CONNECT LONG ISLAND AND INNOVATION ZONE (I-ZONE)

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.

InnovationZone (I-Zone) - part of the larger Connect Long Island initiative, I-Zone is a comprehensive plan to construct a major innovation and transportation hub along the Nicolls Road corridor.

I-Zone Components
- A multimodal corridor complete with Bus Rapid Transit (BRT) and an extensive hiking and biking network.
- The completion of the Ronkonkoma Hub adjacent to the Ronkonkoma LIRR Station.
- A “train-to-plane” connection between Long Island MacArthur Airport and the Ronkonkoma LIRR and the Hub.
- Relocation of the underutilized Yaphank LIRR Station to Brookhaven National Laboratory a few miles east.

The I-Zone and Connect Long Island plans are building a quality of life that is attractive to businesses and high skilled workers. It is necessary to retain these workers in Suffolk County to help grow our economy.
**PROJECT DEVELOPMENT PROCESS**

**2014 Suffolk County BRT Feasibility Study**
Explored 35 possible routes. Three potential projects were recommended:
- Nicolls Road
- Route 110
- Sagtikos Parkway

**2014-2016 Nicolls Road Alternatives Analysis**
This analysis resulted in the drafting of a Locally Preferred Alternative (LPA) that proposes:
- Bus Rapid Transit (BRT) as the mode of travel
- two recommended routes
- hiking/biking trail
- connectivity to LIRR, SC Transit, SBU Transit
- road alignment options
- station locations
- BRT service levels

The LPA will be moved through National Environmental Policy Act (NEPA) review and Preliminary Engineering in compliance with US Department of Transportation procedures.

**2016-2020**

**Preliminary Engineering and Design**

**Final Engineering and Design**

**Construction**

**Operation**

**Ongoing Work**
- Environmental Studies
- Assess effectiveness and consequences of recommendations
- Inform the public and incorporate feedback into alternatives
- Refine LPA and progress into Final Design

**Deliverables**
- Environmental studies including: Noise Analysis, Air Quality, Water Quality
- Preliminary Plans and Construction Cost Estimate
- Design Report / Environmental Assessment
- Public Hearings
### SUMMARY OF STUDY RECOMMENDATIONS

| 16 | NUMBER OF STATIONS SERVING EXISTING AND FUTURE POINTS OF INTEREST |
| 53% | PERCENTAGE INCREASE IN WEEKDAY TRANSIT RIDERSHIP BY 2040 |
| 16.5 | MILES OF DEDICATED LANES TO BYPASS TRAFFIC CONGESTION |
| 2,003 | WEEKDAY BRT RIDES IN 2040 (1,790 NEW TRANSIT BOARDINGS, COMPARED TO NO-BUILD CONDITION) |

### PROPOSED BRT OPERATIONS

<table>
<thead>
<tr>
<th>SERVICE FREQUENCY ON EACH ROUTE: (MORE FREQUENT SERVICE ON OVERLAPPING SEGMENTS)</th>
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<tbody>
<tr>
<td>Weekday Peak</td>
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<td>Weekday Off-Peak</td>
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<td>Weekends</td>
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A multi-modal Nicolls Road Corridor would provide connectivity between points of interest in the I-Zone. The addition of a hiking/biking trail would offer another travel option and healthy alternative to reduce automobile usage.
WHAT IS BUS RAPID TRANSIT (BRT)?

Bus Rapid Transit (BRT) is an innovative public transportation solution that provides fast, reliable, comfortable and convenient service. BRT will significantly improve our County’s mobility and overall quality of life by helping to ease road congestion, reduce stress and increase productivity. With BRT, commuters can easily access major points of interest, transportation hubs and experience improved north/south travel. Some of the unique features of a BRT system are:

**User-Friendly**
- Vehicles equipped with Wi-Fi, multiple doors and level boarding make riding comfortable, enjoyable and fast
- Modern, well-lit, safe and comfortable Stations

**Faster Service**
- Bypass traffic in Designated Travel Lanes
- More Frequent Service with Fewer Stops
- Pre-paid and Electronic Passes speed you on your way

**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 put BRT first
An HOV Lane is proposed wherever it is feasible and needed to accommodate traffic demand. It is recommended between Sunrise Highway to the south and Mark Tree Road to the north. BRT Vehicles will use the BRT/HOV Lane to bypass traffic congestion. Between NY Route 347 and Hospital Drive, BRT Vehicles will operate in a new shoulder lane.
DEDICATED CENTER RUNNING BRT/HOV LANE

Construction of bi-directional Bus Rapid Transit (BRT)/ High-Occupancy Vehicle (HOV) Lanes in the center of Nicolls Road

Typical Section
BRT SHOULDER RUNNING

Repurposing (i.e., reconstructing and widening) the existing shoulder on Nicolls Road to be a dedicated BRT lane in each direction.
The two recommended BRT routes are (1) Stony Brook-Patchogue and (2) Stony Brook-Ronkonkoma-Patchogue.

Each route will make use of the dedicated BRT/HOV lanes along significant portions of Nicolls Road, which would enable BRT to bypass traffic congestion. Traffic Signal Priority (TSP) is proposed at most signalized intersections, which would limit time spent waiting at red lights. Queue jumps are also proposed at a number of signalized intersections to allow BRT vehicles to proceed before the other vehicles on the road.
SHARED BRT/HOV LANE

Long Island Expressway - Long Island NY

Shirley Highway - Washington DC
HIKE - BIKE TRAIL

A multi-use north-south hiking biking trail generally parallel to Nicolls Road could look similar to these images.