NYS Route 110
Bus Rapid Transit
Project Development

Technical Advisory Committee #2

October 1, 2020 1:00 PM via ZOOM
Speaker: Jonathan Keyes
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
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

Speaker: Darnell Tyson
Current Transit Services

2019 S1 Ridership Activity by Stop
Noteworthy New Developments in the Route 110 Corridor

New development at Olive Street in Huntington
Preliminary Survey Results
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

Speaker: Juliann Navarra
Survey Results

![Graph showing the total number of participants over time.]

Participants: 114

Data points for this Site:
- Participants: 114
- All data points: 1772
- All comments: 151

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

![Bar chart showing priorities by both responses and average rank.]

October 1, 2020 1:00 PM via ZOOM

Speaker: Juliann Navarra
Survey Results

The total budget allocated to each category for all participants.

- BUDGET ALLOCATED
- AVERAGES
- DISTRIBUTIONS
- ALL

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

October 1, 2020 1:00 PM via ZOOM
Speaker: Juliann Navarra
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
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.
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.
Stations Map

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

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.

Speaker: Ted Orosz
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

<table>
<thead>
<tr>
<th>Route</th>
<th>Direction</th>
<th>Length (mi)</th>
<th>Proposed Travel Time (min)</th>
<th>Average Speed Throughout (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue</td>
<td>NB</td>
<td>13.8</td>
<td>44.92</td>
<td>18.5</td>
</tr>
<tr>
<td>Blue</td>
<td>SB</td>
<td>13.6</td>
<td>44.53</td>
<td>15.3</td>
</tr>
<tr>
<td>Yellow</td>
<td>NB</td>
<td>12.9</td>
<td>44.38</td>
<td>17.4</td>
</tr>
<tr>
<td>Yellow</td>
<td>SB</td>
<td>13.1</td>
<td>43.93</td>
<td>17.9</td>
</tr>
<tr>
<td>S1</td>
<td>NB</td>
<td>13.8</td>
<td>55.00</td>
<td>15.1</td>
</tr>
<tr>
<td>S1</td>
<td>SB</td>
<td>13.6</td>
<td>50.00</td>
<td>16.3</td>
</tr>
</tbody>
</table>

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

Speaker: Ted Orosz
### Proposed BRT Frequencies

<table>
<thead>
<tr>
<th>Route</th>
<th>Peak Headway</th>
<th>Off-Peak Headway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue</td>
<td>15 minutes</td>
<td>30 minutes</td>
</tr>
<tr>
<td>Yellow</td>
<td>15 minutes</td>
<td>30 minutes</td>
</tr>
<tr>
<td>S1 Local</td>
<td>60 minutes</td>
<td>60 minutes</td>
</tr>
</tbody>
</table>
# Proposed BRT Hours of Service

<table>
<thead>
<tr>
<th>Route</th>
<th>Days</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue</td>
<td>Monday – Thursday</td>
<td>5:30 AM – 10:00 PM</td>
</tr>
<tr>
<td></td>
<td>Friday</td>
<td>5:30 AM – 12:00 AM</td>
</tr>
<tr>
<td></td>
<td>Saturday</td>
<td>7:00 AM – 12:00 AM</td>
</tr>
<tr>
<td></td>
<td>Sunday</td>
<td>7:00 AM – 9:00 PM</td>
</tr>
<tr>
<td>Yellow</td>
<td>Monday - Friday</td>
<td>6:00 AM – 10:00 PM</td>
</tr>
<tr>
<td></td>
<td>Saturday - Sunday</td>
<td>7:00 AM – 9:00 PM</td>
</tr>
<tr>
<td>S1 Local</td>
<td>Monday – Friday</td>
<td>5:40 AM – 9:00 PM</td>
</tr>
<tr>
<td></td>
<td>(no change)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Saturday – Sunday</td>
<td>7:15 AM – 6:30 PM</td>
</tr>
</tbody>
</table>
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.
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
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
Ongoing Coordination and Outreach
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

October 1, 2020 1:00 PM via ZOOM
Speaker: Chris D’Antonio
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
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