

# NICOLLS ROAD BUS RAPID TRANSIT (BRT) FREQUENTLY ASKED QUESTIONS

## **Why is the Connect LI initiative important?**

Long Island offers young professionals a world class education, rich history, and access to natural assets that are nationally recognized. However, the high costs of living as well as a lack of affordable housing, convenient transportation options, and high paying jobs are forcing young people to leave the island at record rates, despite its world renowned resources.

Suffolk County's Connect Long Island initiative will:

- Provide affordable housing options for students, researchers, scientists, employers and employees within Ronkonkoma and Patchogue communities
- Improve north-south mobility by providing car-free transportation options, connect the three lines of the LIRR, and implement easy plane-to-train connection at Long Island MacArthur Airport
- Allow easier access to open spaces and natural resources, from the West Meadow Wetlands Reserve in Stony Brook all the way south to Fire Island

This needed infrastructure will leverage our existing assets, promote our natural environmental, and support Suffolk County as an exciting place for individuals to live, work and play.

## **Why should we implement Bus Rapid Transit?**

The implementation of a premium transit system will increase transit access to and from major activity centers as well as improve north-south/ intra-island mobility.

- BRT passengers arrive faster by avoiding traffic and reducing road congestion
- Promotes increased transit use by attracting "discretionary riders" (i.e. automobile owners)
- Supports a healthier place to live with fewer cars on the road, less stress and decreased greenhouse gas emissions
- Save money and gas with fewer automobile repairs and parking tickets
- BRT systems help give rise to vibrant, transit-oriented-developments that offer affordable housing, attractive retail space, and rich cultural experiences
- Home values typically increase in the vicinity of updated transit development
- BRT enhances collaboration between education facilities, research institutions and businesses, which successively creates more jobs, stimulating economic growth
- Increased employment opportunities help to keep our young students and workers on Long Island in order to create an innovative and sustainable economy

## **How is BRT different from conventional buses?**

Conventional scheduled bus services use general traffic lanes, which can be slow due to traffic congestion. The speed of standard bus services are further reduced by long dwell times.

BRT will have a dedicated lane, and design features that give priority to the bus – speeding up arrival times and diffusing mixed traffic with an HOV lane component. BRT/ HOV lanes make for faster travel, and ensure buses are not delayed by mixed traffic congestion.

### **Why not just add another lane to Nicolls Road?**

Constructing another travel lane will continue our reliance on automobiles, increase greenhouse gas emissions, disrupt economic development, add to the brain drain, and discourage our youth to stay on Long Island. We need efficient transportation routes including BRT and HOV lane implementation.

### **Where are BRT stations located?**

Major stops include Patchogue LIRR Station, Downtown Patchogue, St. Joseph's College, Ronkonkoma LIRR Station, Suffolk County Community College, Stony Brook Hospital and Stony Brook University.

There are 16 stops proposed, however the stops are subject to change as the planning and preliminary engineering process continues.

### **What are the proposed hours of operation?**

Span of Service:

Monday – Thursday: 5:00am – 10:00pm

Friday & Saturday: 5:00am – 12:00am

Sunday & Holiday: 6:00am – 10:00pm

Service Frequency:

Weekdays: every 10 minutes during peak periods, and every 15 minutes during off-peak periods

➤ Morning peak: 6:00am – 9:00am

➤ Evening peak: 3:00pm – 7:00pm

Weekends & Holidays: every 20 minutes

### **Will construction increase my taxes?**

Constructing this project will not make your taxes increase. The project will be paid for using a combination of federal and state aid and private investments, with additional supplement from the capital budget.

### **How much will construction cost?**

Most recent construction cost estimates for the implementation of the entire corridor plan, including construction of a new lane, was detailed in the Alternatives Analysis and estimated at \$200 million. Further detailed construction cost estimates will be developed through the preliminary engineering work currently being performed.

### **When will the Nicolls Road BRT project be complete?**

Due to the size of the project, this work would almost certainly be broken into smaller phases based on funding availability.

- Phase 1 of construction and operation is projected to be complete by 2024
- Phase 2 of construction and operation is projected to be complete by 2025