

A. INTRODUCTION

This chapter examines the effects of the No Action Alternative and the Preferred Alternative on the surrounding transportation system serving the Project area, including traffic, parking, and transit. Based on the analysis undertaken and described below, the Project will not result in any significant adverse impacts to the transportation network.

B. TRAFFIC

In order to assess the operation of the existing transportation systems in the Project area, and understand the impacts of the Preferred Alternative relative to existing conditions and conditions with the No Action Alternative, a study area was established, field data were collected and verified, and an analysis of traffic, parking, and accidents was conducted.

EXISTING CONDITIONS

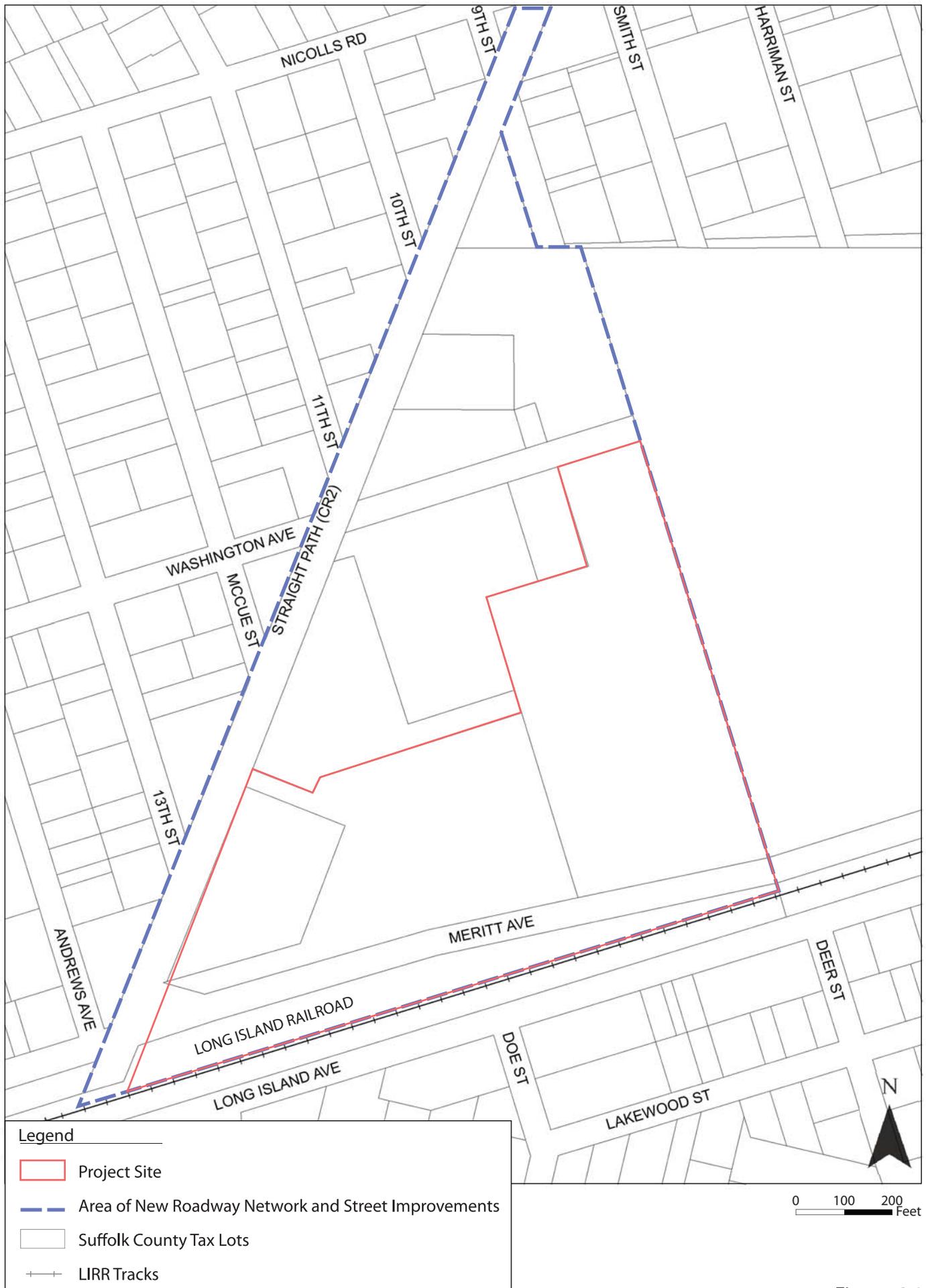
STUDY AREA

The analysis presented in this EA was conducted for the traffic study area, which consists of nine intersections surrounding the Project Site, the area where new roadways and street improvements are proposed, intersections along Straight Path from Nicolls Road to Mount Avenue, and several other critical locations east of the Project Site, such as along Deer Park Avenue. The intersections that are more distant from the Project were added to the traffic study area to ensure that Project effects along the roadways leading to and from the Project, as well as along selected alternative routes, would be captured adequately.

Figure 6-1 illustrates the existing roadway network in the immediate Project area. From Long Island Avenue to Nicolls Road inclusive, there are nine intersections, three of which are signalized. Most of the unsignalized intersections are three-legged intersections with the side street at a 45-degree angle to Straight Path. Currently, Straight Path is one lane in each direction from N. 13th Street to Nicolls Road with a center two-way left-turn that extends between intersections and wide, striped shoulders. From N. 13th Street to Merritt Avenue/Acorn Street, the shoulder becomes a second moving lane. Also within this study area, the Long Island Rail Road (LIRR) tracks near the Wyandanch station cross Straight Path in an at-grade crossing between the intersections of Straight Path with Long Island Avenue and Straight Path with Merritt Avenue/Acorn Street.

DATA COLLECTION

The following traffic data was collected and used to evaluate existing conditions at the intersections selected as part of the traffic study area. A map indicating the locations of manual



Wyandanch Intermodal Transit Facility

Figure 6-1
Existing Roadway Network

turning movement counts, automatic traffic recorder counts, and speed run locations is provided in **Figure 6-2**.

Manual Turning Movement Counts

Manual turning movement counts by classification (i.e., autos, buses, light trucks, and heavy trucks) were conducted in July 2009 during the weekday (7:00 AM to 9:00 AM and 4:00 PM to 6:30 PM) peak periods at critical traffic study area locations, as shown in **Table 6-1**. Each of these intersections is also cross referenced in **Figure 6-2** by the Map ID#.

Table 6-1
Turning Movement Count Location

Map ID#	Intersection
1	CR 2, Straight Path at Nicolls Road
2	CR 2, Straight Path at Merritt Avenue/Acorn Street
3	CR 2, Straight Path at Long Island Avenue
4	CR 2, Straight Path at Mount Avenue
5	CR 2, Straight Path at Washington Avenue
6	CR 2, Straight Path at McCue Avenue/LIRR main parking lot driveway
7	Acorn Street at LIRR main parking lot driveway
*	CR 2, Seaman Neck Road at SR 231, Deer Park Avenue
*	SR 231, Deer Park Avenue at Long Island Avenue North/Acorn Street
*	SR 231, Deer Park Avenue at Long Island Avenue South
Notes:	
* These are additional critical study area locations, lying to the east of the Project Site. Full traffic count information is included in Appendix 6 (see “Turning Movement Count” section).	

Automatic Traffic Recorder Counts

Twenty-four hour automatic traffic recorder (ATR) volume counts were conducted simultaneously with manual turning movement counts (some with speeds and/or vehicle classifications) for a one-week period in July 2009. The data were collected at the following critical study area locations leading to the Project area, and along potential alternate routes to Straight Path leading to the Project area, as shown in Figure 6-2. A listing of the specific ATR locations, and a summary of the ATR data collected, including Average Daily Traffic volumes (ADTs), is provided in **Appendix 6** (see “Automatic Traffic Recorder Counts” section).

The manual turning movement counts were used in conjunction with ATR counts¹ to determine the weekday (7:30 AM to 8:30 AM and 5:00 PM to 6:00 PM) peak hours in the study area. Raw data for these time periods were adjusted to create existing condition traffic volumes. The balanced 2009 existing condition weekday AM and PM peak-hour traffic volumes within the study area, as well as the manual turning movement count data summaries, are provided in **Appendix 6** (see “Turning Movement Counts” section).

¹ Supplemented by traffic data from the *Wyandanch Intermodal Transit Facility Feasibility Study*.

Pedestrian Counts

Pedestrian count data from the June 2008 *Wyandanch Intermodal Facility Feasibility Study* were used to identify the locations of heavy pedestrian activity. Field observations of pedestrian activity were made simultaneous to July 2009 manual turning movement counts to estimate pedestrian volumes at the counted locations. Significant pedestrian volumes were identified crossing Acorn Street at the LIRR main parking lot entrance and at Straight Path at the Merritt Avenue/Acorn Street intersection.

Travel Time and Delay Runs

Travel time and delay runs (three passes in each direction of the roadway) were conducted in July 2009 during the weekday (7:00 AM to 9:00 AM and 4:30 PM to 6:30 PM) peak periods along the roadway segments shown in Figure 6-2. The travel time runs were utilized to evaluate potential diversion routes, to calibrate the existing conditions traffic analysis, and as input for noise and air quality analyses. A listing of the specific speed run locations, along with summaries of the travel time and delay runs are included in **Appendix 6** (see “Travel Time Runs” section). Based on the data collected, it typically takes between 2.5 and 3 minutes to travel along the portion of Straight Path that passes through the study area, between Nicolls Road and Mount Avenue, during the peak hours. An additional approximately 1 minute of travel delay occurs when there is a train crossing on the LIRR right-of-way across Straight Path. Delays are somewhat longer when westbound trains are in the station, as the gates are down at those times.

Roadway Inventories

A field survey of physical characteristics was performed at the following intersections in July 2009¹: CR 2, Straight Path at Nicolls Road; CR 2, Straight Path at Washington Avenue; CR 2, Straight Path at Merritt Avenue/Acorn Street; CR 2, Straight Path at Long Island Avenue; CR 2, Straight Path at Mount Avenue; CR 2, Seaman Neck Road at SR 231, Deer Park Avenue; SR 231, Deer Park Avenue at Long Island Avenue North/Acorn Street; and SR 231, Deer Park Avenue at Long Island Avenue South.

The data collected included lane designations and widths, permitted movements, on-street parking regulations, bus stop locations, etc.

Official traffic signal information (timings and plans) for the above signalized locations along CR 2, Straight Path and along SR 231, Deer Park Avenue was requested and obtained from Suffolk County and the New York State Department of Transportation (NYSDOT), respectively. The data were field-verified to ensure accuracy for input into traffic analysis models.

Origin-Destination Study

According to data collected as part of LIRR’s 2006 Origin-Destination Study, and as shown in **Table 6-2**, the majority of daily Wyandanch customers (52 percent of persons surveyed) drove alone to reach the station. In addition, a significant share of customers used a taxi service (21 percent) or were dropped off (20 percent) at the station, which creates backups in the existing LIRR parking lot area near the train station platform.

¹ Supplemented by traffic data from the *Wyandanch Intermodal Transit Facility Feasibility Study*.

Table 6-2

Wyandanch Origin-Destination Survey Results

Method of Station Access—Wyandanch and Neighboring Stations					
Station Access Method	Origin Stations—Westbound Customer				
	Brentwood	Deer Park	Wyandanch	Farmingdale	Bethpage
Drive Alone & Park	49%	63%	52%	48%	44%
Carpool & Park	0%	10%	3%	2%	3%
Dropped Off	16%	19%	20%	22%	14%
Walk	2%	1%	2%	24%	30%
Bus	16%	0%	1%	2%	0%
Subway	0%	0%	0%	3%	0%
Air Train	0%	0%	0%	0%	0%
Taxi	14%	4%	21%	0%	3%
Bicycle	0%	1%	0%	0%	6%
Other	2%	3%	0%	3%	0%
Not Reported	0%	0%	0%	0%	0%

Sources: Based on *Spring 2006 Origin and Destination Study, 2006*.

Based on the June 2008 *Wyandanch Intermodal Facility Feasibility Study*, there were a maximum of 52 drop-offs and 46 pick-ups per hour during the weekday AM and PM peak commuter periods. In the origin-destination study, only a handful of LIRR customers reported that they carpooled, walked, or took the bus, and none responded that they biked to the train station. Although these results are based on fairly limited data, they highlight the need for dedicated pick-up and drop-off areas and suggest that enhanced pedestrian and bicycle facilities and better coordination between the local Suffolk County Transit (SCT) bus lines and LIRR rail service could result in a shift from vehicular to other travel modes to the LIRR Wyandanch station. This is consistent with the stated Project goals, to encourage mass transit use and facilitate transfers between bicycle, pedestrian, car, bus and train commuters, and to improve safety and passenger pick-up and drop-off locations.

Levels of Service

To evaluate existing traffic operations, capacity analyses were conducted using Synchro 7 traffic signal coordination software. The typical measures of effectiveness for intersection capacity analyses are volume-to-capacity ratio (v/c), delay, and level-of-service (LOS). Additionally, because many of the study area intersections are close together, queue lengths were also examined.

The capacity analysis results for the signalized and unsignalized intersections within the Project Site and for the immediate study area along Straight Path are provided in **Tables 6-3** and **6-4**, respectively. The intersections in each table are also identified by the Map ID# provided in Figure 6-2 and Table 6-1, for easy reference. For tables showing the complete Synchro analysis results for all of the study area intersections, please see **Appendix 6** (see “Existing Condition Level of Service Tables for Extended Study Area” section). The existing condition Synchro printouts for all of the study area intersections analyzed are also provided in **Appendix 6** (see “Existing Condition Synchro Printouts” section).

Table 6-3
2009 Existing Condition Signalized Intersection Capacity Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.18	33.9	C	40	0.38	38.5	D	98
WB	LTR	0.60	45.4	D	137	0.66	52.3	D	101
NB	L	0.01	7.7	A	m3	0.03	1.7	A	m2
NB	TR	0.48	17.2	B	412	0.55	6.0	A	68
SB	L	0.00	4.0	A	1	0.03	4.1	A	6
SB	TR	0.57	7.3	A	231	0.58	7.9	A	205
Overall Intersection			15.7	B			12.4	B	
Map ID# 2 - Straight Path and Merritt Avenue/Acorn Street									
EB	LTR	0.29	23.6	C	72	0.25	22.9	C	85
WB	LTR	0.49	27.8	C	139	0.79	41.2	D	200
NB	L	0.16	5.2	A	m18	0.23	7.1	A	m22
NB	TR	0.39	5.0	A	62	0.41	6.2	A	70
SB	L	0.06	26.3	C	m13	0.10	16.7	B	m12
SB	TR	0.49	26.1	C	208	0.51	17.9	B	206
Overall Intersection			16.8	B			17.3	B	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.75	82.8	F	#79	0.62	37.6	D	84
EB	TR	0.23	21.2	C	88	0.75	34.9	C	233
WB	L	0.26	23.8	C	66	0.78	84.6	F	#93
WB	TR	0.83	40.3	D	360	0.45	26.4	C	155
NB	TR	0.57	24.8	C	216	0.63	24.2	C	280
SB	L	0.08	5.5	A	m10	0.27	10.2	B	m28
SB	TR	0.37	5.5	A	56	0.40	6.6	A	85
Overall Intersection			23.6	C			23.0	C	
Map ID# 4 - Straight Path and Mount Avenue									
WB	L	0.49	46.0	D	91	0.43	47.4	D	74
WB	R	0.37	7.2	A	43	0.43	10.5	B	51
NB	TR	0.41	7.8	A	169	0.39	7.5	A	171
SB	L	0.39	5.3	A	34	0.58	7.5	A	54
SB	T	0.26	3.1	A	66	0.32	2.9	A	84
Overall Intersection			7.7	A			7.3	A	
Notes:									
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;									
Movements: groups are L = left-turn, R = right-turn, T = through, LT = shared left-turn/through, TR = shared through/right-turn,									
LTR = shared left-turn/through/right-turn.									
2. Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue shown is maximum after two cycles.									
m = Volume of 95th percentile queue is metered by upstream signal.									

Table 6-4

2009 Existing Condition Unsignalized Intersection Capacity Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.07	14.1	B	5	0.18	17.6	C	16
WB	LTR	0.15	18.7	C	13	0.14	18.6	C	12
NB	L	0.01	9.0	A	1	0.03	9.7	A	2
NB	TR	0.38	0.0	A	0	0.43	0.0	A	0
SB	L	0.01	9.2	A	1	0.01	9.3	A	0
SB	TR	0.39	0.0	A	0	0.47	0.0	A	0
Overall Intersection			1.0	A			1.3	A	
Map ID# 6 - Straight Path and McCue Avenue/LIRR Main Parking Lot Driveway									
EB	LTR	0.03	14.9	B	2	0.08	14.5	B	6
WB	LTR	0.54	25.8	D	77	0.52	20.5	C	73
NB	L	0.01	9.1	A	1	0.03	9.3	A	3
NB	TR	0.34	0.0	A	0	0.34	0.0	A	0
SB	L	0.06	8.9	A	5	0.02	8.7	A	1
SB	TR	0.42	0.0	A	0	0.43	0.0	A	0
Overall Intersection			3.8	B			3.6	B	
Map ID# 7 - Acorn Street and LIRR Main Parking Lot Driveway									
EB	LT	0.02	1.2	A	1	0.01	0.2	A	0
WB	TR	0.16	0.0	A	0	0.22	0.0	A	0
SB	L	0.12	12.3	B	10	0.30	16.1	C	31
SB	R	0.06	9.7	A	5	0.03	10.2	B	2
Overall Intersection			2.6	A			3.2	A	
Notes:									
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;									
Movements: groups are L = left-turn, R = right-turn, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.									

As shown in Tables 6-3 and 6-4, most intersections and individual lane movements in the immediate study area perform at an acceptable LOS of C or better. At the signalized intersection of Straight Path and Long Island Avenue, the AM eastbound and PM westbound left-turn movements fail—due to generally high volumes at the intersection, as well as the need to coordinate operations with the Straight Path at Merritt Avenue/Acorn Street intersection immediately on the other side of the railroad tracks; however, the left-turn movements are actuated, under capacity, and still experience less than one cycle length of delay (i.e., drivers do not have to sit through more than one traffic signal cycle). At Straight Path and Nicolls Road, the westbound movements operate at LOS D; however, based on discussion with the Suffolk County Department of Public Works, this is acceptable and to be expected for the actuated approach. Traffic operations at all unsignalized intersections in the immediate study area are good. It should also be noted that, since the Straight Path at Merritt Avenue/Acorn Street and at Long Island Avenue intersections are in close proximity to the railroad tracks, trains that are passing through or stopping at the LIRR Wyandanch station will continue to cause intermittent additional delay at these intersections, as they do today.

ACCIDENT ANALYSIS

An accident analysis for the study area was conducted as part of the study and is provided for reference in **Appendix 6** (see “Suffolk County Department of Public Works Accident Data and Analysis” section). The types of accidents that were reported, rear-end and passing collisions, and accidents involving pedestrians and bicyclists at the intersection of Straight Path and Long Island Avenue, highlight the importance of the Project goal to improve vehicular and pedestrian safety along the Straight Path corridor.

NO ACTION ALTERNATIVE

VOLUMES

To develop 2012 No Action condition traffic volumes that were consistent with New York Metropolitan Transportation Council (NYMTC) traffic projects, the following methodology was used:

1. Existing condition traffic volumes were increased by the 0.6 percent per year compounded background growth rate derived from countywide population forecasts published in Suffolk County Department of Planning’s November 2008 Demographic, Economic And Development Trends report and supported by population and household growth data documented in Long Island Power Authority’s Population Surveys from 2002 through 2008. This accounts for increases in Wyandanch study area traffic volumes due to resident population growth alone.
2. However, as discussed in the existing conditions section, most traffic destined to the LIRR Wyandanch station is generated from outside of Wyandanch. To account for this fact, an additional 0.57 percent per year compounded growth was applied to train station-generated traffic volumes. This incorporates anticipated increases in LIRR ridership at Wyandanch station and was developed in consultation with LIRR and based on information published in the Metropolitan Transportation Authority LIRR *East Side Access Final Environmental Impact Statement*, dated March 2001. It should be noted that the actual LIRR ridership growth at the station is forecast to be 1.17 percent per year; however, it was assumed that Wyandanch residents would make up part of this growth, so only the difference between LIRR ridership and countywide average population growths (1.17 - 0.60 percent = 0.57 percent) was applied.
3. Modifications in traffic volumes resulting from planned changes in the study area were then made. In the No Action Alternative, there are no planned roadway improvements at the Project Site or in the immediate study area between now and 2012. However, it is anticipated that the Martin Luther King Jr. Community Health Center, currently on the southwest corner of Straight Path and Long Island Avenue, will be expanded from approximately 20,000 to 35,000 square feet and relocated to the corner of Merritt Avenue and Andrews Avenue. Trips for the health clinic were, therefore, increased and redistributed to account for the development.
4. Finally, it should be noted that the surface parking lots nearest the Wyandanch train station are currently over capacity during peak periods, such that some commuters already park illegally either off- or on-street. However, the more distant lots have remaining capacity and there is still on-street parking available within reasonable walking distance to accommodate the forecast increases in LIRR ridership between now

and 2012. Therefore, predicted ridership growth at Wyandanch station would not be constrained by a lack of parking in downtown Wyandanch at or near the station in the near-term (i.e., by 2012), although this would likely occur in the longer term.

Weekday AM and PM peak-hour No Action study area traffic volumes are provided in **Appendix 6** (see “No Build Alternative Synchro Printouts” section). It should be noted that the site-specific background growth developed for this project, based on a combination of local population growth and LIRR Wyandanch station ridership growth, results in a background growth that is consistent with the annual vehicle miles of travel (VMT) growth factors developed for Suffolk County in its entirety based on the NYMTC’s Best Practices Model.

CAPACITY ANALYSIS

Weekday AM and PM peak-hour No Action condition signalized and unsignalized Synchro analysis results for the study area intersections identified by number in Figure 6-2 are provided in **Tables 6-5** and **6-6**, respectively; with the complete analysis results for all study area intersections provided in **Appendix 6** (see “No Build Alternative Condition Level of Service Tables” section). The tables indicate that the intersections in the immediate study area typically would operate at the same overall acceptable levels of service in the No Action Alternative as for existing conditions. At Straight Path and Long Island Avenue, the eastbound and westbound left-turn movements would continue to fail (i.e., perform at a LOS of F), with the westbound left turn incurring an additional 9 seconds per vehicle (sec/veh) of delay during the weekday PM peak hour. In addition, the westbound left-turn movement at Straight

Table 6-5
2012 No Action Alternative Signalized Intersection Capacity Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.17	33.6	C	38	0.38	38.5	D	99
WB	LTR	0.61	45.7	D	139	0.67	52.6	D	102
NB	L	0.00	7.0	A	m1	0.03	2.3	A	m3
NB	TR	0.49	17.3	B	417	0.57	5.0	A	m99
SB	L	0.00	4.0	A	1	0.03	4.2	A	6
SB	TR	0.60	7.8	A	251	0.60	8.2	A	215
Overall Intersection			15.8	B			12.1	B	
Map ID# 2 - Straight Path and Merritt Avenue/Acorn Street									
EB	LTR	0.31	23.9	C	78	0.36	26.5	C	130
WB	LTR	5.00	28.2	C	149	0.91	59.4	E	247
NB	L	0.22	5.8	A	m23	0.26	6.9	A	m23
NB	TR	0.40	5.3	A	67	0.40	5.5	A	64
SB	L	0.08	26.0	C	m15	0.10	16.6	B	m11
SB	TR	0.49	26.2	C	204	0.54	19.9	B	190
Overall Intersection			16.8	B			21.2	C	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.76	85.9	F	#84	0.58	39.0	D	82
EB	TR	0.23	21.1	C	89	0.78	38.4	D	270
WB	L	0.23	23.3	C	62	0.79	93.5	F	#99
WB	TR	0.86	43.0	D	#399	0.50	29.0	C	191
NB	TR	0.60	25.5	C	222	0.70	26.8	C	275
SB	L	0.09	5.7	A	m11	0.28	13.0	B	m30
SB	TR	0.38	5.8	A	59	0.40	6.7	A	m92
Overall Intersection			24.7	C			24.8	C	
Map ID# 4 - Straight Path and Mount Avenue									
WB	L	0.49	45.9	D	91	0.44	47.5	D	75
WB	R	0.38	8.2	A	48	0.45	12.0	B	58
NB	TR	0.43	8.0	A	177	0.40	7.8	A	182
SB	L	0.41	5.7	A	35	0.61	8.1	A	54
SB	T	0.27	3.1	A	67	0.33	3.0	A	87
Overall Intersection			7.9	A			7.6	A	
Overall Intersection			26.5	C			11.5	B	
Notes:									
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;									
Movements: groups are L = left-turn, R = right-turn, T = through, LT = shared left-turn/through, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.									
2. Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue shown is maximum after two cycles.									

Table 6-6

2012 No Action Alternative Unsignalized Intersection Capacity Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.08	14.6	B	7	0.31	21.4	C	32
WB	LTR	0.15	18.8	C	13	0.14	18.7	C	12
NB	L	0.01	9.2	A	1	0.03	9.9	A	2
NB	TR	0.38	0.0	A	0	0.43	0.0	A	0
SB	L	0.01	9.2	A	1	0.01	9.3	A	0
SB	TR	0.41	0.0	A	0	0.48	0.0	A	0
Overall Intersection			1.1	A			1.9	A	
Map ID# 6 - Straight Path and McCue Avenue/LIRR Main Parking Lot Driveway									
EB	LTR	0.04	15.6	C	3	0.08	14.5	B	6
WB	LTR	0.59	29.5	D	89	0.52	20.8	C	74
NB	L	0.01	9.1	A	1	0.03	9.3	A	3
NB	TR	0.36	0.0	A	0	0.34	0.0	A	0
SB	L	0.09	9.2	A	7	0.02	8.7	A	1
SB	TR	0.41	0.0	A	0	0.43	0.0	A	0
Overall Intersection			4.3	B			3.7	B	
Map ID# 7 - Acorn Street and LIRR Main Parking Lot Driveway									
EB	LT	0.02	1.2	A	1	0.01	0.2	A	0
WB	TR	0.17	0.0	A	0	0.22	0.0	A	0
SB	L	0.13	12.6	B	11	0.31	16.5	C	32
SB	R	0.06	9.8	A	5	0.03	10.3	B	2
Overall Intersection			2.6	A			3.2	A	
Notes:									
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;									

Path and Merritt Avenue/Acorn Street would deteriorate from LOS D to LOS E, incurring nearly 60 sec/veh of delay. As for existing conditions, operations at the unsignalized locations would be good. The Synchro printouts for No Action condition are provided in **Appendix 6** (see “No Build Alternative Synchro Printouts” section).

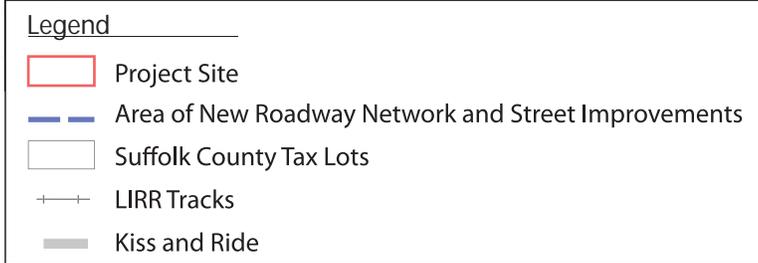
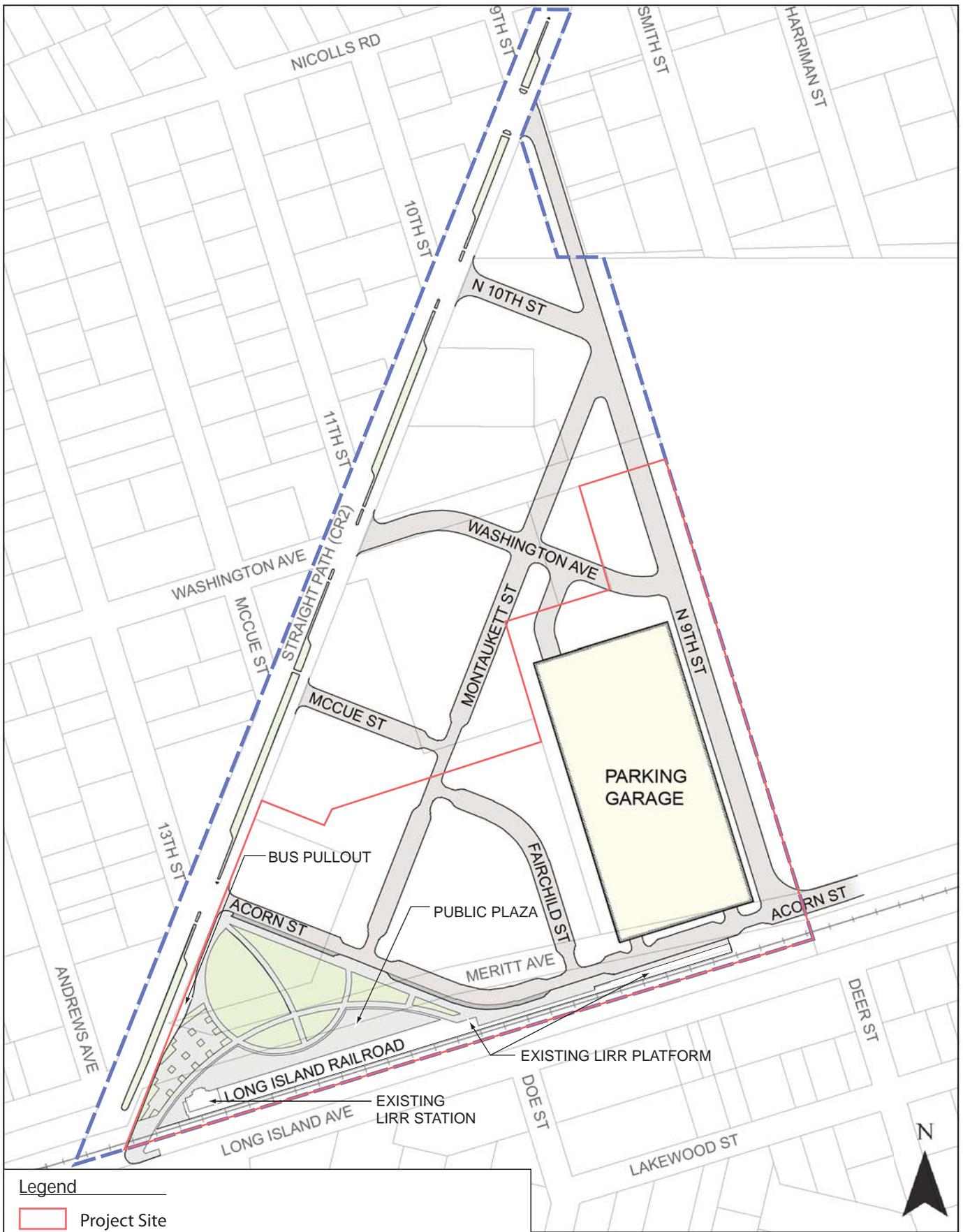
SAFETY

The anticipated increase in traffic volumes to the area would likely result in an increase in both vehicle-vehicle and vehicle-pedestrian accidents in the area.

PREFERRED ALTERNATIVE

STREET NETWORK

The Preferred Alternative, as shown on **Figure 6-3**, includes the development of an intermodal transit facility with a 2,000-space parking garage adjacent to the LIRR Wyandanch station, a public plaza near the train station, a new drop-off and pick-up zone (kiss and ride), and relocated SCT bus stops on Straight Path near the station. In addition, to provide sufficient and safer access for LIRR commuters and others near the train station, roadway improvements are also



Wyandanch Intermodal Transit Facility

Figure 6-3
Existing and Proposed Roadway Network and Project Components

proposed. Acorn Street will be realigned to form a signalized intersection on Straight Path opposite N. 12th Street. Straight Path at Washington Avenue will be modified and a traffic signal installed. To provide safer operations at Merritt Avenue just north of the railroad tracks, per Suffolk County's request, the existing traffic signal will be removed.

Along Straight Path between approximately Long Island Avenue and Nicolls Road, the roadway will be modified within the existing curb lines to provide 10-foot moving lanes and 8-foot parking lanes, both of which have been approved by the Suffolk County Department of Public Works. This will slow traffic and provide safer operating conditions for vehicles and pedestrians. It is proposed that the southbound direction be one-lane in this area. Physically separated left-turn bays (where left-turn bays are required and allowed) will extend from raised mid-block medians. At areas near the train station where high pedestrian volumes are anticipated (e.g., between the pedestrian entrance of the parking garage and the plaza and train station platform), curb extensions will be added.

One of the critical elements of the Preferred Alternative in improving pedestrian conditions is the relocation of the intersection of Acorn Street and Straight Path away from the railroad crossing. In addition to creating a larger public plaza, and allowing spaces for a northbound bus pullout, the realignment of Acorn Street to the north will provide safer operations in the vicinity of the railroad tracks. The intersection will also be made safer at Acorn Street by meeting Straight Path at a right angle, rather than at a 45-degree angle as is the current condition.

VOLUMES

Trip Generation and Distribution

As discussed for the No Action Alternative, in the future, although the commuter parking lots serving the Wyandanch station will be at capacity as they are today, sufficient on-street parking will be available within walking distance of the train station to accommodate anticipated LIRR ridership growth. However, the proposed intermodal transit facility with a 2,000-space parking garage provided in the Preferred Alternative will better meet the demands for off-street parking that are expected to occur in the future. Commuters currently parking in on-street spaces and ancillary LIRR lots can be expected to relocate from these locations to the new garage, given that the majority of the on-street spaces and commuter lots are located farther from the LIRR platform than the proposed garage and require crossing high-volume roadways and/or the LIRR tracks to reach the platform.

In addition, as described in Chapter 2 of this EA, the Town of Babylon is planning for redevelopment of the area of downtown Wyandanch close to the Project Site. As a result of this redevelopment project, the existing uses on land close to the Project Site, including the commuter parking lots owned by Suffolk County, will be removed.

The analysis in this EA therefore assumes the same level of demand for LIRR parking spaces as in the No Action Alternative, but that demand would be focused on the Project Site. In addition, the background traffic associated with uses close to the Project Site would be removed from the roadway network. Therefore, the traffic volumes in the Build condition (i.e., with the Preferred Alternative) consist of the 2012 No Action Alternative volumes minus the trip generation volumes for existing land uses north of the train station; these volumes were rerouted onto the proposed roadway network for the Preferred Alternative. Based on a comparison of existing speed runs and traffic operations along Straight Path and Deer Park Avenue, it was determined that there would be no obvious incentive for vehicles along Straight Path to divert to

Deer Park Avenue. The resulting change in volumes between the existing weekday AM and PM peak-hour and the Preferred Alternative AM and PM peak-hour at intersections in the immediate study area are provided in **Figures 6-4** through **6-7**, respectively. The figures include the MAP ID#'s for the intersections analyzed in the existing and No Action Alternative (**Tables 6-3, 6-4, 6-5, and 6-6, and Figure 6-1**) as well as additional intersections that have been generated by the addition of the proposed street network for the Project Site, which is discussed below. Weekday AM and PM peak-hour Preferred Alternative volumes in the immediate and expanded study area are provided in **Appendix 6** (see “Preferred Alternative Synchro Printouts” section).

It should be noted that the Preferred Alternative, as shown in Figure 6-3, provides five access points from Straight Path to the Project Site. The first access point will be at the newly aligned Acorn Street, along which drop-offs and pick-ups to the LIRR Wyandanch station will be allowed. Both this and the modified access at Washington Avenue will directly serve the new parking garage. The access at McCue Street will provide an indirect route to the new garage. Access at the N. 9th Street Extension and N. 10th Streets will primarily be utilized by trucks connecting from Straight Path to the proposed roadway on the eastern side of the Project Site.

Capacity Analysis

Synchro analyses were conducted for weekday AM and PM peak-hour 2012 Preferred Alternative conditions along Straight Path, internal to the Project Site and area of new roadway network, and in the extended study area. Based on consultations between the Town of Babylon and Suffolk County, it was determined that the existing traffic signal at Straight Path and Merritt Avenue will be removed and that new traffic signals along Straight Path at Washington Avenue and the realigned Acorn Street will be installed.

The results of weekday AM and PM peak-hour Preferred Alternative signalized and unsignalized Synchro analysis for the intersections identified by number in Figure 6-2 are provided in **Tables 6-7** and **6-8**, respectively; with the complete analysis results for all study area intersections provided in **Appendix 6** (see “Preferred Alternative Condition Level of Service Tables” and “Preferred Alternative Synchro Printouts” sections).

As discussed with the Suffolk County Department of Public Works, traffic conditions in the immediate study area will generally be acceptable. At signalized locations, the Straight Path side streets will operate at LOS E or better with delays of less than the traffic signal cycle lengths—acceptable conditions for actuated approaches. Queues along Straight Path will sometimes exceed available storage; however, this will likely occur only during the peak periods, and it was agreed by the Town and Suffolk County that this congestion will be an acceptable consequence of traffic calming and better accommodating pedestrians in the area. At the unsignalized intersection of Straight Path and N. 10th Street, the westbound approach will operate at LOS E with delays of nearly 40 sec/veh. However, the vehicles exiting the site at this location will be mostly trucks and fairly infrequent, such that the installation of a traffic signal will not be warranted. It is also desired to separate heavy vehicle from passenger car traffic as much as possible.



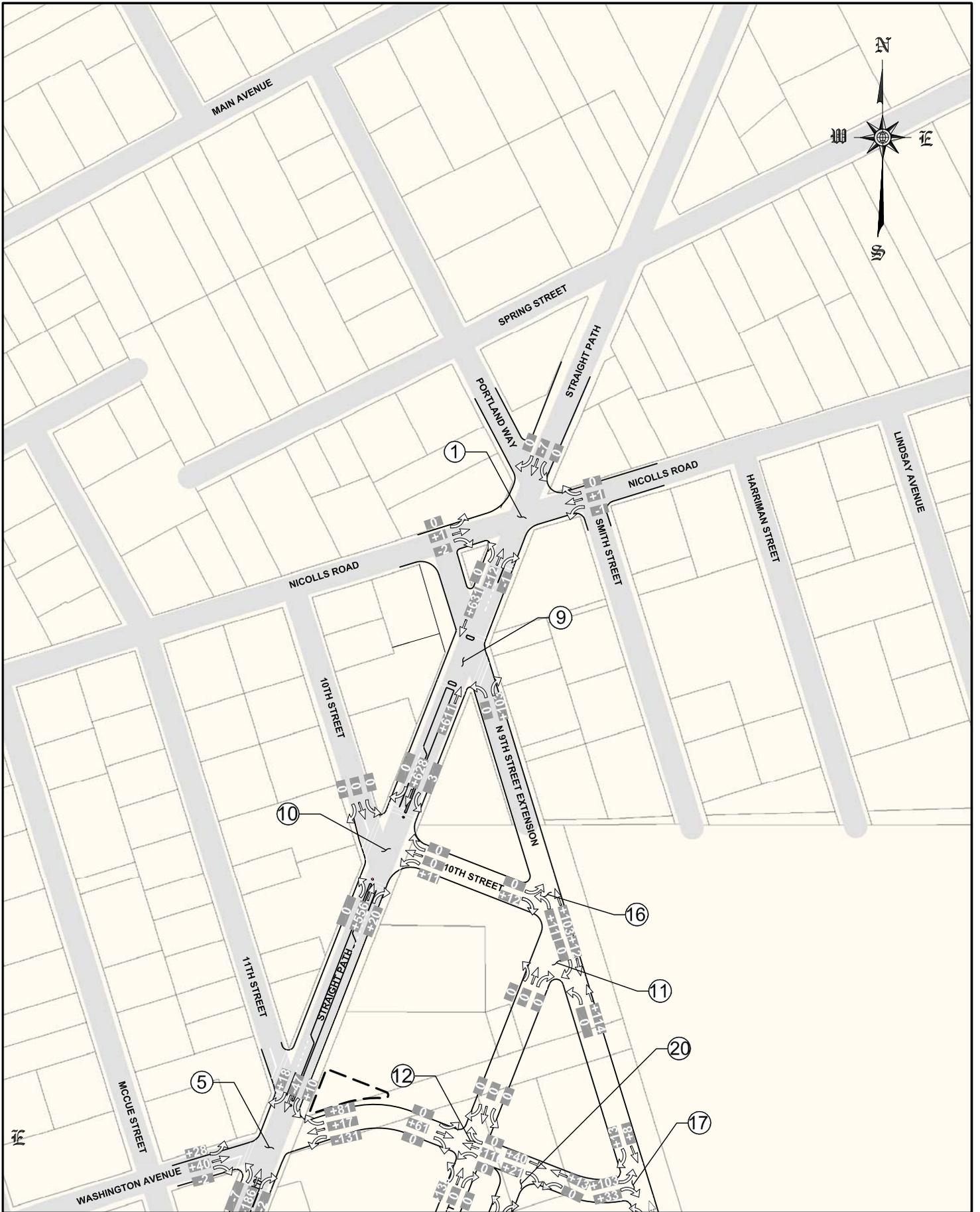


Figure 6-5b
 Change in Weekday PM Peak-Hour Traffic Volumes
 Existing to 2012 Preferred Alternative

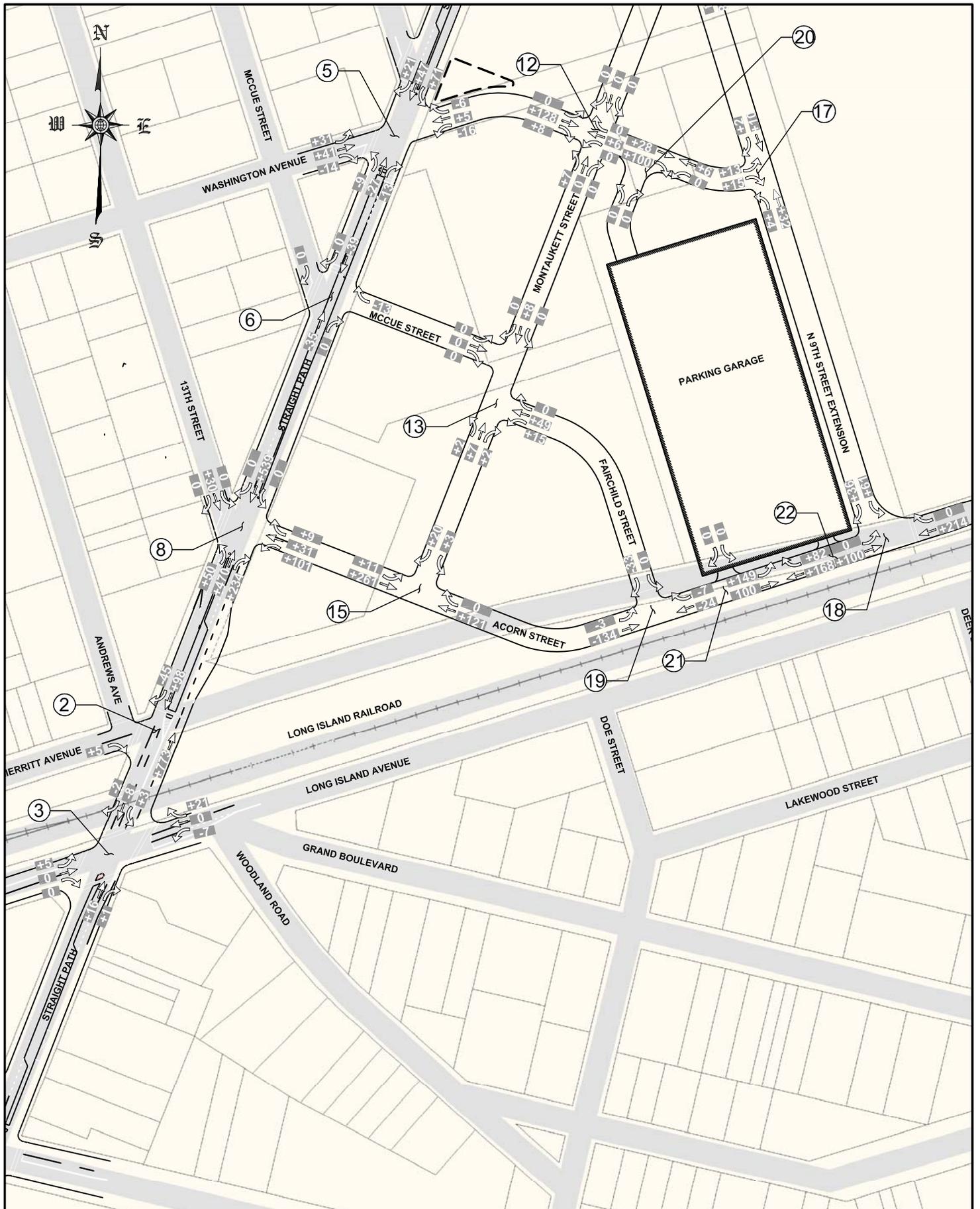


Figure 6-6a
 Change in Weekday AM Peak-Hour Traffic Volumes
 Existing to 2012 Preferred Alternative

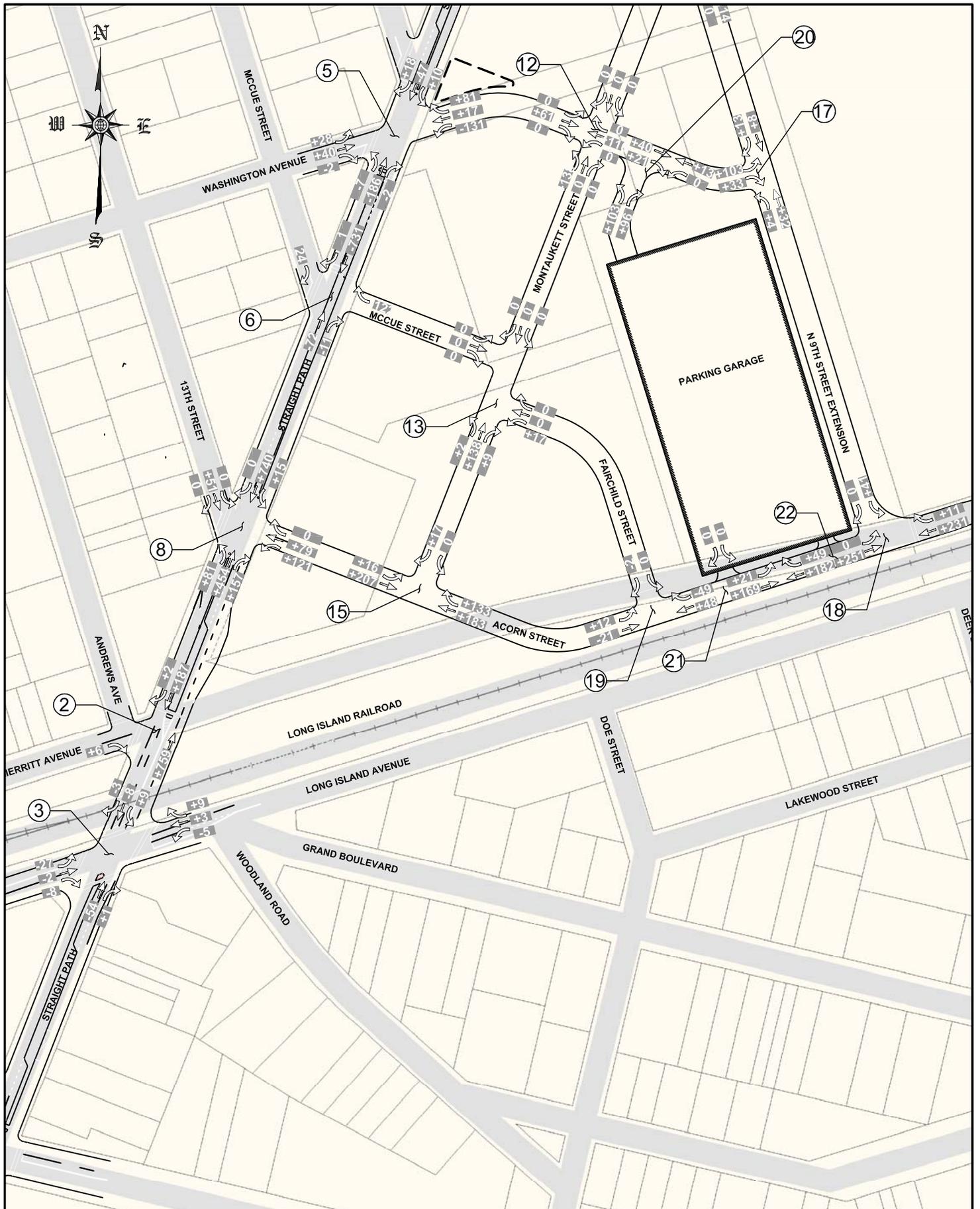


Figure 6-6b
 Change in Weekday PM Peak-Hour Traffic Volumes
 Existing to 2012 Preferred Alternative



Figure 6-7a
 Change in Weekday AM Peak-Hour Traffic Volumes
 Existing to 2012 Preferred Alternative

Table 6-7
2012 Preferred Alternative Signalized Intersection Capacity Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue ² (ft)	v/c	Delay (secs/veh)	LOS	Queue ² (ft)
Map ID# 1 - Straight Path and Nicolls Road									
EB	LTR	0.17	31.7	C	36	0.46	34.2	C	80
WB	LTR	0.62	44.2	D	132	0.58	41.9	D	93
NB	L	0.01	1.0	A	m0	0.03	2.2	A	m2
NB	TR	0.57	2.9	A	56	0.63	5.4	A	149
SB	L	0.00	4.0	A	1	0.03	3.2	A	5
SB	TR	0.60	8.3	A	240	0.47	5.4	A	151
Overall Intersection			10.4	B			9.9	A	
Map ID# 5 - Straight Path and Washington Avenue									
EB	LTR	0.50	42.0	D	82	0.33	22.3	C	74
WB	L	0.02	30.5	C	6	0.90	64.8	E	112
WB	TR	0.10	24.9	C	15	0.39	9.2	A	19
NB	L	0.00	0.0	A	0	0.05	0.5	A	m0
NB	TR	0.56	4.1	A	29	0.55	3.6	A	10
SB	L	0.18	4.5	A	m26	0.03	4.6	A	m5
SB	TR	0.62	13.3	B	329	0.74	19.4	B	#442
Overall Intersection			11.1	B			20.0	C	
Map ID# 8 - Straight Path and Acorn Street/North 13th Street (Realigned/New Intersection)									
EB	LTR	0.18	34.6	C	36	0.26	30.3	C	47
WB	L	0.60	40.9	D	81	0.90	72.8	E	83
WB	TR	0.19	22.0	C	33	0.32	24.6	C	56
NB	L	0.13	2.2	A	m11	0.28	4.6	A	m15
NB	T	0.50	4.6	A	102	0.50	5.3	A	97
NB	R	0.25	1.1	A	14	0.19	1.1	A	14
SB	L	0.02	7.8	A	m5	0.04	7.5	A	m5
SB	TR	0.73	20.2	C	#463	0.85	26.1	C	m#517
Overall Intersection			14.1	B			21.3	C	
Map ID# 3 - Straight Path and Long Island Avenue									
EB	L	0.53	43.2	D	59	0.35	26.0	C	64
EB	TR	0.27	23.0	C	89	0.79	36.7	D	242
WB	L	0.27	25.5	C	62	0.66	60.3	E	#81
WB	T	0.80	41.2	D	266	0.39	24.8	C	115
WB	R	0.41	27.5	C	114	0.26	23.1	C	71
NB	TR	0.58	24.5	C	211	0.59	22.3	C	192
SB	L	0.08	4.5	A	m7	0.19	3.1	A	m8
SB	T	0.51	6.3	A	101	0.63	4.7	A	m67
SB	R	0.14	0.9	A	m1	0.11	0.6	A	m0
Overall Intersection			22.2	C			19.4	B	
Map ID# 4 - Straight Path and Mount Avenue									
WB	LR	0.65	25.0	C	116	0.58	15.4	B	78
NB	TR	0.84	23.4	C	#747	0.76	17.2	B	#573
SB	L	0.77	36.6	D	#119	0.92	45.9	D	#160
SB	T	0.61	10.8	B	379	0.72	11.6	B	#540
Overall Intersection			20.5	C			18.5	B	
Overall Intersection			21.3	C			11.2	B	
Notes:									
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound;									
Movements: groups are L = left-turn, R = right-turn, T = through, LR = shared left-turn/right-turn, TR = shared through/right-turn, LTR = shared left-turn/through/right-turn.									
2. Lane queue: # = 95th percentile queue volume exceeds capacity. Queue may be longer. Queue show n is maximum after two cycles.									
m = Volume of 95th percentile queue is metered by upstream signal.									

Table 6-8

2012 Preferred Alternative Unsignalized Intersection Capacity Analysis Results

Intersection Approach and Movement ¹		Weekday							
		AM Peak-Hour				PM Peak-Hour			
		v/c	Delay (secs/veh)	LOS	Queue (ft)	v/c	Delay (secs/veh)	LOS	Queue (ft)
Map ID# 9 - Straight Path and North 9th Street (New Intersection)									
WB	LR	0.02	12.5	B	1	0.30	15.9	C	31
NB	T	0.36	0.0	A	0	0.39	0.0	A	0
SB	T	0.46	0.0	A	0	0.43	0.0	A	0
Overall Intersection			0.1	A			1.5	A	
Map ID#10 - Straight Path and North 10th Street (New Intersection)									
EB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
WB	LTR	0.30	39.9	E	29	0.12	37.7	E	10
NB	L	0.00	0.0	A	0	0.00	0.0	A	0
NB	TR	0.37	0.0	A	0	0.10	0.0	A	0
SB	L	0.01	9.1	A	1	0.00	9.1	A	0
SB	TR	0.45	0.0	A	0	0.42	0.0	A	0
Overall Intersection			1.3	A			0.4	A	
Map ID# 6- Straight Path and McCue Avenue (Formalized Intersection)									
EB	R	0.02	12.4	B	1	0.08	15.8	C	6
WB	R	0.11	11.9	B	9	0.00	10.9	B	0
NB	TR	0.32	0.0	A	0	0.30	0.0	A	0
SB	TR	0.39	0.0	A	0	0.53	0.0	A	0
Overall Intersection			0.7	A			0.3	A	
Map ID# 2 - Straight Path and Merritt Avenue									
EB	R	0.08	13.5	B	7	0.09	17.9	C	7
NB	T	0.24	0.0	A	0	0.23	0.0	A	0
SB	TR	0.39	0.0	A	0	0.55	0.0	A	0
Overall Intersection			0.3	A	0		0.3	A	
Map ID# 11 - Montaukett Street and North 9th Street (New Intersection)									
NB	LT	0.00	0.0	A	0	0.00	0.0	A	0
SB	TR	0.02	0.0	A	0	0.01	0.0	A	0
NE	LR	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			0.0	A	0		0.0	A	
Map ID# 12 - Montaukett Street and Washington Avenue (New Intersection)									
EB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
WB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
NB	LTR	0.01	9.9	A	1	0.28	12.3	B	28
SB	LTR	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			0.5	A			5.4	A	
Map ID# 13 - Montaukett Street and McCue Avenue/Fairchild Street (North) (New Intersection)									
EB	LR	0.00	0.0	A	0	0.00	9.8	A	0
NB	LT	0.04	6.6	A	4	0.00	0.1	A	0
SB	TR	0.01	0.0	A	0	0.00	0.0	A	0
Overall Intersection			5.8	A			0.2	A	
Map ID# 14 - Montaukett Street and McCue Avenue/Fairchild Street (South) (New Intersection)									
WB	LR	0.09	9.3	A	8	0.03	10.3	B	3
NB	TR	0.01	0.0	A	0	0.12	0.0	A	0
SB	LT	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection			7.2	A			1.1	A	

Table 6-8 (cont'd)

2012 Preferred Alternative Unsignalized Intersection Capacity Analysis Results

Map ID# 15 - Montaukett Street and Acorn/Kiss and Ride Dropoff (New Intersection)									
EB	LT	0.01	0.4	A	1	0.02	0.8	A	2
WB	TR	0.10	0.0	A	0	0.25	0.0	A	0
SB	LR	0.05	10.4	B	4	0.04	11.1	B	3
Overall Intersection			0.9	A			0.7	A	
Map ID# 16 - North 9th Street and North 10th Street (New Intersection)									
EB	R	0.04	8.9	A	3	0.02	9.2	A	1
NB	LT	0.04	7.0	A	3	0.01	0.9	A	1
Overall Intersection			7.9	A			1.7	A	
Map ID# 17 - North 9th Street and Washington Avenue (New Intersection)									
EB	LR	0.04	8.9	A	3	0.20	9.7	A	18
NB	LT	0.00	0.8	A	0	0.00	0.0	A	0
SB	TR	0.01	0.0	A	0	0.02	0.0	A	0
Overall Intersection			3.7	A			7.8	A	
Map ID# 18 - North 9th Street and Acorn Street (New Intersection)									
EB	LT	0.00	0.0	A	0	0.00	0.0	A	0
WB	TR	0.17	0.0	A	0	0.20	0.0	A	0
SB	LR	0.24	13.4	B	23	0.16	16.9	C	14
Overall Intersection			3.2	A			1.3	A	
Map ID# 19 - Fairchild Street and Acorn Street (New Intersection)									
EB	LT	0.02	0.6	A	1	0.02	0.9	A	2
WB	TR	0.14	0.0	A	0	0.25	0.0	A	0
SB	LR	0.00	10.0	B	0	0.02	11.8	B	2
Overall Intersection			0.4	A			0.6	A	
Map ID #20 - Washington Avenue and Parking Garage Entrance/Exit (New Intersection)									
EB	TR	0.10	0.0	A	0	0.05	0.0	A	0
WB	LT	0.00	0.0	A	0	0.00	0.0	A	0
NB	LR	0.00	0.0	A	0	0.29	10.3	B	30
Overall Intersection			0.0	A			7.5	A	
Map ID #21 - Acorn Street and Parking Garage Exit (New Intersection)									
EB	T	0.20	0.0	A	0	0.15	0.0	A	0
WB	T	0.14	0.0	A	0	0.15	0.0	A	0
SB	LR	0.00	0.0	A	0	0.43	14.4	B	54
Overall Intersection				A			5.2	A	
Map ID# 22 - Acorn Street and Parking Garage Entrance (New Intersection)									
EB	LT	0.16	5.7	A	15	0.02	1.1	A	2
WB	TR	0.20	0.0	A	0	0.19	0.0	A	0
Overall Intersection			2.8	A			0.5	A	
Notes:									
1. Intersection approaches: EB = eastbound, WB = westbound, NB = northbound and SB = southbound; NE = northeast.									
Movements: groups are L = left-turn, T = through, R = right-turn, LT = shared left-turn/through, TR = shared through/right-turn, LR = shared left-turn/right-turn									
LTR = shared left-turn/through/right-turn.									

It should be noted that the installation of an additional traffic signal along Straight Path will increase travel times along the roadway. The increases in travel times along Straight Path between Nicolls Road and Long Island Avenue will be fairly minor during the weekday AM peak hour—no more than 13.5 seconds in either direction. However, the increases in travel times along the same segment during the congested weekday PM peak period will be more substantial—nearly 75 seconds northbound and over 120 seconds southbound. This is to be expected along a segment of roadway that is and would continue to be primarily free-flow for the No Action condition. In addition, it is likely that the most significant changes in travel times will only occur during the weekday PM peak period when high commuter volumes exiting the train station site will conflict with high through volumes along Straight Path. As noted earlier, the decision to install the additional traffic signal was made jointly by the Town of Babylon and Suffolk County, to meet the goal of calming traffic and better accommodating pedestrians in the area.

The Synchro printouts for all of the study area intersections are provided in **Appendix 6** (see “Preferred Alternative Synchro Printouts” section).

SAFETY

It is anticipated that the narrower travel lanes and adjacent on-street parking along Straight Path will slow traffic along the roadway. These traffic calming measures, as well as the installation of an additional traffic signal along Straight Path, will likely make conditions safer for vehicles and pedestrians, consistent with stated Project goals and objectives. Better marked pedestrian crosswalks will likely decrease the numbers of vehicle-pedestrian accidents in the area. It is possible that the realignment of Acorn Street to the north, so that conflicting side-street volumes will no longer be immediately north of the railroad tracks, will also decrease the numbers of accidents in the area. All of these changes and improvements that will result from the implementation of the Project are consistent with the Project’s goals and objectives, described in more detail in Chapter 1, “Project Purpose and Need.”

C. PARKING

EXISTING

COMMUTER PARKING

The LIRR Wyandanch station is located at the Project Site south of Acorn Street just east of Straight Path. Currently, much of the area around the train station is surface parking. There are approximately 1,100 commuter spaces in four lots. LIRR owns around 335 spaces; the remaining spaces are owned and operated by Suffolk County. Suffolk County Police provide parking enforcement along all roadways within Wyandanch and within the existing commuter lots. Except for the 26 spaces that require ADA permits, there are no restrictions or fees to park in any of the lots. On weekdays, while some of the more distant train station lots are not at capacity, the large train station lots nearest the station fill beyond capacity, resulting in LIRR customers parking illegally within the train station lots or in the 60-space lot on the northeast corner of Straight Path and Merritt Avenue/Acorn Street that is meant for retail parking. In addition, taxis utilize the lots and adjacent streets to drop off or wait for arriving passengers.

A parking survey conducted in 2007 parking survey for the June 2008 *Wyandanch Intermodal Facility Feasibility Study* indicated that although the large LIRR lot just north of the train station

was over capacity, parking within the four train station lots combined, was at approximately 97 percent capacity. Assuming the same background growth over the past two years as was applied to No Action traffic volumes, and based on the traffic data and field observations that were made in July 2009, the train station lots are now over capacity, and drivers who cannot find parking within the lots are now parking on-street in the area.

A commuter survey conducted for the June 2008 *Wyandanch Intermodal Facility Feasibility Study* also revealed that only 14 percent of commuters to the LIRR Wyandanch station actually live in Wyandanch. About 30 percent come from Deer Park and another 30 percent from Dix Hills. Both of these communities are served by the Deer Park LIRR train station. Even though the parking at the adjacent LIRR Deer Park and Brentwood stations to the east is free and unrestricted, the lack of available spaces draws commuters to the LIRR Wyandanch station. Parking at the adjacent Bethpage and Farmingdale stations to the west and at the Babylon station to the south is generally restricted to town residents and non-resident permit holders, for which there is a waiting list, which also attracts commuters to the Wyandanch station.

ON-STREET PARKING

In addition to the off-street train station lots, there are approximately 165 on-street parking spaces within reasonable walking distance of the train station that are open to the public. Based on 2009 traffic data and recent field observations, some of these on-street parking spaces are now being utilized as overflow for the train station parking lots. In general, however, there is limited use of on-street parking in the area and especially along Straight Path. Although north of Washington Avenue there are intermittent “No Standing Anytime” signs, most of Straight Path is unrestricted and striped with shoulders wide enough for vehicles to park on street. However, there are no land uses that require or really support on-street parking, so, when it does occur, it is likely for quick stops at residences or businesses or for overflow from the train station when parking in the lots is not available.

NO ACTION ALTERNATIVE

Under the No Action Alternative, parking demand would increase at the same compounded growth rate as traffic volumes (i.e., at the 1.17 percent = 0.6 percent population + 0.57 percent incremental LIRR ridership growth rate). Public parking utilization at the Wyandanch station for the combination of commuter parking lots and on-street parking spaces, which is estimated to be at approximately 91.5 percent for existing conditions, would increase to approximately 93 percent for 2012 No Action conditions, such that even more commuters would have to park on street in the area to access the station.

PREFERRED ALTERNATIVE

ON-STREET PARKING

Along Straight Path, as well as most of the new street network, approximately 425 to 450 on-street parallel short-term parking spaces with meters will be provided to serve the anticipated future retail spaces to be developed north of the Project Site. To ensure that these spaces are utilized for retail use and not by commuters who should be using the garage, Suffolk County Police will need to maintain regular patrols to provide enforcement of parking regulations.

COMMUTER PARKING

In the Preferred Alternative, all commuter parking will be located in the garage, which will have 2,000 spaces. Access to the garage will be provided on two access roads.

The proposed parking garage will provide almost 900 parking spaces beyond what exists today for use by commuters, taking pressure off of the overcrowded parking areas at stations in the surrounding communities. In addition, charging a nominal fee by the Town to cover operating expenses should not dissuade commuters from using the lot, provided that enforcement of on-street regulations is maintained, and considering the fact that many of the neighboring stations are already over capacity, charge a fee, and/or require a residential parking permit.

D. TRANSIT

EXISTING

LONG ISLAND RAIL ROAD

The LIRR Wyandanch station is located on the Main Line/Ronkonkoma branch of the LIRR, shown in dark purple in **Figure 6-8** below. The branch has stations from Greenport to Hicksville, although frequent weekday service only operates between Ronkonkoma and Hicksville where the track is electrified. Train service continues along the Port Jefferson branch to points west, including Jamaica, Flatbush Avenue, and Penn Station.

Schedule and Fare

LIRR trains run between Wyandanch and New York City's Penn Station nearly hourly in each direction each day, and more frequently during peak hours (generally 5:00 AM to 10:00 AM and 4:00 PM to 8:00 PM).

Twelve trains leave Wyandanch for New York City every 5 to 30 minutes during the weekday morning peak period and leave Penn Station for Wyandanch every 10 to 15 minutes during the weekday evening peak period. LIRR operates 24 hours a day, seven days a week, with roughly one-hour service intervals in each direction during the off-peak weekday, Saturday, Sunday, and holiday time periods and two-hour service intervals during the late night/early morning 2:00 AM to 5:00 AM periods.

SUFFOLK COUNTY TRANSIT

SCT buses provide critical north-south transit connections from local neighborhoods to area LIRR stations. In addition, SCT also connects the LIRR Wyandanch station to major activity centers such as the LIRR Babylon station, Walt Whitman Mall, Suffolk County Community College, and Brentwood Campus. The SCT system map with the Wyandanch train station area highlighted is provided in **Figure 6-9**.

Schedule

Four SCT routes, 2A, 2B, S23 and S33, serve the LIRR Wyandanch station. All routes operate weekdays and Saturdays. In general, service runs hourly from 6:30 AM to 6:30 PM on weekdays and from 7:30 AM to 6:00 PM on Saturdays. Additional service is provided for peak-hour travel on the S33.



Wyandanch Intermodal Transit Facility

Long Island Railroad Map
Figure 6-8



Wyandanch Intermodal Transportation Facility

Suffolk County Transit Map
Figure 6-9

INTERMODAL COORDINATION

Based on an examination of current timetables, and as evidenced by field observations, there is little coordination between SCT bus and LIRR train service at the Wyandanch station. In the morning and evening peak periods, only a few buses leaving from or arriving at the LIRR Wyandanch station have convenient connections (resulting in less than a 15-minute wait) to LIRR trains. In general, bus and train services operate during different time frames. In the morning peak period, there are no connections between bus and train service until 7:00 AM. In the evening peak period, the last convenient connection occurs at 6:24 PM. Although none of the bus routes are well coordinated with LIRR service, the S33 route operates later than the 2A, 2B and S23 routes and is generally better connected to LIRR trains.

In addition, the current SCT bus stop at Straight Path and Long Island Avenue is located south of the tracks across the street from the station and platform, which necessitates SCT riders who wish to use the LIRR to cross this busy and dangerous intersection before boarding or after alighting trains.

NO ACTION ALTERNATIVE

SCT ridership in the study area has consistently increased and is expected to continue to do so in the future; however, whether additional service would be necessary during the peak LIRR commuter periods is unknown. Because of this, it is assumed that transit conditions for the No Action conditions would be the same as for existing conditions.

PREFERRED ALTERNATIVE

As part of the proposed roadway and streetscape improvements, to better coordinate bus service into the intermodal facility, the bus stops that are currently located at Straight Path and Long Island Avenue will be relocated to Straight Path between Merritt Avenue and N. 13th Street, adjacent to and across the street from the proposed public plaza. The new northbound stop will comprise a bus pull-out so that buses will be removed from traffic immediately north of the railroad tracks and will not block the right-turn lane. The Town of Babylon has discussed these elements of the Project with Suffolk County, which has indicated its support of these modifications and improvements. SCT will need to review and approve the final plans and design drawings for the relocation of the existing bus stop and the construction of the new bus-pull-out lane adjacent to the Project plaza, prior to the implementation of these improvements. *