result of the redevelopment activity now taking place.

Transportation

The Smith Street/9th Street station,⁵⁰ served by the F and G subway lines, is the closest subway station to the neighborhood. Transfer is easily made to the local B77 bus that provides east-west access to the neighborhood. The B61 bus is a 24-hour service that operates north-south along Van Brunt Street and into Cobble Hill, Downtown Brooklyn, Clinton Hill, Williamsburg, and Greenpoint, terminating at Long Island City, Queens. The cost of local bus and subway is \$2 with the ability to reduce the per ride cost with purchases of increments of \$10 on the MetroCard.

New York Water Taxi also serves Red Hook as part of its South Brooklyn commuter service. There are three departures every morning that arrive at Pier 11 Wall Street with an intermediary stop at Brooklyn Army Terminal. Evening service follows a reverse pattern. Cost of a one-way ticket is \$6, a ten-trip book is \$54, and a monthly pass is \$175. The ferry docks in front of the Fairway Market. On weekends Red Hook is a stop on the "Hop On/Hop Off" service. Boats provide regular service (twice an hour, once in each direction) at 12 stops at the city's hottest neighborhoods and attractions.

The placement of the "big box" IKEA furniture store along the waterfront in Red Hook has raised questions about transportation capacity (see Exhibit RH.2). The site is notably isolated from major transportation arteries and local residents worry that the store will bring heavy traffic both from shoppers and trucks.⁵¹ IKEA has promised ferry service from lower Manhattan and shuttle service to the nearest F line subway station.⁵² In addition, MTA has agreed to extend the B61 route to IKEA when it is opened to the public.⁵³ Unfortunately, the large surface parking lot adjacent to the building will entice shoppers to use their personal vehicles, especially if they want to take their purchases with them.

A relatively small percentage of Red Hook workers (14%) drive alone to work or carpool (5%), (Table RH.3 below). This is not surprising given the low household income levels in the neighborhood. Over half the workers (55%) go to jobs within Brooklyn and another quarter travel to Manhattan. The 40% taking the subway⁵⁴ may also take a bus to get to the station. A fairly high percentage of workers (17%) walk to their employment — a reflection of the continuing commercial and industrial nature of Red Hook and the large low-income population.

⁵⁰ MTA recently announced that this station would be closed for nine months for a major rehabilitation project.

⁵¹ IKEA does provide customer delivery for a charge; however, most of their products are flat-packed to facilitate carrying purchases for assembly at home.

⁵² This will be the first IKEA store in New York City. Currently, there are stores in Hicksville, Long Island, and Paramus and Elizabeth, New Jersey. On Saturday and Sunday IKEA provides a free shuttle service from the Port Authority Terminal to the Elizabeth store.

⁵³ This service change was approved by the MTA Transit Committee in September 2007.

⁵⁴ Census respondents are asked to indicate what mode is the *longest* part of their commute.

**Table RH.3
Red Hook
Journey to Work**

Tract #	Workers 16 Yrs or Older	Drove Alone	Carpool	Walk	Bus	Subway	Train*	Worked in Bklyn	Worked in Man- hattan	1 Hr+ Travel Time to Work
55**	78	20	0	0	8	50	0	13	48	24
57	634	53	48	83	171	160	9	307	84	121
59	276	30	31	66	38	81	5	128	109	48
85***	1,358	218	31	261	147	656	9	833	352	301
Total	2,346	321	110	410	364	947	23	1,281	593	494
		14%	5%	17%	16%	40%	1%	55%	25%	21%

*Commuter rail (LIRR)
 *Tract 55 is primarily park/recreation land and piers.
 **Red Hook Houses
 Source: 2000 Census

Conclusions

Red Hook's transportation service is primarily bus. Given the geography and the level of population, the bus routes of the B77 and B61 appear to be adequate for current needs. Residents have reasonable access to the subway with a bus transfer or by walking or biking.

It should be noted that current ferry service out of Red Hook is more the result of storing the boats at a Red Hook pier than serious commuter demand.⁵⁵ The 2000 Census data showed no persons from any of the tracts using ferry as a means to work.

Finally, it appears that the cruise line terminal does not impact Transit bus or subway service.

Case Recommendation

- NYC Transit must monitor the needs of residents, shoppers and tourists in Red Hook. Bus service may require adjustment in light of these population changes, such as increased headways or expanded routes, including the provision of service into Lower Manhattan via the Brooklyn-Battery Tunnel.

⁵⁵ The ferry picks up the bulk of its passengers at Brooklyn Army Terminal (BAT) as there is a large free parking facility nearby. BAT consists of large complex of piers, docks, warehouses, cranes, railroad sidings and cargo loading equipment. The main building is currently operated by the City of New York as a center for dozens of light manufacturing, research, warehousing and back-office businesses.

Full Report Recommendations

In the previous sections in this report there are detailed narratives for all the selected neighborhoods. They feature: location description, history, demographics, transportation options, journey to work data and visual documentation. PCAC staff made field visits to all of these sites, riding buses and trains, walking the streets, eating in local cafes, and talking to residents about their transportation concerns. Based on this research, PCAC makes the following recommendations to improve mobility:

NEW YORK CITY AND THE MTA SERVICE REGION

- In an effort to improve fare equity, the MTA and the City of New York must work together to fund and implement a “Freedom Ticket”. A “Freedom Ticket” as the name implies, allows customers to use any MTA facility that meets their needs, be it bus, subway, or commuter rail, within a given zone.
- NYC Transit and MTA Bus need to publish express bus route on-time performance and seated load information.
- MTA must provide resources to MTA Bus for monitoring on-time performance and seated load information.

SOUTHEAST QUEENS

- Concurrent with a fare adjustment, such as the Freedom Ticket, the LIRR must move to increase ridership at LIRR City stations of Laurelton, Locust Manor, Rosedale and St. Albans, through more frequent service, more commuter parking, and station improvements. It should be noted that a similar recommendation has been made in PlaNYC 2030.⁵⁶
- The LIRR must make a greater effort in making the LIRR city stations ADA compliant and install elevators to allow access to the platform for the elderly and disabled community.
- NYC Transit and MTA Bus must re-examine express bus service from Southeast Queens. Workers would have a much faster trip into Manhattan, and bus congestion in Jamaica and Manhattan would be reduced if more emphasis would be placed on utilizing rail infrastructure. Concurrently, shuttle service from local neighborhoods should be considered within Southeast Queens to coordinate with peak hour trains at LIRR City stations.

⁵⁶ http://www.nyc.gov/html/planyc2030/downloads/pdf/tech_report_transportation.pdf,

p. 47.

- The MTA/LIRR/NYC Transit must become seriously engaged in Jamaica's redevelopment efforts and look for ways to alleviate the congestion that is clogging the downtown streets and threatening Jamaica's ability to be a successful transportation hub. Actual decision makers from these agencies should be at the table.
- NYC Transit must continue to press for solutions to the capacity issues on the Queens Boulevard Line— including moving the interlocking at the Parsons/Archer subway station closer to the platform.
- The City of New York must expand the proposed "Safe Routes to Transit" program⁵⁷ in PlaNYC 2030 to include a commuter railroad component "Safe Routes to Rails."
- The LIRR must actively work with area Community Boards, community-based organizations, the City of New York, and the NYPD to improve the gateways to their City stations and the area surrounding the stations. Specifically,

Springfield Gardens and Rochdale Village

- LIRR must improve the station facilities and platform waiting area to provide more protection from the weather.
- LIRR must reach out to Rochdale Village to partner in improvements to the entry to the station: removal of weeds, replacement of rusting fencing, etc.
- LIRR must reach out to Rochdale Village and its power plant administration to partner in improving the use of the lots adjacent to the station, ideally to provide some needed parking for commuters.

Brookville and Laurelton

- LIRR must make the stairwell and underpass free of litter and graffiti.
- LIRR must improve the lighting in the station stairwell and underpass.
- LIRR and the City of New York must work with the community to have the adjacent abandoned construction site cleaned up.
- LIRR must see that landscaping around the parking lot is better maintained.
- The LIRR must work with New York City Department of Transportation to develop a Safe Routes to Rails program. The 225th Street passageway from South Conduit Avenue to the Laurelton station should be identified as a corridor to be included in the program to create a safer, more appealing walk to the Laurelton station.

⁵⁷ http://www.nyc.gov/html/planyc2030/downloads/pdf/tech_report_transportation.pdf, p. 48.

Rosedale

- The LIRR must actively work with the City to create transit-oriented development on the land that is adjacent to the Rosedale station.
- The LIRR must work with NYCDOT to insure that adequate parking is provided for the station, particularly in light of the Congestion Pricing Plan, which is likely to create a greater demand for parking at the stations.
- The LIRR must start maintaining the embankment on the south side of the station, by keeping it mowed, litter free and place new fencing in place of the current broken and rusting fence.
- The LIRR must work with NYCT to develop shuttle bus routes to the Rosedale station.

St. Albans

- LIRR must provide better service at the St. Albans station during peak hours
- LIRR must convert the vacant land on the east side of the station to commuter parking and/or mixed-use buildings
- LIRR must provide a better platform waiting area for riders, similar to those at Laurelton and Rosedale stations

Cambria Heights

- LIRR must increase service at the St. Albans station so that residents in at least the southwestern section of Cambria Heights have a comparable option to LIRR service at Queens Village.
- NYC Transit must provide shuttle service from the southern section of Cambria Heights to the St. Albans station; or, alternatively, reroute the Q84 to stop at the St. Albans station.

OTHER CASE STUDIES

The following case studies did not have the many significant issues found in Southeast Queens. The following is a recap of the recommendations made for these neighborhoods.

Co-Op City

- NYC DOT must improve the deplorable pedestrian access to the Baychester subway station.
- NYC Transit must improve the deplorable condition of the Baychester station building.
- MTA Bus must review the number and headways of the BxM7 express bus service to Manhattan to determine if all of the trips on the route are necessary

— particularly those in peak hours with less than 10-minute headways. Buses contribute to congestion in Manhattan and their number should be reduced, *if appropriate*.

- Metro-North must continue to pursue the possibility of a stop at Co-Op City, but only with an equitable fare structure, adequate shuttle service to the stop and secure bicycle storage provisions.

Southwest Staten Island

- NYC Transit must review headways and ridership load rates on the X22 Bus.
- NYC Transit/SIR must continue to move forward on station improvements, particularly the proposed new station at Arthur Kill Road.
- NYC Transit and MTA must continue to push for more park and ride lots to attract SIR ridership.
- NYC DOT must provide for more bike storage facilities at stations to encourage more riders to bicycle to stations.
- New York City and NYC Transit/SIR must engage in more community outreach regarding parking issues and mixed-use development around stations (transit-oriented development) that will foster increased ridership.
- NYC Transit/SIR must implement more zone express trips since that are the attractive feature to riders.

Indirectly related to SIR ridership is the St. George Ferry Terminal. While it provides an easy transfer from bus and train to the ferry, the facility itself needs more activities and uses that will encourage ridership. To that end, the City of New York needs to develop at the Terminal an active restaurant/pub establishment, concierge services for commuters, and commuter retail. There also needs to be more visual interest at the bus boarding areas. The whole facility is stark.

Red Hook, Brooklyn

- NYC Transit must monitor the needs of residents, shoppers and tourists in Red Hook. Bus service may require adjustment in light of these population changes, such as increased headways or expanded routes, including the provision of service into Lower Manhattan via the Brooklyn-Battery Tunnel.

APPENDIX A

August 9, 2007

Elliot G. Sander
Executive Director and CEO
Metropolitan Transportation Authority
347 Madison Ave., 7th Floor
New York, NY 10017

Dear Mr. Sander:

The PCAC staff annually prepares a research report on a topic approved by our members. This year we have been looking at transportation issues in areas of southeast Queens where there is no subway service and only limited LIRR train options. Our field work and discussions with local community members have led us to investigate Jamaica Center, the convergence point for a large number of buses that transport area residents seeking subway access. Indeed, schedules show over 600 buses arriving in Jamaica Center between 7AM and 9AM. Our site visits confirmed that the streets were not only clogged by these buses, but also with the so called “dollar vans” that compete with the buses for riders. Moreover, the pedestrian environment is decidedly unfriendly along Archer Avenue, the main bus terminus, with narrow sidewalk passage in many places and auto shops dominating the streetscape.

In response to these observations we met with Peter Engelbrecht, Director of Planning, Design, and Capital Projects for the Greater Jamaica Development Corporation (GJDC), and the Corporation’s consultant Neil Porter of HDR/Daniel Frankfurt to discuss their plans for improving circulation, streetscapes and pedestrian safety in the LIRR station vicinity. We were extremely heartened to hear more about the current Sutphin Avenue underpass initiative at the station, as well as the new gateway road access from Atlantic Avenue to 95th Street and the proposed redesign of the Archer Avenue – Sutphin Avenue intersection to allow better bus circulation and safer pedestrian movement.

We want to express our strong support for these initiatives and urge the MTA and its operating agencies that serve this area — LIRR, NYC Transit, Long Island Bus and MTA Bus — to be involved in this important urban/transportation redevelopment project. The anticipated construction of new hotel and conference facilities, which will exploit the superior connections to Kennedy Airport via the Air Train as well as access to other public transit modes, indicates that the private sector recognizes the transportation advantages of this location. *In Jamaica there is an outstanding opportunity to implement the kind of public-private partnership needed for successful transit-oriented development.*

To that end we urge:

- MTA and LIRR to actively and publicly support transit-oriented development at Jamaica Station; and, specifically, to work with GJDC to identify and attract funding sources for the Sutphin-Archer intersection improvement which will benefit rail, bus and subway riders.
- NYC Transit, MTA Bus and Long Island Bus to proactively seek a solution for better management of buses along Archer Avenue and within the community. If congestion pricing is enacted, even more buses will be passing through Jamaica Center exacerbating the already crowded conditions.
- LIRR to move expeditiously on the waterproofing repairs to the passageways under the right-of-way east and west of Jamaica Station.

Jamaica Station is a vital intermodal center that provides important transportation links for many riders and particularly riders from southeast Queens. We want to see these proposed projects move forward and are interested in meeting with you to discuss details and issues connected with them.

Sincerely,

William A. Henderson
Executive Director

Original to: E. Sander
H. Williams
H. Roberts
N. Yellin
T. Savage

Copy to: P. Engelbrecht
N. Porter
N. Silverman
E. Tollerson
W. Wheeler

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