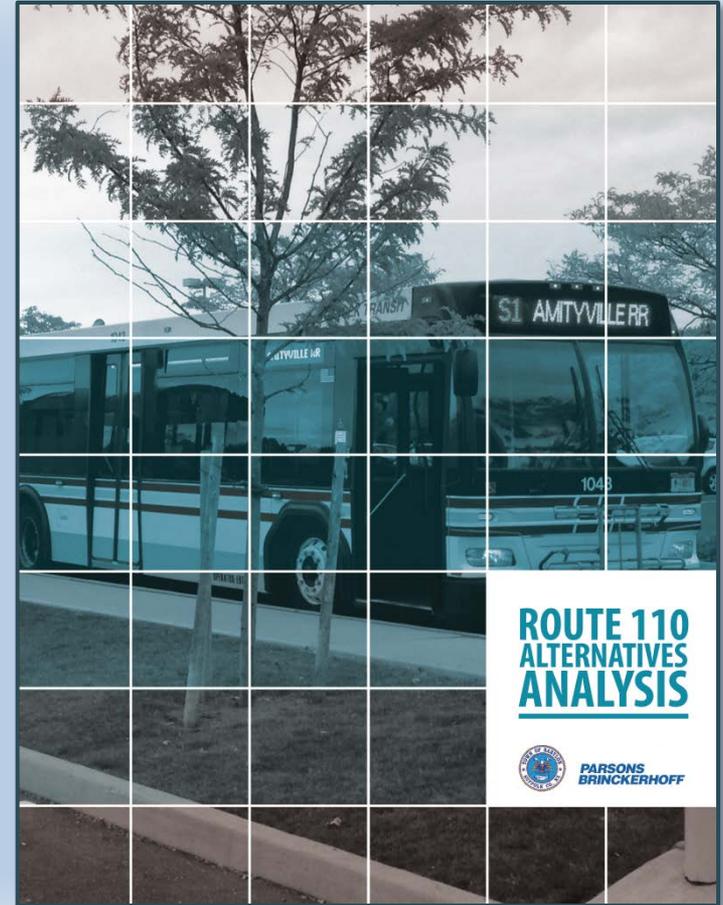


Route 110 Alternatives Analysis

Public Meeting #2

April 27, 2015

East Farmingdale Fire Department
930 Conklin Street



Source: Parsons Brinckerhoff

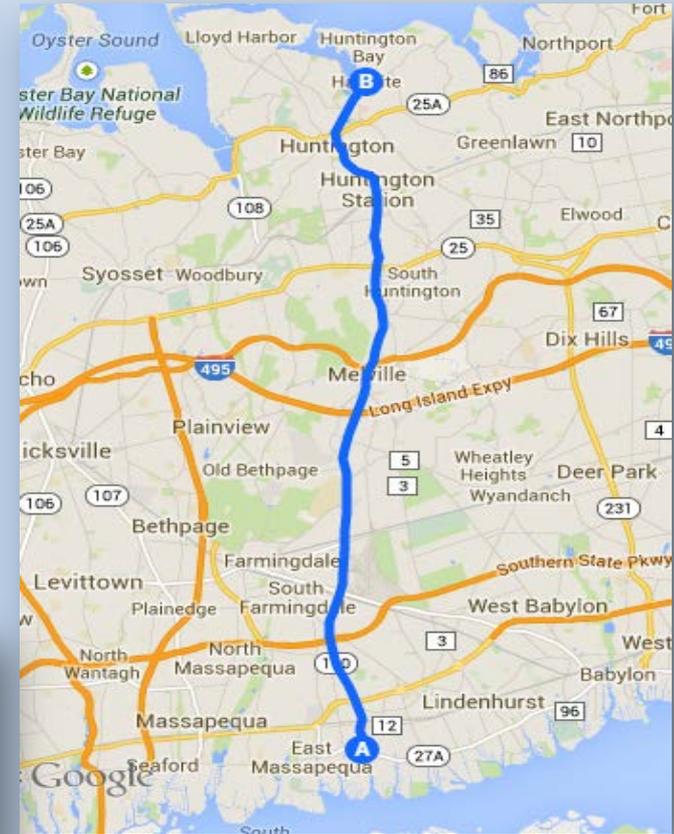
Agenda

- **Welcome/Project Background**
 - Jonathan Keyes
Director, Town of Babylon
Office of Downtown Revitalization
- **Update on Route 110 Alternatives Analysis**
 - Parsons Brinckerhoff Team
- **Comments/Questions & Answers**

Jonathan Keyes
Director, Town of Babylon
Office of Downtown Revitalization

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, and research facilities



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

- Viewed as critical corridor for Long Island’s long-term regional economic viability
- Key component of Suffolk County Executive Steve Bellone’s Connect Long Island plan

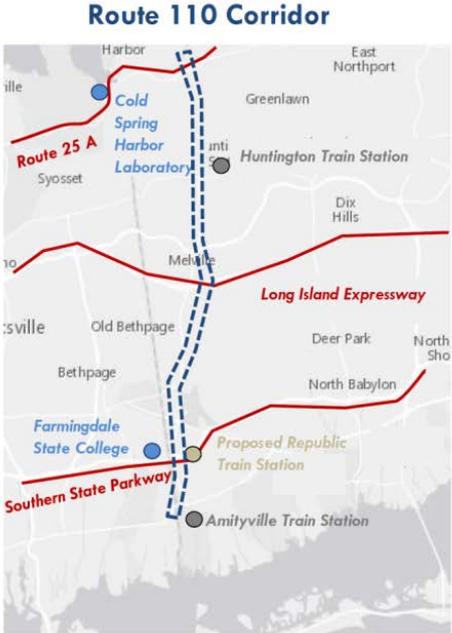


Route 110 as an Economic Engine

The Route 110 Corridor plays a vital role in Long Island's economy, with over 60,000 jobs located within a half-mile of the corridor.

Significant efforts have been made to bolster the corridor, including proposals for a bus rapid transit (BRT) system, and multiple requests for proposals (RFPs) to concentrate new development in the corridor. The corridor holds significant potential for TOD, with large investments being made around the Huntington and new Republic LIRR Stations.

The corridor currently has over 1 million SF of vacant office space and 500,000 SF of vacant industrial space. With this space availability and its proximity to major facilities, the corridor is a logical physical locus for Long Island's biomedical cluster.



Overview of Route 110 Alternatives Analysis

- Second step in a multi-step Federal process
- Consider reasonable options for **routing and transit type** in developing and screening alternatives
- Develop a financially feasible **Locally Preferred Alternative** that supports the vision of **Connect Long Island**
- Conduct ongoing stakeholder and public involvement
 - Project Sponsor: Town of Babylon
 - Consultant Team: led by Parsons Brinckerhoff

Public Meeting #1: December 15, 2014

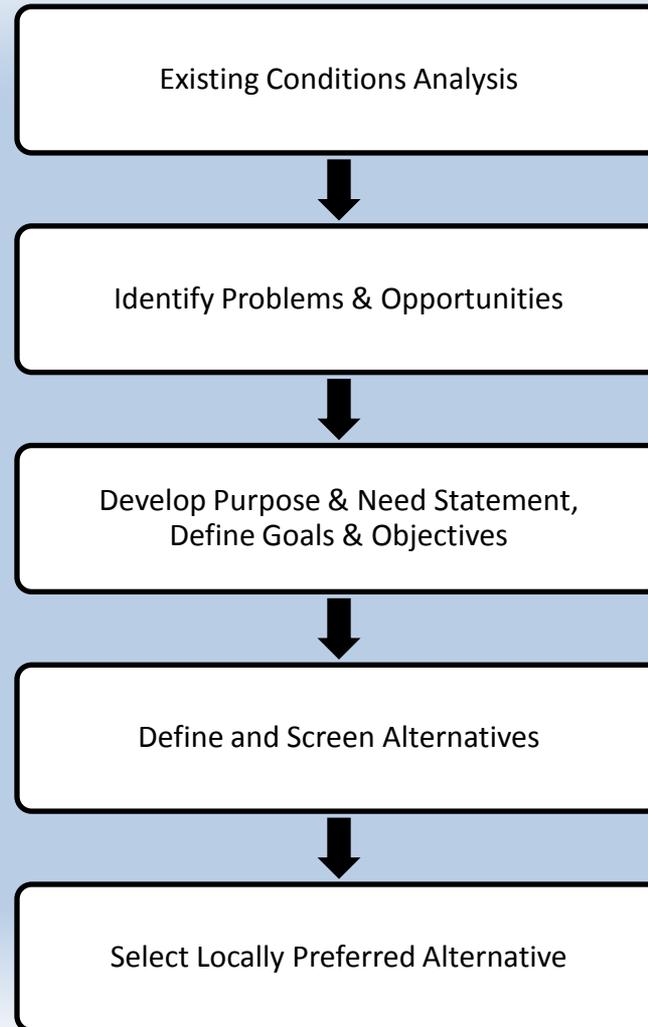
- What we learned
 - Where meeting attendees live/work/shop in the study area
 - Input on issues and opportunities facing Route 110
 - Concerns about traffic, parking, and pedestrian/bicycle accommodations



Source: Parsons Brinckerhoff



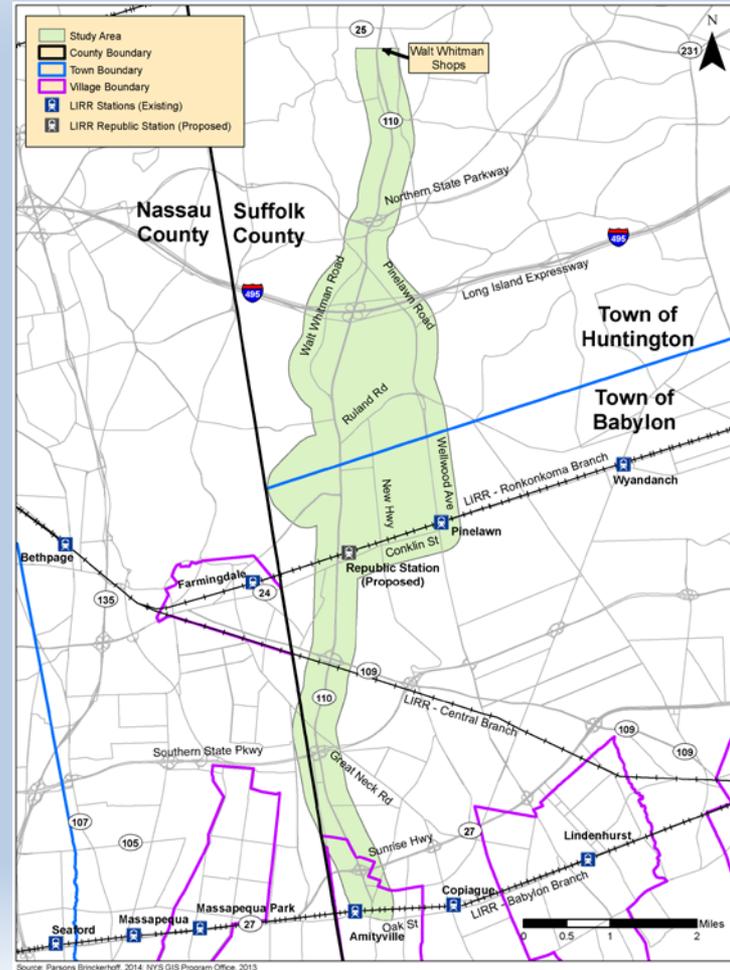
Study Process



← **WE ARE HERE**

Study Area

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



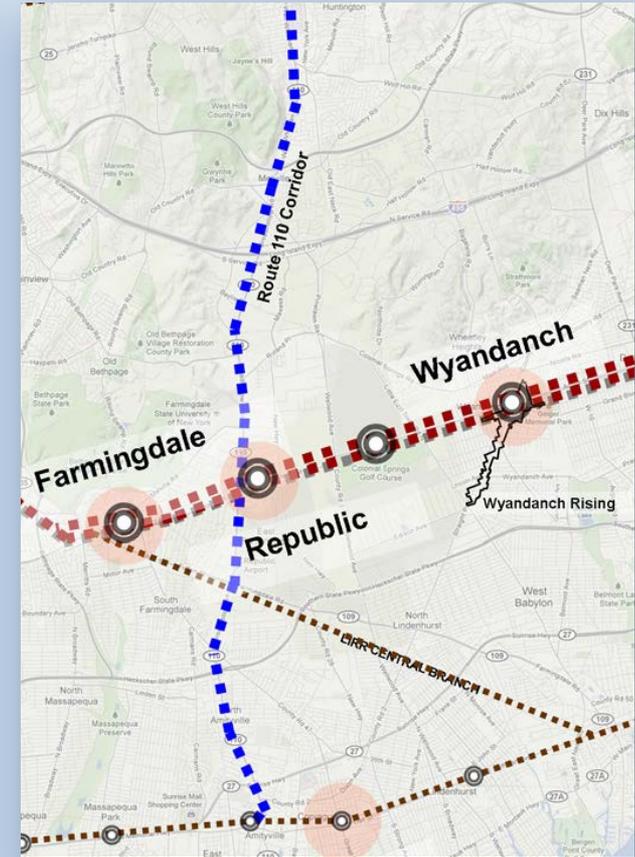
Transportation Issues

- 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



Key Transportation Opportunities

- Large employers as a source of existing/potential future transit ridership
- Relatively high existing bus ridership; opportunities to integrate with multiple service providers (Suffolk County Transit, NICE, HART)
- 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: Connect Long Island Plan

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



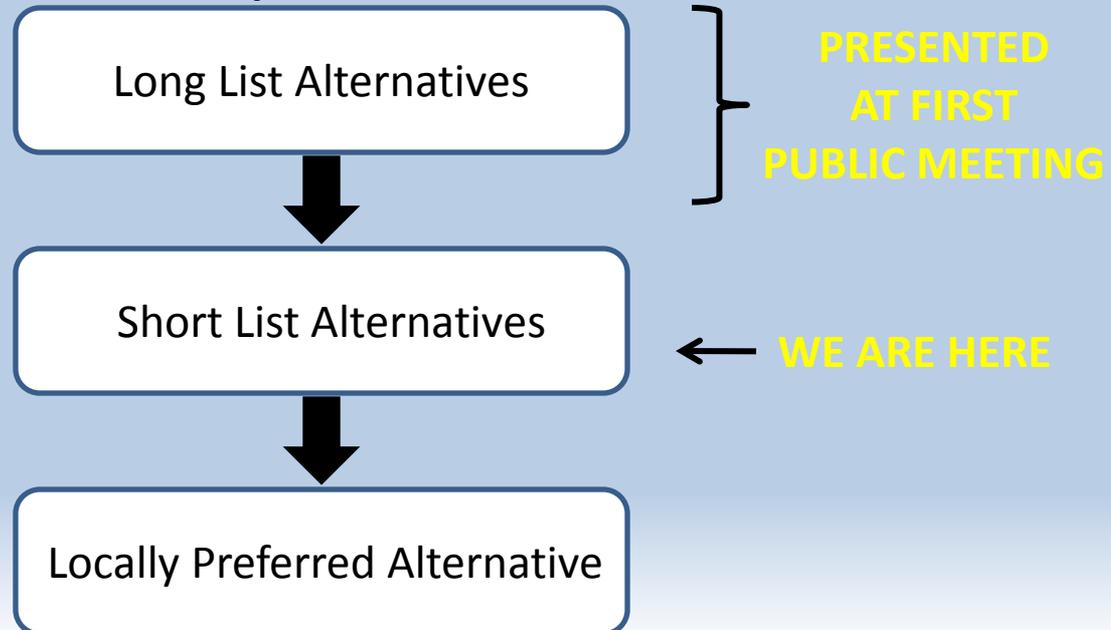
Source: Parsons Brinckerhoff



Source: Parsons Brinckerhoff

Project Goals & Evaluation Process

1. Improve Mobility and Connectivity
2. Enhance Economic Competitiveness and Promote Economic Growth
3. Maximize Cost and Operational Effectiveness
4. Minimize Adverse Environmental Impacts



Long List Alternatives

Alternative Number	Alternative Description
	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

ELIMINATED FROM CONSIDERATION

ADVANCED IN SCREENING PROCESS



Potential Transit Modes



Bus Rapid Transit (BRT)



Streetcar



Light Rail Transit (LRT)

Automated Guideway Transit (AGT)



Commuter Rail (LIRR)



Subway



Potential Transit Modes



Bus Rapid Transit (BRT)



Streetcar



Light Rail Transit (LRT)

Automated Guideway Transit (AGT)



Commuter Rail (LIRR)



Subway



Elements of BRT

User-Friendly

Stylish Vehicles



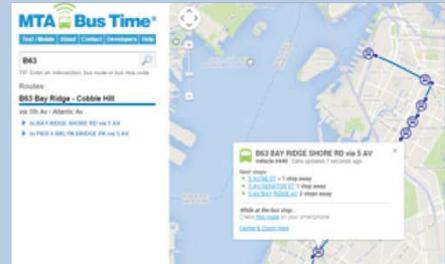
Attractive Stations



Strong Brand Identity



Real-Time Information



Faster Service

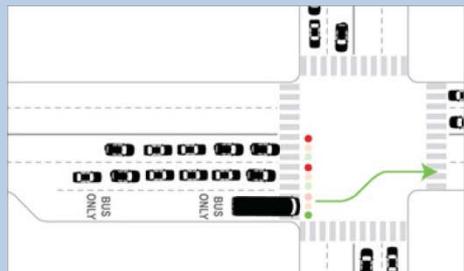
Bus Lanes



Faster Fare Collection



Traffic Signal Prioritization

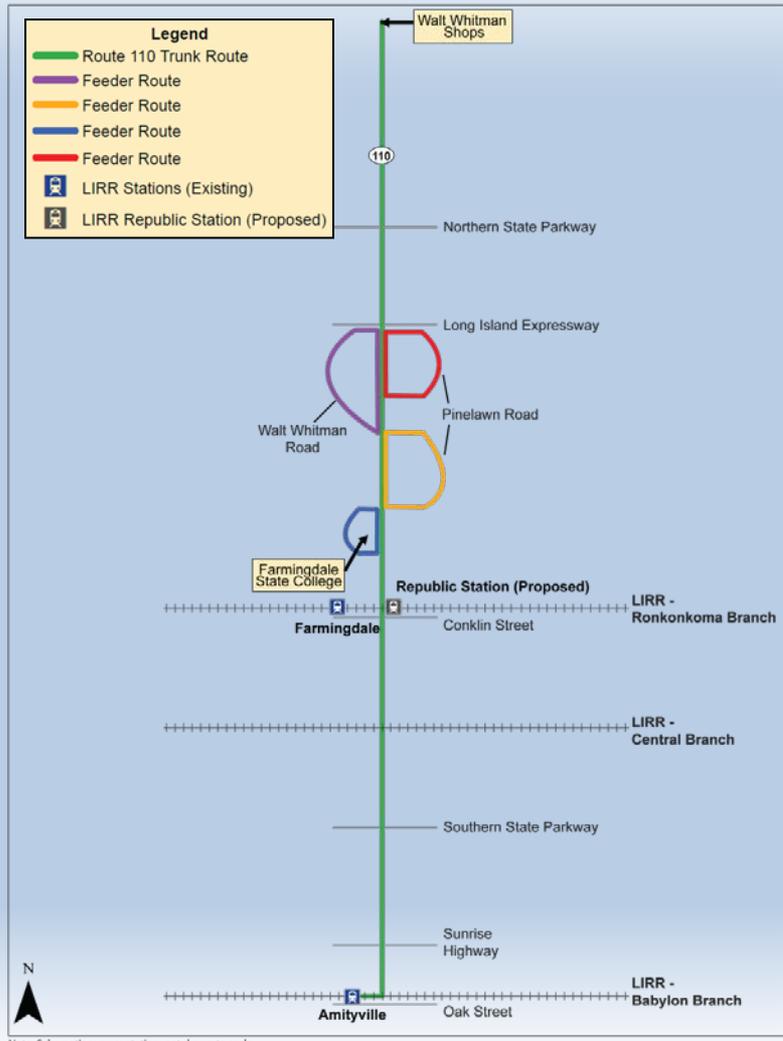


More Frequent Service with Fewer Stops



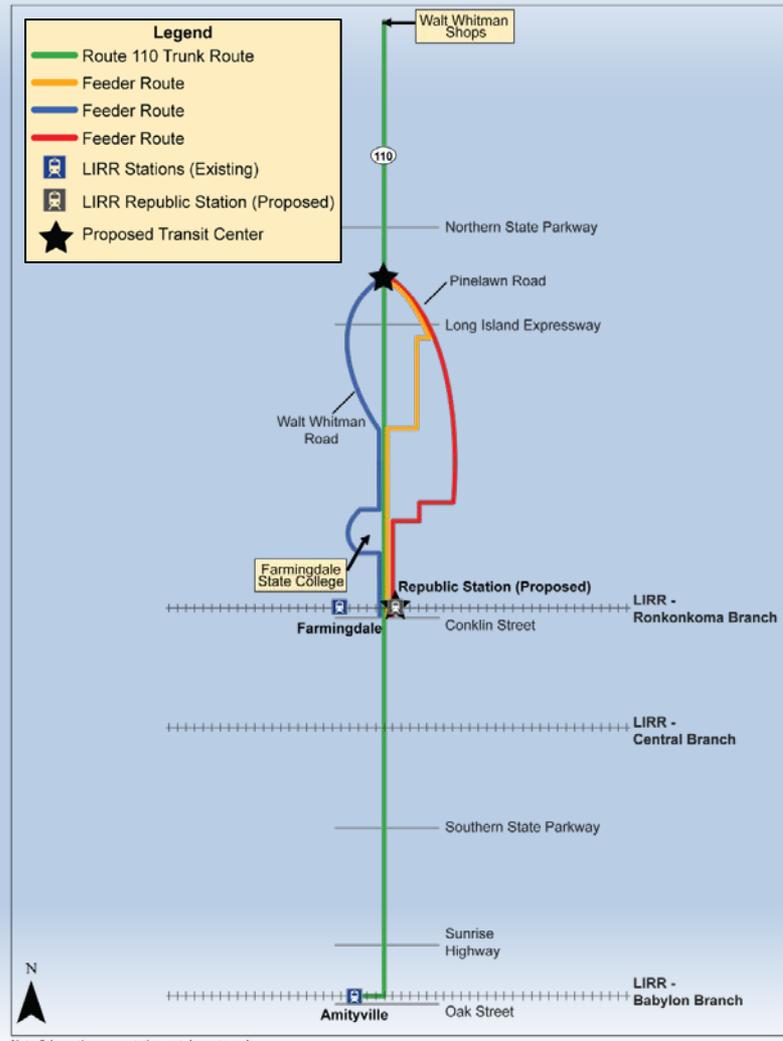
Results of Long List Screening – Alternative D

- Bus Rapid Transit (BRT) along Route 110 with circular shuttle bus feeder routes

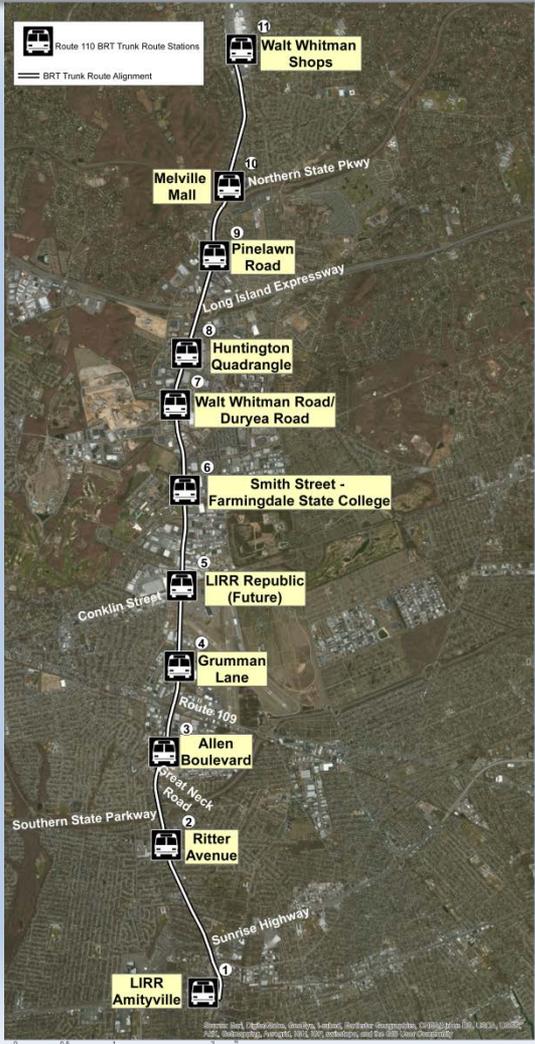


Results of Long List Screening – Alternative E

- Bus Rapid Transit (BRT) along Route 110 with transit center nodes and connecting shuttle bus feeder routes



Route 110 BRT Stations



- 11 BRT stops between Amityville LIRR Station and Walt Whitman Shops
- Limited stop service as an overlay to the existing Suffolk County Transit local S1 service
- How did we identify station locations?
 - Serve existing and future activity centers
 - Maximize transfer opportunities to other transit services (LIRR, Suffolk County Transit, NICE, HART)



Route 110 BRT Station Example



Dedicated BRT Shoulder-Running along Route 110

- About 6 miles of the 10.3-mile corridor can accommodate BRT shoulder-running
 - Allows BRT vehicles to bypass traffic congestion
- Along other roadway segments, BRT would operate in mixed traffic with other vehicles



Source: Parsons Brinckerhoff

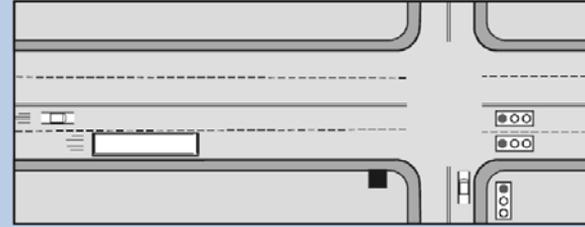


Source: Parsons Brinckerhoff

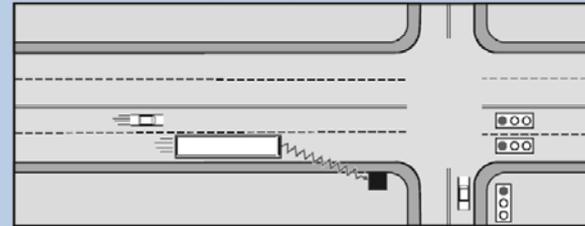
Speeding up Service through Traffic Signal Priority (TSP)

- BRT vehicles wait at fewer red lights due to TSP
- Results in travel time savings and faster service along the corridor

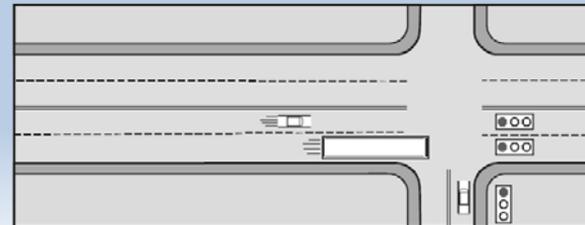
Bus approaches green signal



Signal controller detects bus; extends current green phase



Bus proceeds on extended green signal



Source: TCRP Report 118

BRT Travel Time Improvements

- Trip from Amityville LIRR Station to Walt Whitman Shops during the morning rush hour
 - By bus: 45 minutes
 - By car: 27 minutes
 - By BRT (projected): 26 minutes



Source: Route 110 BRT Study

Improving Transit Access to and from Major Activity Centers

Residential communities



Country Pointe in Melville



Millennium Hills



Avalon Court



The Villas

Major employers



Nikon



Canon



Huntington Quadrangle



Newsday



Estee Lauder



Bank of America



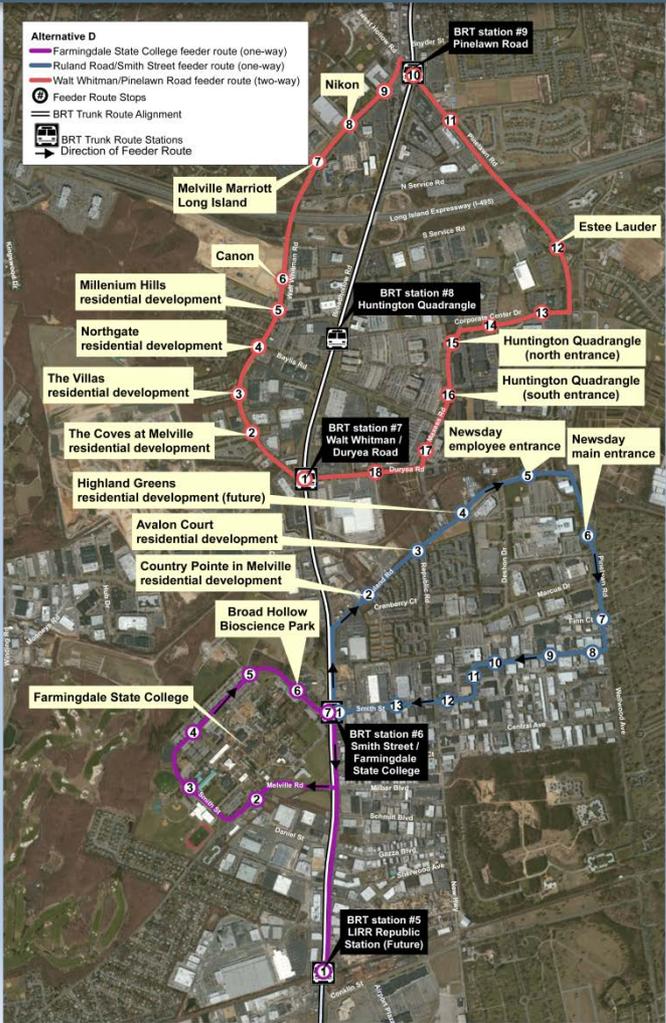
Feeder Route Service

- Smaller vehicles with timed connections to BRT and LIRR
- Serving major employment centers and residential communities beyond a reasonable walking distance from Route 110
- Improving transit access to locations between Conklin Street and Pinelawn/Sweet Hollow Road



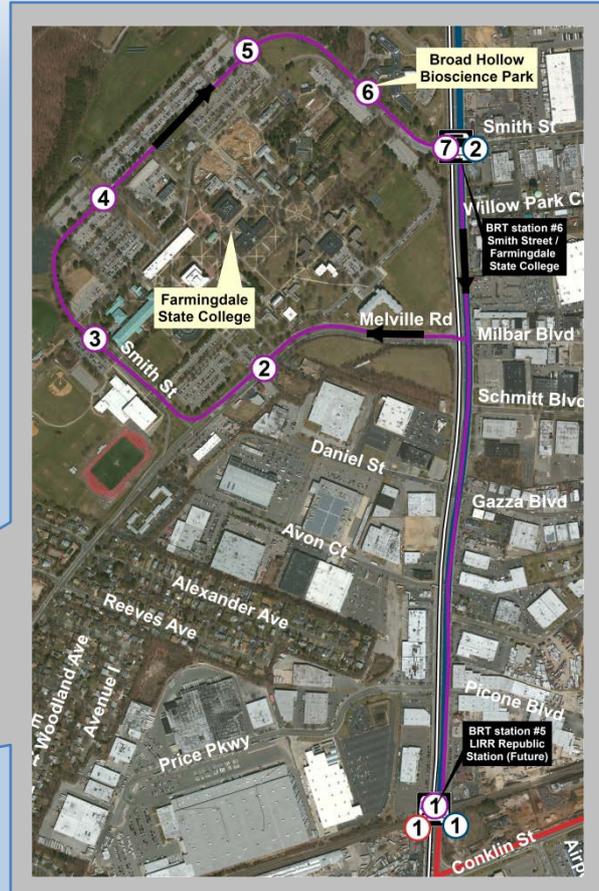
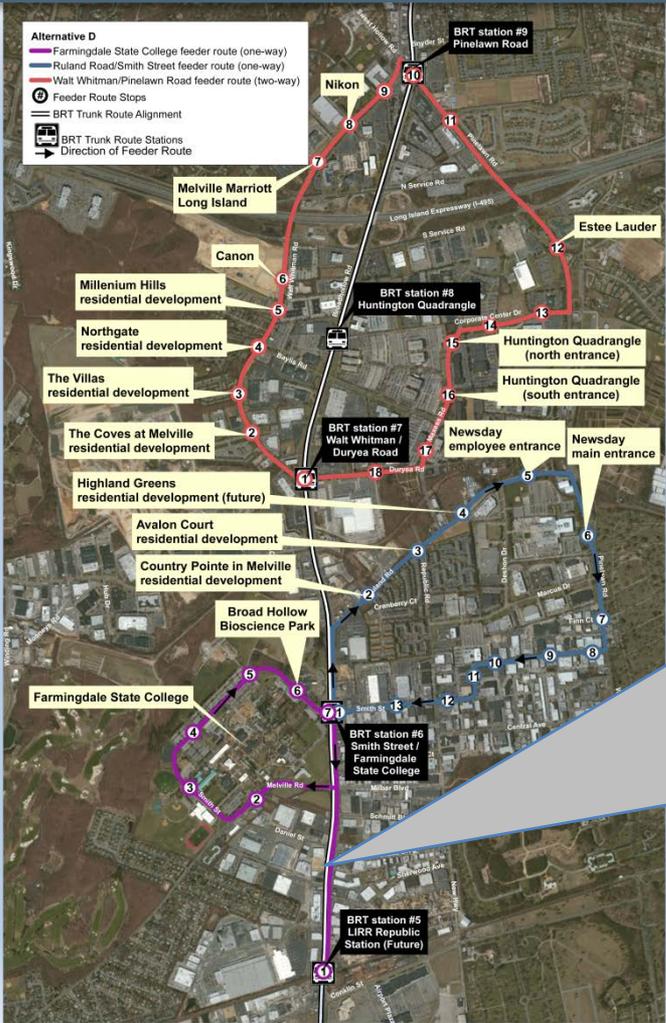
Source: Parsons Brinckerhoff

Alternative D Feeder Routes



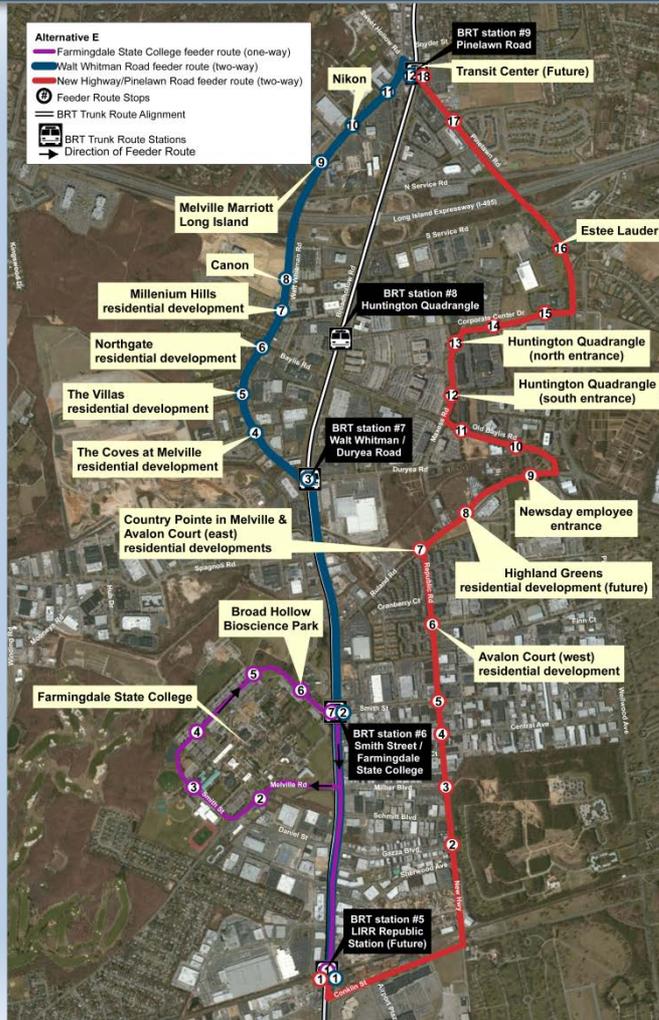
- Shuttle bus feeder routes circulate from select BRT stations to serve destinations located off Route 110

Alternative D Feeder Routes



One-way feeder route to serve Farmingdale State College

Alternative E Feeder Routes



- Shuttle bus feeder routes circulate from two new transit centers on Route 110 to serve destinations located off Route 110
 - One-way feeder route to serve Farmingdale State College
 - Two-way feeder route to serve Walt Whitman Road
 - Two-way feeder route to serve New Highway/Republic Road, Ruland Road, Baylis Road, Maxess Road, Corporate Center Drive, and Pinelawn Road

Operating Plan/Assumptions for BRT & Feeder Route Service

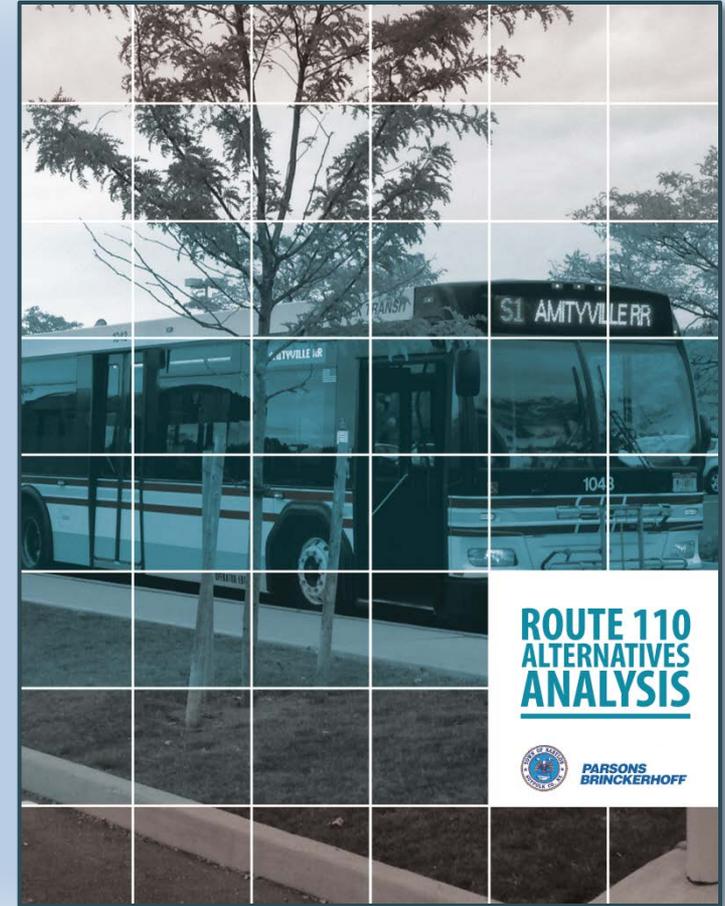
- What hours will the service run?
 - Monday – Thursday: 5:30am – 10:00pm
 - Friday & Saturday: 5:30am – 12:00am
 - Sunday & Holiday: 6:00am – 10:00pm
- How often will the service run?
 - Weekdays: every 10-15 minutes
 - Weekends & Holidays: every 20 minutes



Source: Parsons Brinckerhoff

Next Steps

- Complete Analyses
- Select Recommended Alternative
- Publish Final Report
- Start Federal Funding Process
- Continue Public Outreach



Comments/Questions & Answers

For more information about the ongoing Route 110 Alternatives Analysis, contact
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jkeyes@townofbabylon.com

Or

Eric Zamft, Project Manager

631-957-7408

ezamft@townofbaylon.com