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Stamford to nyc ferry

Bridgeport Ferry and Port Jefferson Steamboat Company's Park City. Just when I thought gov. Ned Lamont was getting it together to launch a thoughtful, considered take two on his transport vision... Bam! Along comes another meaningless idea. Jim Cameron wasn't enough that he tried to sell us on the zany, physically/fiscally impossible 30-30-30 faster train gear vision, now he's (literally) refloating the idea of high-speed ferry service from Bridgeport and Stamford to New York City. Such a ferry service would not take cars on I-95. Those drivers don't go where the ferry goes. And if you haven't already opted for the train, why would they ever take a ferry? After reported my colleague Hearst Kaitlyn Krasselt, the lure of federal funding is what is getting the Lamont team to review often studied, always rejected the idea of aquatic computing. Since 2006 I've written about what ferries won't work here. But let me remind you of the high points: High-speed ferries are not fast. I can only go at 30 km/h in open waters, half the speed of a metro-north train. Speeds greater than 30 mean higher operating costs for the additional highly skilled crew. They carry only 149 passengers (vs 1,000 on a train) and are gas-guzzling polluters (vs clean electric trains). A fleet of two such ferries could make two round trips a day (vs every 20 minute rush hour trains). I can't operate in any weather. The fares would be at least double those of the train and would still need huge subsidies to attract operators. The state of New York and the \$4.7 million federal subsidies were wasted on a ferry from Yonkers to New York, which ran for four years. At its peak it carried only 90 passengers per day paying \$8 in each direction... subsidized to \$50 per ride. Or consider Glen Cove, the Long Island experience with stranded ferries. In 2001, that bedroom community just 28 miles from NEW YORK on the Long Island Railroad, began ferry service to New York at fares quite close to those charged on the train. It failed after a year due to low ridership and despite the \$1 million subsidy by the MTA. In the summer of hell in 2017, when rail work at Penn Station delayed trains, the service resumed with two boats every rush hour carrying fewer than 80 passengers between them. Subsidies for the Period July-September totalled more than \$1.5 million. This is a \$257 per passenger per passenger per trip. In 2016 Glen Cove built a new stylish ferry terminal and dock costing \$16.6 million using a federal subsidy. But apart from the summer of 2017, the city was not able to find a ferry operator to resume service. So guess what: The Fed asked for your money back. Glen Cove had until January 2019 to resume ferry service or refund Washington's money. After an extension, the City Council voted 4-3 to hire a new, heavily subsidised ferry operator... not because liked their proposal, but because the alternative of paying back \$16 million was even worse. So if the Lamont transport team is so excited about using federal money to study, build or even start a private-public partnership for the Connecticut ferry service, they should consider the consequences. Federal money may seem free, but if it locks you into a loss of money, heavily subsidized, sub-used fast ferry for Fat Cats going to Wall Street, the long-term cost could be huge. Posted with permission from Hearst CT Media. Jim Cameron is the founder of the Commuter Action Group and a member of the Darien Representative City Meeting. CTViewpoints welcomes rejection or opposing views to this and all of its comments. Read our instructions and submit your comment here. STAMFORD, Conn. (CBSNewYork) - Connecticut commuters may one day have a more relaxing way to get to work - one that doesn't involve traffic. WCBS 880's Sean Adams on Story studied long ago and dead in the water for years, the high-speed ferry service from Stamford to Manhattan is once again afloat. The city of Stamford hopes to have more answers from a consultant by the end of the year. Otherwise, you might have to pay back some federal funds allocated for studying the ferry option. Commuter Dave Clune told WCBS 880 reporter Sean Adams the train was great, but it's crowded. He'd consider a boat trip. I have colleagues who take the ferry from New Jersey and they love it. It's more expensive, but it's more comfortable, too. So it depends on how long it takes. I think that would be the compromise, he said. Boats would dock at the southwest end of Atlantic Street, where there is a building boom - new apartments, new offices. There might eventually be enough demand for a water alternative to rail and road commuting. If there was a ferry from Stamford to Manhattan, would you consider using it? Sound off in the comments section below. Comments With Stamford's south redevelopment of the rapid end bringing in new residents and businesses, the city is reportedly reconsidering a proposal to establish a passenger ferry service to Manhattan. According to a report in Stamford Advocate, Mayor Michael Pavia hired Hartford engineering firm Beta Group to explore the idea of establishing a ferry

terminal at the southern end of Atlantic Street. A feasibility study of the firm should be completed by the end of this year, according to the report. The city took in idea in the past: A 2007 feasibility study by Urbitran Associates identified Brewer's Yacht Haven West boatyard as a potential site for setting up a passenger ferry service, according to the report. In exploring the proposal, city officials will have to consider whether is an appropriate request for the ferry service and where it would be economically feasible to operate. For example, would a ferry service be able to compete with Metro-North's New Haven Railroad in terms of fares and speed? How many commuters would be willing to pay more to take a scenic ferry ride to Manhattan as opposed to the train? And does it remain with the potential impact on the environment? According to the lawyer, the 2007 Urbitran study estimated that such a service would require an annual subsidy of \$3.7 million to cover fuel and other costs. A conceptual plan for the proposal reportedly provides space for docking two 90-foot boats with a capacity of 150 passengers each. Meanwhile, transportation on the private ferry service to Long Island, outside Bridgeport, run by Bridgeport & Port Jefferson Steamboat Company, has declined in recent years and never reached anticipated levels. For more, check out the Stamford Advocate report. A plan to bring a high-speed ferry to Fairfield County, with services from Stamford and Bridgeport to reduce Manhattan, is being revived by gov. Ned Lamont for his still-to-be-released transportation plan. The idea has been studied, considered, planned and dropped several times since at least 2002, and as a result, much of the work and resources for almost everything necessary to bring the connecticut ferry service to New York City – including up to \$15 million previously allocated by the Federal Highways Administration specifically for such a project – has already been done or is in effect. Lamont met with ferry supporters in Stamford to discuss the project in early August, and consulted with the State Department for Economic and Community Development on existing plans for the project because learning federal funding may still be available. What we have learned is that most of the funding for this project is virtually ready to go, said Lamont spokesman Max Reiss. This could be a real opportunity for another mode of transportation to get people around not just smaller Fairfield County, but in New York as well. With a lot of that ground work already being established, we see that what could be an incredible opportunity towards unleashing another mode of transportation in Fairfield County. The plan was abandoned in 2014 after the State Department of Transportation rejected a \$1.2 million request to the Bridgeport Port Authority for a feasibility study and for the completion of preliminary engineering and construction work on a ferry terminal speed on Water Street. At the time, the money was to come from a section of the state budget, adopted in 2013, dedicated to improving ports and ports, and the Port Authority was relying on federal subsidies for additional funding. Stamford has already withdrawn from the plan, which is a hamse lye to the project. The city of Stamford withdrew from the plan in 2013 following a by the Beta Group of Hartford who examined the idea of establishing a ferry service to Manhattan at the southwest end of Atlantic Street. At the time, the city's director of economic development said there were difficulties in designing demand for the service, and the city was still waiting to find out if Bridgewater Associates would open an office in Stamford, which they predicted could have an impact on demand. Thus, the city completed the project, but did not rule out future opportunities for a ferry service. The Westport hedge fund has since moved some of its workforce to offices at the southwest end of Atlantic Street, and Stamford's South End saw substantial residential and commercial development in the years since the plan for a ferry terminal was last cancelled. A 2013 assessment by the Connecticut Department of Transportation and the city of Stamford also found that the ferry service would require a substantial annual subsidy to operate. That could be another problem in the development of the service. The hope would be to be partners with a private operator to make it a public-private partnership, Reiss said. At the end of the day, all public transport is publicly subsidised to some extent, so we will explore them, but the hope would be to offer the service at an affordable cost. We're looking at it because we're seeing a potential opportunity here. Reiss said new market studies and environmental impact studies should be conducted for a ferry service in both Bridgeport and Stamford. In Bridgeport, Reiss said the ferry would work in tandem with the existing ferry service at Port Jefferson on Long Island, with the Bridgeport ferry terminal located under I-95 near the existing site. He said it was unclear whether there would be a back and forth service between Stamford and Bridgeport, but said the route from Bridgeport to Manhattan would include stops in Stamford. Since the project never advanced in Stamford, the state paid back \$305,727 in Federal Highway Administration funds as reimbursement for a 2007 feasibility study by the city. But those funds are still thought to be available as part of the \$15 million allocated by the Federal Highway Administration for a 2002 ferry project, Reiss said. A draft copy of beta Group feasibility study in November 2012 concluded that the development of a high-speed ferry service to Manhattan from Stamford could be successful, according to stamford Advocate reporting at the time. The study designed a potential ridership ferry of 1,900 commuters a day from the Atlantic Street site by 2035, using 90-foot long catamaran ships with a capacity 149 passengers, and assumed some passengers would pay a monthly fare of \$500. The draft report also estimated a ferry terminal at the southwest end of Atlantic Street would cost between \$12.2 million and \$12.7 million, and estimated a \$8.8 million to \$9.5 million would be needed to build a 250-seat passenger garage. It is unclear whether this would still be the preferred location for a ferry terminal in Stamford. Ted Ferrarone, Chief Operating Officer of Building and Land Technology, a major developer of Stafford's South End, said the development of a ferry service had been discussed previously, but was unaware of current plans for such a project. It's one of those things that is surprising that there is a robust ferry service because when you look at other locations that have and when you look at the amount of congestion that is on the highway, it looks like something that would be there, said Joseph McGee, vice president of the Fairfield County Business Council. McGee, who said he had not been contacted about the possible resurrection of the ferry plan, was part of the original discussions about a ferry service from Fairfield County to Manhattan. These discussions also included the development of a ferry terminal in Glen Cove on Long Island, which is now scheduled to begin service in May 2020. If the money is still available, it's worth looking at, no question, McGee said. They're very big obstacles. We put a lot of effort into this a few years ago and it never materialized... If there is any more money available, it would be perfectly legitimate to examine something that didn't work five or six years ago. kkrasselt@hearstmediact.com; 203-842-2563; @kaitlynkrasselt @kaitlynkrasselt

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