

MTSREPURPOSE

MTSREPURPOSE ADVOCATES FOR A STUDY TO REPURPOSE THE 91ST ST. MTS AS A LARGE, ADA/PUBLIC TRANSIT/EMERGENCY RESPONDER ACCESSIBLE NORTHERN NYCFerry TERMINAL AND HUB.

It's the perfect site and structure to support multiple new direct routes and transit equity for people in underserved transit deserts in the South Bronx, Northern Queens and Northern Manhattan.

The highly publicized NYCFerry has COMPLETELY IGNORED the South Bronx and Northern Queens including HuntsPoint, City Island, Throggs Neck, Bronx Point, Schuylerville, College Point, Flushing, Whitestone, Bayside and Douglaston. Except for 1 route to the Bronx there are NO OTHER routes to the South Bronx and ZERO to Northern Queens and Northern Manhattan. BUT...There are 9 landings in Brooklyn, 7 landings in Manhattan, 4 landings in Western Queens...even 1 on Governors Island and 1 on Staten Island! This is not transit equity!!

MTSRepurpose could also support a direct water shuttle to LaGuardia Airport (a 15 minutes trip...and no traffic!) AND it is a piece of the solution to the congestion pricing question (only 2 stops to 34th Street and only 3 stops to Wall Street!). And, of course, it could provide direct access in-season to Citi Field and Yankee Stadium.

Pier 90 Flaws: The current Pier 90 landing is not accessible to public transit and emergency vehicles and is not truly ADA compliant. As a "double-headed" pier it is also far too small to support this expansion and these multiple routes.

The large MTS is the perfect site and structure for that expansion, with its multiple piers and ramp connecting to York Avenue. It is accessible to public transit (including a close connection to the Q train and buses), emergency vehicles, - and could easily be ADA compliant. It could also support a large Citibike dock which the existing 90th Street landing does not.

2) Re-evaluation of the NYCFerry Subsidies - NYCFerry is highly subsidized...the NYCComptroller, the NYCIBO and even the EDC have all acknowledged this. We also advocate for a full review of fares and subsidies so the NYCFerry can be a serious commuting alternative to underserved transit deserts, not just for tourists and wealthier communities including surge pricing and higher fares for high "traffic" holiday and weekend rides for "non-commuting" destinations used mostly for pleasure trips (i.e. day trips to the Rockaways, Governor's Island, etc.). This could help "justify" the subsidies (and possibly even enable reduced fares) for true commuting routes and for the proposed new routes to connect those transit deserts in the underserved communities of the South Bronx and Northern Queens.

This could also lead into a "fare" interoperability with the MTA!

3) Congestion Pricing - In addition, MTSRepurpose's accessibility and transit equity merits, make it a possible piece of the solution to questions raised by congestion pricing - with 1 stop to Yorkville (and a close connection to the Q train and buses) 2 stops to 34th Street and 3 stops to Wall Street. Only the MTS is properly sited, accessible and large enough to handle all of that potential ferry activity!

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