



U.S. Department
of Transportation
**Federal Transit
Administration**



NYS Route 110

Bus Rapid Transit
Project Development

October 1, 2020 1:00 PM via ZOOM

Speaker: Jonathan Keyes



Technical Advisory Committee #2

Agenda

- Welcome & Project Status
- What is Bus Rapid Transit?
- Survey of Route 110 Users
- Draft Alignment and Proposed Stations
- Non-Motorized Modes
- Ongoing Coordination and Outreach
- Next Steps
- Questions



Role of the TAC

- Enhance project planning by sharing local knowledge:
 - New developments
 - Commuting patterns in the corridor
 - Traffic patterns
- Give feedback on study recommendations:
 - Route terminals and station locations
 - Connections to LIRR Main Line
 - Tell us what can be improved
 - Provide input on future public engagement surveys
 - Help spread the word
 - Help advocate on behalf of the Project

Project Refresher

October 1, 2020 1:00 PM via ZOOM

Speaker: Darnell Tyson

Project Status

- Part of Suffolk County Connect Long Island Economic Development and Transportation Vision Plan
- Several preliminary studies completed prior to 2015
- Currently advancing this project through Preliminary Engineering and Environmental Review
- A determination has been made to extend the BRT System north to Huntington
- Today is the first step in presenting our proposed BRT alignments and stations to the public to solicit comment, feedback, and response



Bus Rapid Transit (BRT) = Premium Transit

Think capacity and speed of a train with the lower cost and simplicity of a bus.



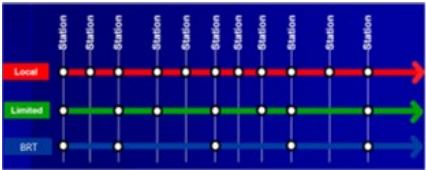
Vehicles equipped with Wi-Fi, multiple doors and level boarding make riding comfortable, enjoyable and fast



Modern, well-lit, safe and comfortable stations



Bypass traffic in designated travel lanes



More frequent service with fewer stops

Options for enhanced bus interiors for customer comfort and convenience



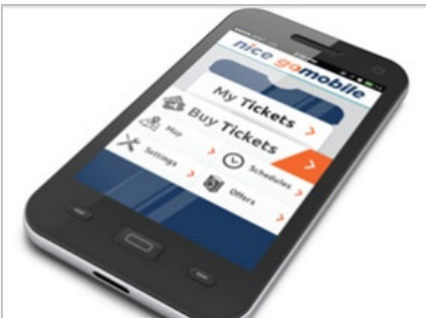
Uniquely branded buses easily identify BRT



Convenient, real-time bus location and arrival times



Traffic Signal Priority and Queue Jumps out BRT first

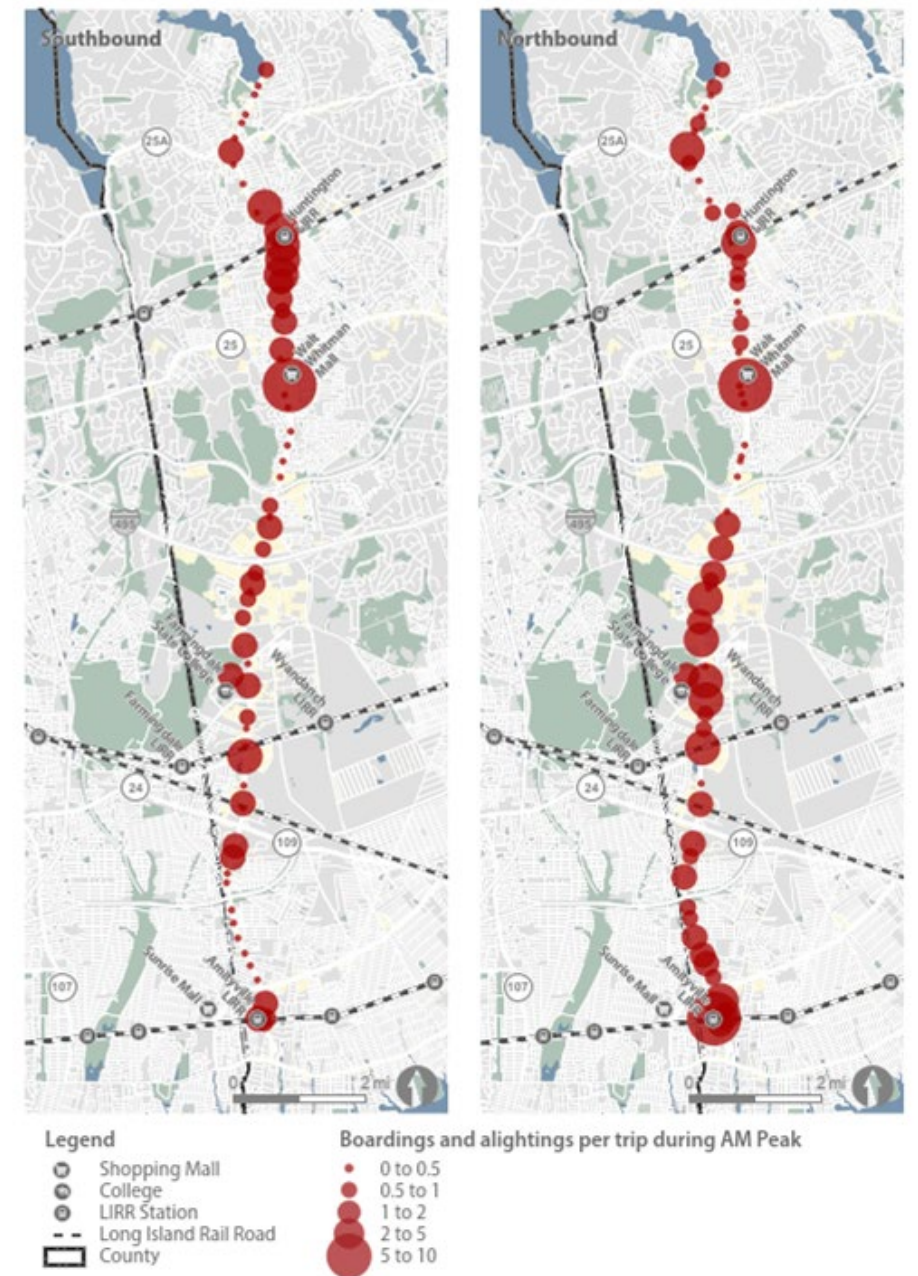


Pre-paid and electronic passes speed you on your way



Current Transit Services

2019 S1 Ridership Activity by Stop



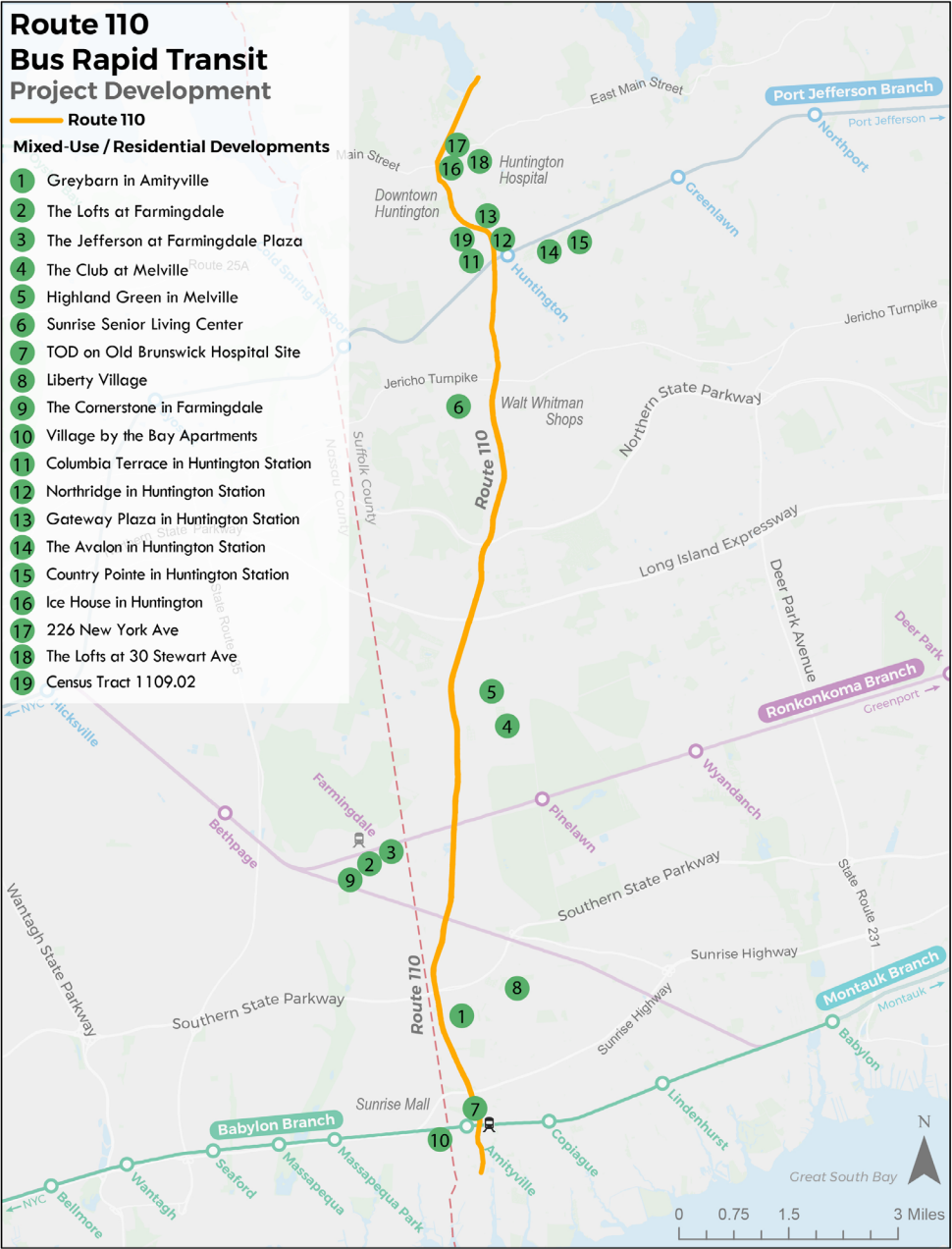
October 1, 2020 1:00 PM via ZOOM

Speaker: Darnell Tyson

Noteworthy New Developments in the Route 110 Corridor



New development at Olive Street in Huntington



Preliminary Survey Results

October 1, 2020 1:00 PM via ZOOM

Speaker: Juliann Navarra

Route 110 BRT MetroQuest Survey

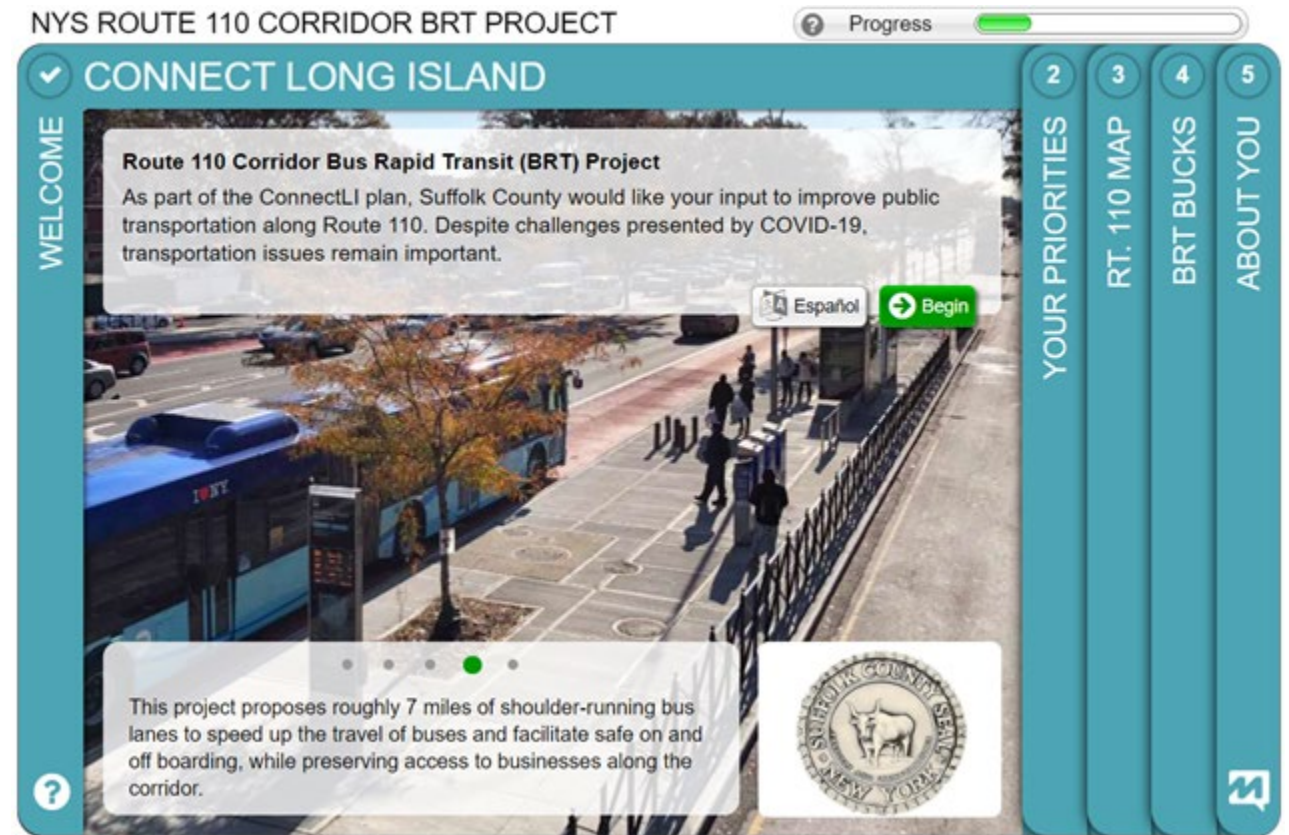
Purpose:

To support the Connect Long Island plan by improving public transportation along Route 110.

Questions Asked:

- Transportation priorities
- Daily commute along Route 110
- Preferred BRT features

Participants thus far: 114



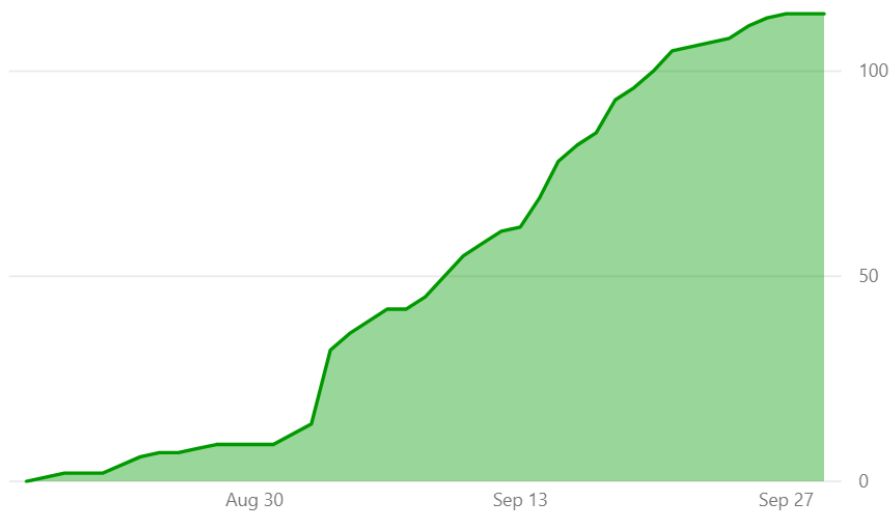
Launch date: August 18th
End date: October 15th

Survey Results

→ PARTICIPANTS → URLS → PLATFORMS → VISITS → ALL

Total number of participants over time.

Participants
114



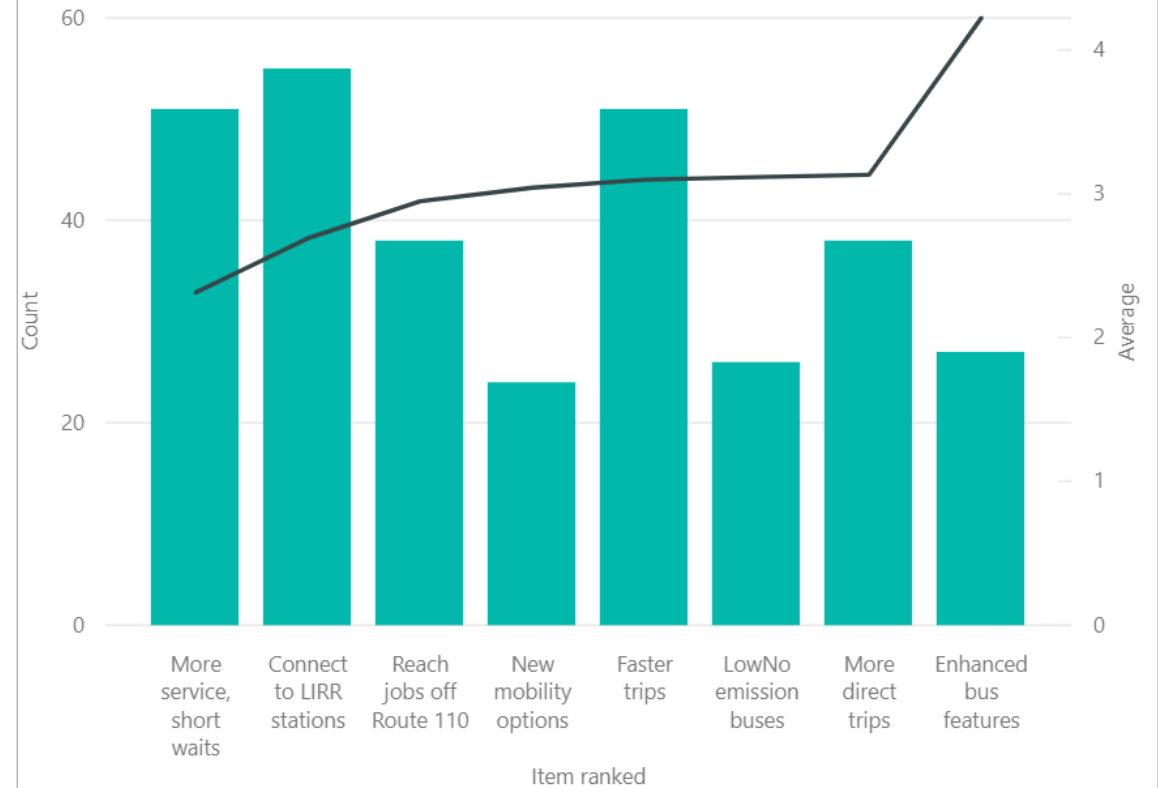
* Participants are visitors who submitted data. Traffic data shown in Time Zone (UTC).

Data points for this Site:

Participants: **114**
All data points: **1772**
All comments: **151**

→ DISTRIBUTIONS → AVERAGE RANK → POPULARITY → ALL

Priorities by both responses and average rank.



* Note that the highest rank is 1, so small rankings and averages are better than high ones.

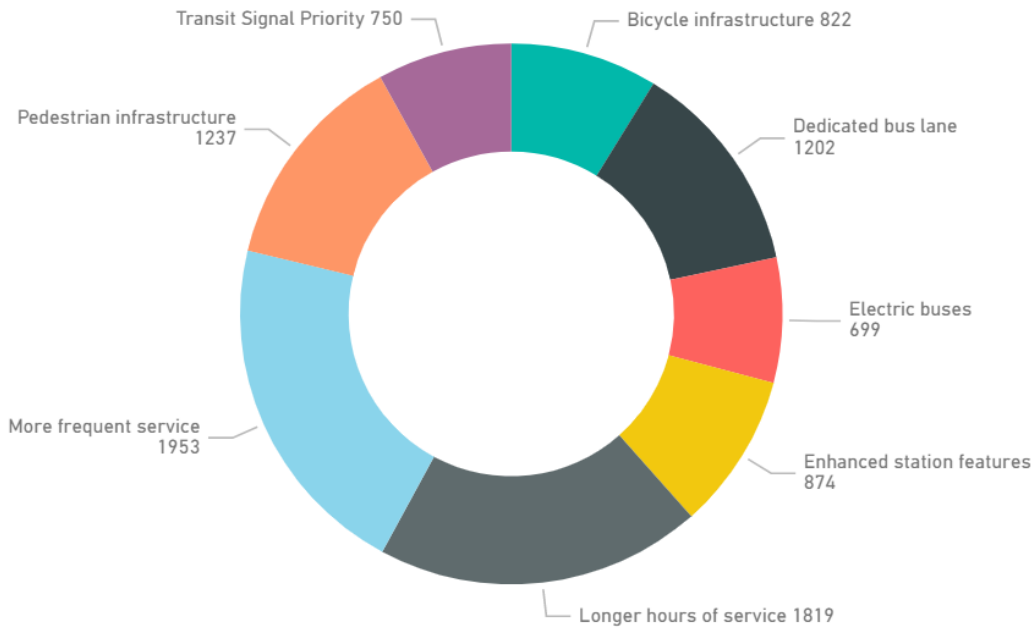
Data points for this Screen:

Rankings: **310**
Comments: **20**

Survey Results

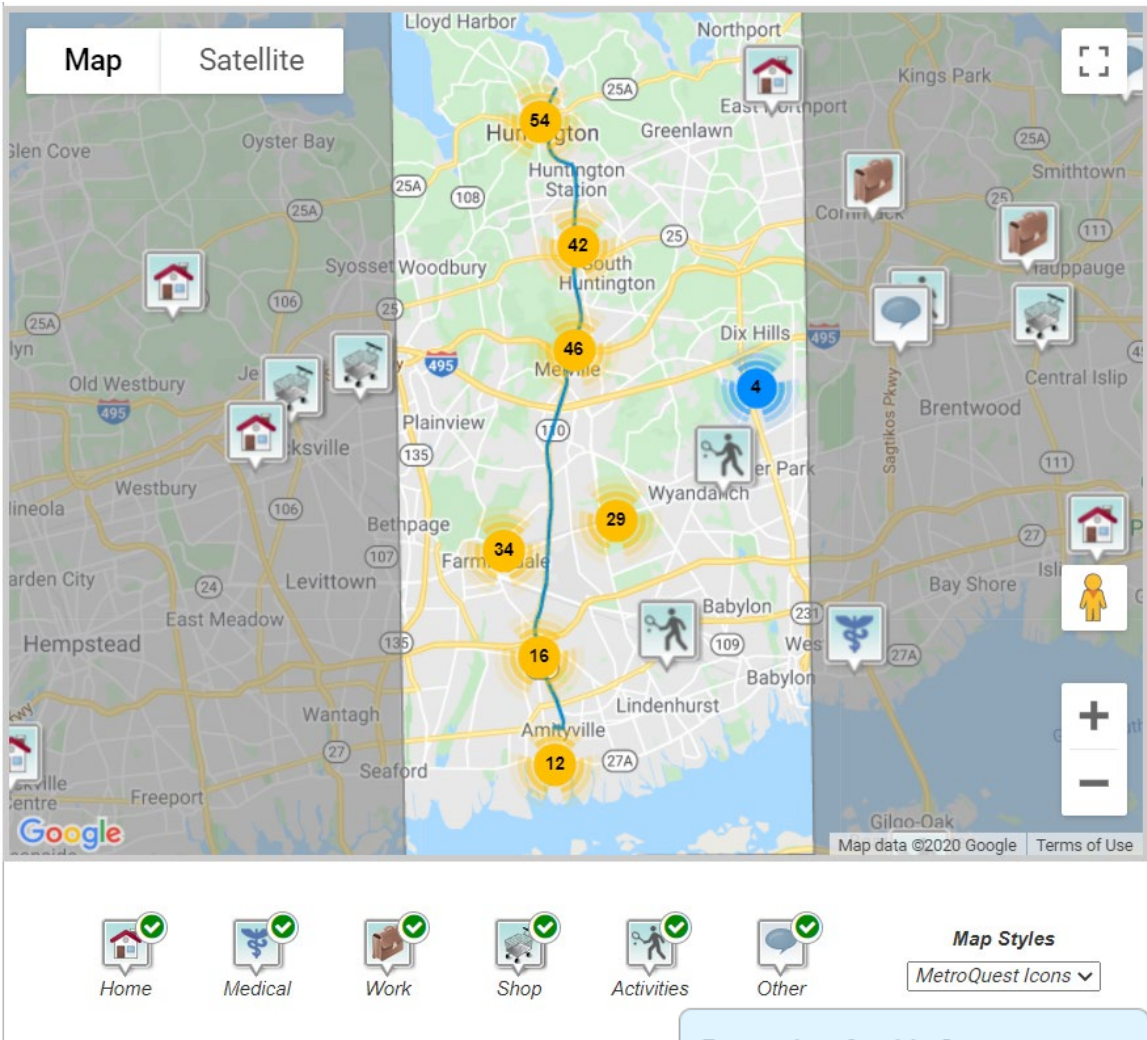
→ BUDGET ALLOCATED → AVERAGES → DISTRIBUTIONS → ALL

The total budget allocated to each category for all participants.



* Includes pre-allocated budgets, if any.

*Each participants receives 105 coins total (5 pennies & 10 dimes)



Data points for this Screen:

Markers: 270

Marker attributes: 849

Comments: 131

Project Discussion – Interactive Activity

- What are your reactions to the survey results?
- What surprised you? What was expected?

Please respond in the Zoom chat function



Proposed BRT Alignments & Stations

October 1, 2020 1:00 PM via ZOOM

Speaker: Ted Orosz

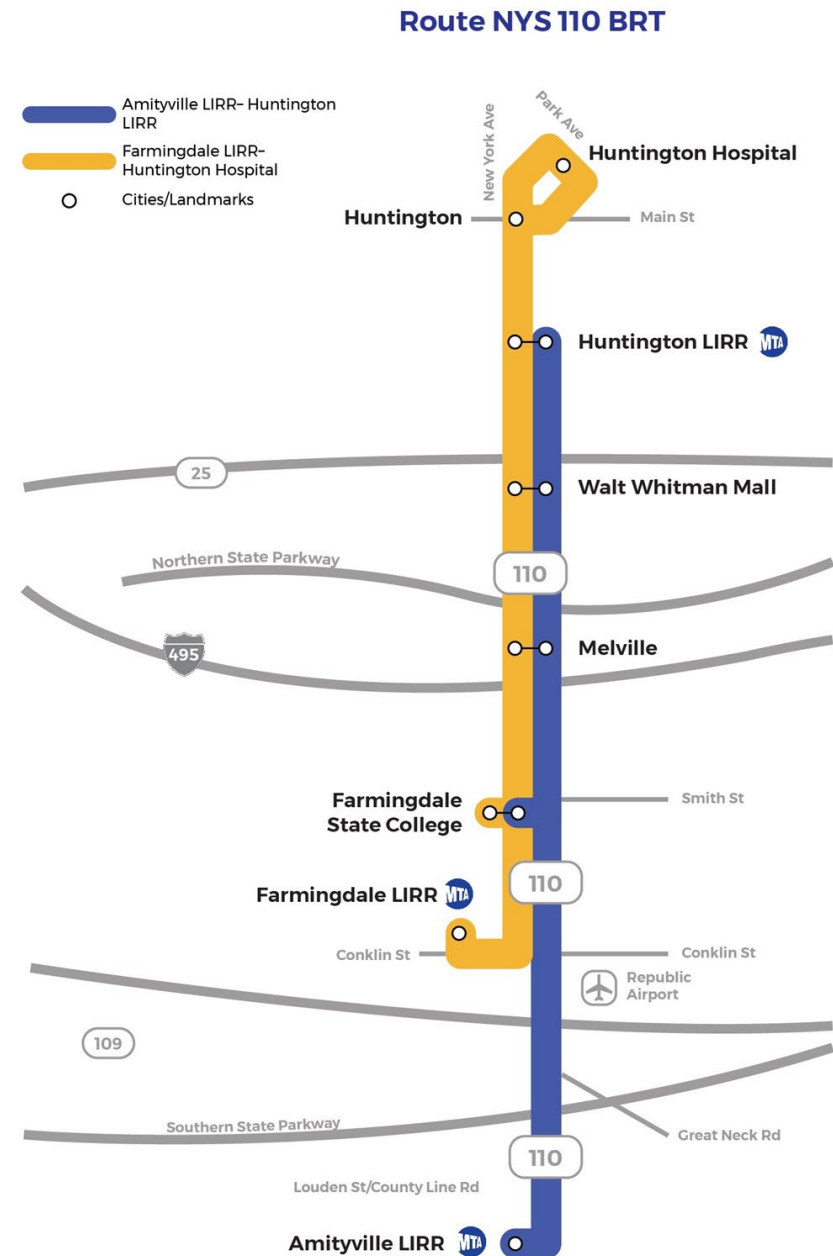
Proposed BRT Routes

Blue Route

- Between Amityville LIRR and Huntington LIRR via Route 110

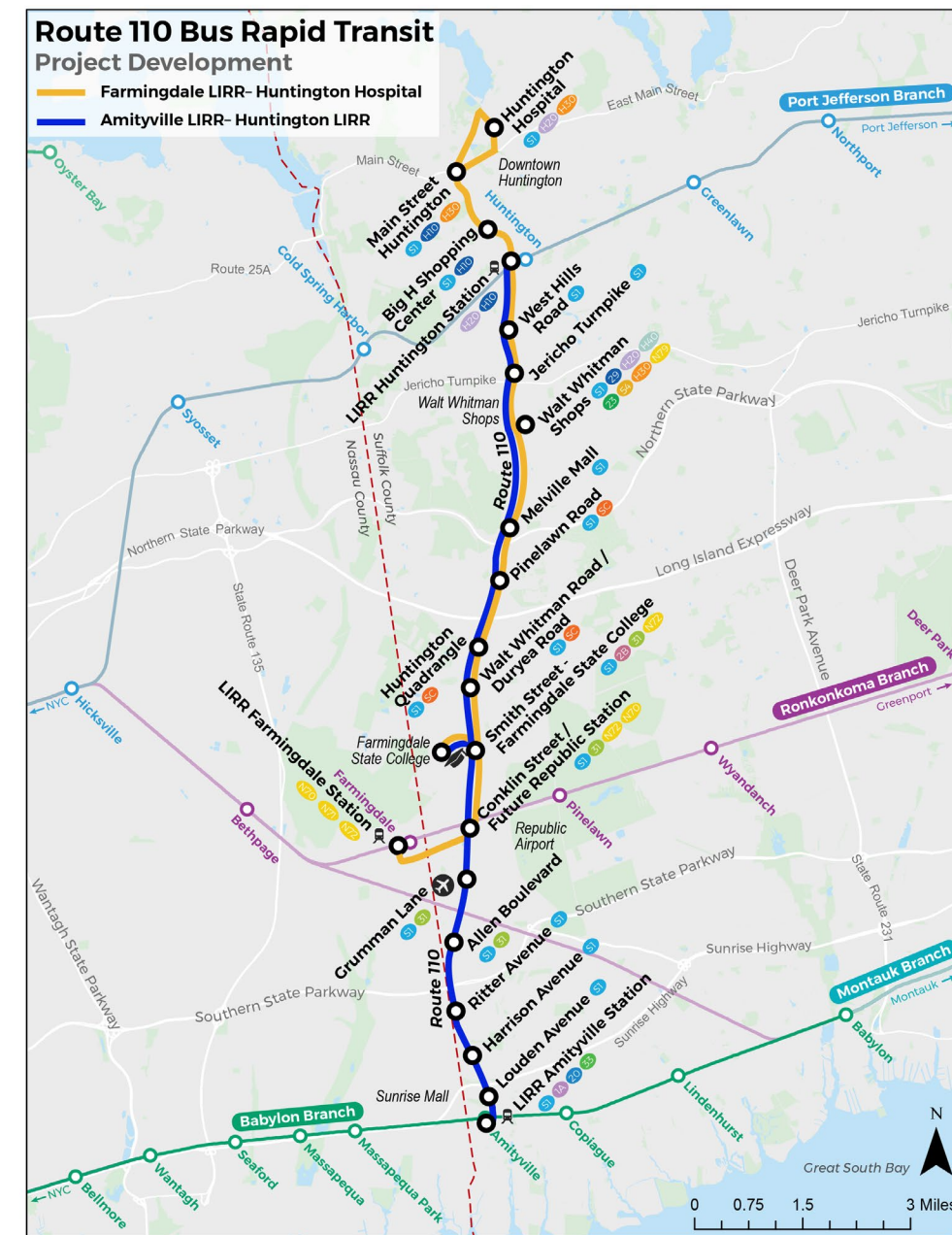
Yellow Route

- Between Farmingdale LIRR and Huntington Hospital via Conklin Street and Route 110
- S1 continues to operate, but less frequently, to serve more localized trips and insure transit access for those with mobility impairments.



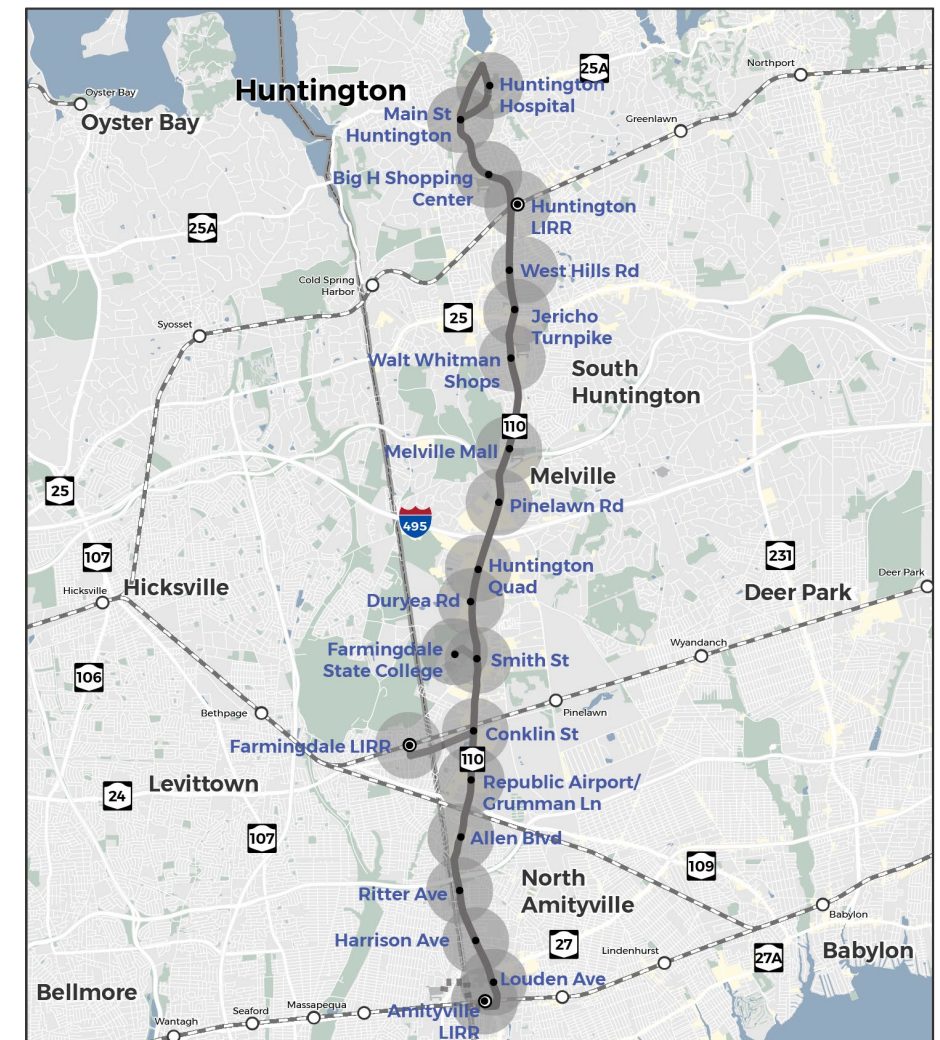
BRT Alignment Map

- If the LIRR East Farmingdale Station, which is at Route 110, were open, there would be no need for two BRT Branches.
- It is necessary, however, to connect to the LIRR Ronkonkoma Line at Farmingdale.
- If a BRT service were to divert one mile off-route to Farmingdale and then double-back to Route 110, would discourage through riders.
- Therefore the solution is two overlapping BRT routes: one originating at Amityville LIRR, the other originating at Farmingdale LIRR



Stations

- In determining locations for BRT Stations a balance between speed and walking accessibility must be achieved.
- Station spacing is such that practically every location along Route 110 is within a ½ mile radius of a BRT Station.
- It is understood that walks are more inviting in certain areas and less inviting in other locations.
- It is also understood that many destinations are set back far from Route 110.



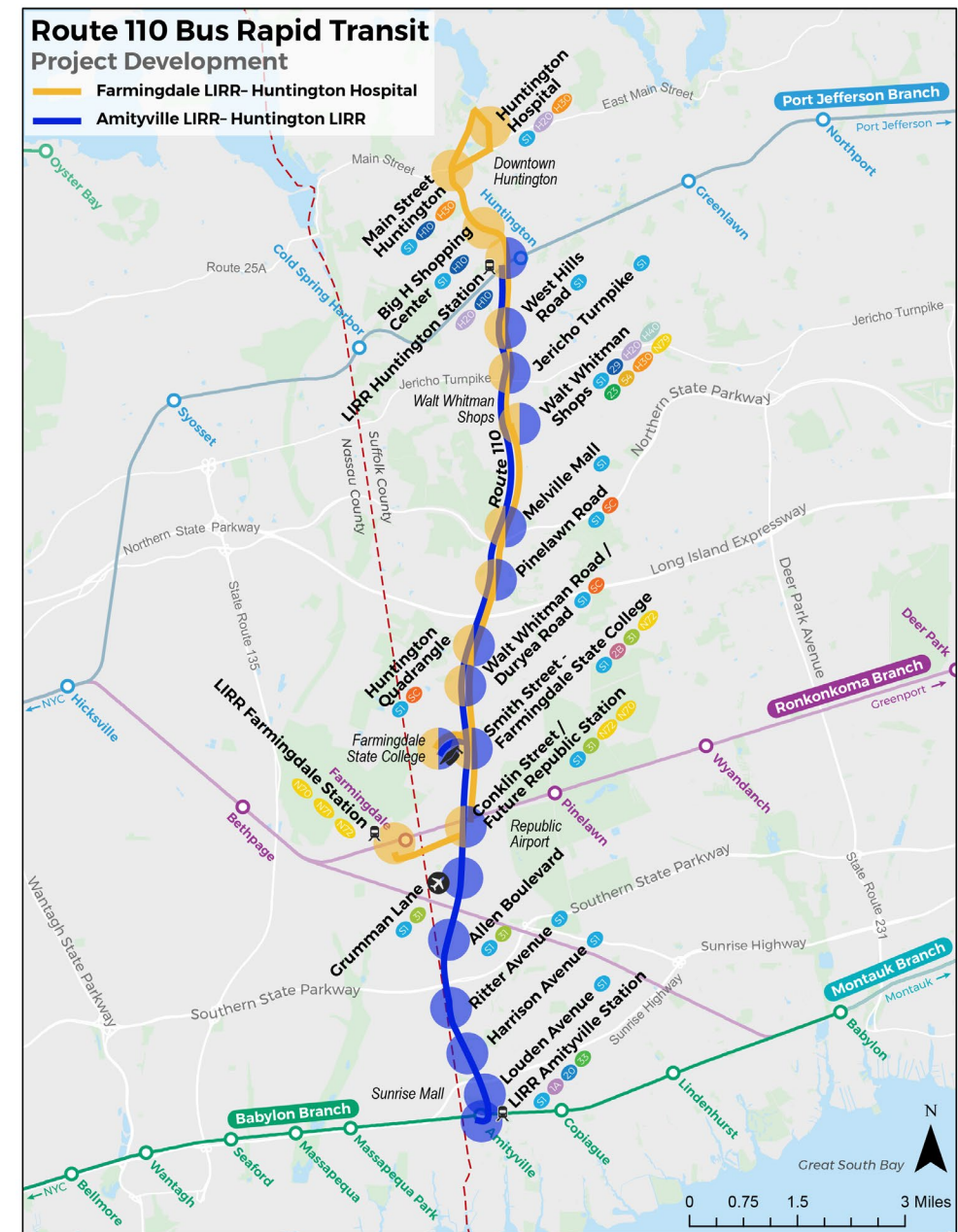
Proposed Stations

- Proposed Alignment
- Proposed BRT Station
- 1/2 Mile Radius Around BRT Stations
- LIRR Station



Stations Map

Station	Alignment	
	Blue	Yellow
Huntington Hospital		X
Main St, Huntington		X
Big H Shopping Center		X
Huntington LIRR	X	X
West Hills Rd	X	X
Jericho Turnpike	X	X
Walt Whitman Mall	X	X
Melville Mall	X	X
Pinelawn Rd	X	X
Huntington Quad	X	X
Duryea Rd	X	X
Smith St	X	X
Farmingdale State College	X	X
Farmingdale LIRR		X
Conklin St	X	X
Republic Airport/Grumman Ln	X	
Allen Blvd	X	
Ritter Ave	X	
Harrison Ave	X	
Louden Ave	X	
Amityville LIRR	X	

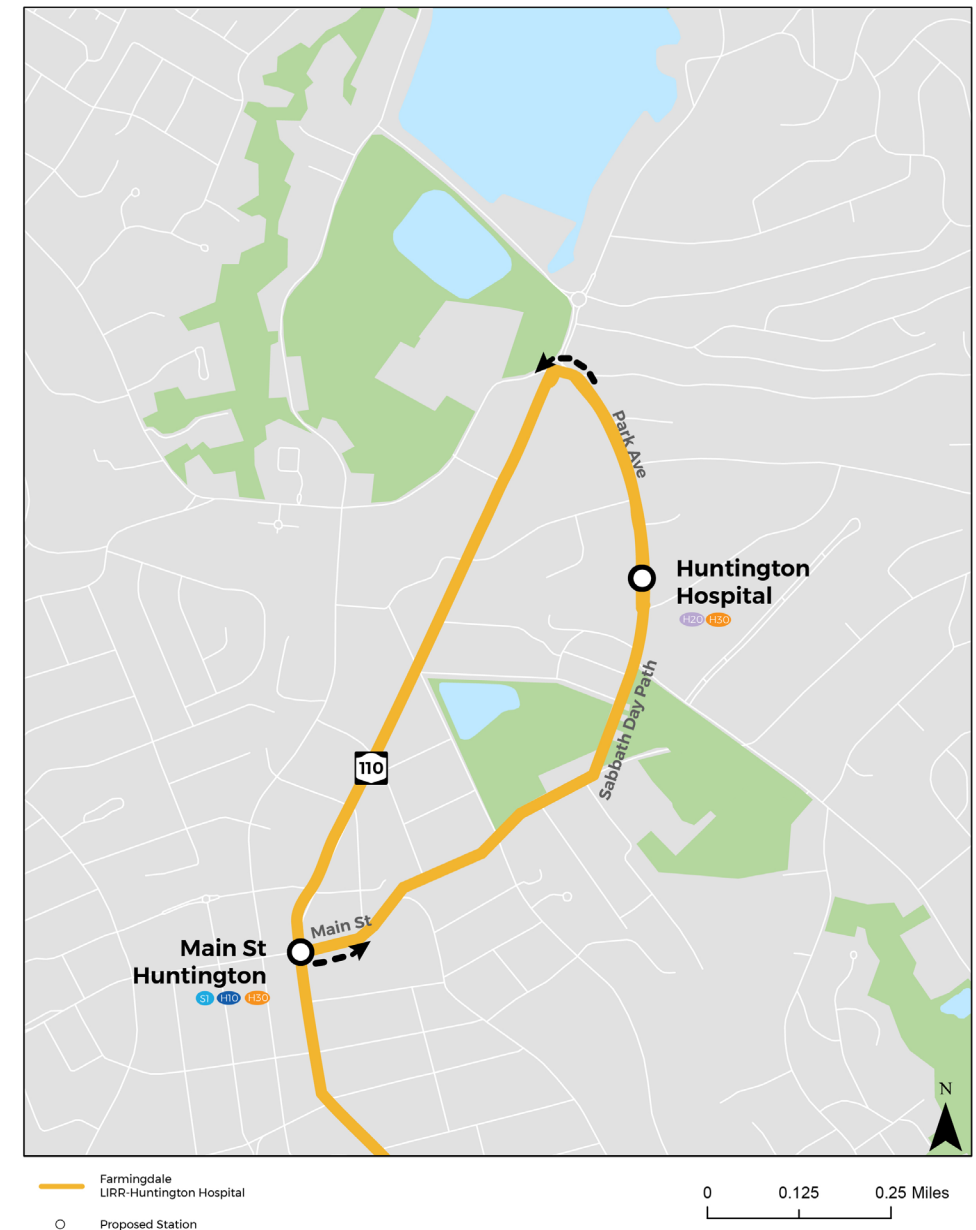


October 1, 2020 1:00 PM via ZOOM

Speaker: Ted Orosz

Downtown Area Maps: Downtown Huntington

- The proposed path for the Yellow Route to the Hospital is a one-way loop, via Main Street, Sabbath Day Path, Park Avenue and Route 110.
- The Last Stop/First Stop would be at the Hospital



Downtown Area Maps: Huntington LIRR

- Due to congestion at the Huntington Railroad Station, it is proposed for the Blue Route to terminate immediately to the south of the tracks.



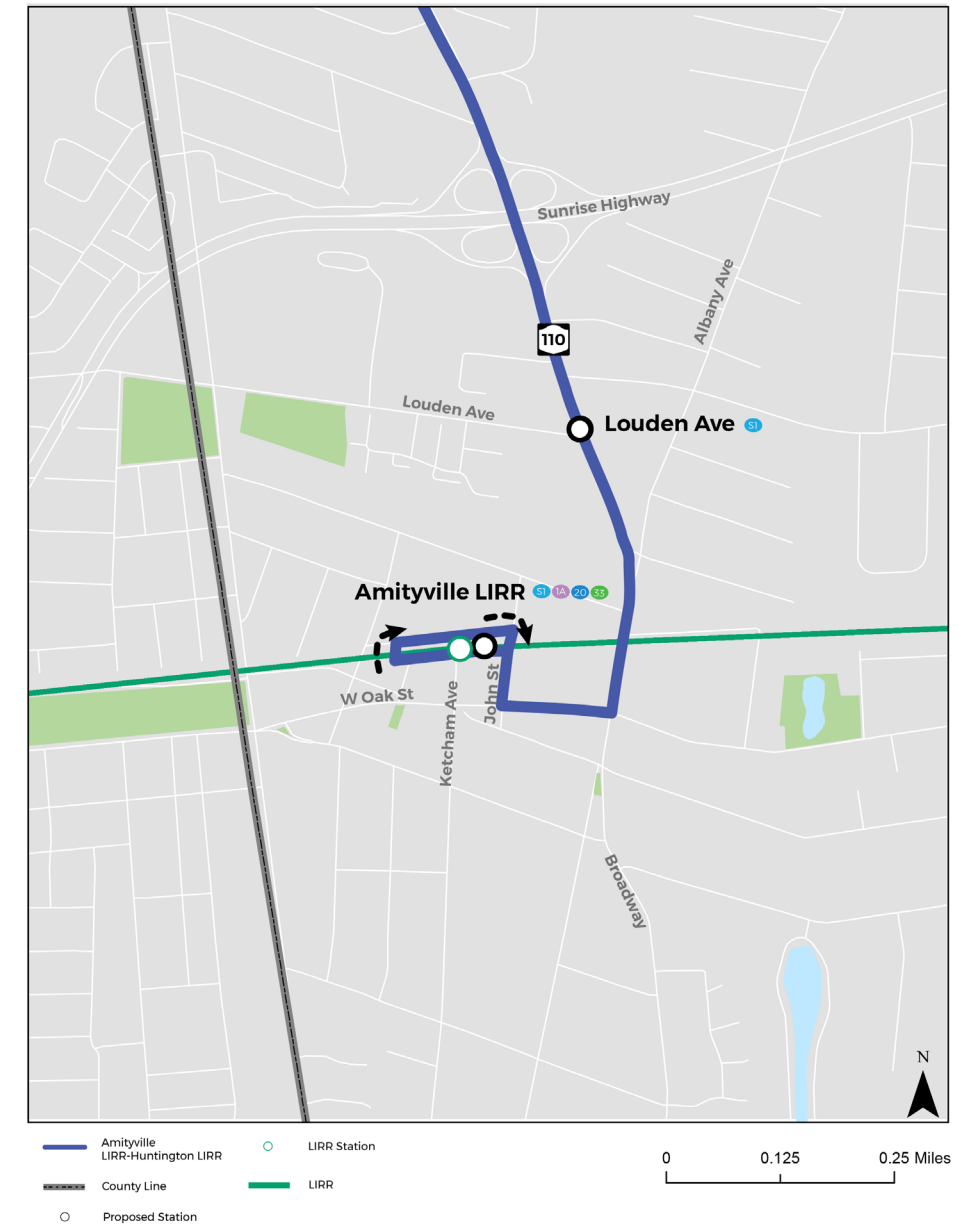
Downtown Area Maps: Farmingdale

- It is very difficult for the Yellow Route to access the Farmingdale LIRR Station from the north due to the street geography at that location.
- The proposed southbound path for the Yellow Route to the south side of the Farmingdale Station is via: Conklin Street, Secatogue Avenue, and Eastern Parkway to the Station Building area.
- The proposed northbound path is via: Atlantic Avenue, Secatogue Avenue and Conklin Street



Downtown Area Maps: Amityville

- The Blue Route Path in Amityville is identical to the S1 path today.
- An extension to Sunrise Mall remains an option.
- Louden Avenue may be the site of a new development.



Estimated BRT Travel Time

Route	Direction	Length (mi)	Proposed Travel Time (min)	Average Speed Throughout (mph)
Blue	NB	13.8	44.92	18.5
Blue	SB	13.6	44.53	15.3
Yellow	NB	12.9	44.38	17.4
Yellow	SB	13.1	43.93	17.9
S1	NB	13.8	55.00	15.1
S1	SB	13.6	50.00	16.3

Travel times for the Blue BRT Route and S1 are estimated for the route segment between Amityville LIRR Station and Huntington LIRR Station



Proposed BRT Frequencies

Route	Peak Headway	Off-Peak Headway
Blue	15 minutes	30 minutes
Yellow	15 minutes	30 minutes
S1 Local	60 minutes	60 minutes



Proposed BRT Hours of Service

Route	Days	Time
Blue	Monday – Thursday	5:30 AM – 10:00 PM
	Friday	5:30 AM – 12:00 AM
	Saturday	7:00 AM – 12:00 AM
	Sunday	7:00 AM – 9:00 PM
Yellow	Monday - Friday	6:00 AM – 10:00 PM
	Saturday - Sunday	7:00 AM – 9:00 PM
S1 Local (no change)	Monday – Friday	5:40 AM – 9:00 PM
	Saturday – Sunday	7:15 AM – 6:30 PM

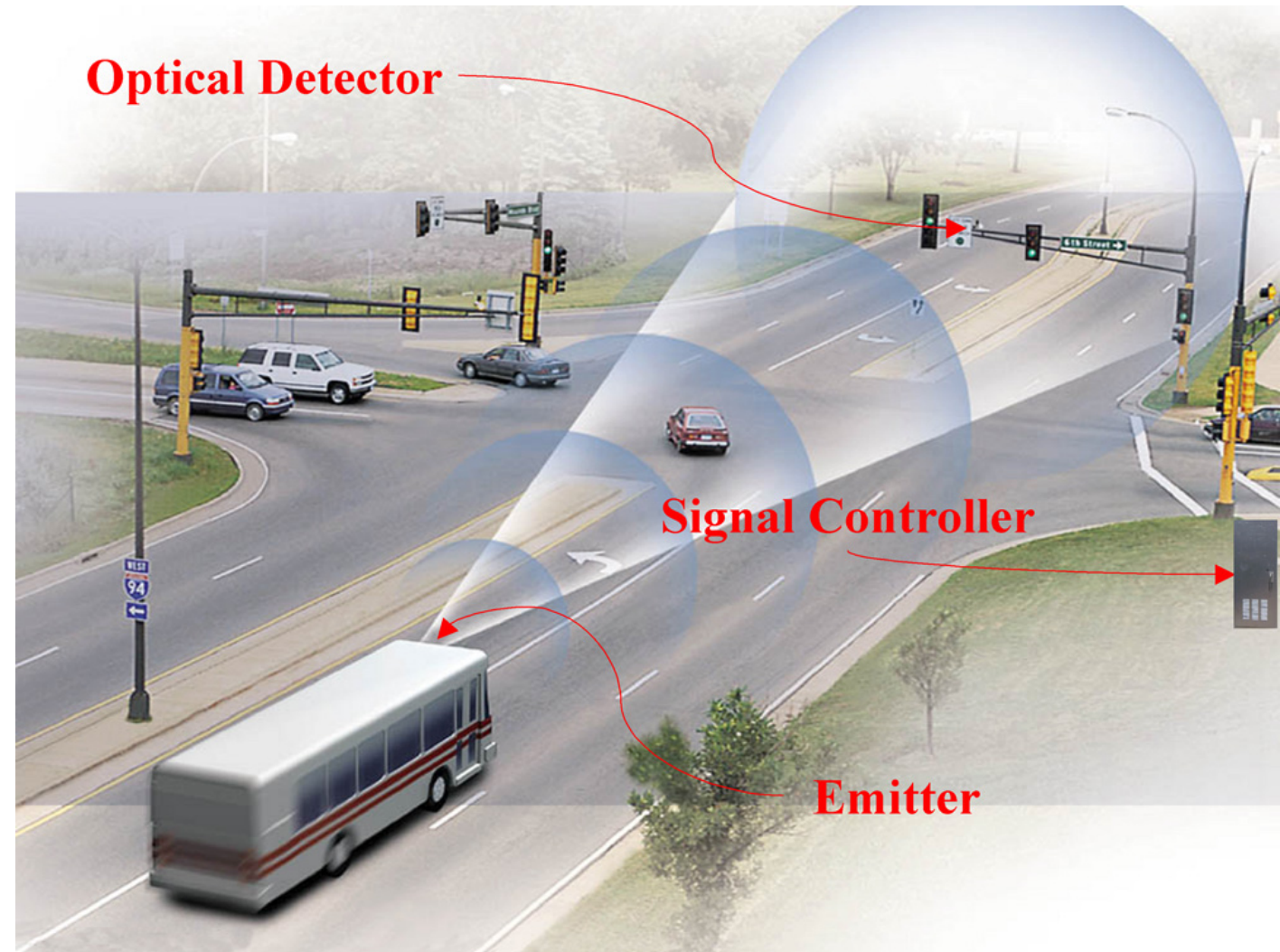


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Transit Signal Priority (TSP)

- Can keep the light green for buses so it can proceed through the intersection without stopping.
- Under certain circumstances, can turn a traffic signal light from red to green when a bus approaches.

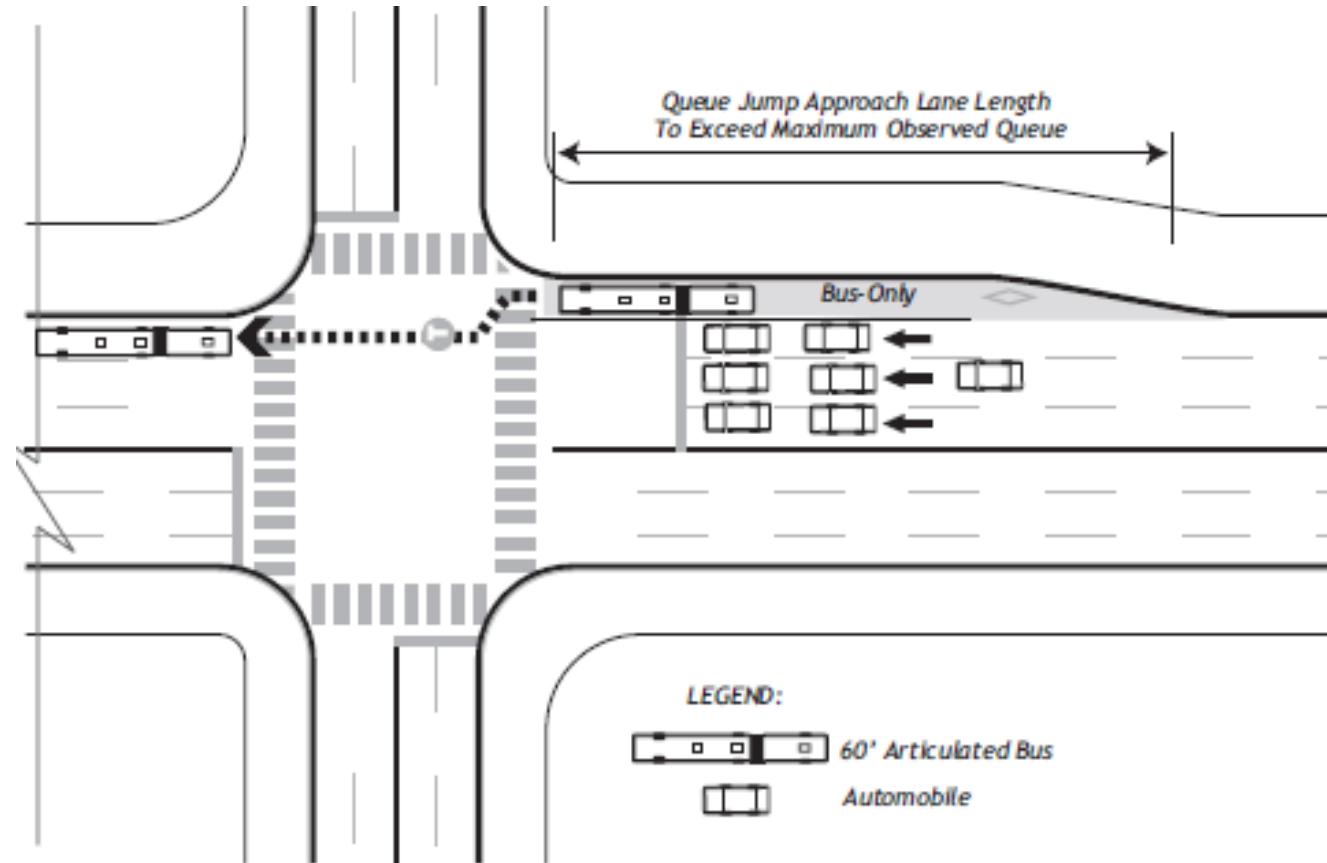


Queue Jumps

- Allows transit vehicles to “jump” ahead of regular traffic at a red light.
- Eliminates the need for buses to struggle to merge back into traffic.

Can be applicable where...

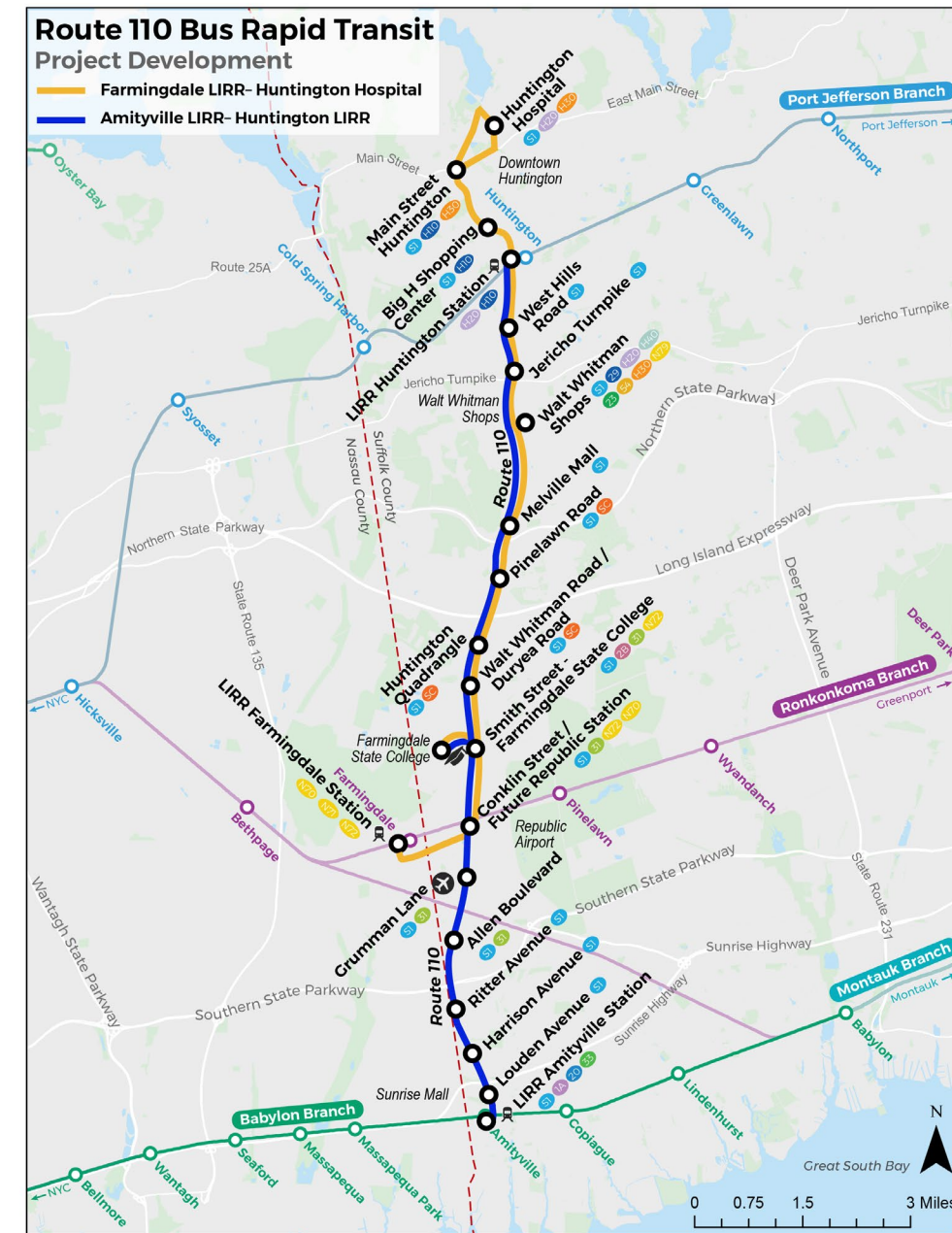
- Buses encounter substantial delay at a particular intersection.
- A shoulder-running segment ends.



Draft Proposals – Discussion

- Do you believe that we are serving the right destinations along the route? What makes these the best choices?
- Do you think that the proposed stations are in the best specific locations?
- Are there other station locations you feel should be considered?
- Are the routes configured appropriately for travelers who will use these station locations?

Please respond in the Zoom chat function



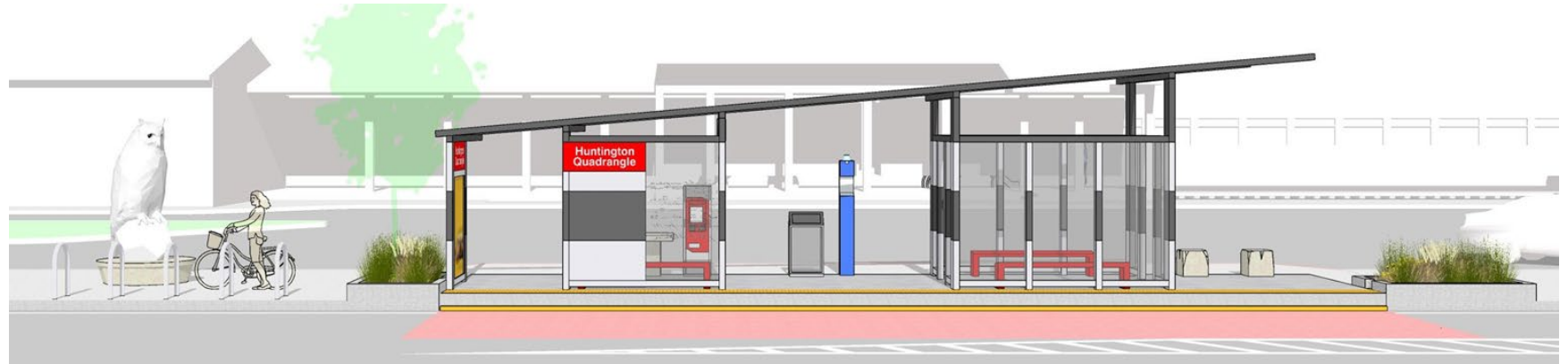
Non-Motorized Modes

October 1, 2020 1:00 PM via ZOOM

Speaker: Chris D'Antonio

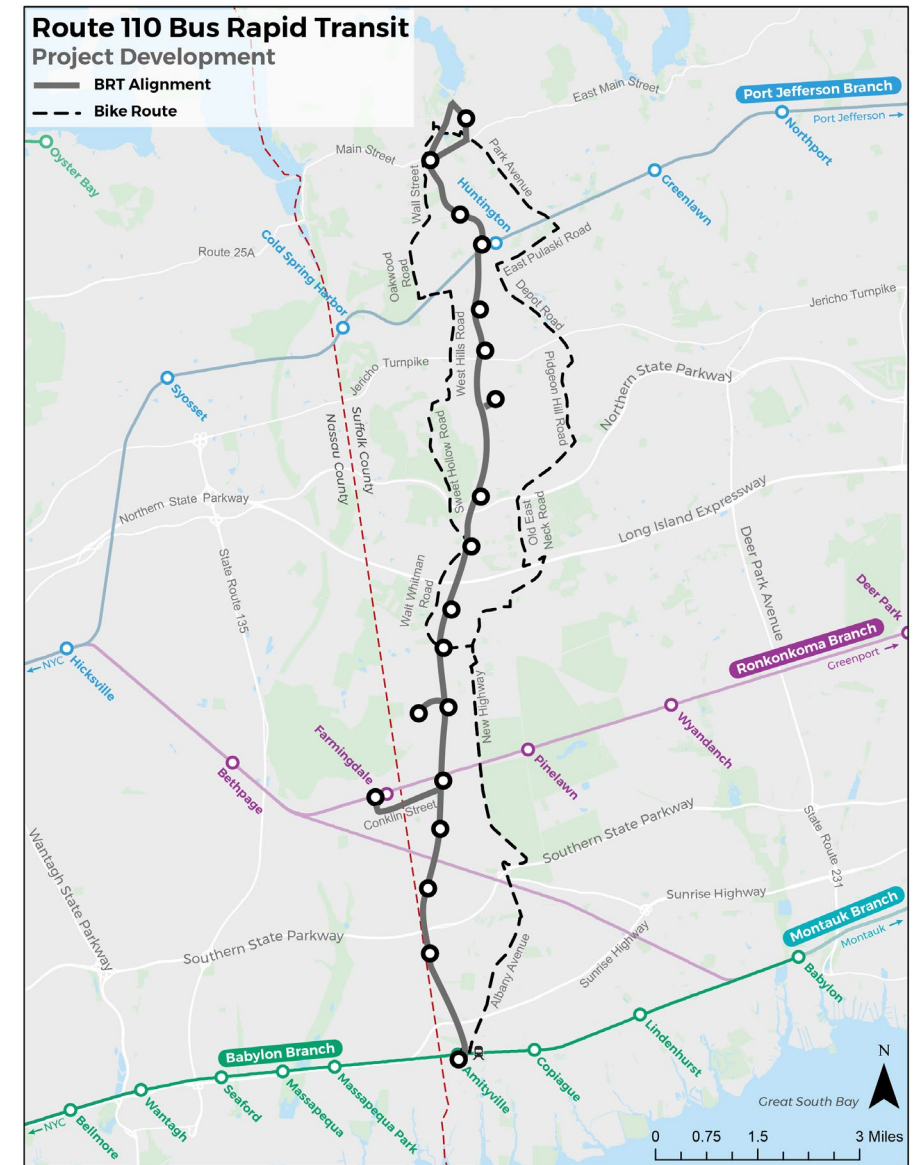
Project Goals for Pedestrian Access

- Pedestrian accessibility is a fundamental element of each station location
- A complete network of crosswalks is needed at every station intersection
- A complete sidewalk network is needed connecting to nearby trip generators
- Work with private property owners to improve pedestrian network (such as office parks)



Project Bicycle Routes Map and Goals

- Safe bicycle accessibility should be an important element of each station location
- A safe bicycle network is needed to connect to nearby trip generators
- The objective is to create safe bicycle routes parallel to Route 110
- Include bicycle racks at stations and on BRT vehicles



Re-Evaluate Feeder Routes and Bike Network

New mobility options have become more widespread since the AA was completed:

- Bike Network Development
- Bike Share
- E-Bikes
- E-Scooters
- Mobility-as-a-Service
- Transportation Network Companies such as Uber/Lyft
- Microtransit

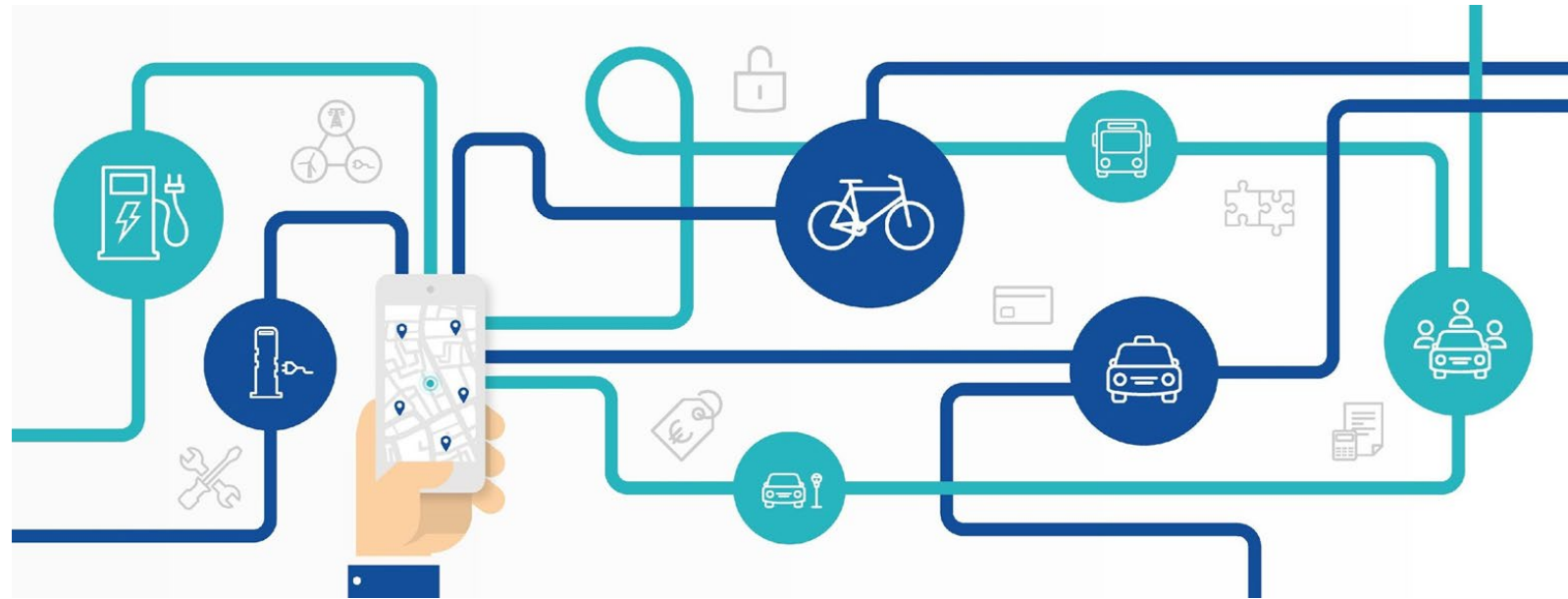


Photo from Medium.com

Ongoing Coordination and Outreach

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Speaker: Chris D'Antonio

Ongoing Stakeholder/ TAC Coordination

- Federal Transit Administration
- NYS Department Of Transportation
- **Technical Advisory Committee**
- Key Stakeholders
- Towns and Villages
- LIRR/NICE/HART
- Nassau County
- Farmingdale State College
- Bus Customers
- General Public

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Virtual Meeting with General Public

- Tentatively targeting early November for a public presentation.
- What format is preferred?
- What time of day we should plan for?
- How best to reach people who use the corridor?

Please respond in the Zoom chat function



Next Steps

October 1, 2020 1:00 PM via ZOOM

Speaker: Chris D'Antonio

Next Steps

- Continue coordination with Federal Transit Administration (FTA)
- Continue public and stakeholder engagement
- Confirm alignment and station locations
- Validate viability of shoulder-running sections
- Confirm locations for TSP and Queue Jumps
- Prepare environmental analysis for expected Categorical Exclusion
- Advance Project through Preliminary Engineering

Key Project Milestones

- Complete BRT Service Plan & Corridor Design
- Complete Capital & Operating Cost Estimates
- Submit Final Environmental Documentation
- Complete 30% Engineering Plans
- Submit formal request for entry into FTA Project Development



Questions

October 1, 2020 1:00 PM via ZOOM

Speaker: Juliann Navarra