

Route 110 Alternatives Analysis

Public Meeting #1

December 15, 2014



Source: Town of Babylon

Agenda

- **Welcome/Introduction**
 - Hon. Antonio A. Martinez
Deputy Supervisor, Town of Babylon
- **Update on East Farmingdale Initiatives**
 - Jonathan Keyes
Director, Office of Downtown Revitalization, Town of Babylon
- **Overview of Route 110 Alternatives Analysis**
 - Parsons Brinckerhoff Team
- **Comments/Questions & Answers**

Hon. Antonio A. Martinez
Deputy Supervisor, Town of Babylon

Jonathan Keyes
Director, Town of Babylon Office of
Downtown Revitalization

2007

- East Farmingdale Residents submit plan calling for the development of a vibrant downtown center and improved bus service

Transit Redevelopment
**Long Island Bus
Suffolk Transit**

- Improvements to Existing Bus System
 - Installation of Wind/Weather Shelters
 - Installation of 1
 - Additional Buses (Currently No St Between Repub

Route 109 & 110 Redevelopment
“Downtown” Feel

- East Farmingdale Lacks a Downtown Area
- Improve Aesthetics of Route 109 & 110
 - Decorative Street Lights
 - Decorative Street Signs
 - Beautification Spots – Flower Boxes
- Small Town Look

Transit Redevelopment
Long Isl

Suggested by Town

- New East Farmingdale Train Station
- Commuter Parking Area
- Bus Transportation to and from New East Farmingdale Train Station

Project History

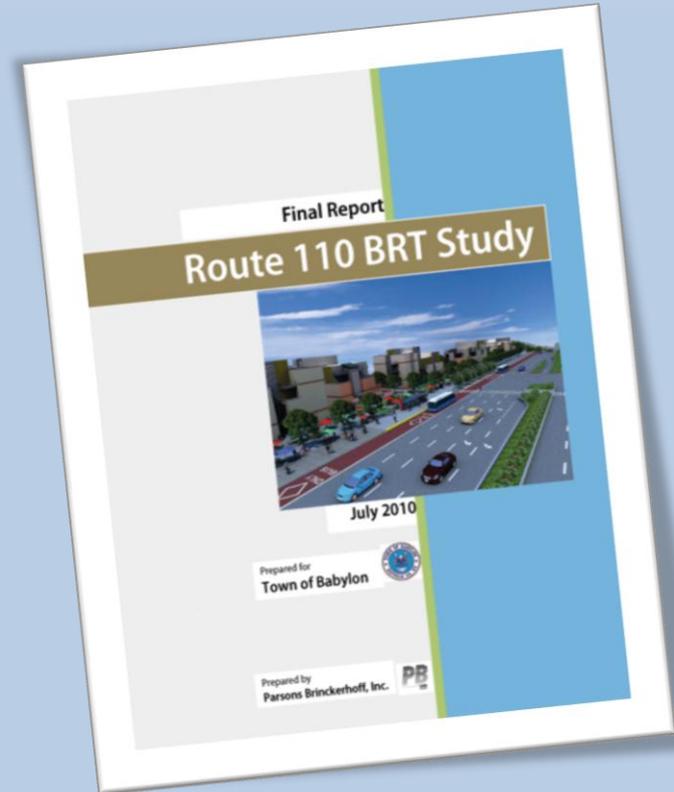
2008

- Town of Babylon calls for re-opening of Republic Train Station
- Newsletter sent to East Farmingdale Residents



2009

- Town commissions study funded by MTA to determine feasibility of Bus Rapid Transit System



March 18, 2010

- Community meeting to launch comprehensive planning process and present results of BRT study
- Screening of the Long Island Index video “The Clock is Ticking on Long Island”



Project History

April 17, 2010

- ▶ Airport Plaza Walking Tour
- ▶ Documentary about Long Island's future screened, followed by a discussion in the theater



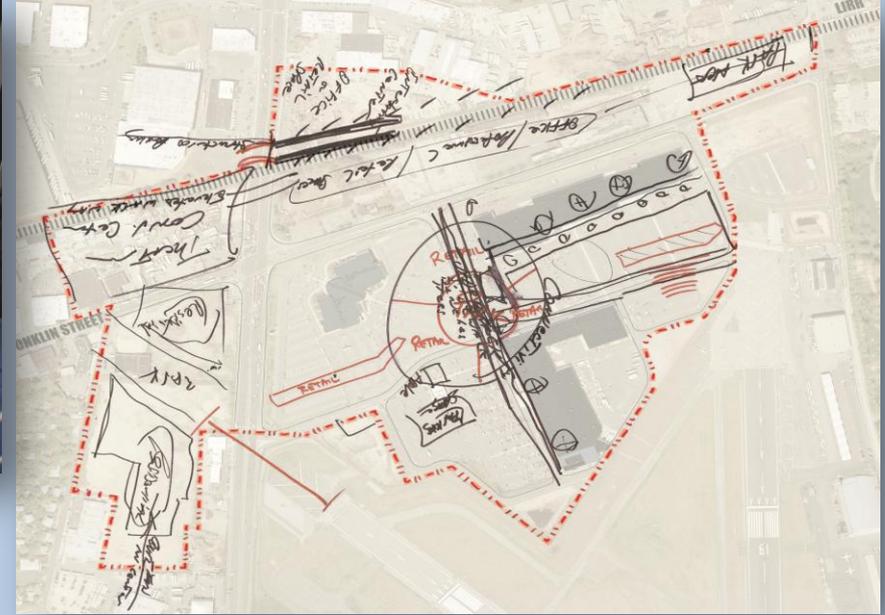
September 18, 2010

- Patchogue Walking Tour



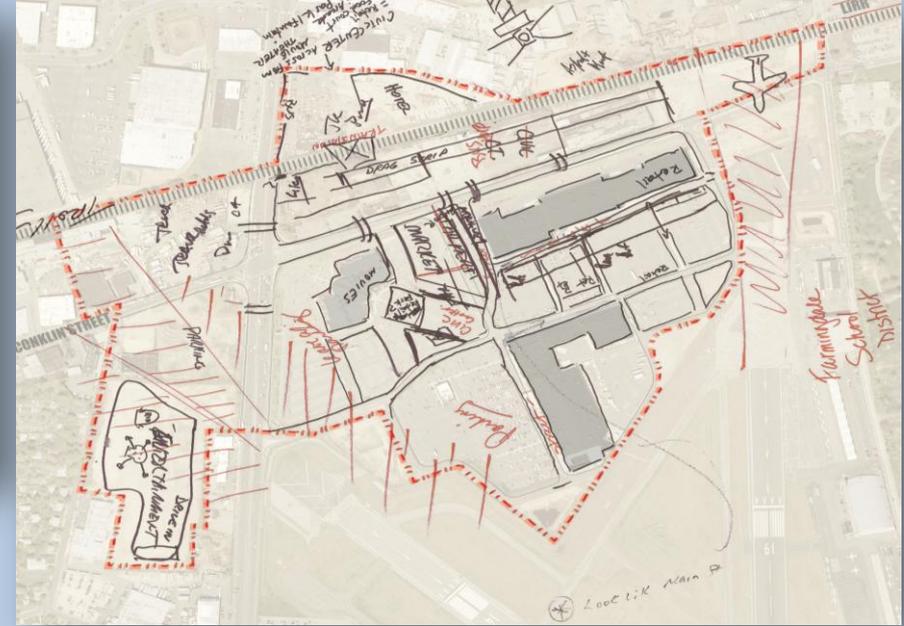
Project History

- **November 4, 2010**



Project History

- **November 4, 2010**

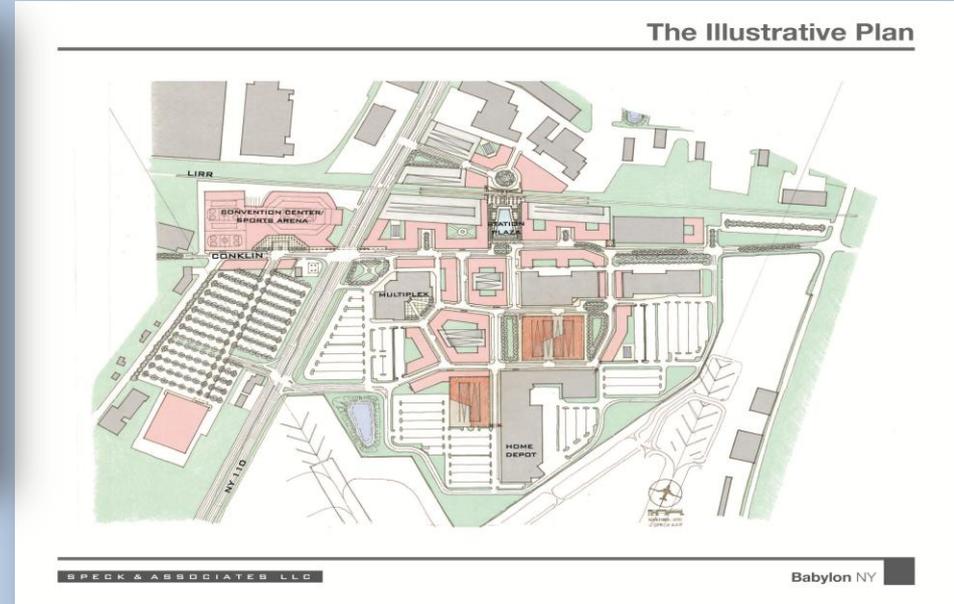


Project History

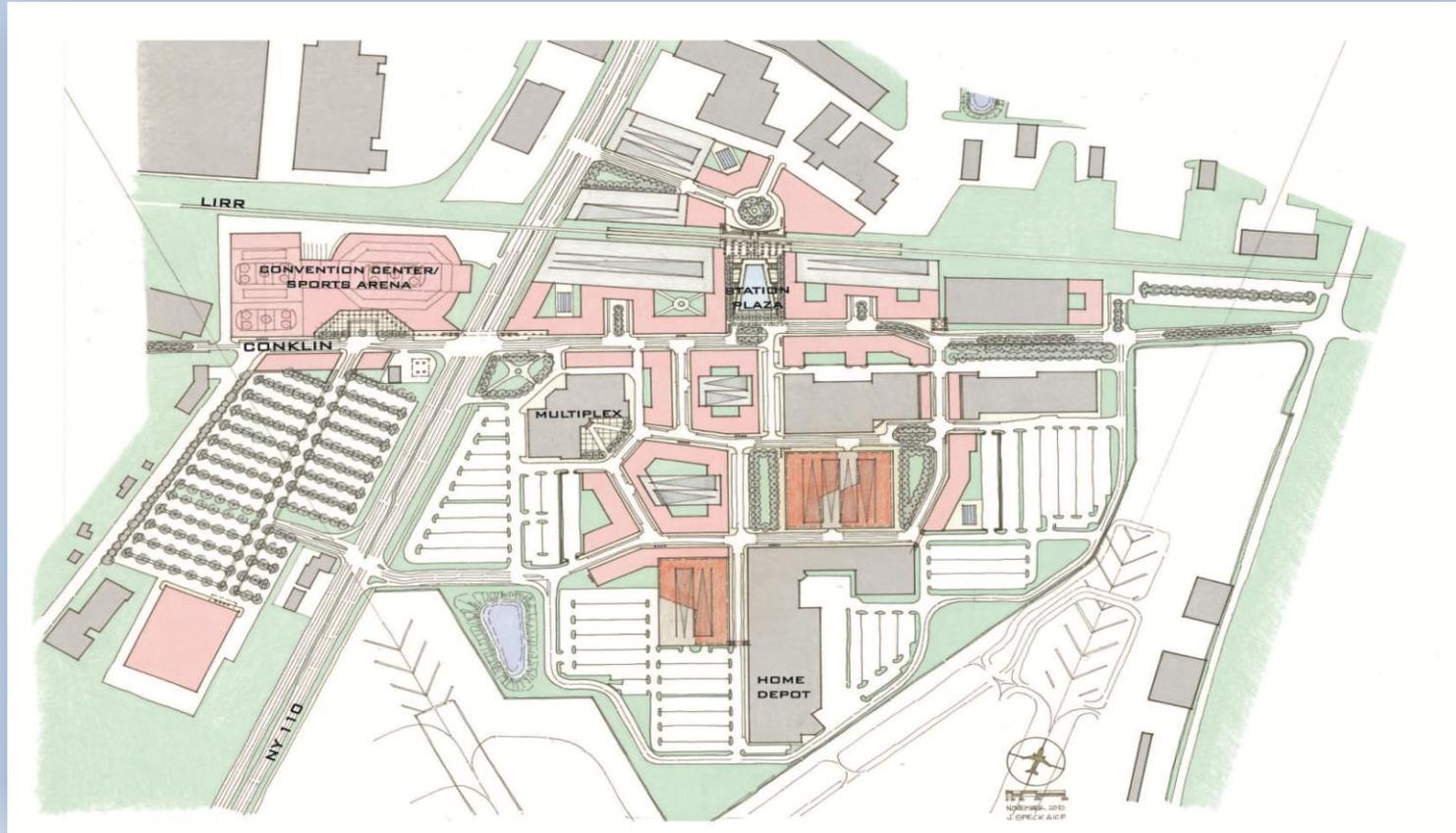
- Retain young Long Islanders in East Farmingdale.
- Create areas for live entertainment, civic and institutional uses.
- Improve the quality of life for East Farmingdale residents.
- Implement transit-oriented development through the creation of affordable residential units and mixed-use development in East Farmingdale.
- Create a distinctive and positive “sense of place” for East Farmingdale.
- Satisfy the existing and future parking demands of commuters, the business community and residents.
- Improve the vehicular traffic infrastructure to serve the long-term needs of East Farmingdale.
- Enhance and encourage walkability throughout East Farmingdale.
- Enhance public “green” space, open space, public plazas, sidewalk/trail linkages and landscaping in East Farmingdale.
- Further the revitalization of East Farmingdale through significant new private investment in residential, retail, and parking development, as well as in public infrastructure, transit, and traffic improvements.

Project History

- April 12, 2011



Project History



Project History



TOWN OF BABYLON

EAST FARMINGDALE DESIGN PRESENTATION

APRIL 12, 2011

Project History



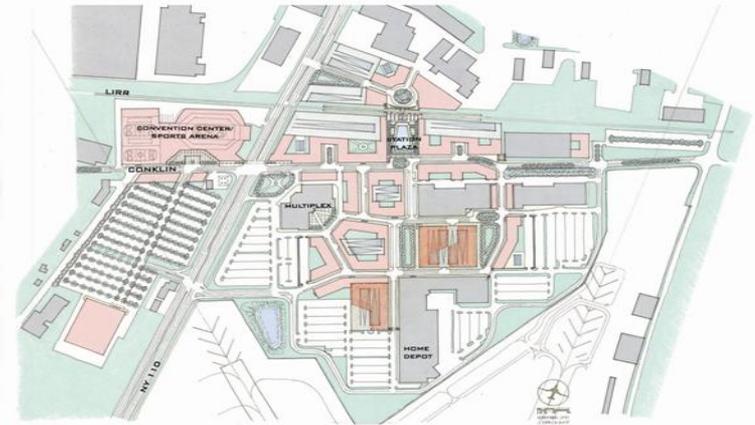
On the edge of the Central Square, a parking deck places shops at ground level, connecting the existing strip centers with continuous shopping.



The proposed pedestrian bridge spanning Route 110 is integrated into arcades enfronting the two flanking buildings.

TOWN OF BABYLON EAST FARMINGDALE DESIGN PRESENTATION APRIL 12, 2011

The Illustrative Plan



SPECK & ASSOCIATES, LLC

Babylon NY



Project History



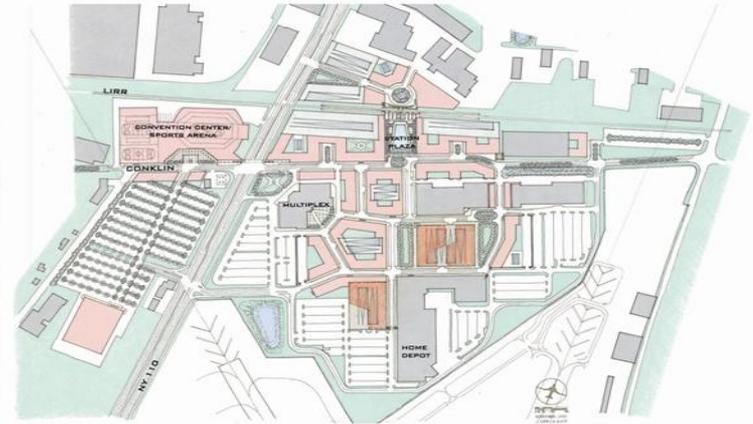
Streets approaching the Cinema and its plaza aim at its marquee, supporting its role as a social anchor.



Small "liner buildings" shield the arena's entry plaza from its parking lot and provide Conklin Street with a traffic-calming edge.

TOWN OF BABYLON EAST FARMINGDALE DESIGN PRESENTATION APRIL 12, 2011

The Illustrative Plan



SPECK & ASSOCIATES, LLC

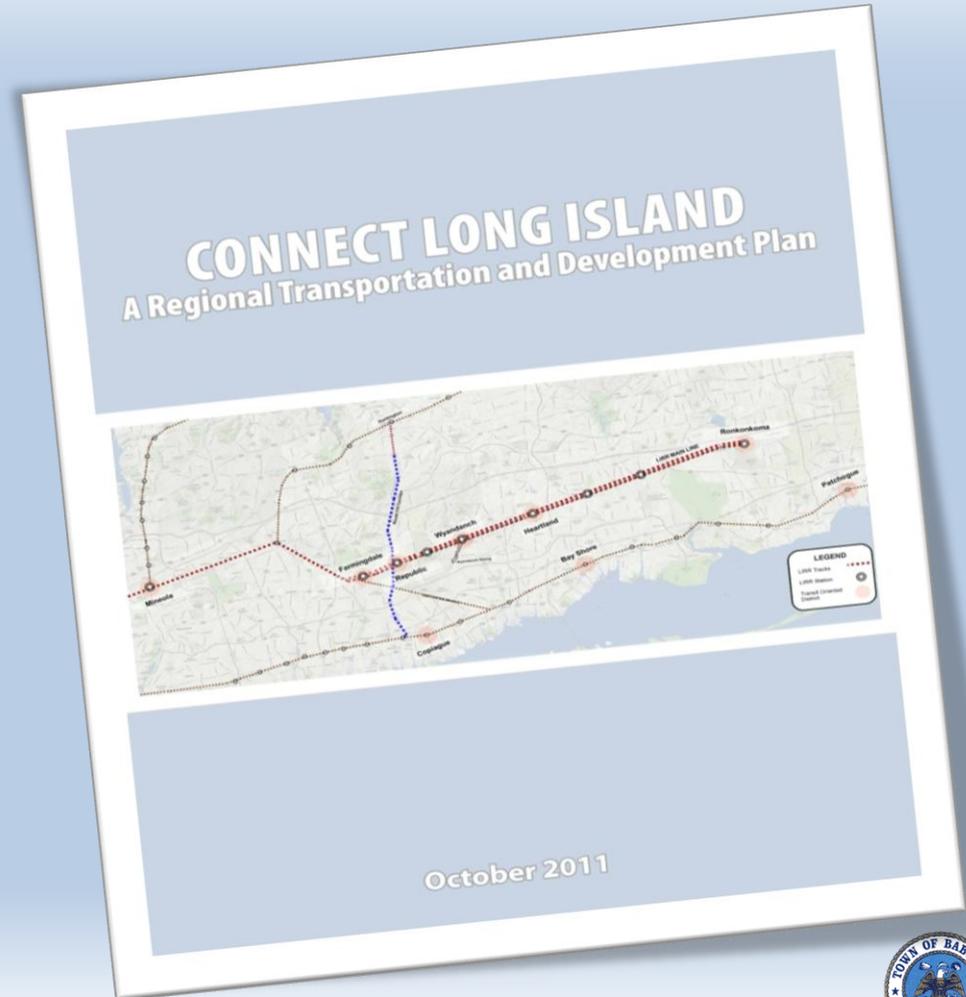
Babylon NY



Project History

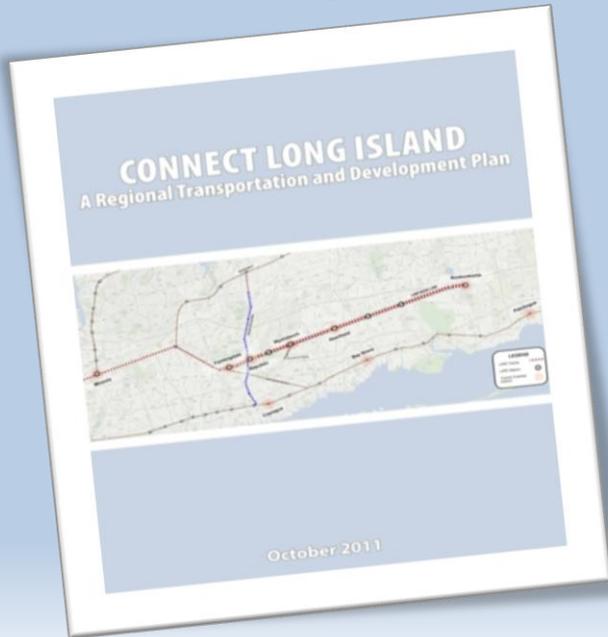
2011

- Town of Babylon unveils the Connect Long Island Regional Transportation and Development Plan
- Connect Long Island calls for a three-pronged approach to development



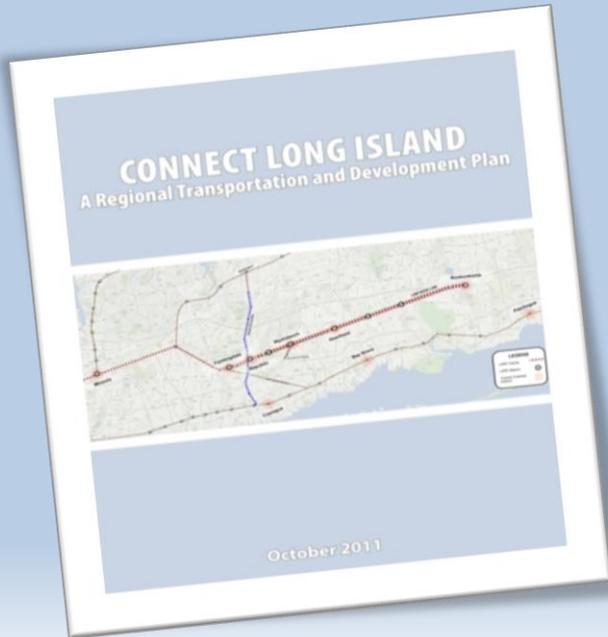
Transit Oriented Developments

- ▶ Create walkable, mixed-income, mixed-use developments



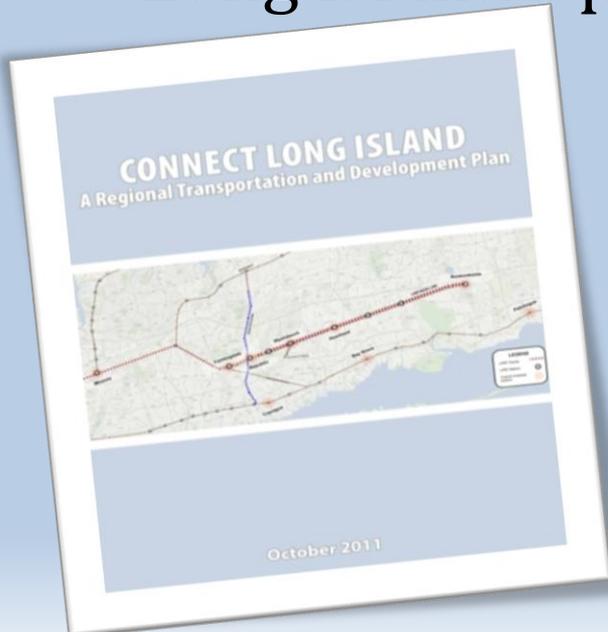
Supportive Transportation Investments

- Bolster the existing transportation system by investing in projects like LIRR Double Track, East Side Access, and support opening new train stations.



North-South Mass Transit

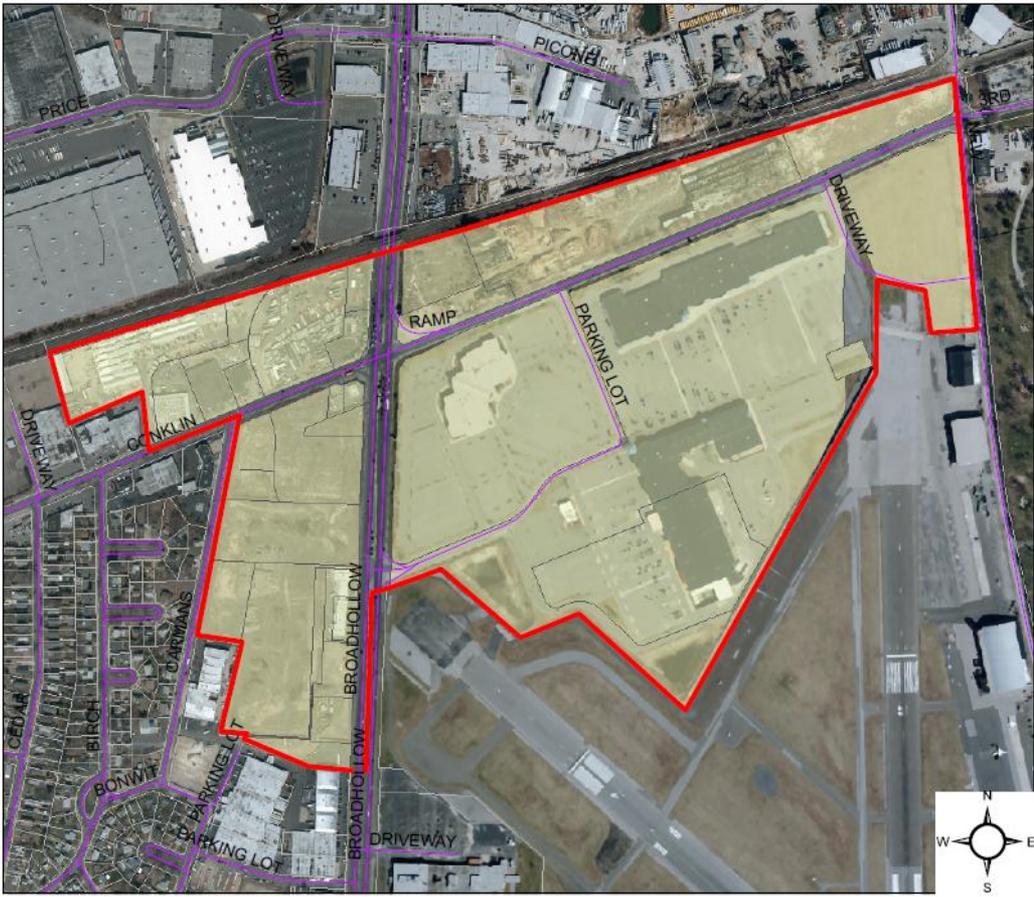
- Introduce new rapid transit connections along Long Island's primary north-south corridors



Update on East Farmingdale Initiatives

- Master Developer RFQ
- Conceptual Design and Form-Based Zoning Code RFPs
- Regional Plan Association
- Republic LIRR Station
- Applying for Brownfields Grant from EPA

Master Developer RFQ



East Farmingdale
Redevelopment -
Project Area



Master Developer RFQ

Goals & Objectives

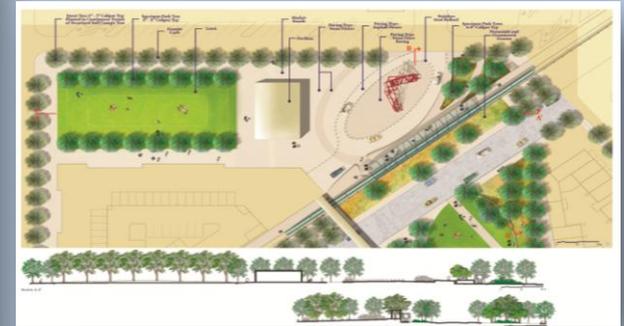
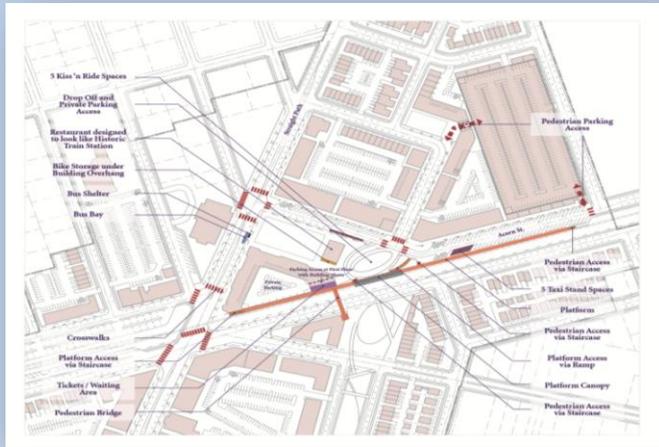
- Respond to community goals outlined in Community Visioning process
- Create a regionally significant destination in a vibrant and mixed-use setting that will meet the needs of East Farmingdale residents today and in the future
- Secure a feasible and sustainable development
- Secure a development which integrates its components, operational aspects, designs, and site layouts within the context of existing and proposed transit networks
- Provide sufficient development to support the re-opening of the Republic Station and the creation of Bus Rapid Transit on Route 110

Master Developer RFQ

- Received four team responses
- Conducted interviews with top three teams in April 2014
- Received written responses to follow-up questions

Conceptual Design and Form-Based Zoning Code RFPs

- \$700,000 in New York State grants from ESD and NYSERDA
- Conceptual site and area plan, form-based zoning code, and a streamlined review and approval process
- Planning, environmental, market, and cultural studies
- Provide background and basis for redevelopment



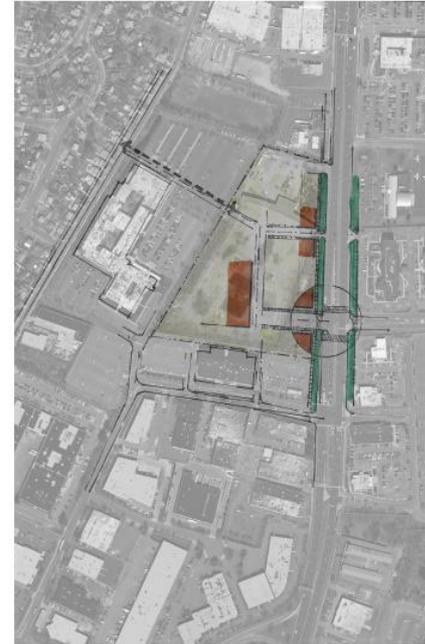
Design Guidelines

Design & Development Principles

Anticipate that in keeping with the previous Visioning Plans, the intersection of Rt.110 and ___ Road becomes a signature corner along Route 110. If this happens, the multi-plex theaters on the east side of Route 110 will probably be redeveloped for higher and better uses, such as Class A office space.

Route 110 will have to change in terms of its character and appearance, but it will remain a high-volume "boulevard". Therefore, the development framework diagrams assume that buildings will address Route 110 even if those buildings are set back behind a well-landscaped, pedestrian-friendly buffer:

- It is not necessary to create a continuous street wall. But a minimum amount of frontage along a "build-to" line should be mandated (see diagram). Significant landscaping between buildings should define the space of Route 110.
- Buildings should be positioned where they can frame important points of entry, define the edges of internal streets and public spaces, clarify internal circulation through the site.
- The internal layout should suggest a street and block network comparable to what has been suggested for the other redevelopment areas.
- Route 110 will become a BRT corridor. In order to make it possible for the surrounding neighborhoods to have access to the BRT stations, a well-designed pedestrian route through the site to the neighborhoods should be required. In some cases this will require cross-access through other properties.



Republic LIRR Station

MTA 2015-2019 Capital Program

ELEMENT DESCRIPTION/PROJECT	NEEDS CODE	Commitments (\$ in millions)					Total All Years
		2015	2016	2017	2018	2019	
04 STATION AND BUILDINGS							
UL Station Platform Lighting	NR	1.0	1.0	1.0	1.0	1.0	5.0
UM Murray Hill Station - New Elevators	SI	0.0	5.7	0.0	0.0	0.0	5.7
UN Nostrand Ave. Station Rehabilitation	NR	27.5	0.0	0.0	0.0	0.0	27.5
UP Port Washington Station Improvements	NR	0.0	2.0	11.0	0.0	0.0	13.0
UQ Babylon Station Platform Replacement	NR	0.0	5.0	0.0	46.0	0.0	51.0
UR Station Platform Railing Replacement	NR	1.0	1.0	1.0	1.0	1.0	5.0
US Station Signage Program	NR	2.8	2.8	2.8	2.8	2.8	14.0
UT Station & Building Electrical Systems	NR	1.4	1.4	1.4	1.4	1.4	7.0
UU Mentor Allowance - Stations	NR	6.0	11.0	2.0	2.0	1.0	22.0
UV New Fare Payment System	SI	0.0	15.0	0.0	0.0	0.0	15.0
UW GCT/ESA Unified Trash Facility	SI	11.1	0.0	0.0	0.0	0.0	11.1
UX Hunterspoint Avenue Station Renewal	NR	0.0	2.9	0.0	26.1	0.0	29.0
UY Elmhurst Station - New Station	SI	0.0	4.0	0.0	36.0	0.0	40.0
UZ New Republic Station on Main Line	SI	0.0	0.0	5.0	0.0	0.0	5.0
Element Total 04		\$50.8	\$51.8	\$24.2	\$116.3	\$7.2	\$250.3

Ongoing Projects: Alternatives Analysis

- Continuation of engagement process
- Now in FTA pipeline
- Significant roles for public and stakeholders

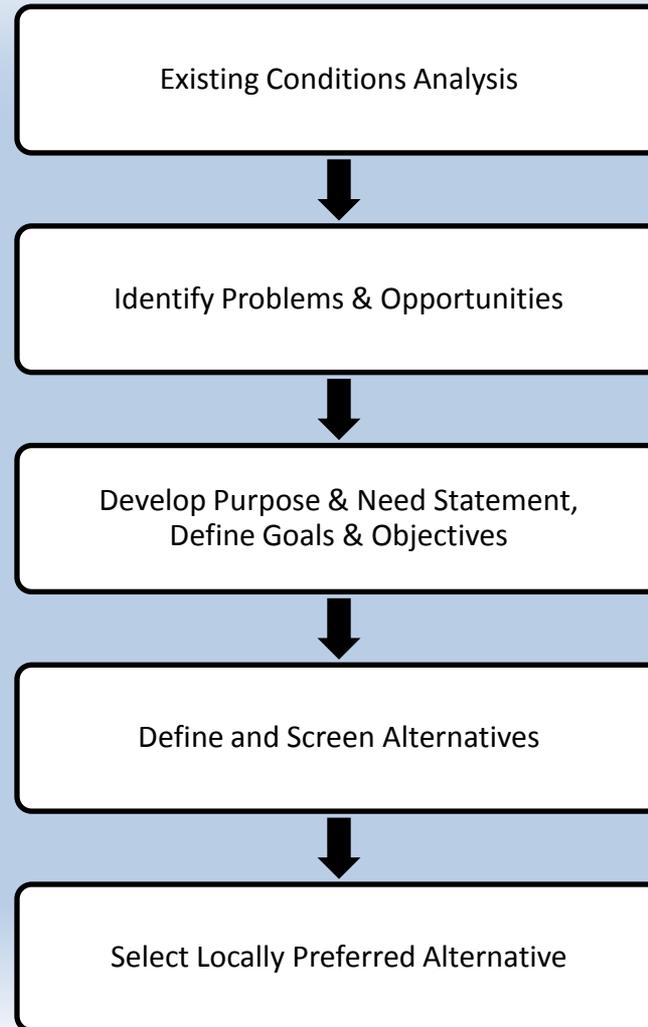
Overview of Route 110 Alternatives Analysis

- Consider reasonable options for **mode and alignment** in developing and screening alternatives
- Develop a financially feasible **Locally Preferred Alternative** that supports the vision of **Connect Long Island** and promotes:
 - Economic development
 - Increased mobility
 - Improved quality of life
- Conduct ongoing stakeholder and public involvement



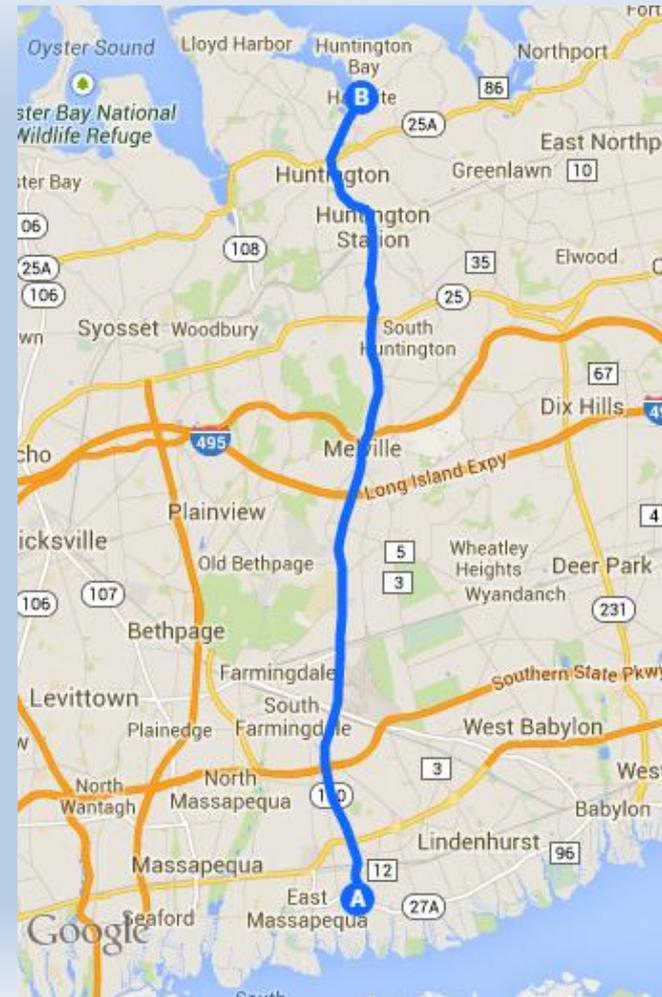
- Lead Agency: Federal Transit Administration (FTA)
- Project Sponsor: Town of Babylon
- Consultant Team: led by Parsons Brinckerhoff

Study Process



Route 110 – Suffolk County’s “High Tech Main Street”

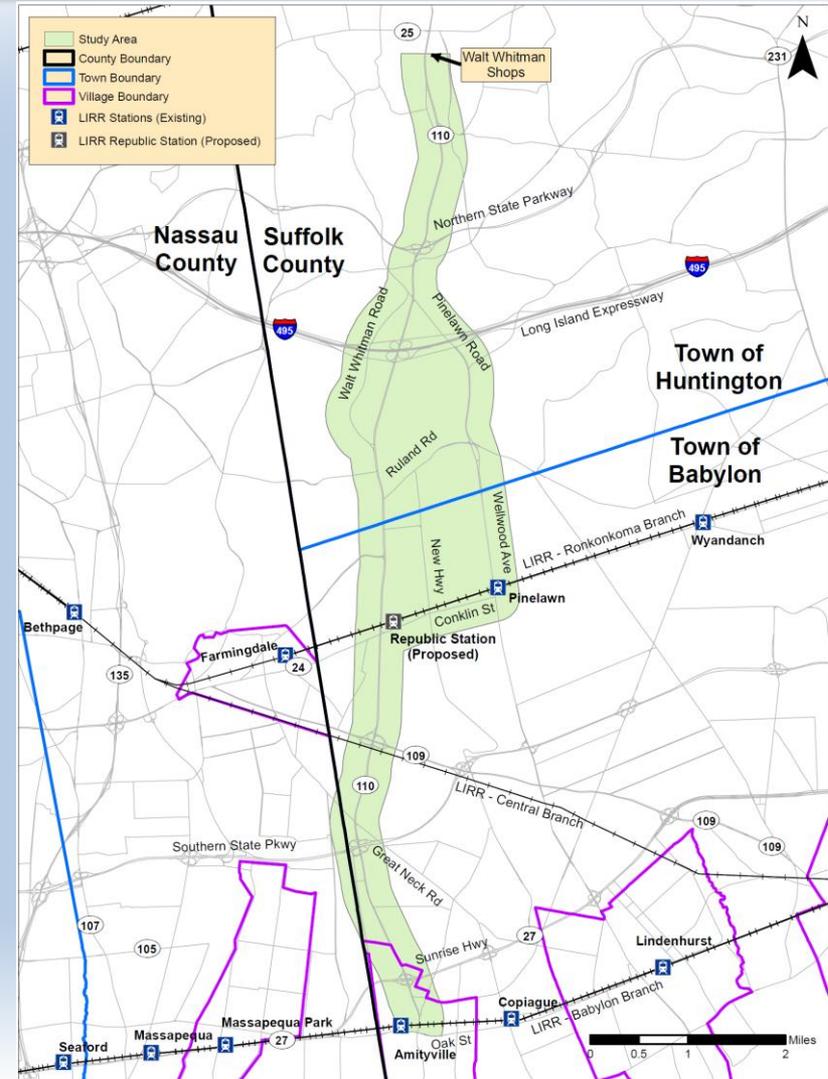
- Major north-south employment corridor, located in the Towns of Babylon and Huntington, just east of the Nassau/Suffolk border
- Running from Route 27A (Montauk Highway) in Amityville to Halesite in Huntington
- Home to corporate headquarters, office complexes, retail centers, educational institutions, research facilities, industry, and an airport



Source: Google Maps

Study Area

- 10.3-mile corridor between Amityville LIRR Station and Walt Whitman Shops
- Extends east to Wellwood Avenue and west to Walt Whitman Road



Route 110: Transportation Issues

- Constrained travel choices
- Inadequate multi-modal connectivity
- Existing and projected future traffic congestion
- Bus travel times are not competitive (disincentive for transit use)
- Existing auto-centric land use and building development patterns
- Limited walkability



Route 110: Key Transportation Opportunities

- Large employers as a source of existing/potential future transit ridership
- Relatively high existing bus ridership
- Multiple branches of the LIRR
- Multiple travel markets to be served
- Potential reopening of LIRR Republic station and East Farmingdale redevelopment (*Connect Long Island*)
- LIRR Double Track & East Side Access



Source: Speck & Associates, LLC

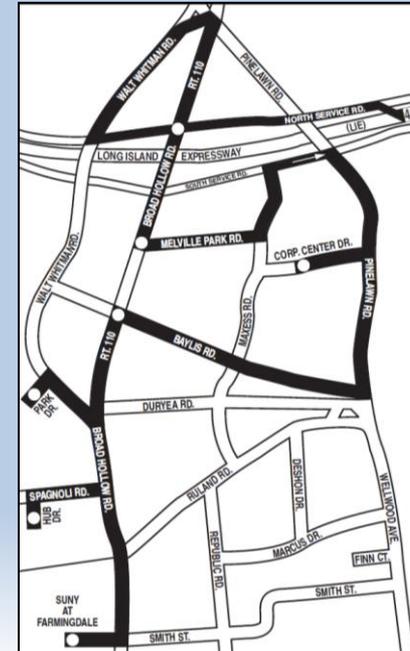
Purpose & Need

The purpose of the Route 110 Alternatives Analysis is to:

- Improve north-south mobility
- Increase transit access to and from employment and other activity centers
- Enhance multi-modal connectivity with the LIRR and existing bus service
- Promote increased transit use
- Support TOD along Route 110 and in the study area



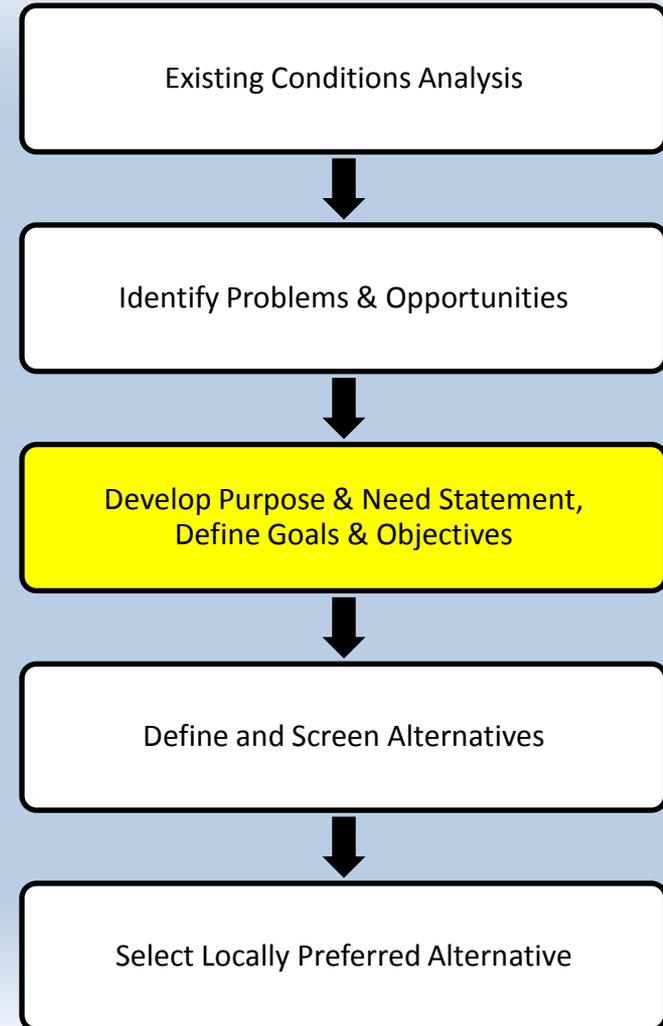
Source: Parsons Brinckerhoff



Source: Suffolk County Transit

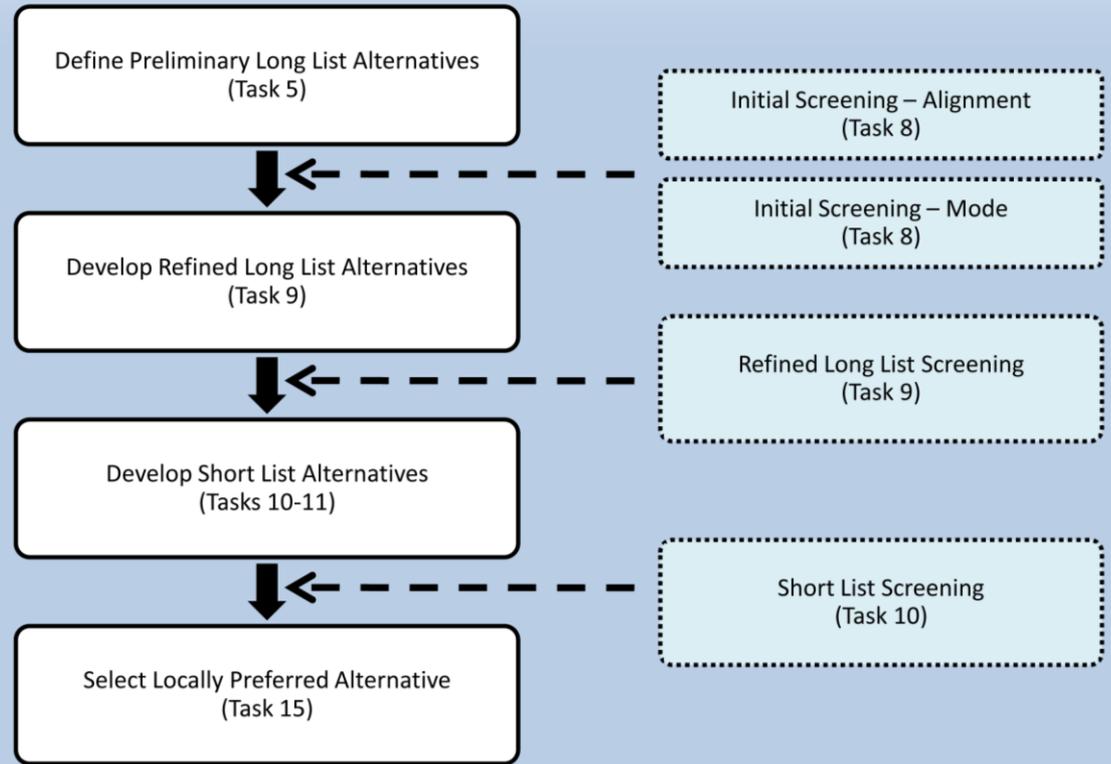
Project Goals

- **Improve Mobility and Connectivity**
- **Enhance Economic Competitiveness and Promote Economic Growth**
- **Maximize Cost and Operational Effectiveness**
- **Minimize Adverse Environmental Impacts**



Alternative Evaluation Process

- Evaluation criteria are directly linked to project goals and objectives.



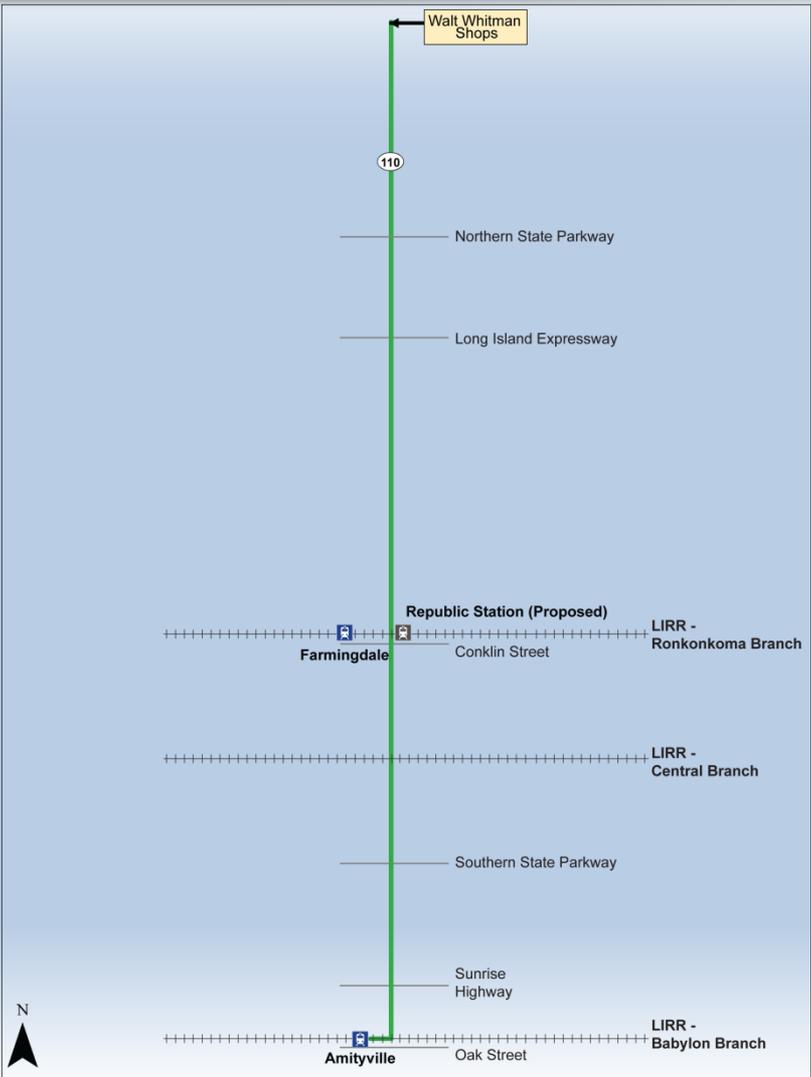
Preliminary Long List Alternatives

Alternative Number	Alternative Name
	No-Build alternative
A	Enhanced bus service along Route 110
B	Trunk route along Route 110 only
C	Trunk route along Route 110 with diversions off Route 110
D	Trunk route along Route 110 with circular feeder routes
E	Trunk route along Route 110 with transit center nodes and connecting feeder routes

Results of Initial Screening – Alignment

**Preliminary Long List
Alternative B**
Trunk route along Route 110 only

Legend
Route 110 Trunk Route
LIRR Stations (Existing)
LIRR Republic Station (Proposed)



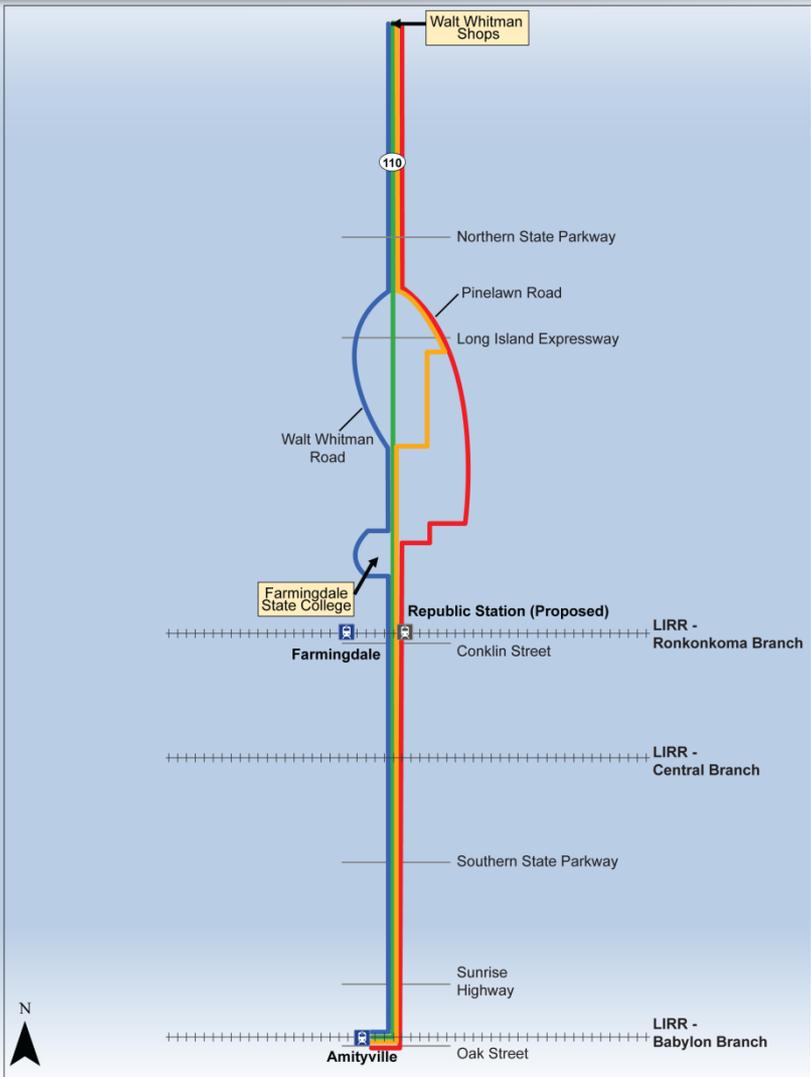
Eliminated from consideration:
The route does not provide last-mile connectivity to off-corridor destinations



Results of Initial Screening – Alignment

**Preliminary Long List
Alternative C**
Trunk route along Route 110 with diversions
off Route 110

- Legend**
- Route 110 Trunk Route
 - Trunk Route Variation
 - Trunk Route Variation
 - Trunk Route Variation
 - LIRR Stations (Existing)
 - LIRR Republic Station (Proposed)



Eliminated from consideration:
The route fails to maximize cost and operational effectiveness

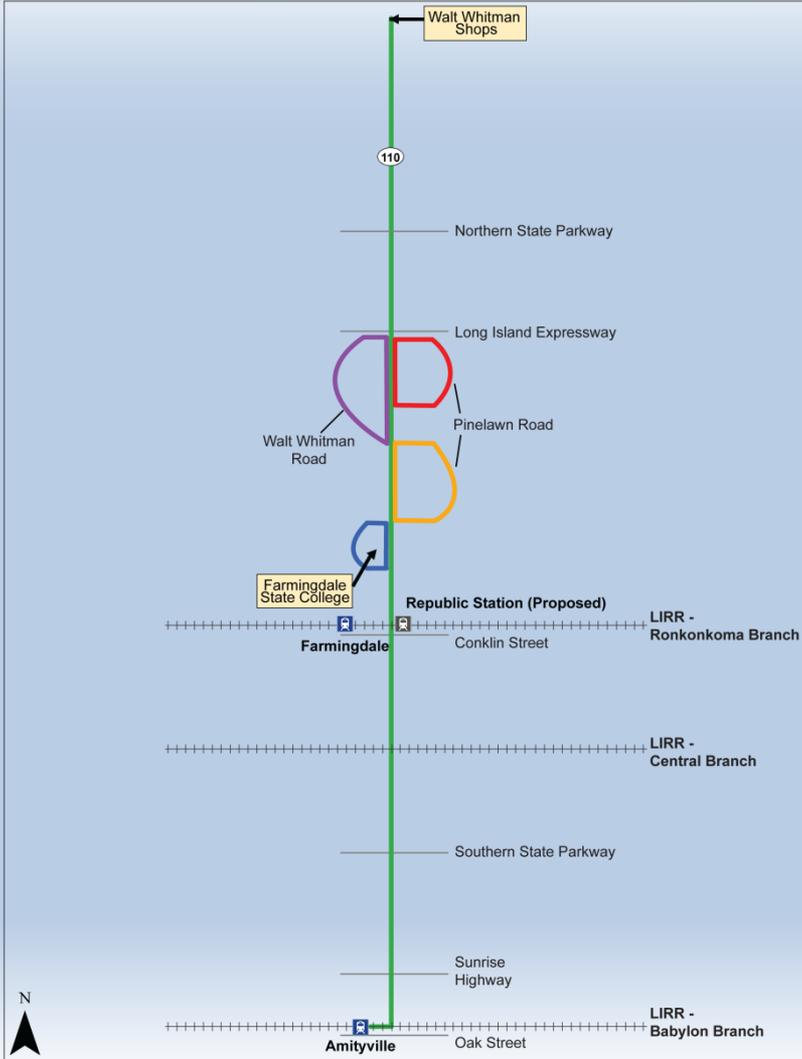
Note: Schematic representation; not drawn to scale.



Results of Initial Screening – Alignment

**Preliminary Long List
Alternative D**
Trunk route along Route 110 with circular
feeder routes

- Legend**
- Route 110 Trunk Route
 - Feeder Route
 - Feeder Route
 - Feeder Route
 - Feeder Route
 -  LIRR Stations (Existing)
 -  LIRR Republic Station (Proposed)



**Advanced to next
round of screening**

Note: Schematic representation; not drawn to scale.

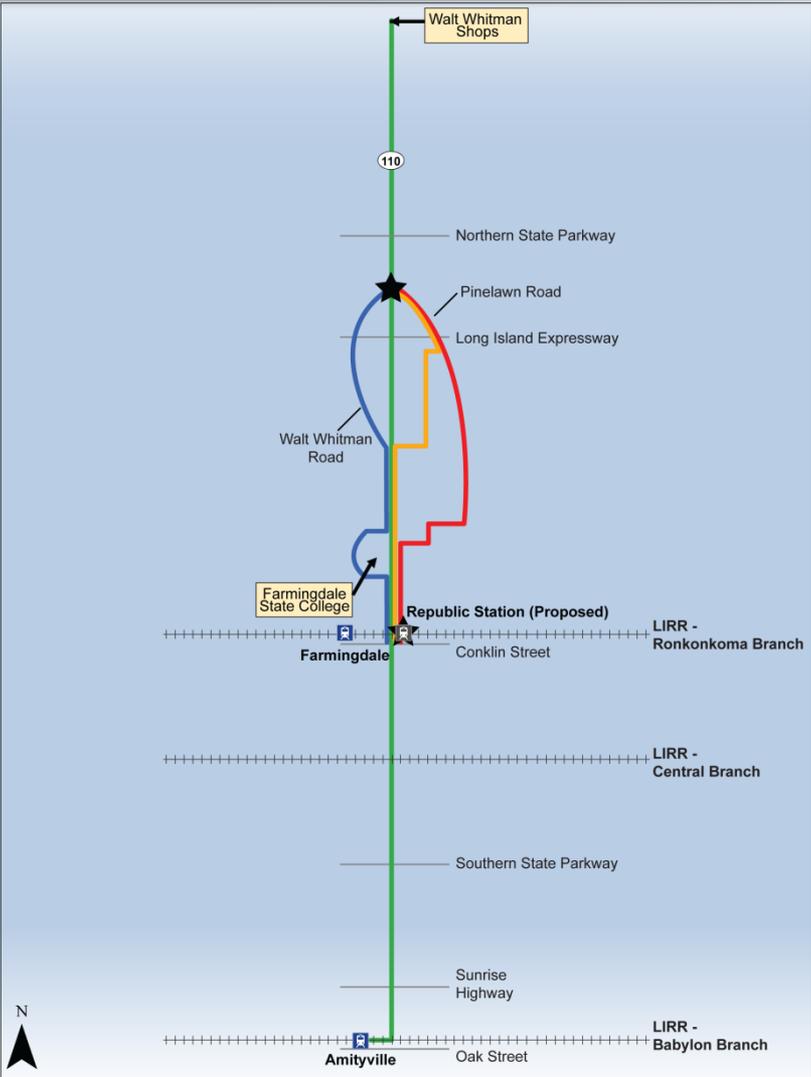


Results of Initial Screening – Alignment

**Preliminary Long List
Alternative E**
Trunk route along Route 110 with transit center nodes and connecting feeder routes

Legend

- Route 110 Trunk Route
- Feeder Route
- Feeder Route
- Feeder Route
-  LIRR Stations (Existing)
-  LIRR Republic Station (Proposed)
-  Proposed Transit Center



**Advanced to next
round of screening**



Potential Transit Modes for Alignment Alternatives



Bus Rapid Transit (BRT)



Streetcar



Light Rail Transit (LRT)

Automated Guideway Transit (AGT)



Commuter Rail (LIRR)



Subway



Potential Transit Modes for Alignment Alternatives



Bus Rapid Transit (BRT)



Streetcar



Light Rail Transit (LRT)

Automated Guideway Transit (AGT)



Commuter Rail (LIRR)



Subway



Results of Initial Screening – Mode

- Streetcar, LRT, AGT, commuter rail, and subway alternatives were eliminated from consideration because the alternatives fail to maximize cost and operational effectiveness.
- **Two BRT alternatives** were advanced to the next round of the screening process:
 - BRT trunk route along Route 110 with circular feeder routes (Alternative D1)
 - BRT trunk route along Route 110 with transit center nodes and connecting feeder routes (Alternative E1)



Source: Route 110 BRT Study

What is BRT?

- High performance bus systems that provide faster, more efficient service than ordinary bus
- Approach the service quality of rail transit while still enjoying the cost savings and flexibility of bus transit
- BRT invests in improvements to speed up bus service
- Improvements to bus vehicles, stations, operations, roadways, rights-of-way, intersections, and traffic signals



Source: Parsons Brinckerhoff

Elements of BRT

User-Friendly

Stylish Vehicles



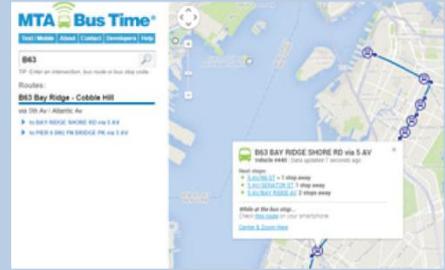
Attractive Stations



Strong Brand Identity



Real-Time Information



Faster Service

Bus Lanes



Faster Fare Collection



Traffic Signal Prioritization

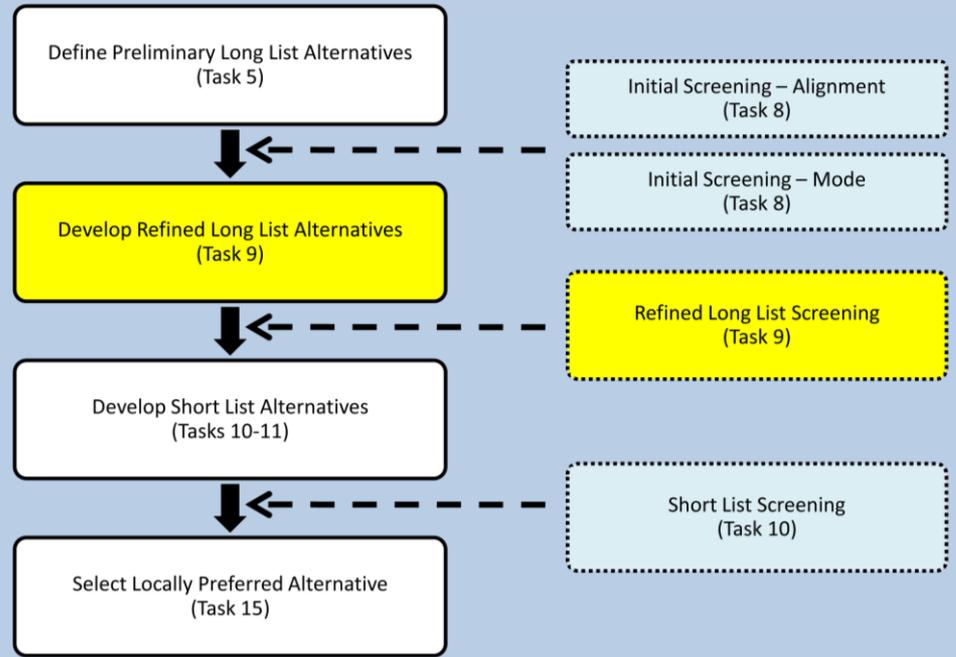


More Frequent Service with Fewer Stops

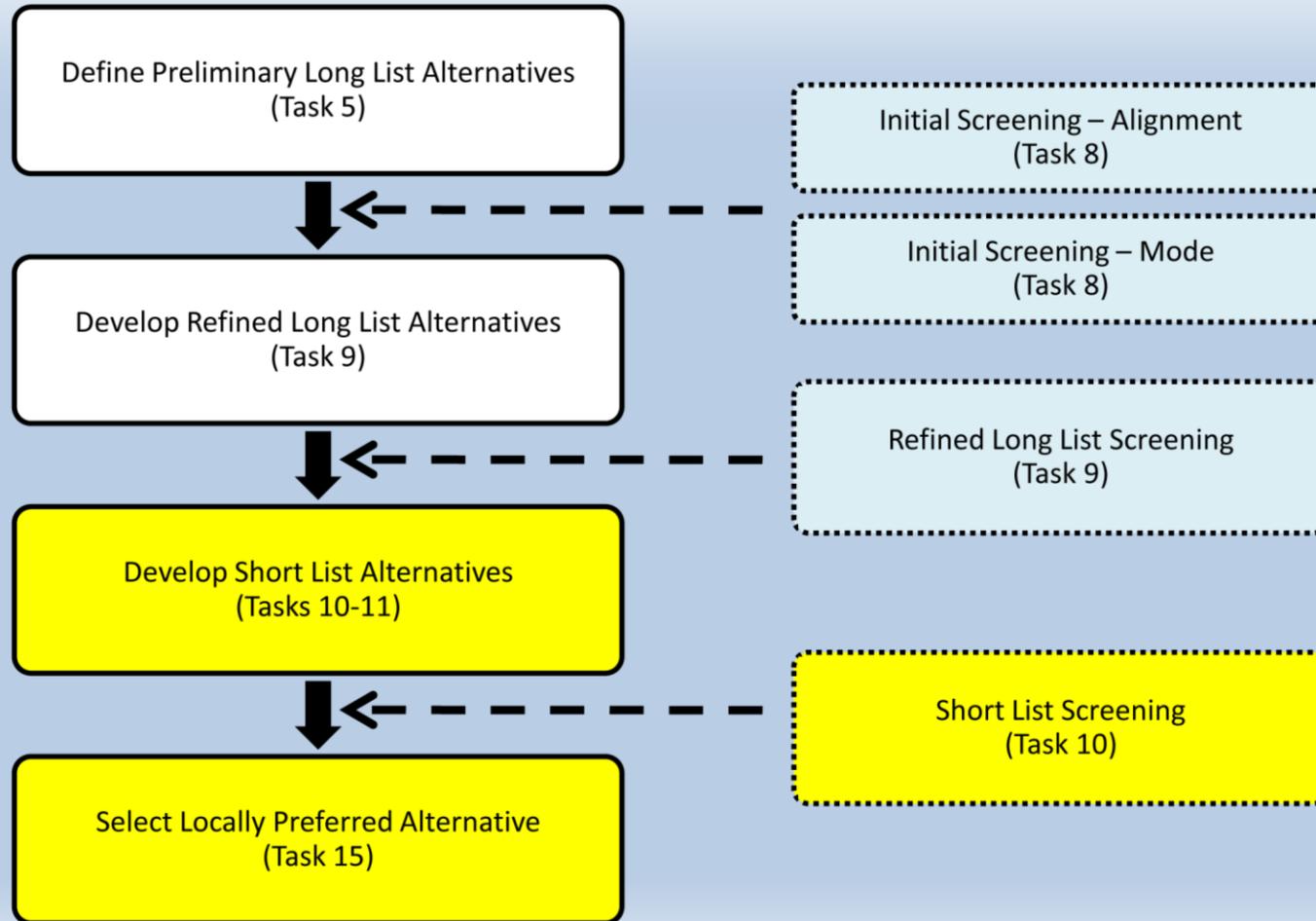


Next Steps – Refined Long List Screening

- Two BRT alternatives developed in greater detail through the preparation of operating plans



Subsequent Steps – Short List Screening & LPA Selection



Comments/Questions & Answers

For more information about the ongoing Route 110 Alternatives Analysis, contact
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