



NYS Route 110

Bus Rapid Transit
Project Development

June 3, 2020 11:00 AM via ZOOM



Technical Advisory
Committee

Agenda

- Introductions
- Connect Long Island
- What is Bus Rapid Transit?
- Role of the TAC
- Review of Completed Work
- COVID-19 Implications
- Current Activities
- Non-Motorized Modes
- Ongoing Coordination and Outreach
- Next Steps
- Questions



Connect Long Island



CONNECT LONG ISLAND

A Regional Transportation and Development Plan



Connect Long Island – A regional transportation and development plan to create sustainable economic growth through investments in housing, transportation, and innovation.

Connect Long Island Goals

- Align land use and transportation plans
- Make transit investments to connect existing and proposed developments
- Develop public transit connections to increase mobility
- Connect educational and research institutions and innovation zones
- Connect new and existing recreational assets and downtowns

What is Bus Rapid Transit?

Bus Rapid Transit (BRT) = Premium Transit

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



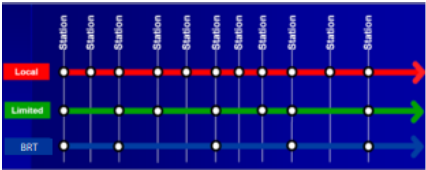
Vehicles equipped with Wi-Fi, multiple doors and level boarding make riding comfortable, enjoyable and fast



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



Curb-Running BRT In Our Region



Queens



Staten Island

Role of the Technical Advisory Committee (TAC)

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 - station locations
 - Connections to LIRR Mainline
 - Service to college, airport, Huntington Quad, etc.
 - Tell us what can be improved
 - Provide input on upcoming MetroQuest public engagement surveys
 - Help spread the word
 - Help advocate on behalf of the Project

Project Discussion –Interactive Activity

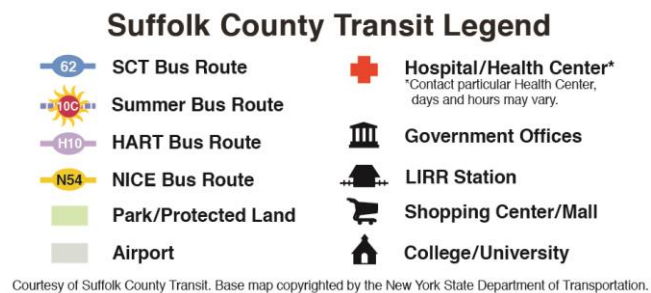
What are transportation (car, bus, bike, foot) challenges that residents, commuters, and visitors experience along the NYS Route 110 Corridor?



Review of Alternatives Analysis

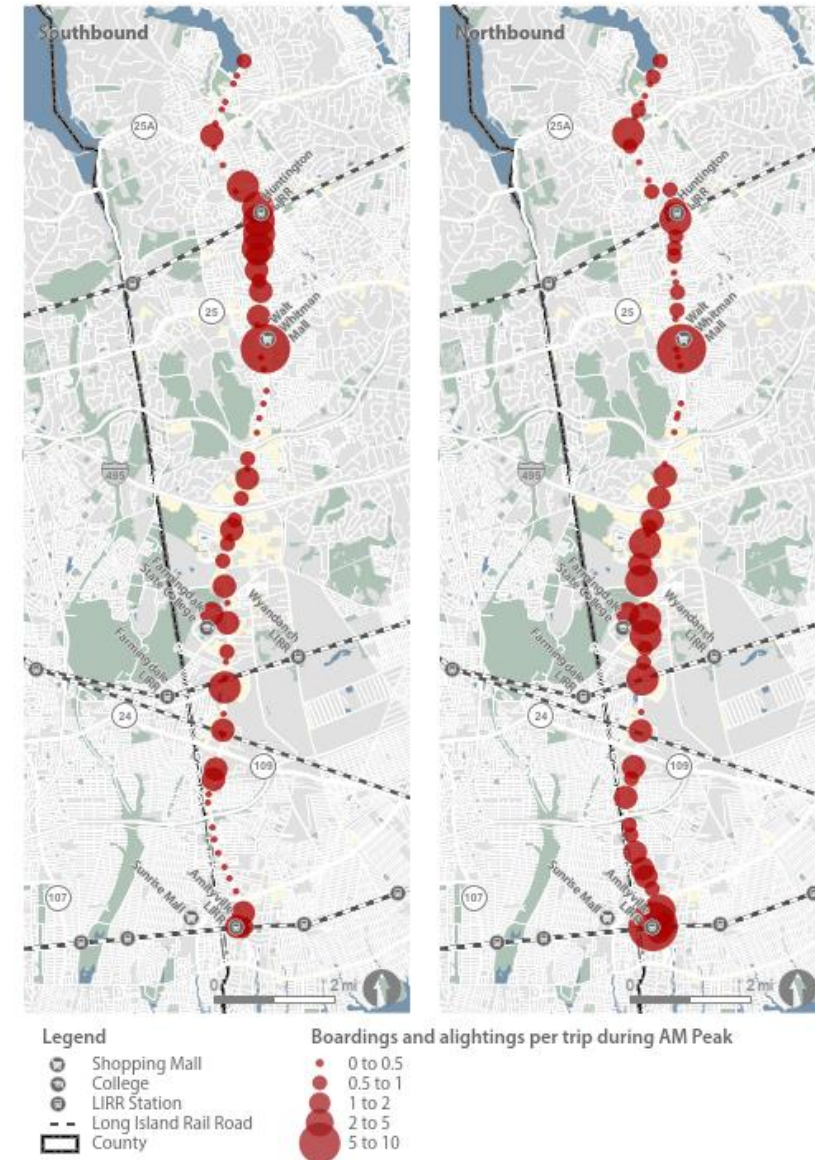
Review of Existing Conditions

Current Transit Services



Current Transit Services

2019 S1 Ridership Activity by Stop



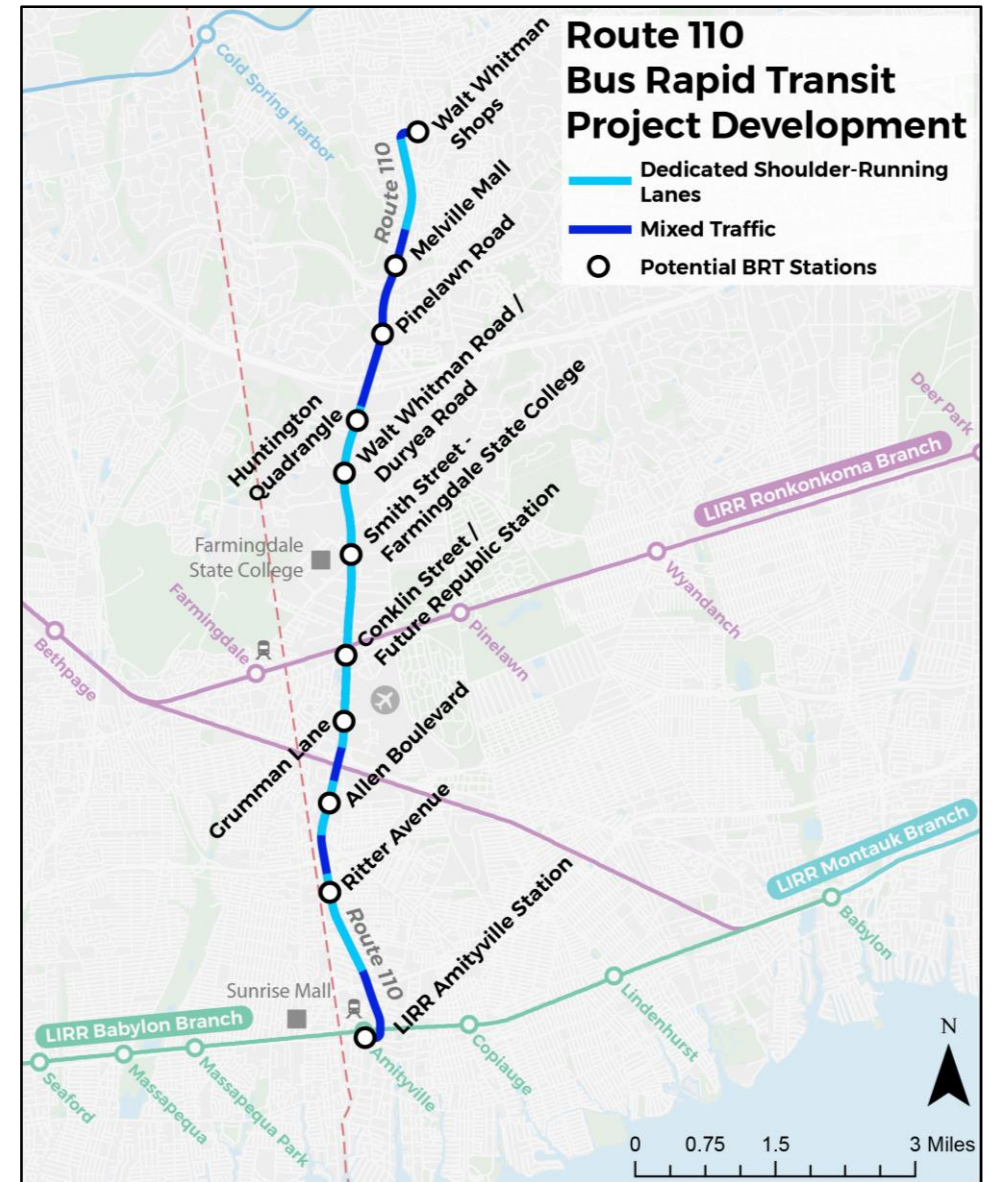
Alternatives Analysis (AA) Goals

- Improve mobility and connectivity
- Enhance economic competitiveness and promote economic growth
- Maximize cost and operational effectiveness
- Minimize adverse environmental impacts



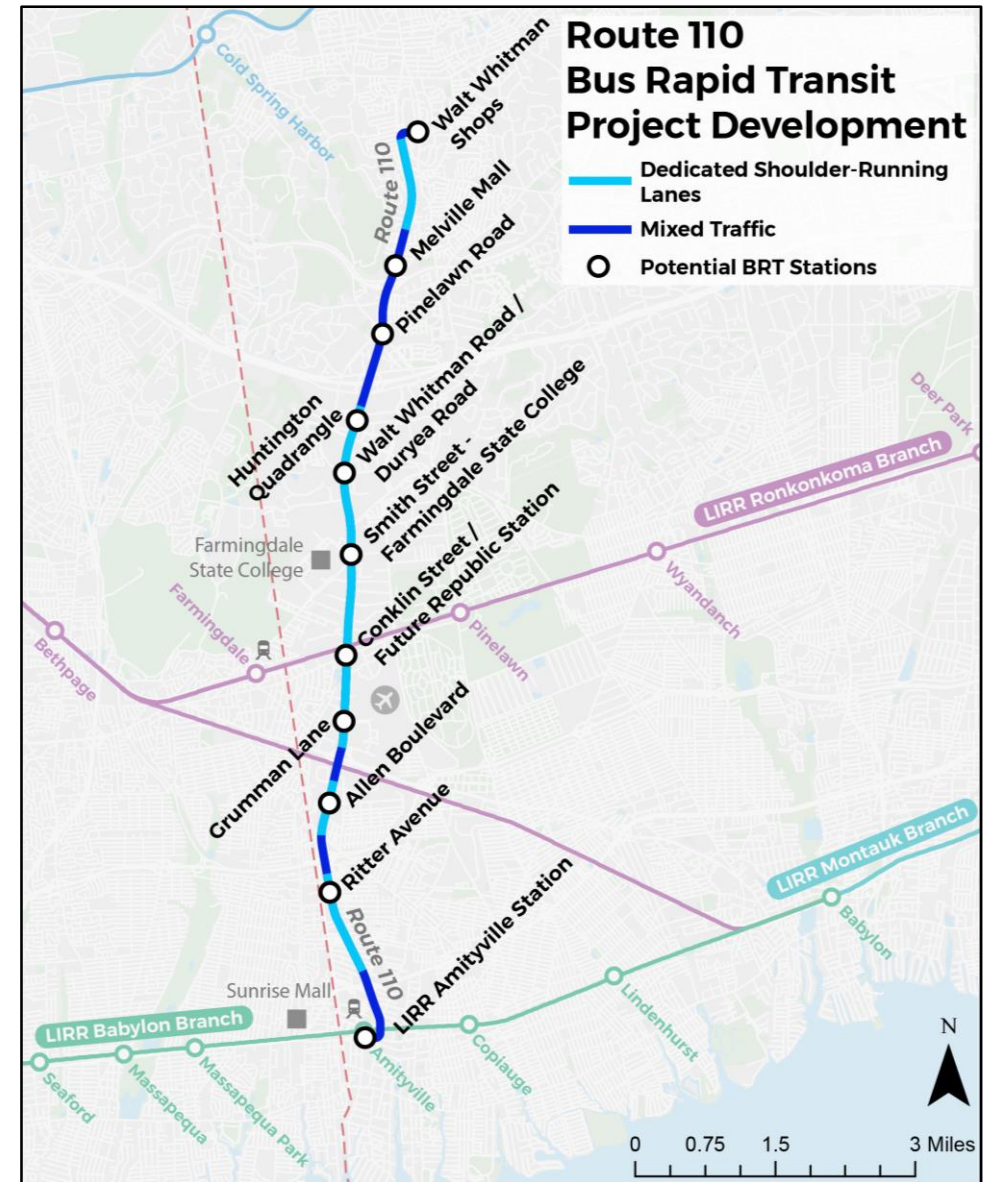
BRT Alignment from the AA

- 10.5-mile corridor between Amityville LIRR and Walt Whitman Shops
- 11 BRT stations
- Recommended “Feeder Routes” to serve off-corridor employers



BRT Alignment from the AA


- 6.5 miles of shoulder-running operation
- 4.0 miles of mixed-traffic operation
- Recommended conditional Transit Signal Priority (TSP) and Queue Jumps

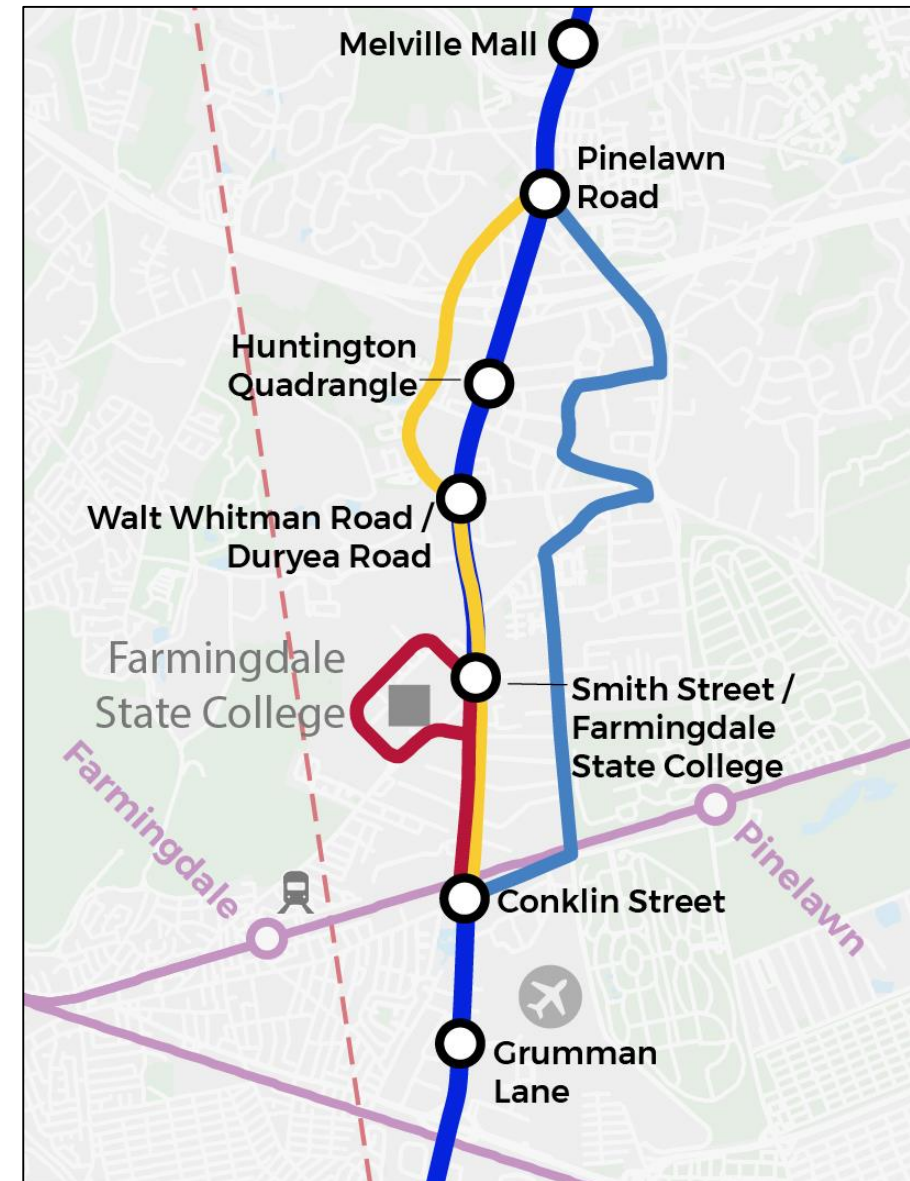


Feeder Routes

AA recommended Feeder Routes for “first mile/last mile” circulation through office parks and employers located on the outskirts of the Route 110 Corridor

Route 110 Bus Rapid Transit Project Development

-  BRT Route
-  Potential Feeder Routes
-  Potential BRT Stations



Noteworthy Demographic Changes in the Route 110 Study Area since the AA was completed: Demographic Changes 2012-2017



Total Population: No change



Low Income Population: Decreased 7%



Minority Population: Increased 21%



Total Employment: Increased 4%



Public Transit Work Trips: Increased 5%

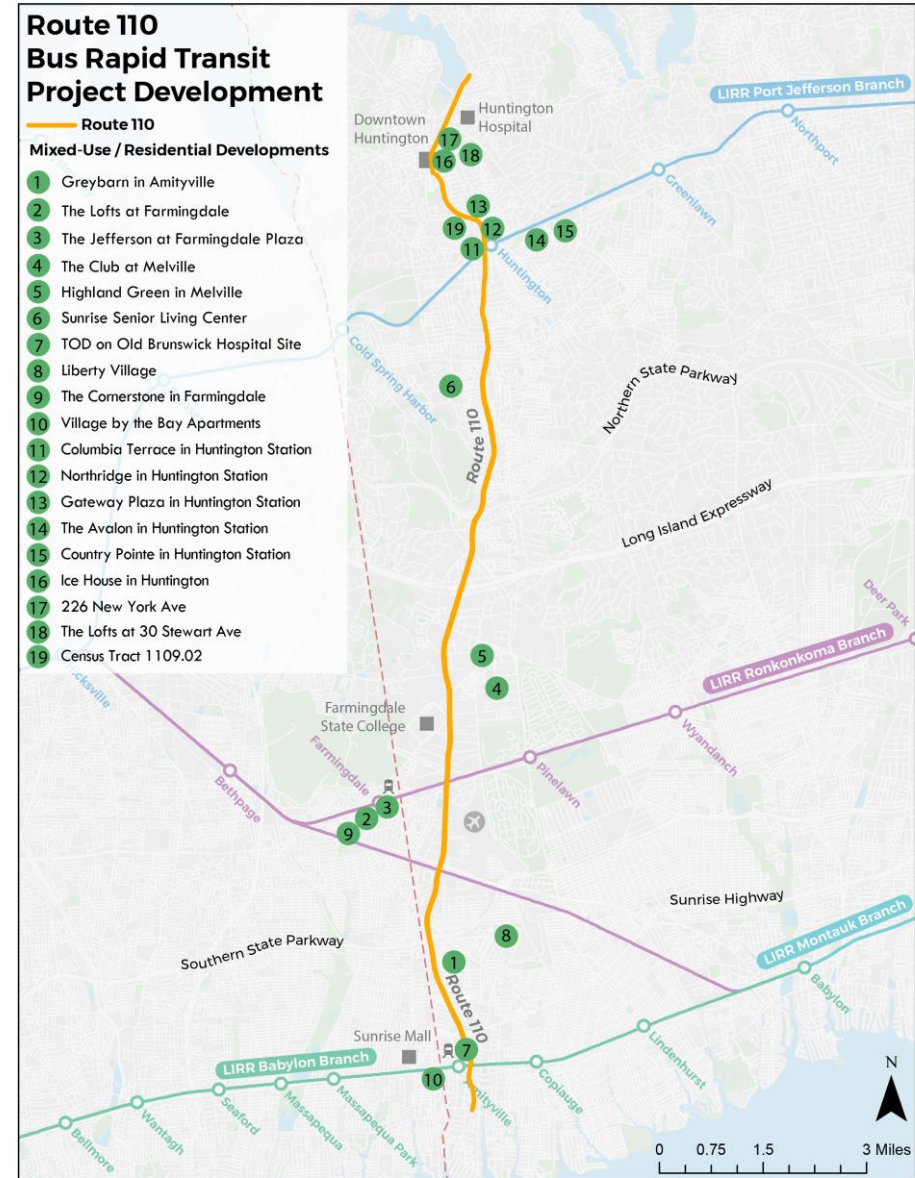


Households with No Vehicle: Increased 26%

Noteworthy New Developments in the Route 110 Corridor



Noteworthy New Developments in the Route 110 Corridor



Possible Impacts of COVID-19

Possible Impacts of COVID-19

- Decrease in public transit ridership prompted by health/safety concerns
- Increase in drive-alone commuting prompted by social distancing concerns
- Increase in telecommuting overall
- Increased requirements and heightened awareness of cleaning/maintenance protocols
- Potential related changes to transit system:
 - Planned response
 - Use of advanced technology
 - Updated emergency protocols

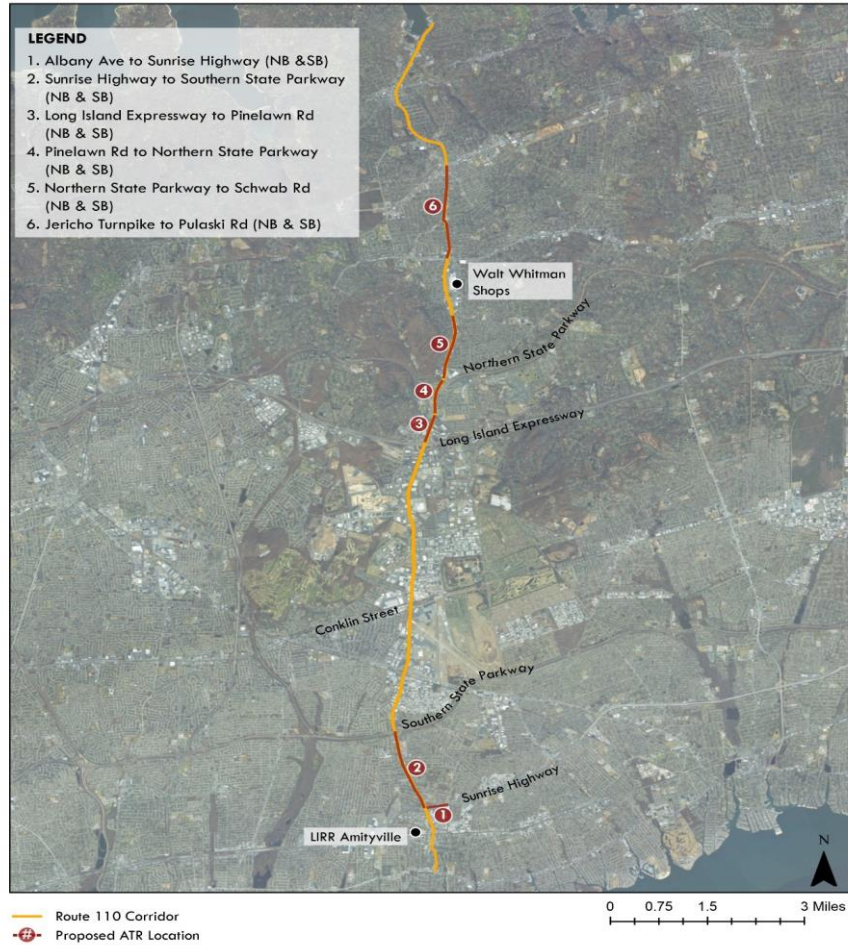
Current Activities

Ongoing Data Collection & Analysis

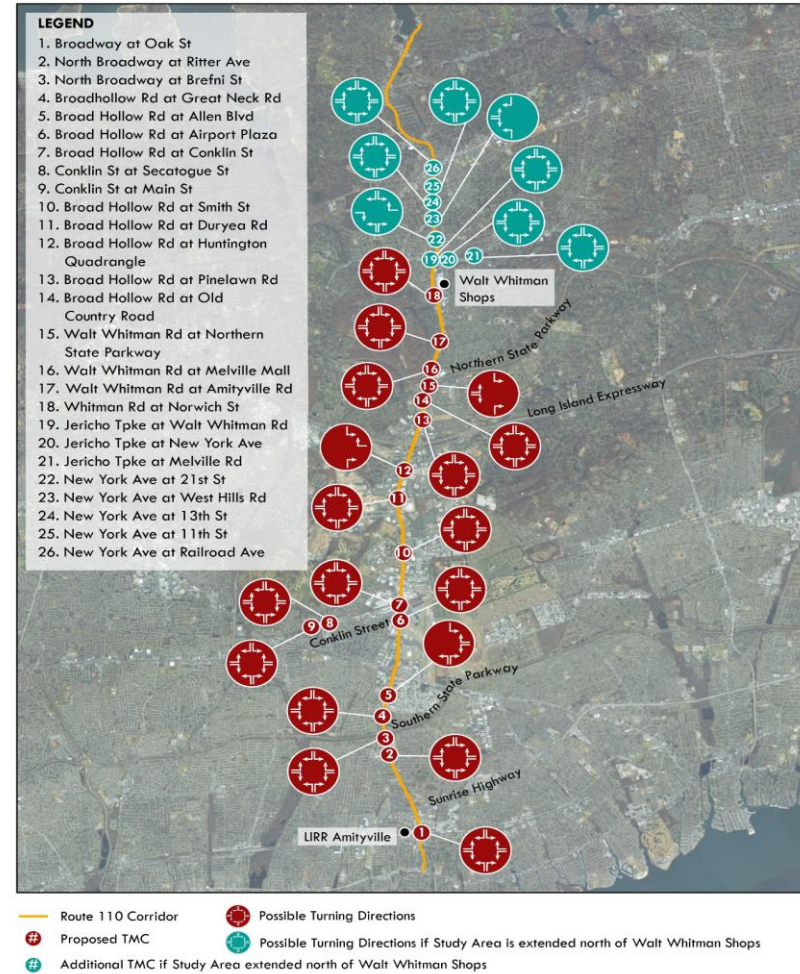
- Route 110 bus ridership
- Land use and development updates
- Automatic traffic recorders, turning movement counts, and traffic speed observations
- Signalized intersection and stop sign locations
- Traffic signal timing plans and protocols for emergency pre-emption capabilities
- Route 110 highway designs and planned changes
- Crash data
- Travel flows from Regional Travel Demand Model



ATR Locations

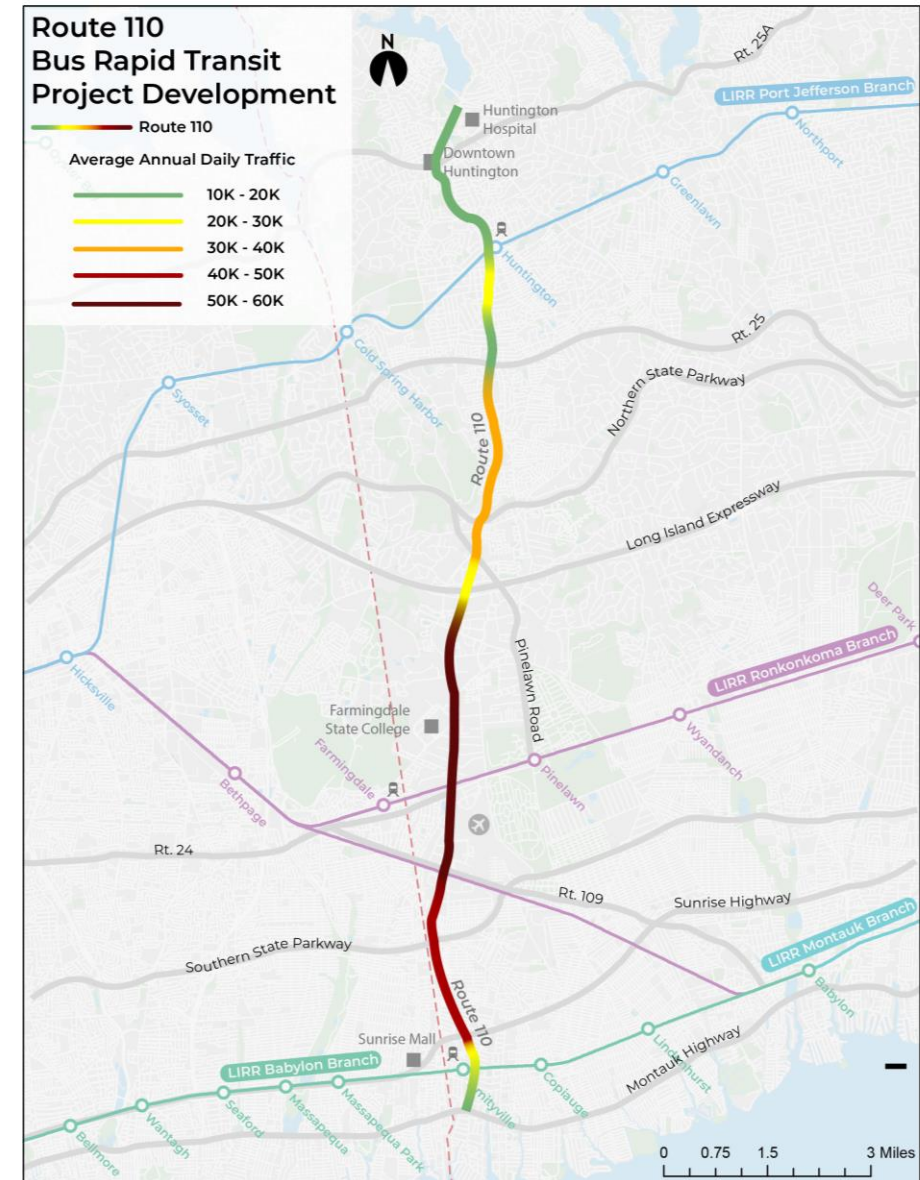


Turning Movements



Route 110 Traffic

- Daily Traffic by Segment
- Segment Characteristics
- Highest volumes between I-495 and Southern Parkway



Potential Route Extensions

Potential Extension North to Huntington Village

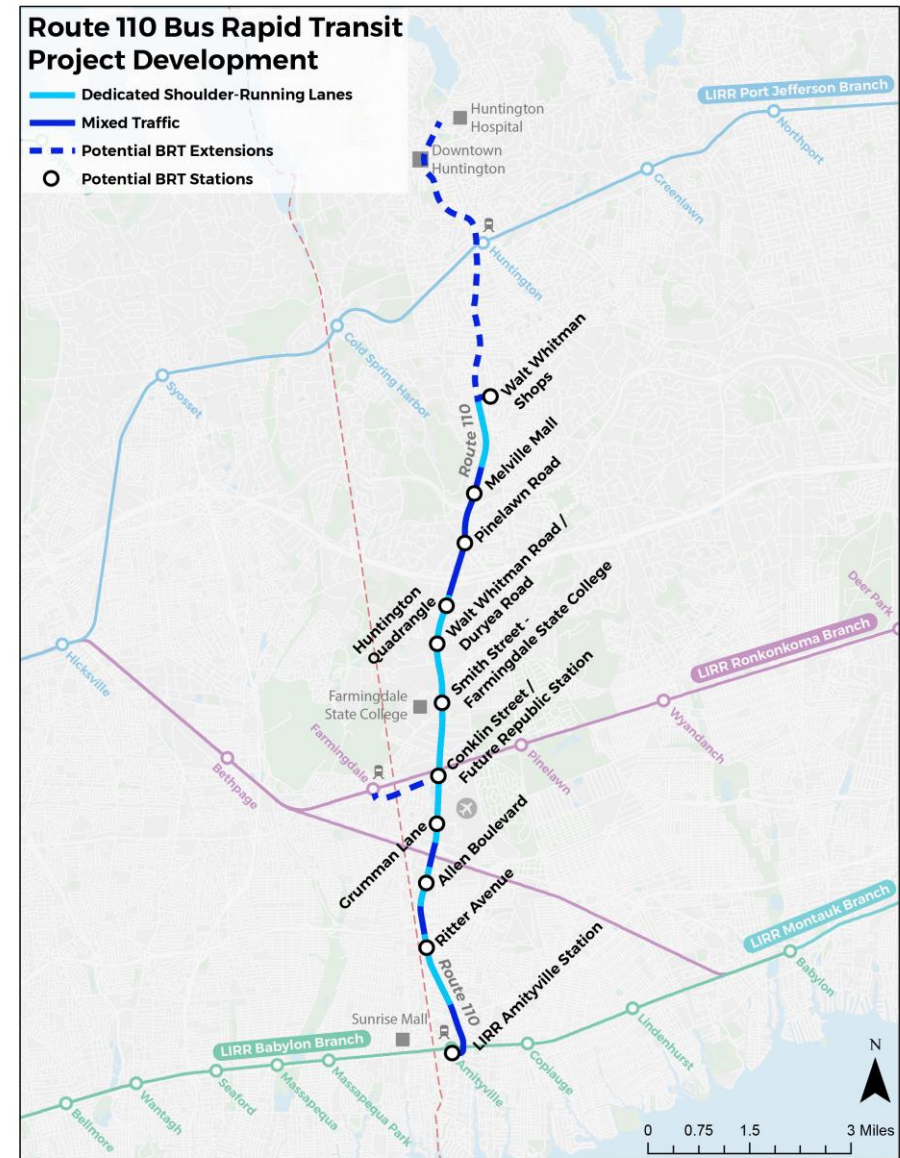


Photo from Pinterest.com

Extension to Huntington

Possible Station Locations

- Jericho Turnpike
- Huntington Station Hamlet
- Huntington LIRR
- Olive Street
- Big H Shopping Center
- Main Street
- Huntington Town Hall
- Huntington Hospital



Connection to LIRR at Farmingdale

- It is critical for the Route 110 BRT System to connect to the LIRR Mainline
- It appears that the re-opening of the East Farmingdale Station will be delayed
- Therefore a connection to the Farmingdale Station is needed



Photos left and bottom right from Gerry Bogacz
Photo top right from AModernLI.com

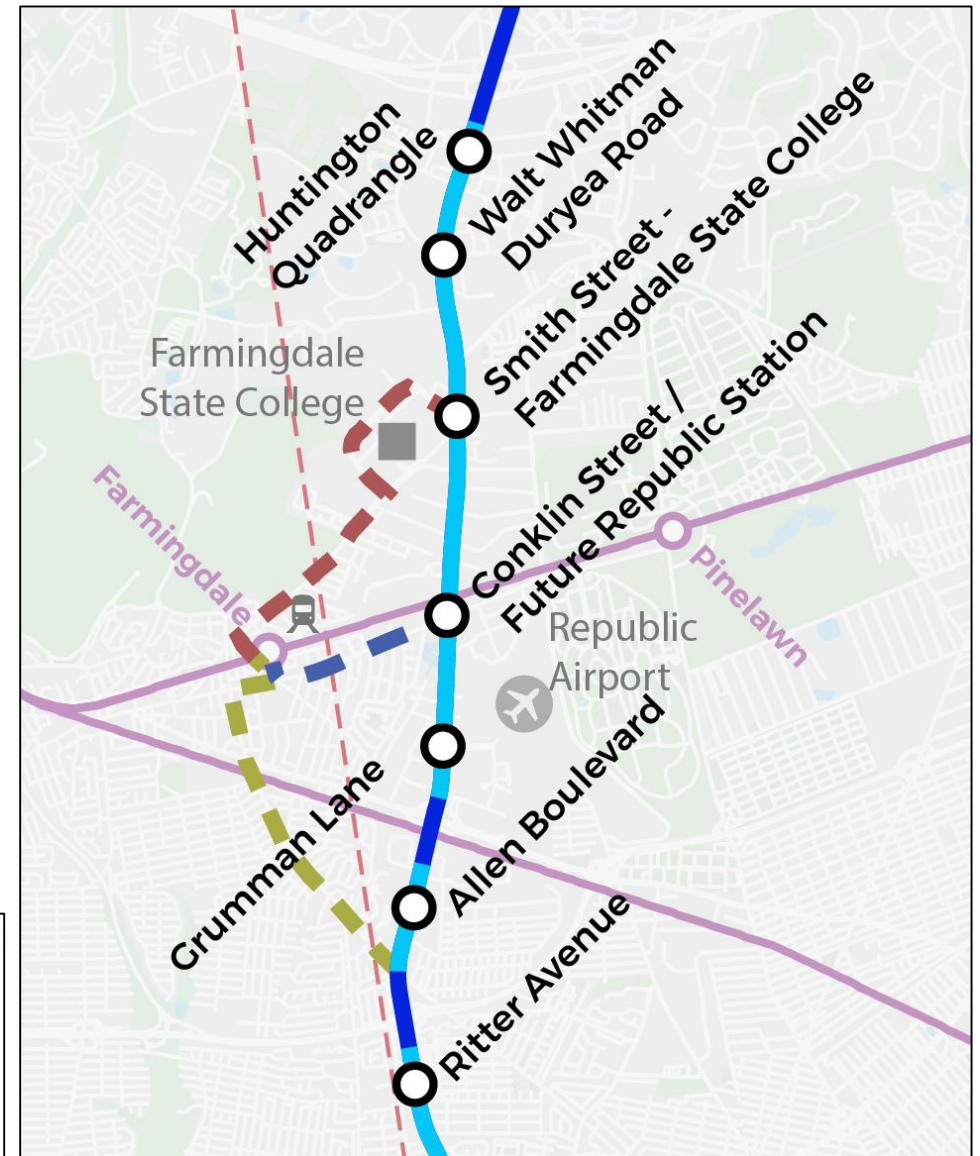
Farmingdale Connection

Possible Alignments

- Conklin Street
- Melville Road
- Main Street
- Divert Route 110 Trunk BRT to Farmingdale LIRR
- Start a BRT Branch at Farmingdale
- Implement Shuttle Route(s) to serve Farmingdale LIRR

Route 110 Bus Rapid Transit Project Development

- Dedicated Shoulder-Running Lanes
- Mixed Traffic
- Potential BRT Extensions
- Potential BRT Stations



Non-Motorized Modes

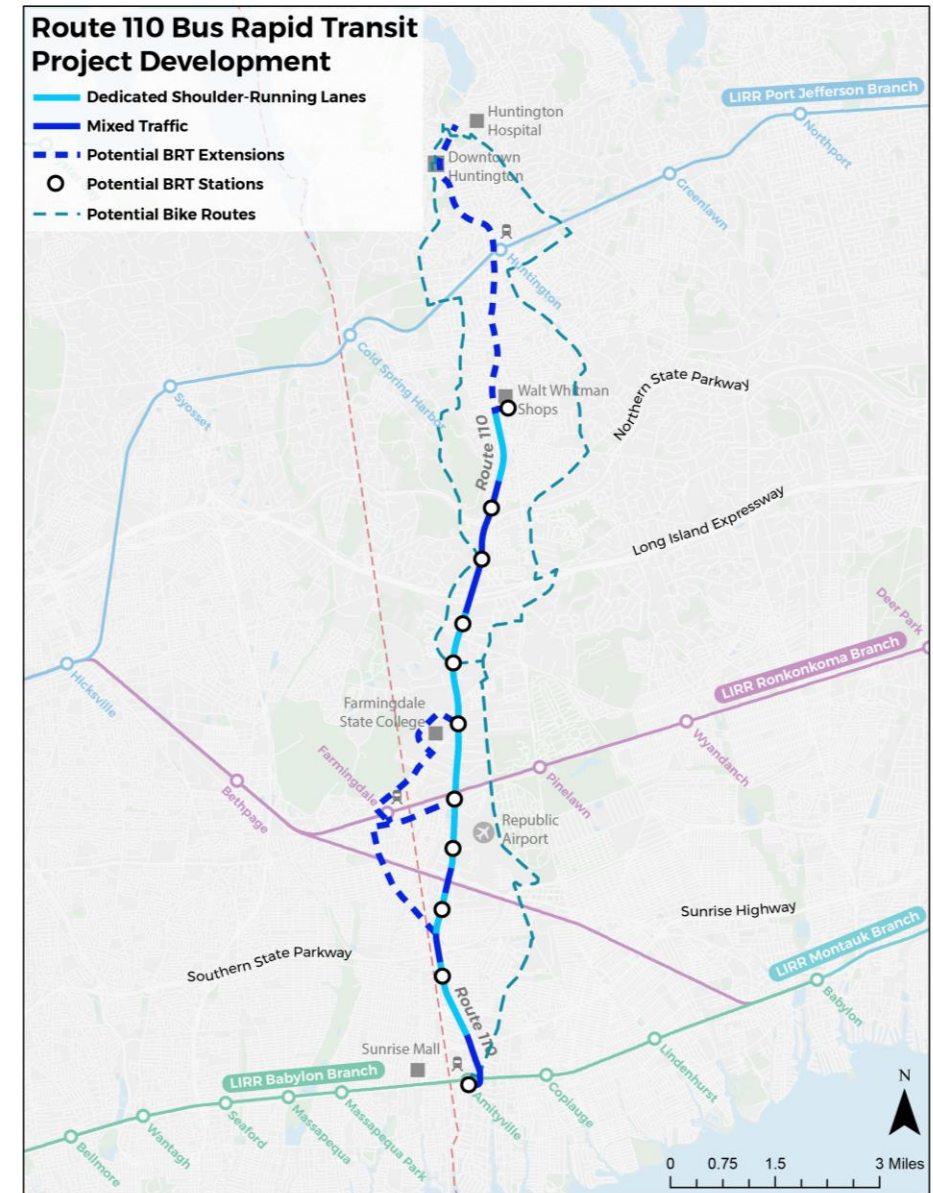
Goals for Pedestrian Access

- Pedestrian accessibility should be 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)



Bike 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
- 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

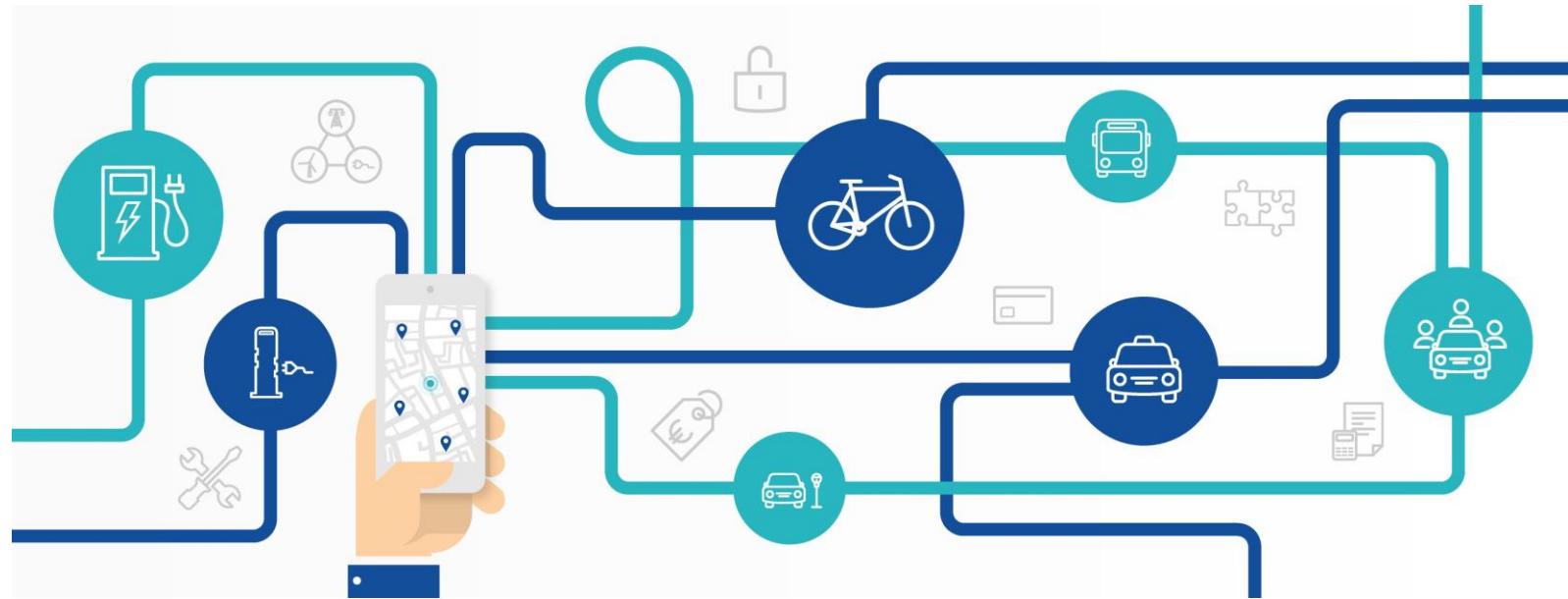
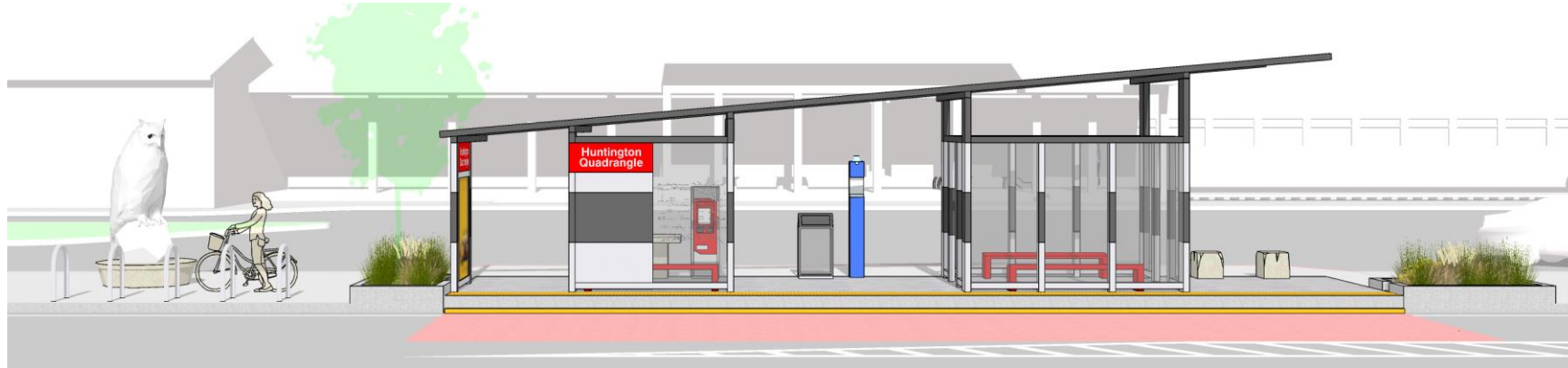


Photo from Medium.com

Project Benefits – An Interactive Activity

What benefits do you foresee the convenient, high-frequency bus rapid transit (BRT) bringing to the Route 110 Corridor?



Ongoing Coordination and Outreach

Ongoing 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 Riders
- General Public



Next Steps

Next Steps

- Coordinate with Federal Transit Administration
- Data collection
- Continue public and stakeholder engagement
- Confirm alignment and station locations
- Validate viability of shoulder-running sections
- Identify suitable locations for TSP and Queue Jumps
- Prepare environmental analysis for expected Categorical Exclusion
- Advance Project through Preliminary Engineering

Key Project Milestones

- BRT Service Plan & Corridor Design
- Capital & Operating Cost Estimates
- Final Environmental Documentation Submission
- 30% Engineering Completed
- Request for entry into FTA Project Development funding pipeline



Questions