

CHAPTER 3.M

TRANSPORTATION

A. INTRODUCTION

The *Mosquito-Borne Disease Control Program* would not generate any significant new vehicle trips that would require an impact assessment under the guidelines contained in *the New York City Environmental Quality Review (CEQR) Technical Manual*. In this section of the environmental impact statement (EIS), a discussion of the major transportation routes and the routes that adulticide spraying by either trucks or aircraft may occur, will be discussed for each of the Representative Areas.

Before vehicles would be sent out to a zone targeted for adulticide spraying, the New York City Department of Health (NYCDOH) would convene with the applicators to identify bodies of water and sensitive natural resources in the target area.

In truck application, all spray systems would be shut off when passing the water bodies and near the approaches to bridges. When applying by truck, applications would not be made on major highways. The adulticide spray system would be shut off when traveling down dead-end blocks, and turned back on when the truck turns around to travel back up the block. In parks, staff of the New York City Department of Parks and Recreation (NYCDPR) would lead the vehicles. In cases where there are limits on internal roadways for truck access, all-terrain vehicles (ATVs) may be deployed to apply the products.

In general, aerial applications of adulticides would occur at a release height ranging from 100 to 200 feet above local grade in any of the Representative Areas, and a buffer zone of 300 from water bodies would be observed when adulticides are applied by aircraft under the *Mosquito-Borne Disease Control Program*. Aircraft would fly at swaths on the order of 300 feet apart, and in part due to the difficulty with night flying, aerial applications would typically be performed near sunrise or sunset hours, while trucks would operate at later hours of the night.

The discussions below describe the potential ground application routes within the representative study areas.

B. POTENTIAL GROUND APPLICATION ROUTES WITHIN THE REPRESENTATIVE STUDY AREAS

COLLEGE POINT

The major roadways in this Representative Area include College Point Boulevard, 20th Avenue, and 14th Avenue. The street system is a relatively uniform grid pattern, and truck applications would likely occur either traveling on east-west or north-south streets. Near Flushing Airport, there would be limited access by the vehicles. Like many areas that can be found throughout the City, there is limited vehicular access near the waterfront areas. For the parks in the Representative Area, such as Powell's Cove and Herman MacNeil Park, ATVs could be employed to apply adulticides.

JAMAICA BAY AND ENVIRONS/PAERDEGAT BASIN AREA

The major roadways in this Representative Area include Ralph, Flatlands and Seaview Avenues. While there are some angled streets in the area, the street patterns still follow a relatively regular grid pattern, and truck applications would likely occur on the north-south streets. Vehicular access near Paerdegat basin is limited due to the development or berms aligned the inlet. The parks in the Representative Area, such as Canarsie Beach Park, McGuire Park, are largely paved, and could likely be treated with truck applications. However, Bergen Beach park might require the use of ATV vehicles.

EDGEMERE/FAR ROCKAWAY

The major roadways in this Representative Area include Beach Channel Drive, Rockaway Boulevard and Edgemere Avenue. The street patterns follow a relatively regular grid pattern, and truck applications would likely occur on the north-south streets. Vehicular access near the ocean is buffered by the Boardwalk and Rockaway Beach. The Rockaway Community Park is largely paved, and could likely be treated with truck applications. For the former Edgemere landfill, truck treatments could be applied along the perimeter road, as long as a buffer zone of 100 feet from the water bodies is observed.

HUNTS POINT/SOUNDVIEW

The major roadways in this Representative Area include Bruckner Boulevard, Hunts Point and Lafayette Avenues and Tiffany Street. The street patterns follow a relatively regular grid pattern, and truck applications would likely occur on the north-south streets. Vehicular access near the water bodies are limited due to roadways that largely do not run along the perimeters of these water bodies. Soundview park is largely unpaved, and could require the use of ATVs for adulticide applications. Access to the Hunts Point Cooperative Market and Hunts Point Food Distribution Center would be limited to the perimeter roads around such facilities.

JEROME PARK/VAN CORTLANDT PARK SOUTH

This representative study area contains many winding streets. Truck applications would likely occur on the north-south streets. Vehicular access near the Jerome Park reservoir is limited to the perimeter, but as a precaution, no truck spraying would occur on the roadways circling the reservoir. Van Cortlandt Park could require the use of ATVs for adulticide applications.

MANHATTAN'S UPPER EAST SIDE

The street patterns follow the typical Manhattan grid pattern, and truck applications would likely occur on the east-west streets. Vehicular access near the water bodies is limited due to the FDR Drive which traverses the east coast of Manhattan. Central Park is largely unpaved, and could require the use of ATVs for adulticide applications.

LEMON CREEK/WOLFE'S POND PARK

This representative study area contains many narrow, winding streets. Truck applications would likely occur on either north-south or east-west streets. Vehicular access near the larger water bodies, such as Wolfe's Pond and Acme Pond are limited due to the dense vegetation surrounding these entities. At other locations in the area, such as near the New York City Department of Environmental Protection (NYCDEP) Bluebelt and Lemon Creek, adulticide applications would be shut off near

water bodies. Access to the more densely foliated areas may require the use of ATVs or backpack operations. 

CHAPTER 3.M 3.M-1
TRANSPORTATION 3.M-1
 A. Introduction 3.M-1
 B. Potential Ground Application Routes Within the Representative Study Areas 3.M-1
 College Point 3.M-1
 Jamaica Bay And Environs/Paerdegat Basin Area 3.M-2
 Edgemere/Far Rockaway 3.M-2
 Hunts Point/Soundview 3.M-2
 Jerome Park/Van Cortlandt Park South 3.M-2
 Manhattan’s Upper East Side 3.M-2
 Lemon Creek/Wolfe’s Pond Park 3.M-2

No Tables