



Reimagine Transit

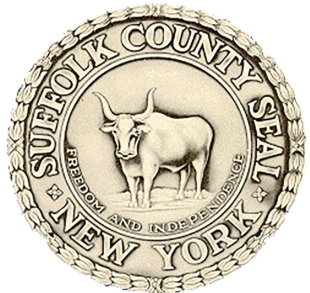


Suffolk County Mobility

Reimagine Transit/Suffolk County Transit System Redesign Project

2023 New York State Association of MPOs Conference

May 10, 2023



Where are we?

Previous Work

- Connect LI Regional Transportation Study and Development Plan
- Suffolk County Mobility Study

Planning Phase

- Sept - Dec 2020
- Analysis of Existing System, Transit Markets and Needs

Transit Priorities Identification and Engagement

- Release of Choices and Concepts Report
- Coverage and Ridership Concepts
- Reimagine Transit Advisors Engagement
- Bus Operator Survey
- Community Survey: May - June 2021
- Community Meetings: May 2021

Draft New Network Engagement

- Release of Draft New Network
- Reimagine Transit Advisors Engagement
- Engagement with community organizations
- Community Survey: March - June 2022
- Community Meetings: March 2022
- Bus Operator Meetings: June - July 2022

Final New Network

- Release of Final New Network
- Conceptual Plans for Transit Hubs and associated engagement with stakeholders
- Final Recommendations and Roll-out Plan for the redesigned network

Reimagine Transit Initiative Prior Studies

Builds on previous work by Suffolk County Economic Development and Planning:

- Connect LI Regional Transportation Study and Development Plan
- Suffolk County Mobility Study

SUFFOLK COUNTY MOBILITY STUDY

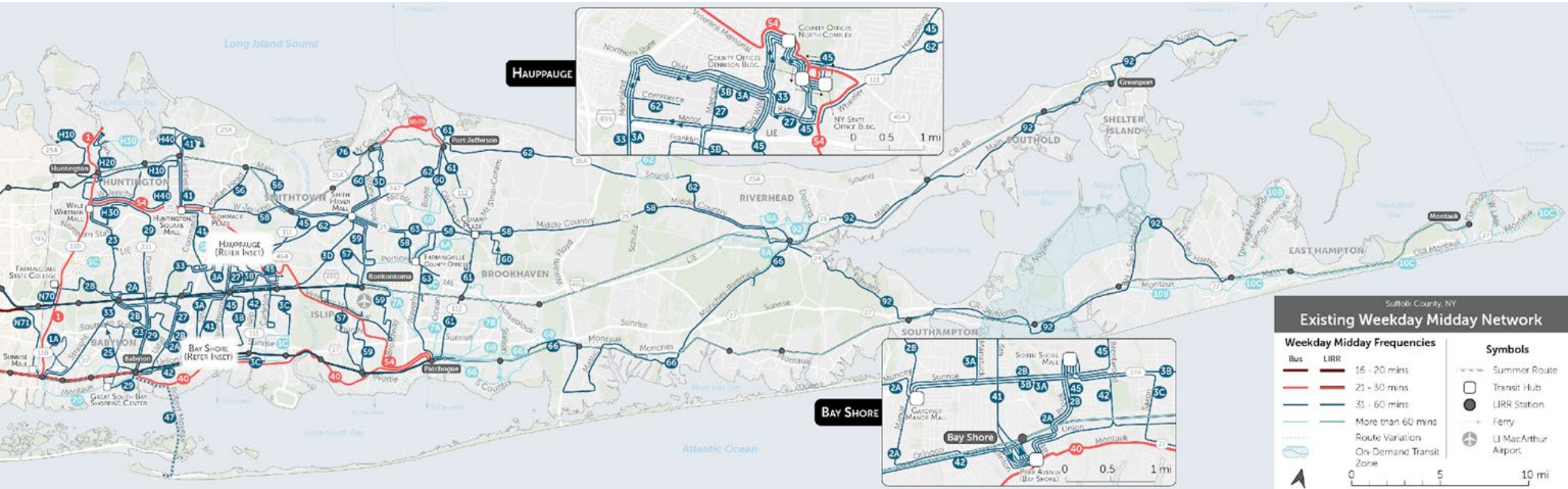
Strategies for Suburban Transportation

June 2018





Current System Demographics

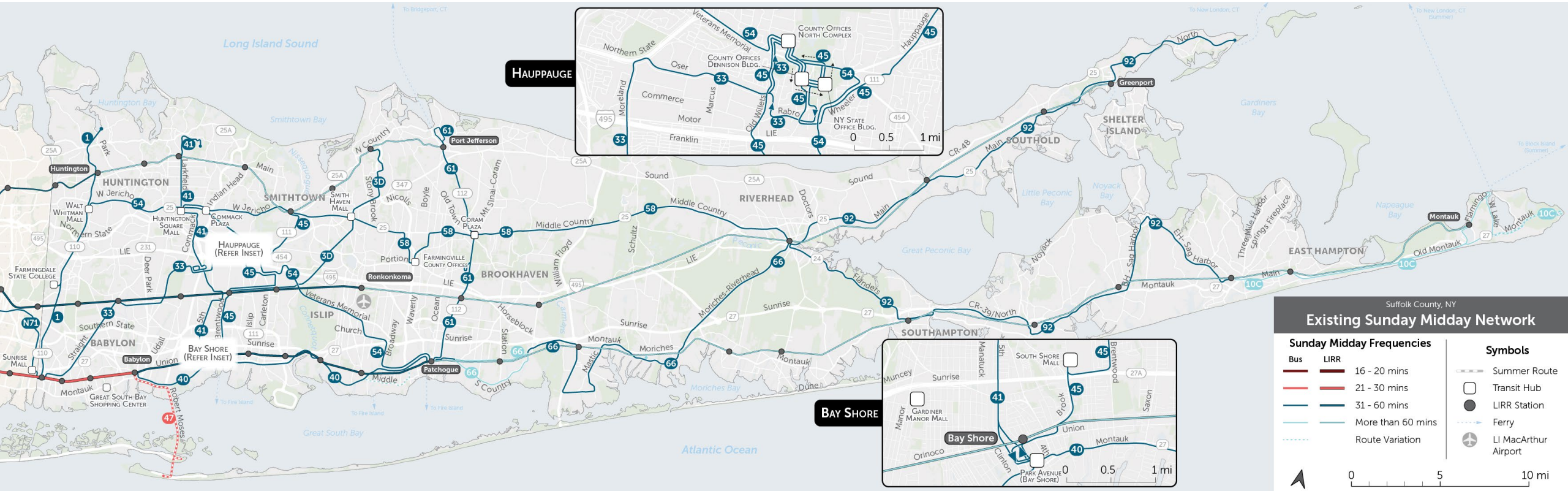


Existing Conditions

- ❖ 41 routes
- ❖ 3 bus operator companies
- ❖ 500 bus operators
- ❖ Avg Weekday ridership: 14,308
- ❖ Avg Saturday ridership: 10,536
- ❖ Avg Sunday ridership: 4,351
- ❖ Annual ridership: 2,662,157
- ❖ Paratransit Buses: 165
- ❖ Fixed Route Buses: 155
- ❖ Operating Costs: \$83,324,989
- ❖ Local Funds: \$18,039,412
- ❖ State Funds: \$30,175,218
- ❖ Federal Funds: \$30,761,326
- ❖ Fare Revenues: \$4,319,866



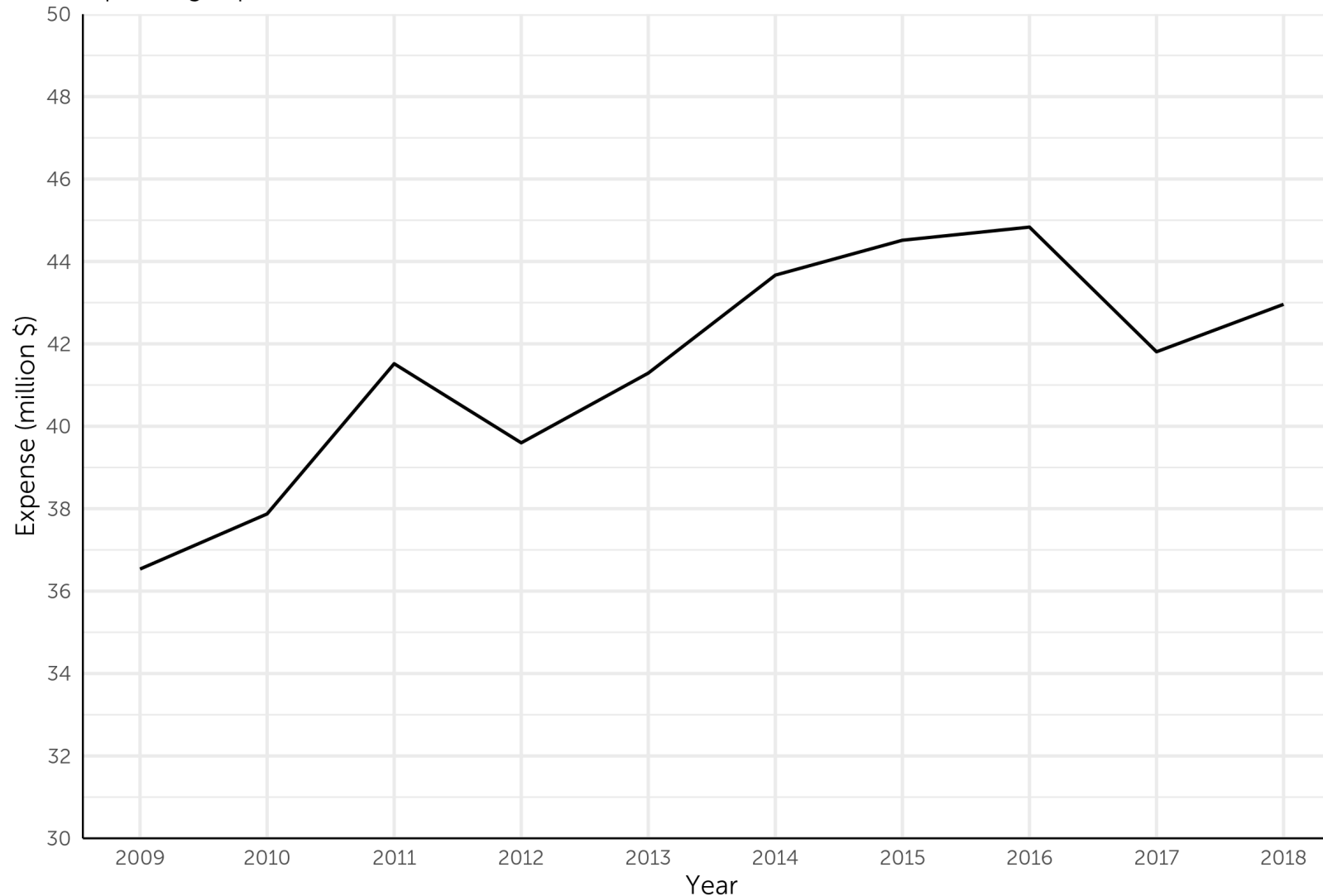
Existing Sunday Service



Why this plan?

SCT Operating Expenses

Operating Expenses for Fixed Route Services, 2009-2018



Operating Expenses:

Total dollars spent on fixed route transit.

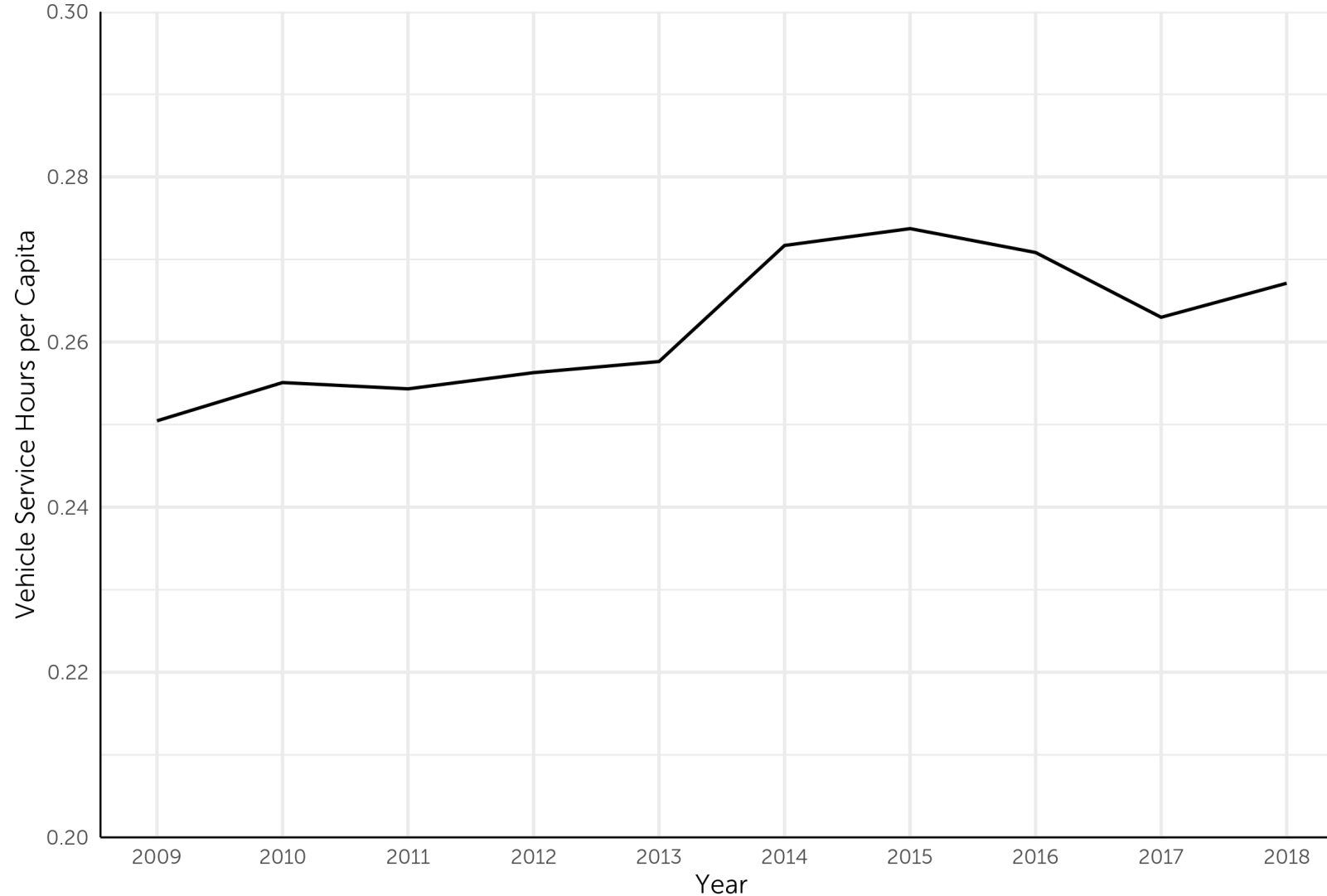
Varies depending on

- amount of service provided
- cost per unit

Why this plan?

SCT Service Investment

Fixed Route Services, 2009-2018



Service Investment:

Total service provided (in service hours)

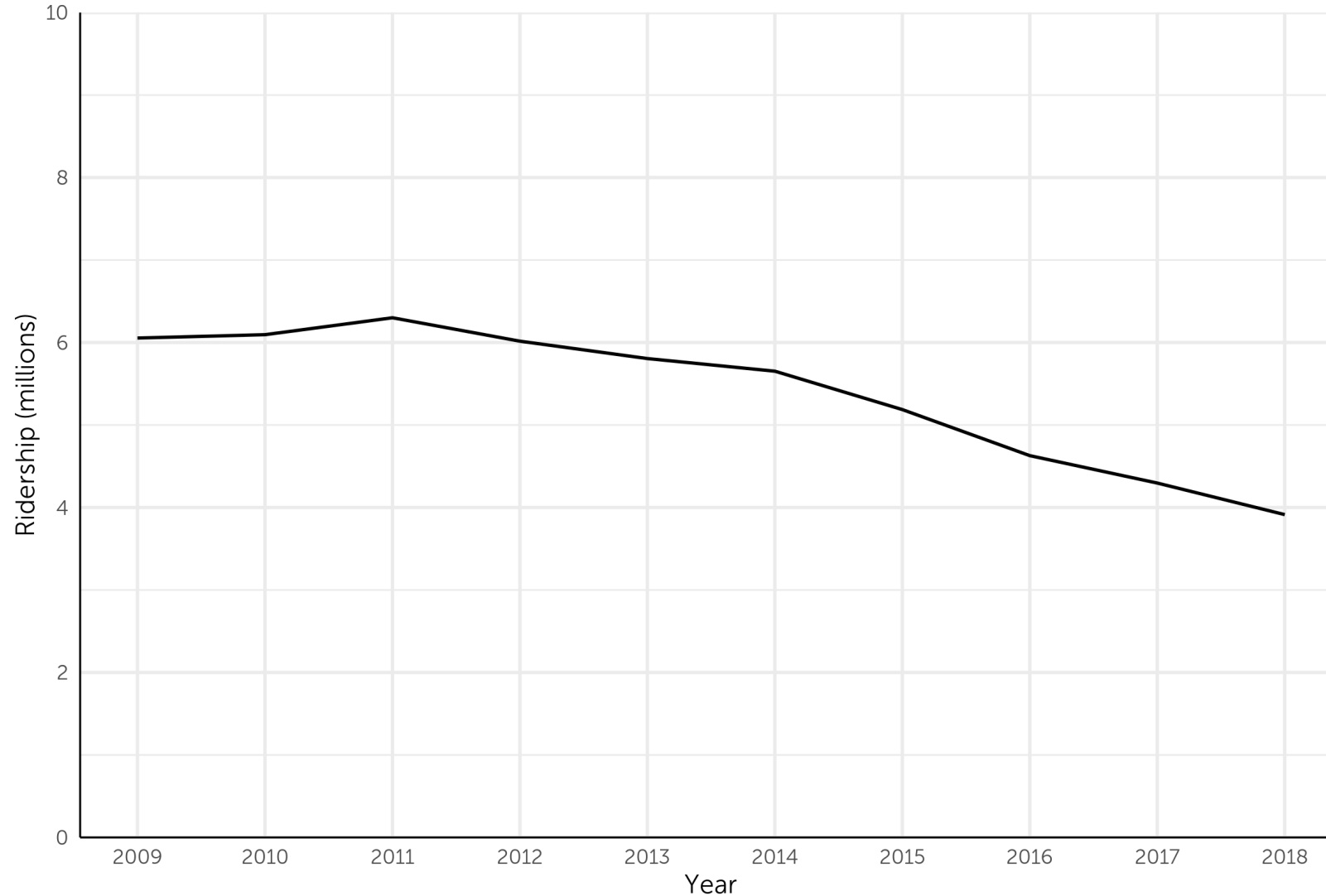
Divided by

Population

Why this plan?

SCT Ridership

Fixed Route Services, 2009-2018



Ridership:

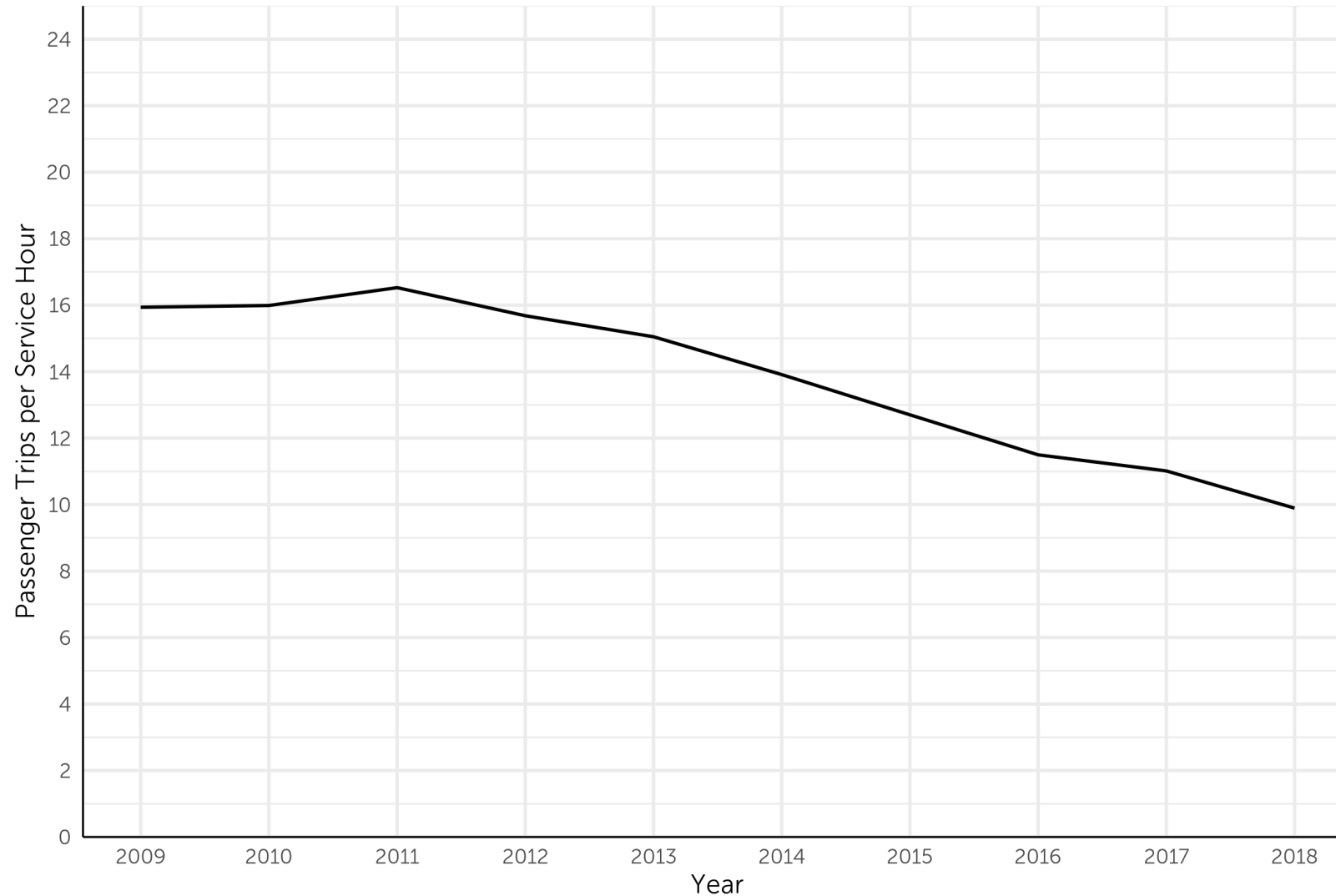
Total boardings on all fixed route services per year

Counts any boarding, even a transfer to complete a single trip

Why this plan?

SCT Productivity

Fixed Route Services, 2009-2018



Productivity:

Total boardings

Divided by

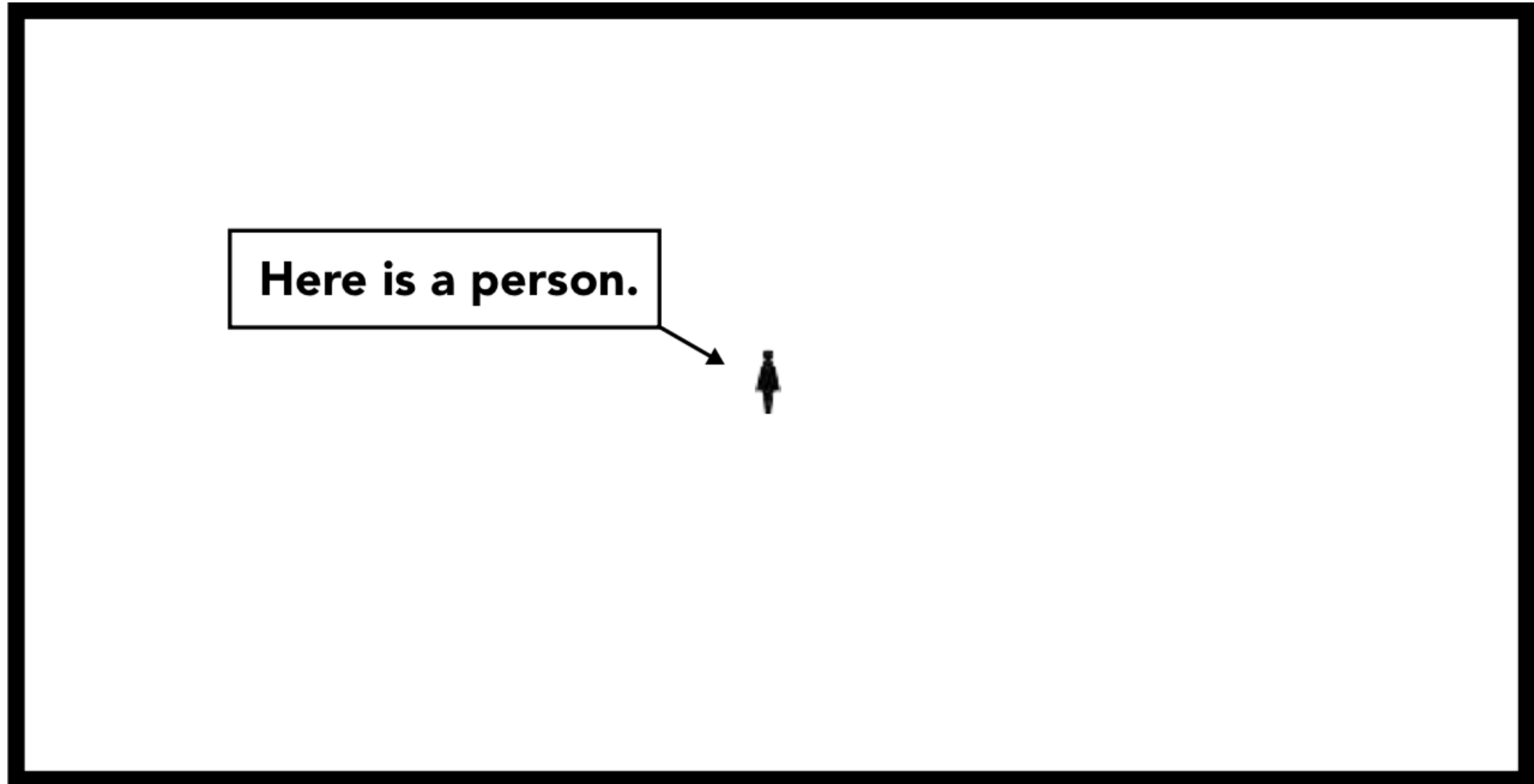
Hours of service provided

=

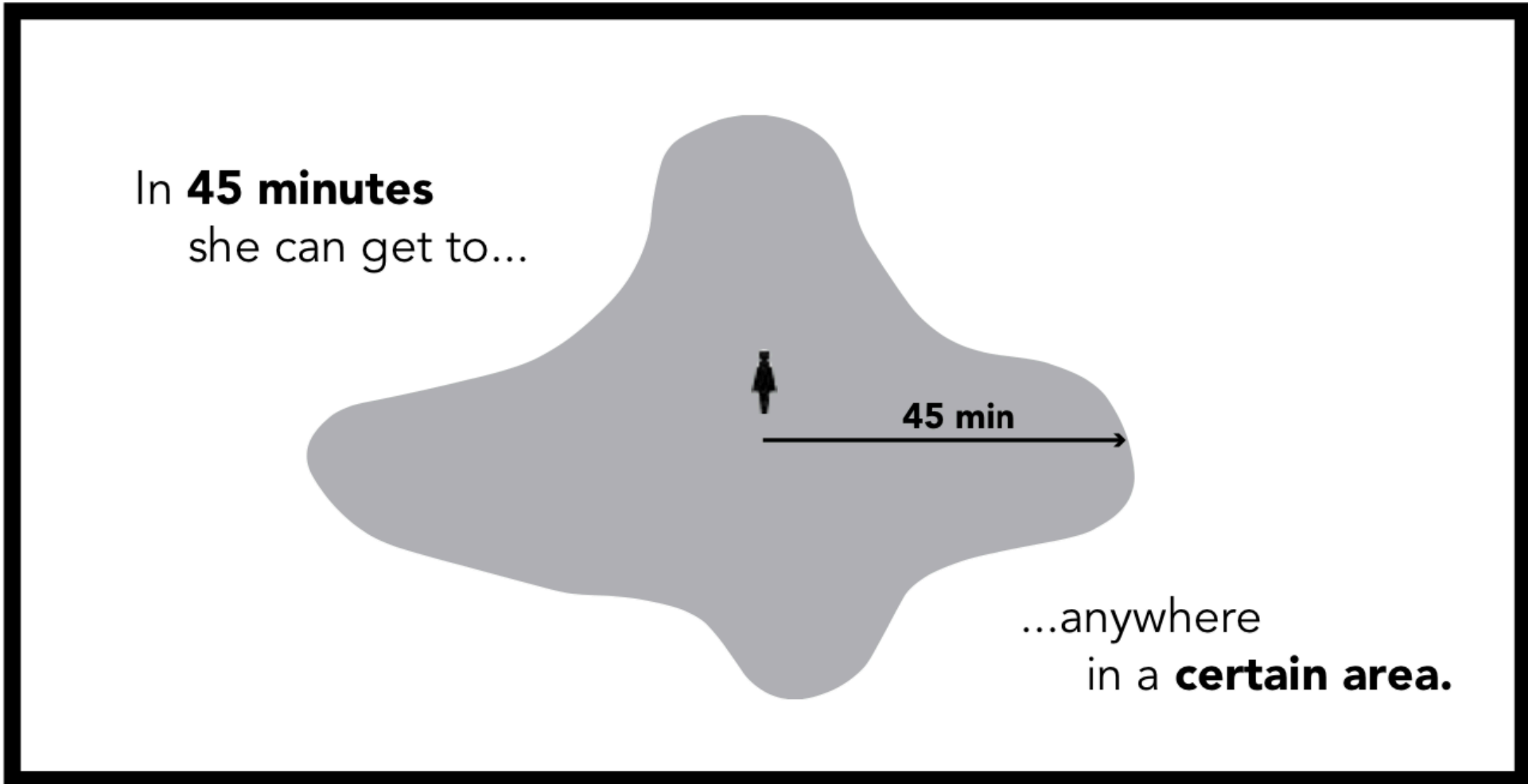
Boardings per service hour or Productivity

What is access?

The wall around your life.



What is access?

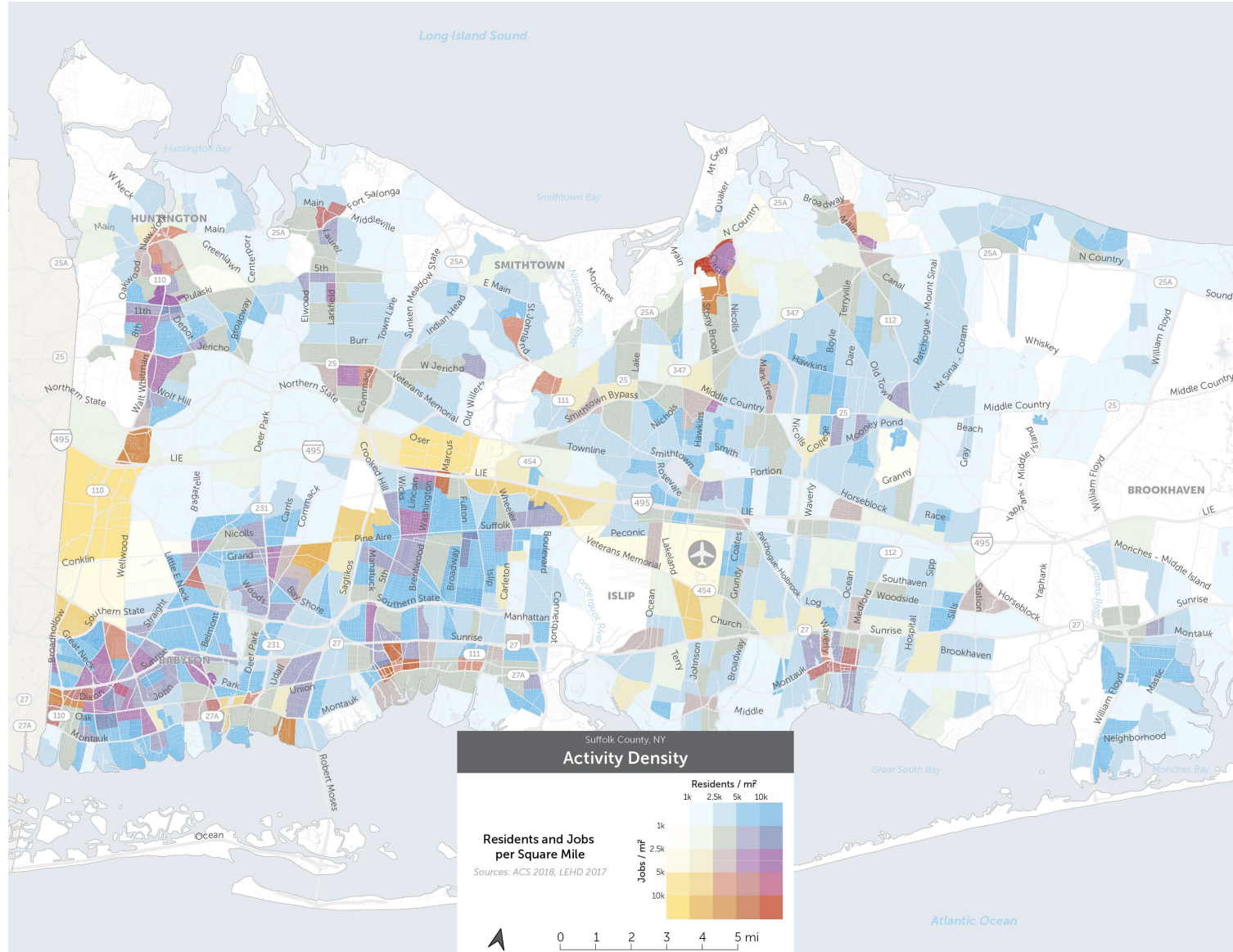


What is access?

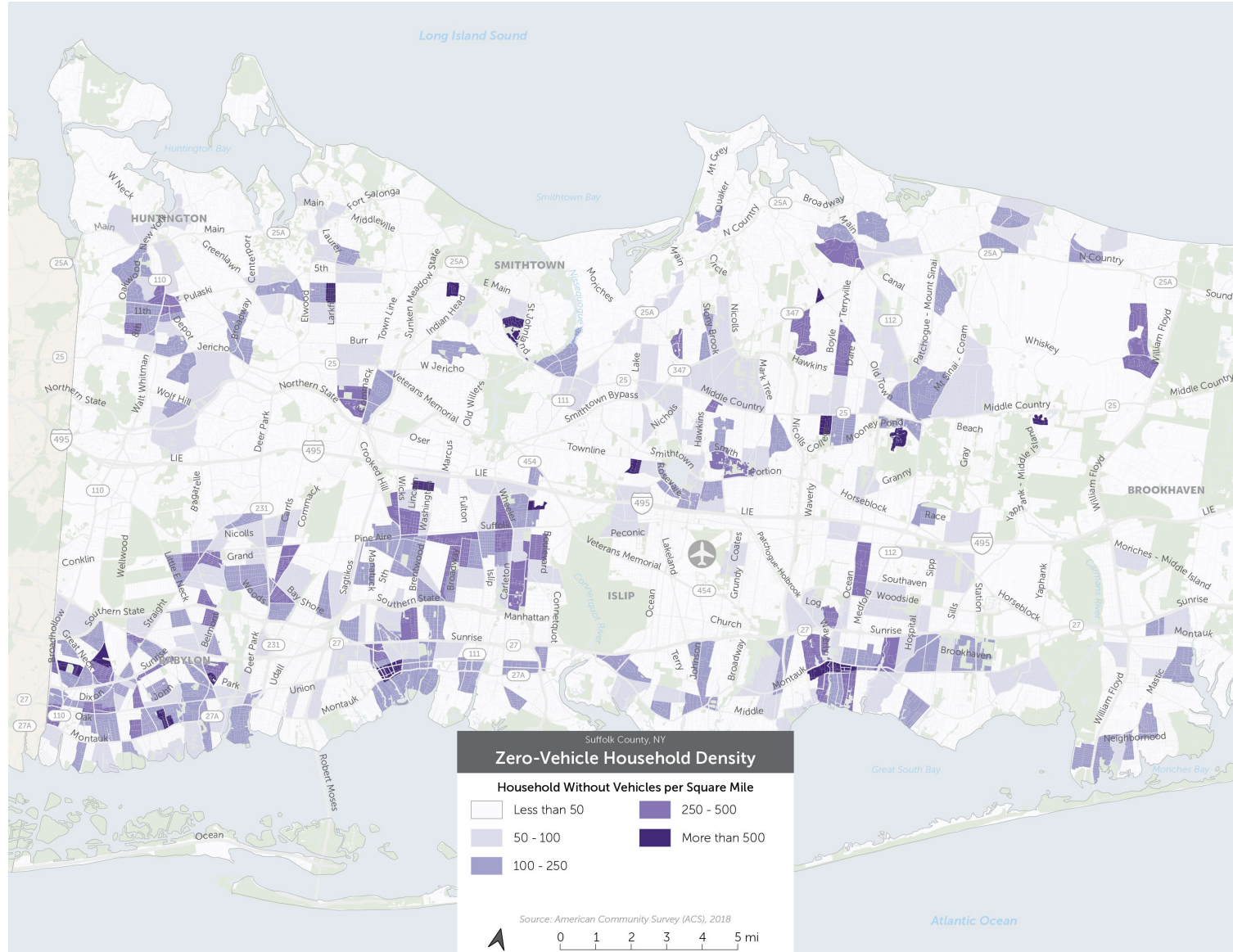
Her **access to jobs** is the **number of jobs** in that area.

You can also look at **access to education, shopping, etc.**

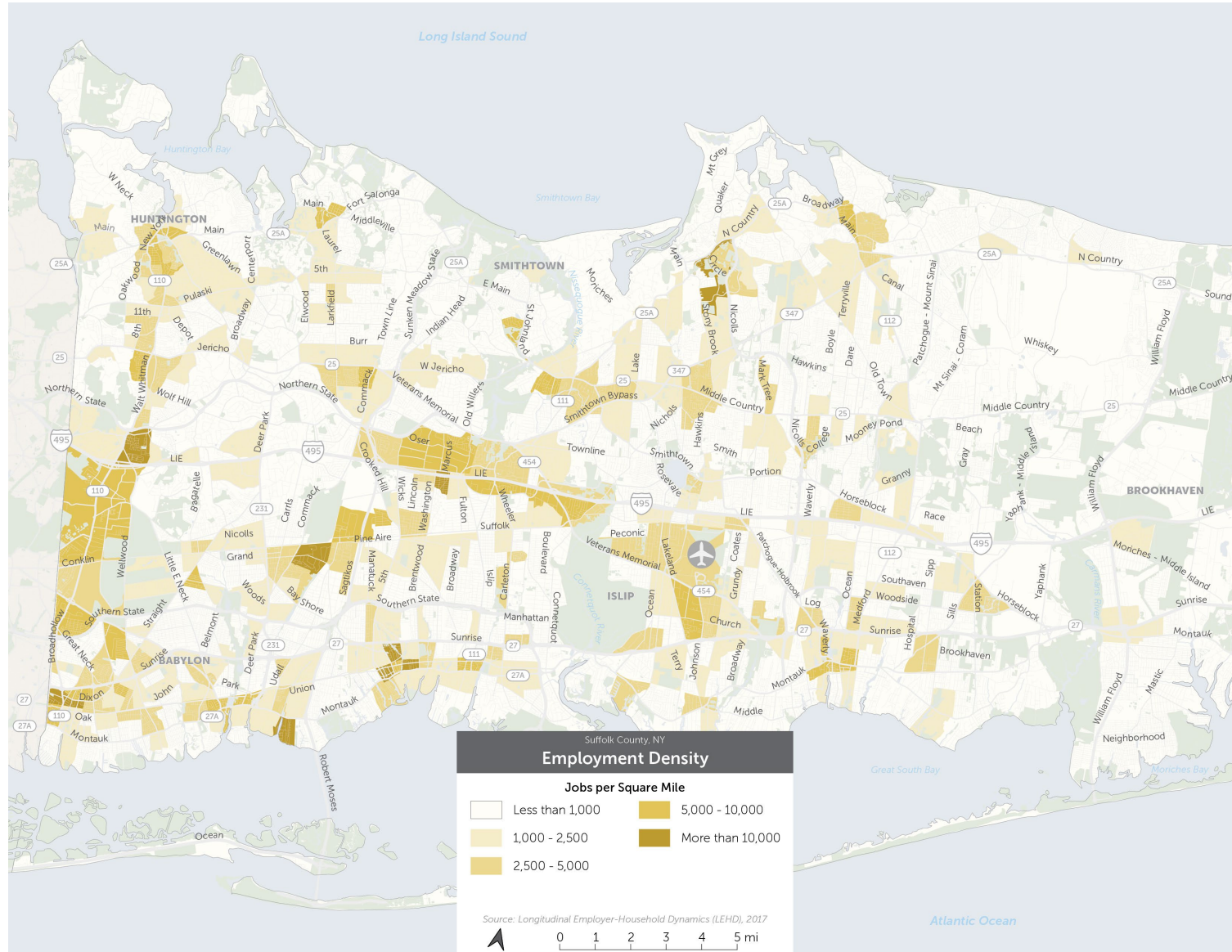
Activity Density



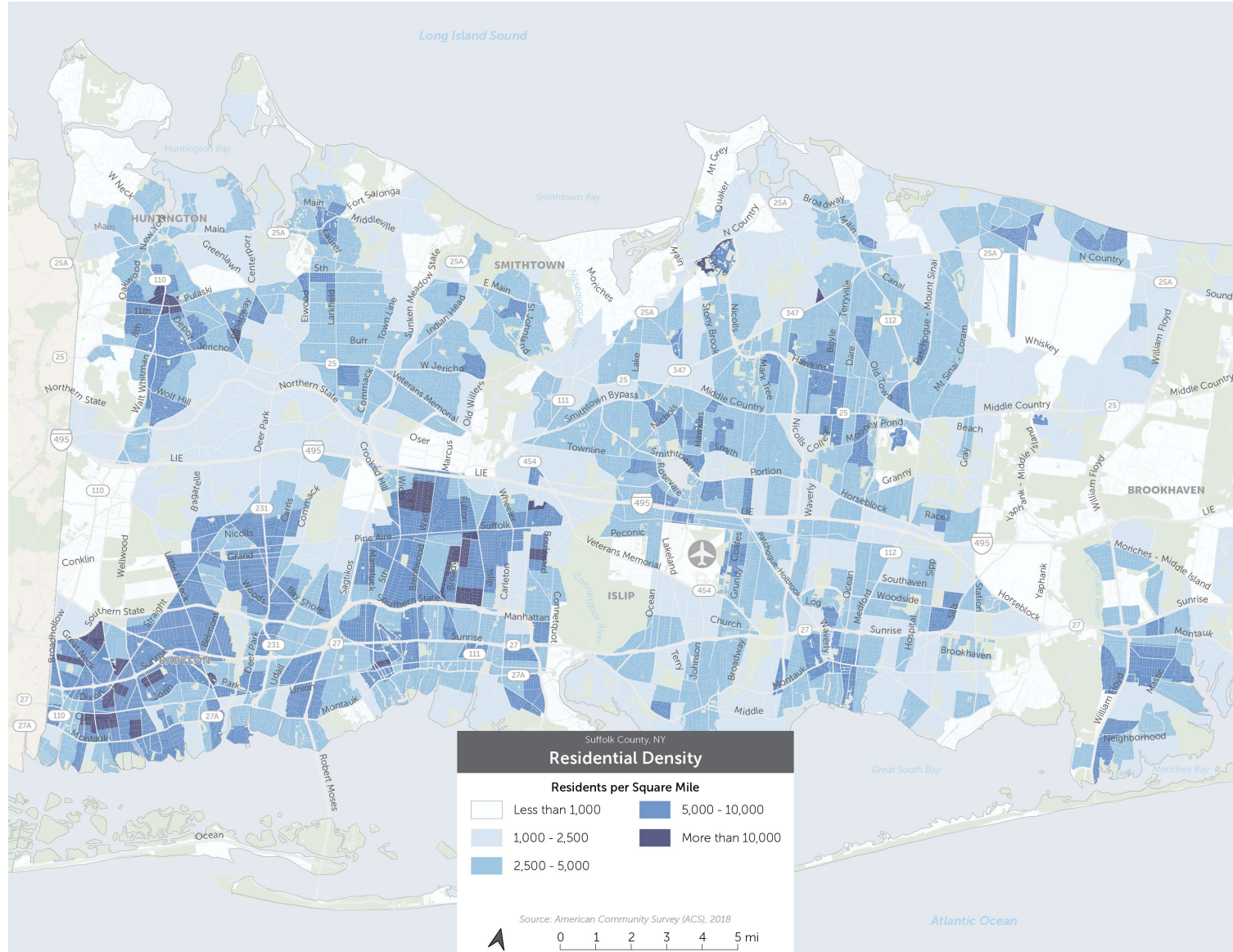
Carless Households



Employment Density



Residential Density



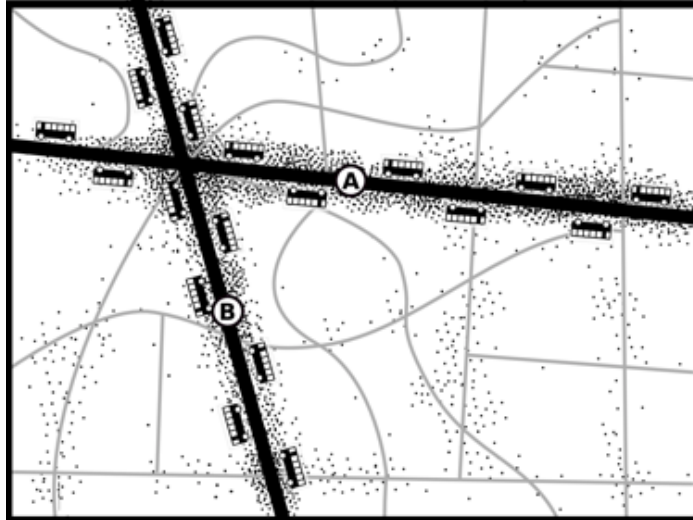
Access is how network design affects ridership

When a transit network **maximizes access**, it increases the likelihood that the **service is useful** for any particular trip.

Maximizing access by transit also improves:

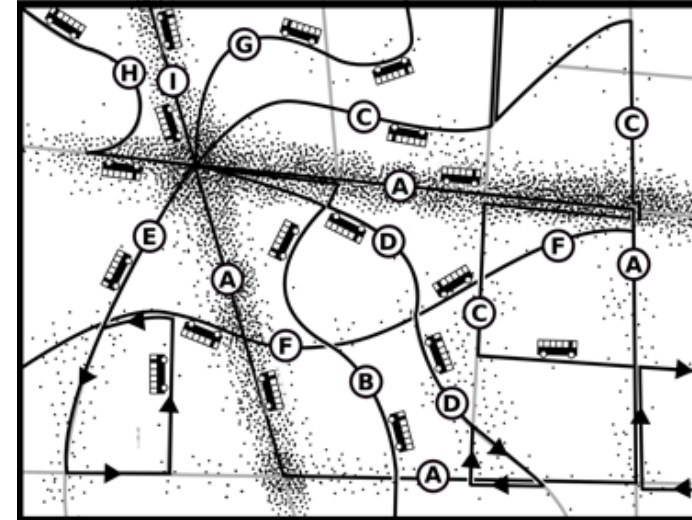
- Access to economic opportunity.
- Personal freedom.
- Value of investments in a walkable community.
- Functionality of the village, town, and county.

Ridership vs. Coverage Goals



Ridership Goal

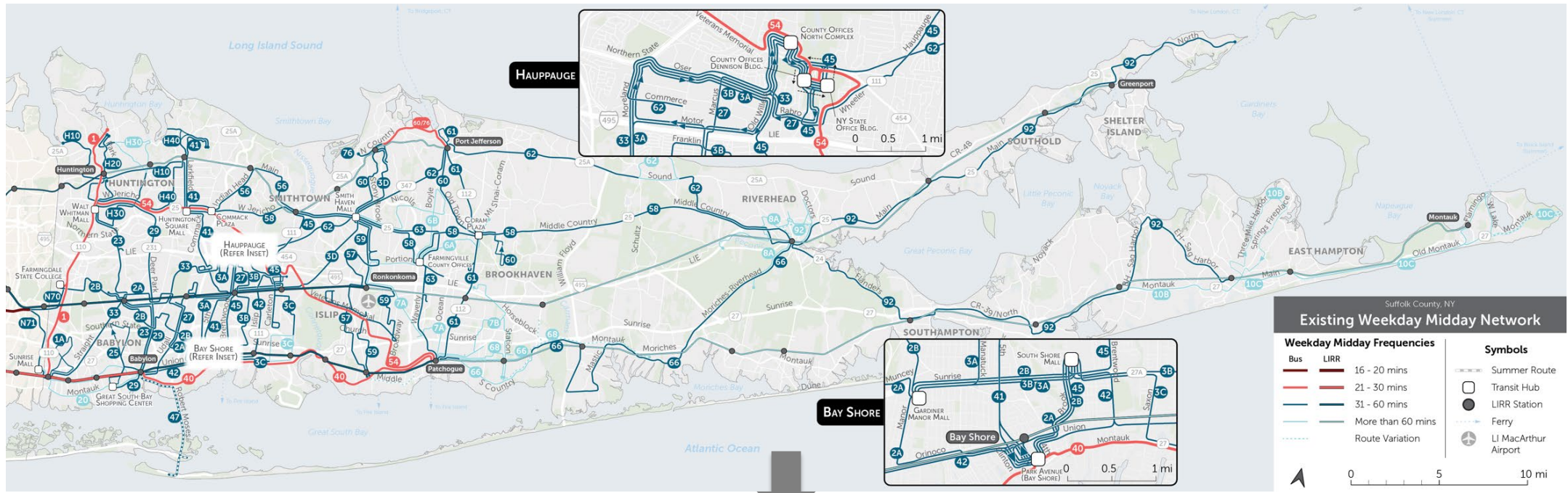
- Maximum average access to opportunity.
- Lowest subsidy per passenger.
- Support denser development.
- Emissions reduction.
- Reduction in vehicle miles traveled.



Coverage Goal

- Some access to opportunity for everyone everywhere.
- Lifeline.
- Service to every town or electoral district.

The Ridership/Coverage tradeoff is unavoidable

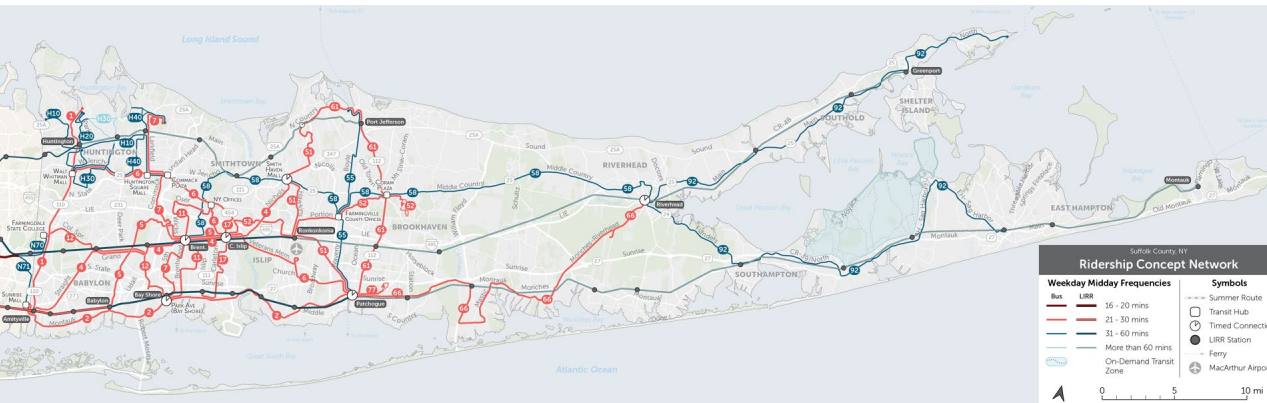


The Existing SCT Network is about 50% Ridership and 50% Coverage.
Is that the right balance?

Two Contrasting Concepts

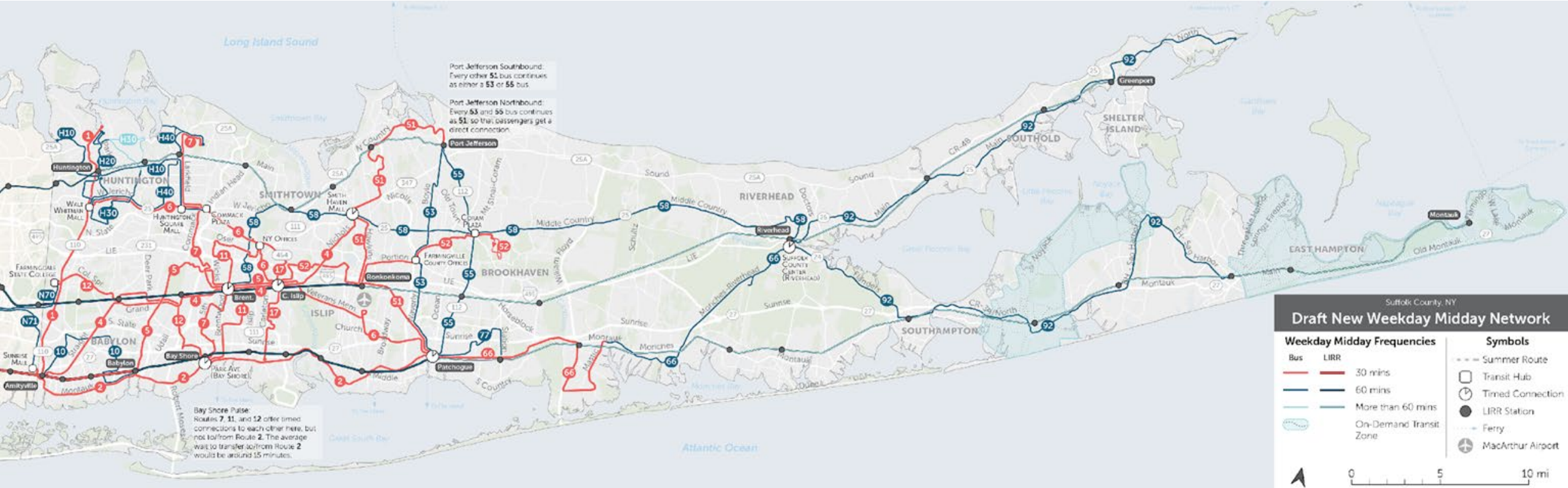
Ridership Concept: 70% / 30%

Coverage Concept: 40% / 60%



Where should Suffolk County be on this spectrum?

What did we propose in the Draft Network?



What have we heard from the Community?

Fix long-standing on-time performance and reliability issues

Restore Transit Service in Mt. Sinai, Miller Place, Sound Beach and Rocky Point

Provide Service to Brookhaven Town Hall

Offer Consistent Service Hours throughout the system all week

Desire for local circulator route in Riverhead

Increase Frequency from Smith Haven to Hauppauge

Extend Transit Service to Yaphank County Offices

Provide Service to Five Towns College

Increase Frequency on Mastic – Riverhead Connection

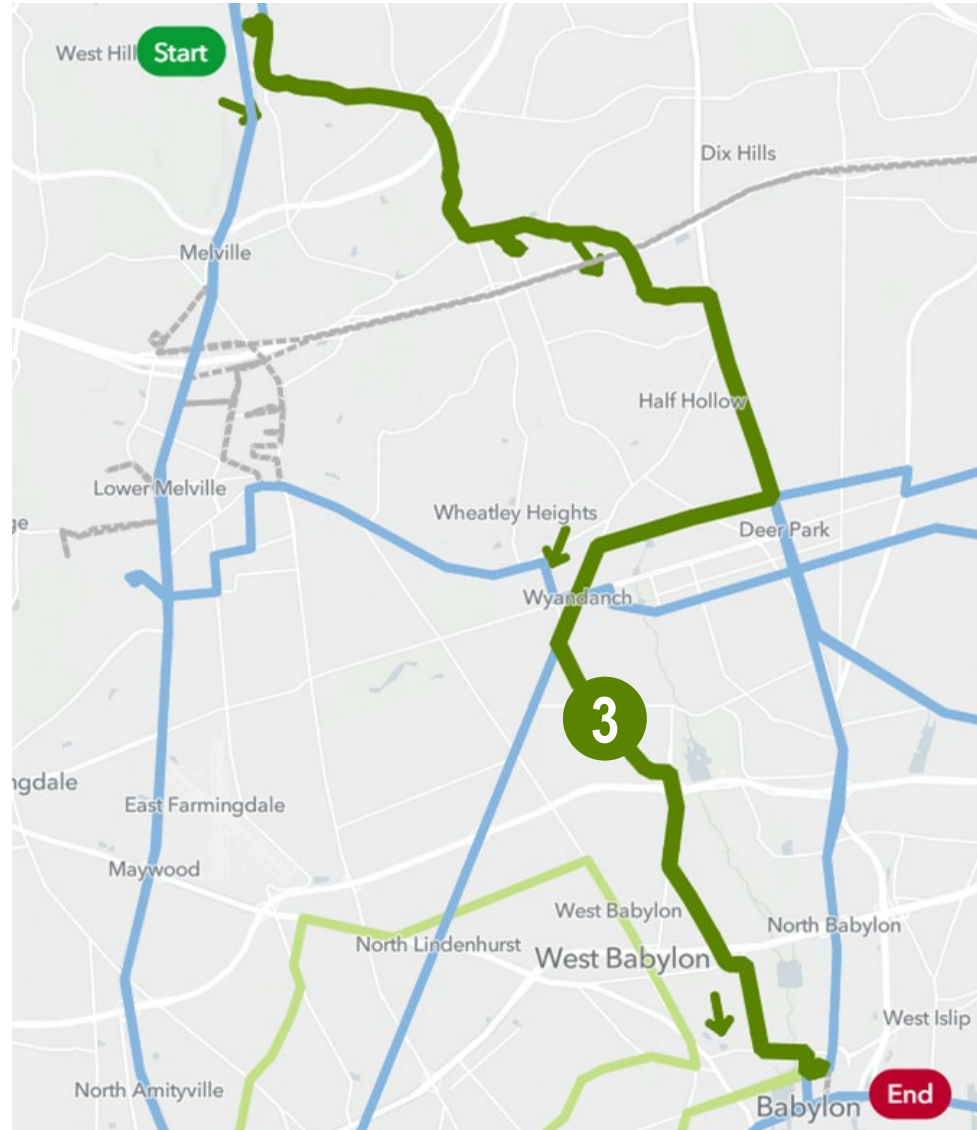
Desire for Direct Connection between Wyandanch and Babylon

Extend Transit Service to Bellport Downtown

What changes did we incorporate in the Final Network?

- Addition of Route 3 from Babylon to Wyandanch to Walt Whitman Mall via Five Towns College. This would largely follow Route S23 and operate every 60 minutes all day, seven days a week.

Desire for Direct Connection
between Wyandanch and Babylon



What changes did we incorporate in the Final Network?

- Realignment and extension of proposed Route 5 to serve Hauppauge, Smithtown, and Smith Haven Mall
 - Providing a one-seat ride with 30-minute service from Smith Haven to Hauppauge.
 - In connection with this change, the proposed Route 58 has been realigned to follow Smithtown Bypass (Hwy 347) from Smith Haven Mall to Hauppauge.

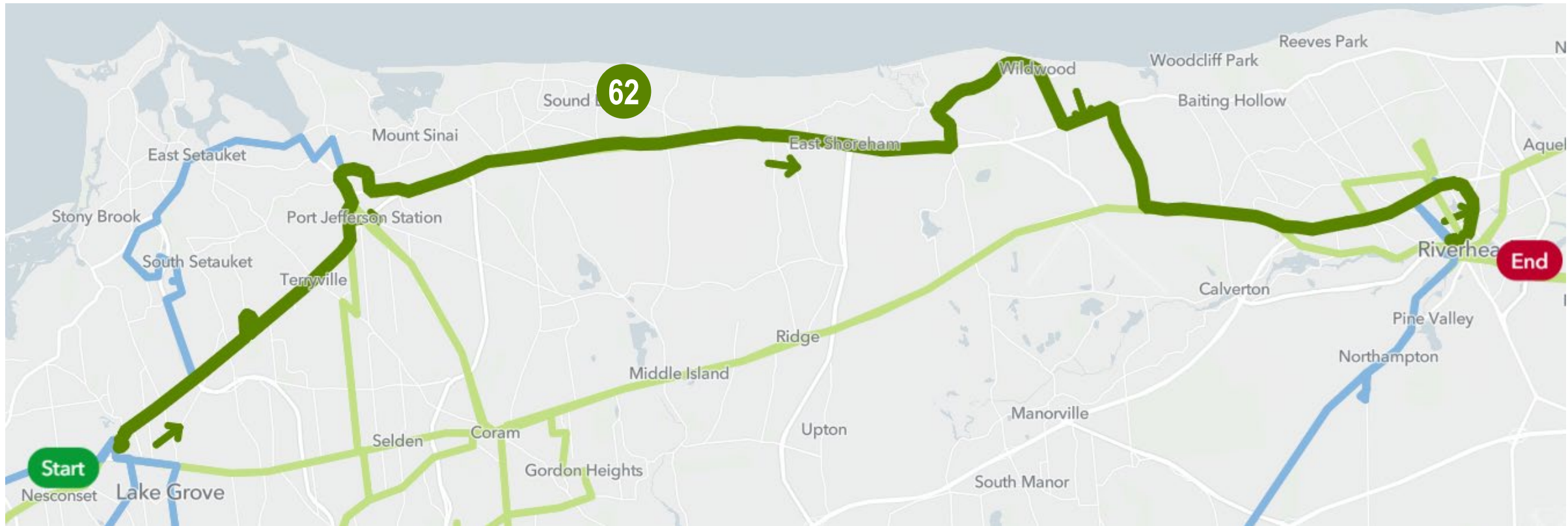
Increase Frequency from Smith Haven to Hauppauge



What changes did we incorporate in the Final Network?

- Addition of Route 62 from Smith Haven Mall to Riverhead via Sound Avenue (Hwy 25A) largely serving the same trips as the existing S62.

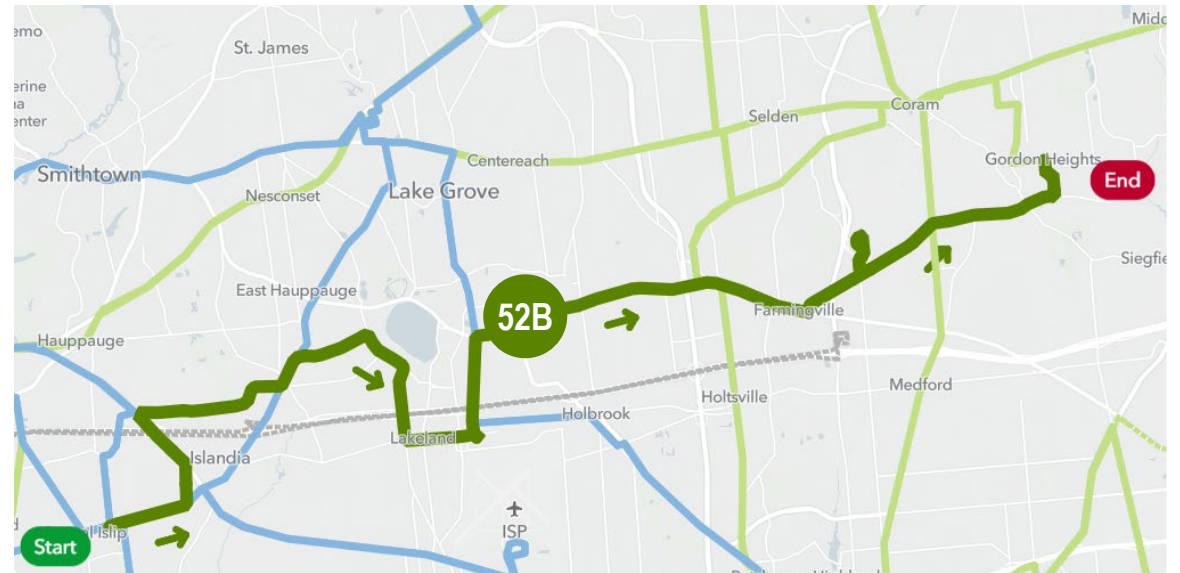
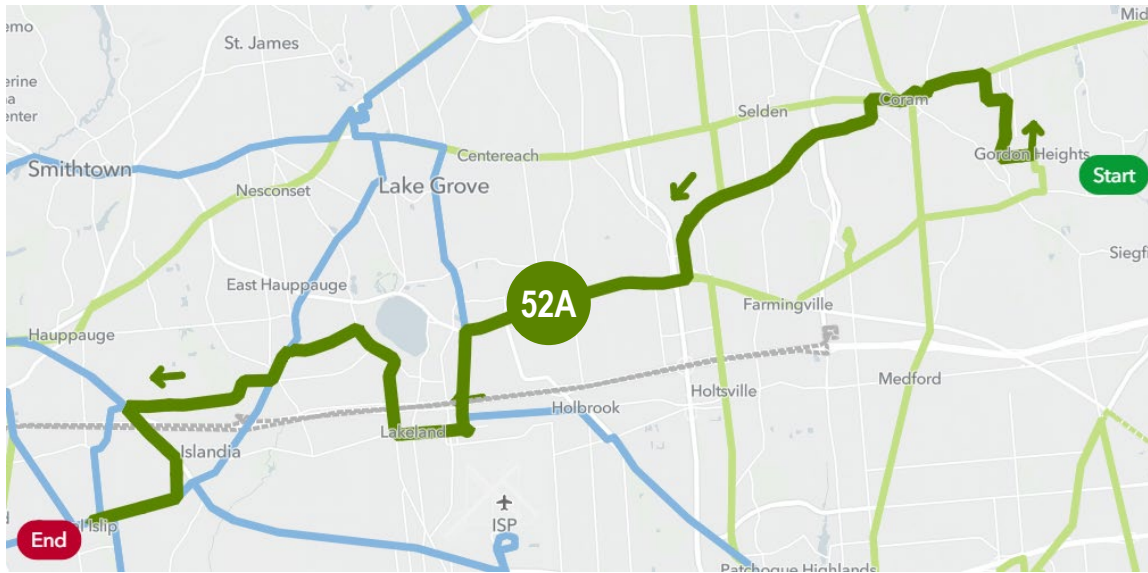
Restore Transit Service in Mt. Sinai, Miller Place, Sound Beach and Rocky Point



What changes did we incorporate in the Final Network?

- Service to Brookhaven Town Hall via the new southern branch of the 52 (52B).

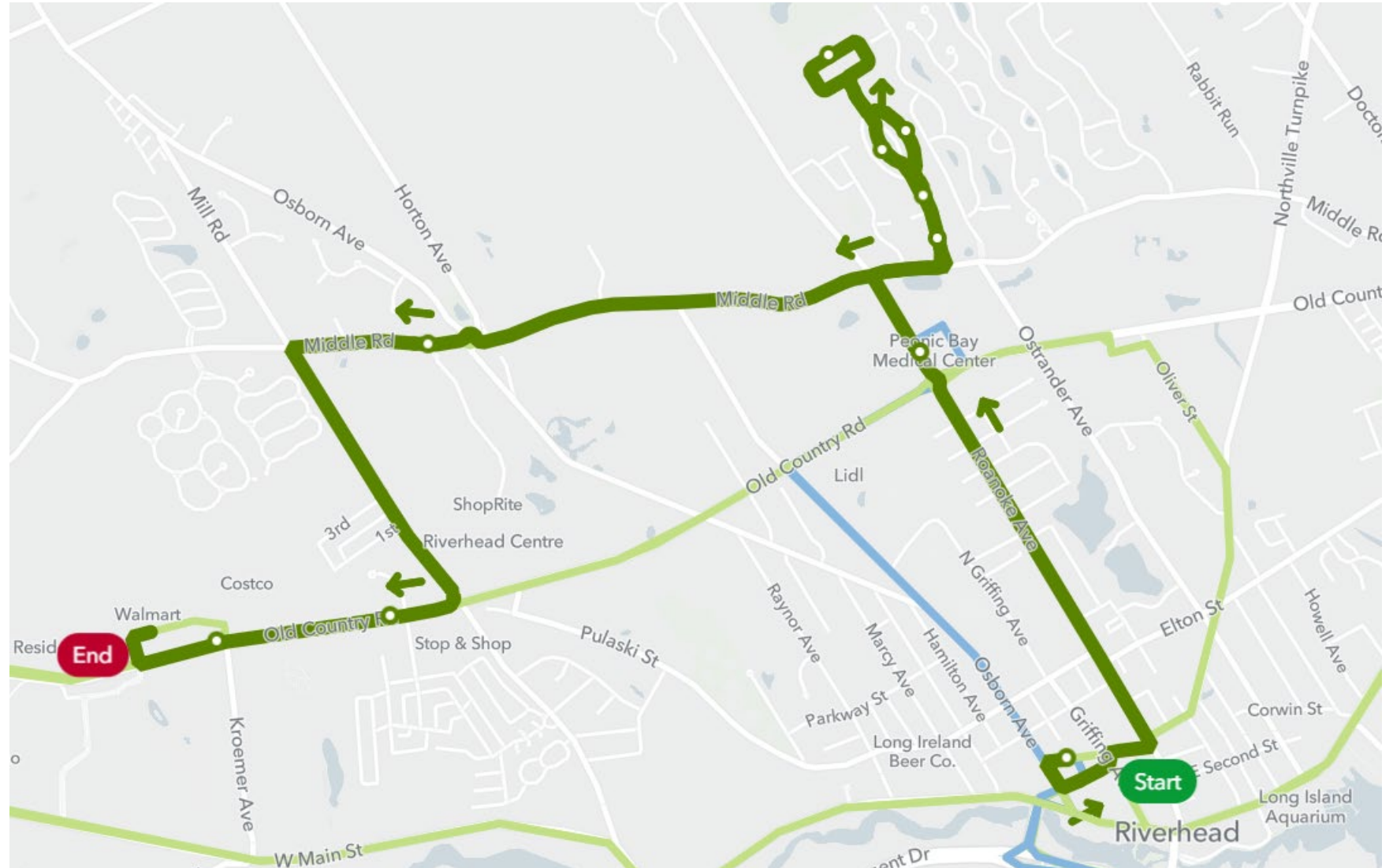
Provide Service to Brookhaven Town Hall



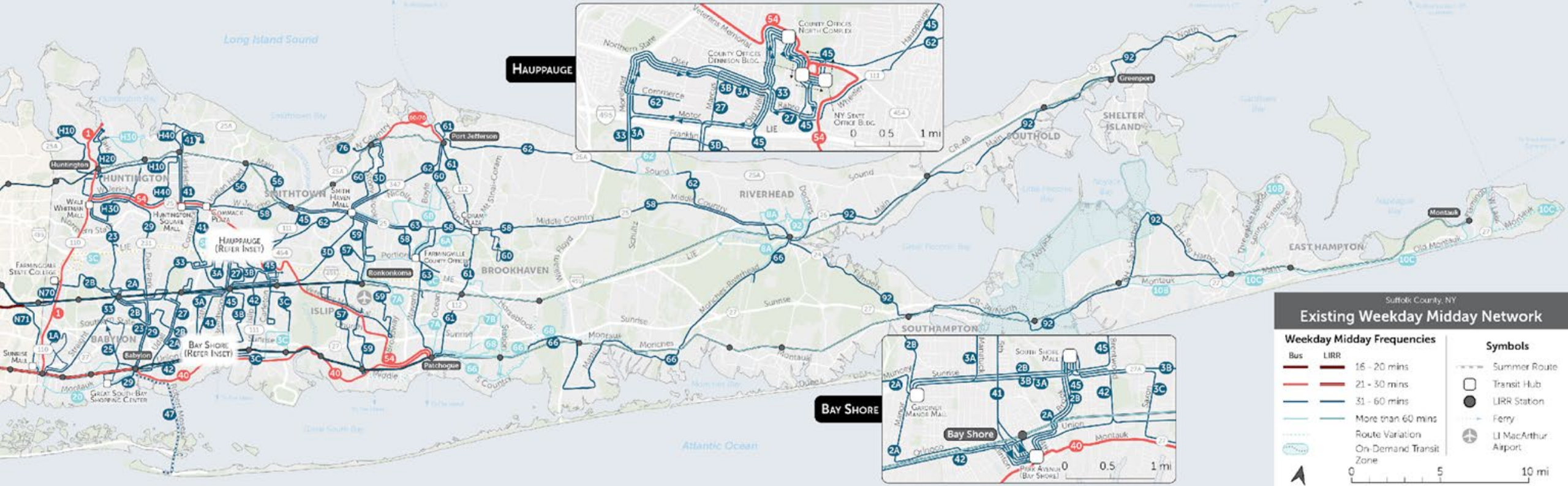
What changes did we incorporate in the Final Network?

- Addition of modified 8A, renamed Route 80, with frequency increased to every 60 minutes, seven days a week

Desire for local circulator route in Riverhead



What does our current network look like?



What will our New Network look like?

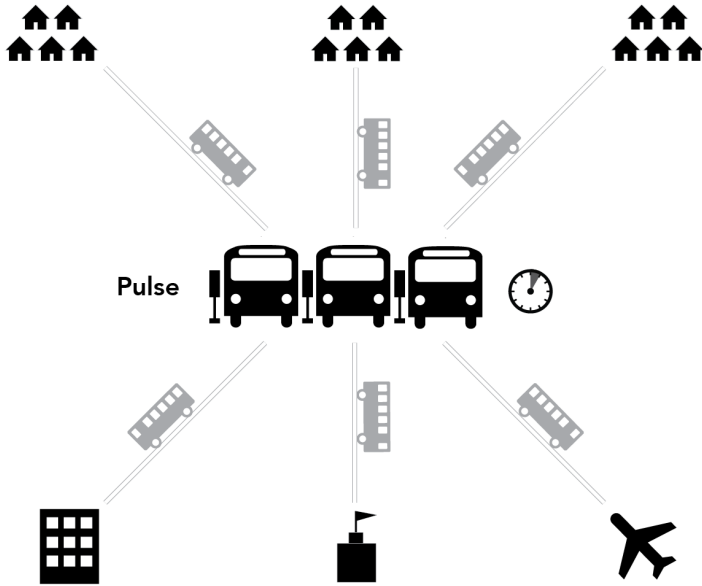


Proposed Pulse Points

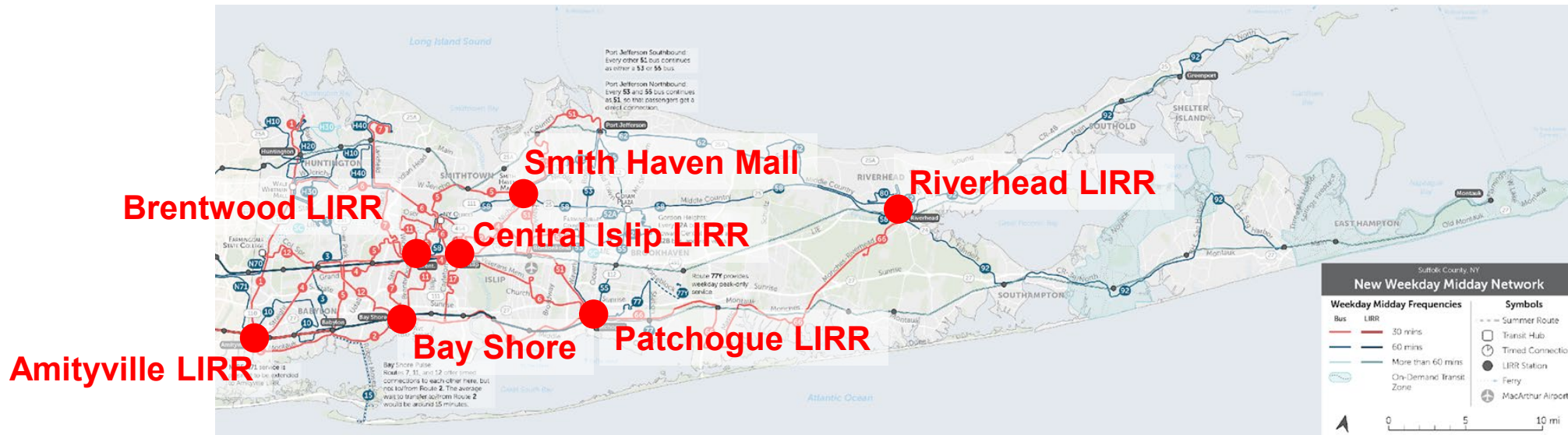
Average wait times when routes meet randomly:

- 60 min. route: 30 minutes
- 30 min. route: 15 minutes

With timed connections, wait times for transfers can be just 5 minutes.

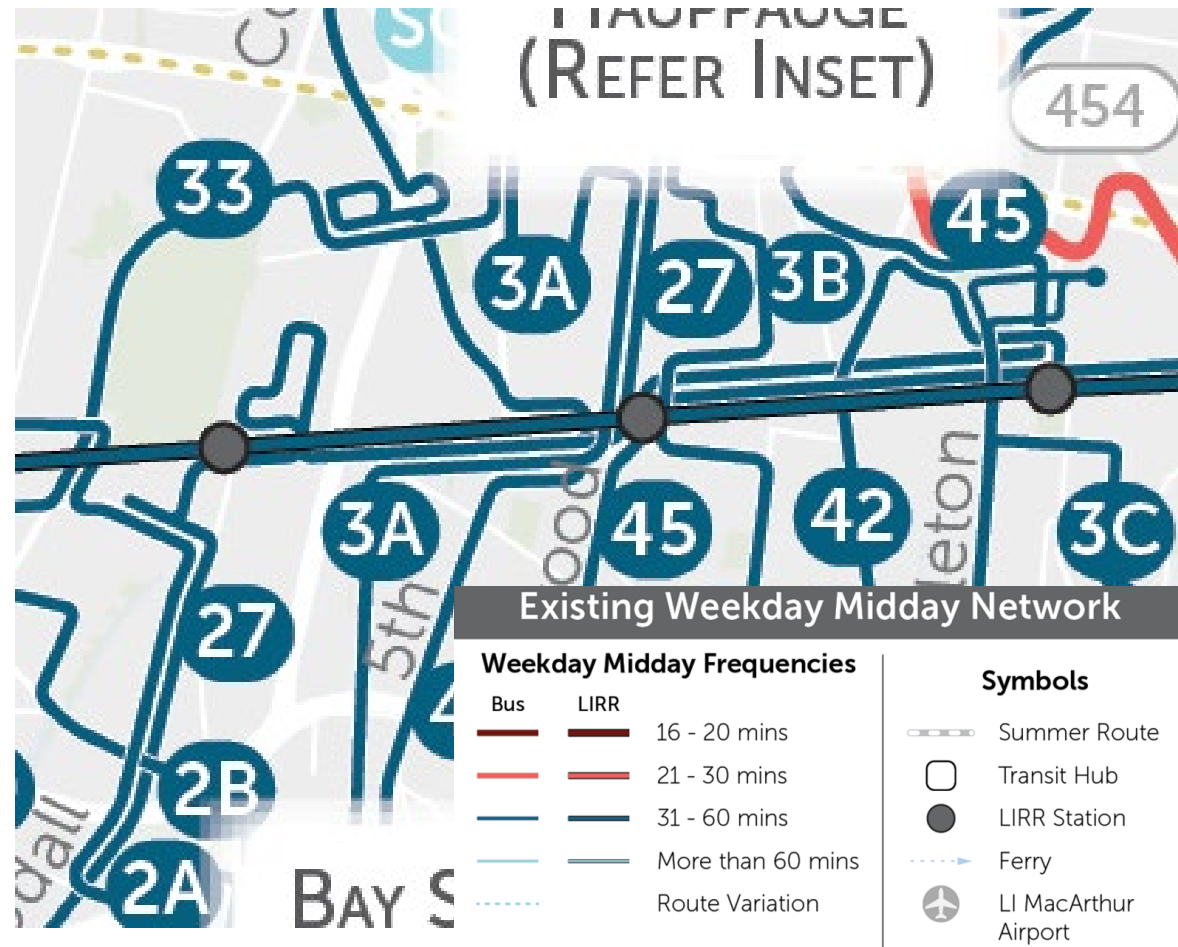


Pulse Point Locations

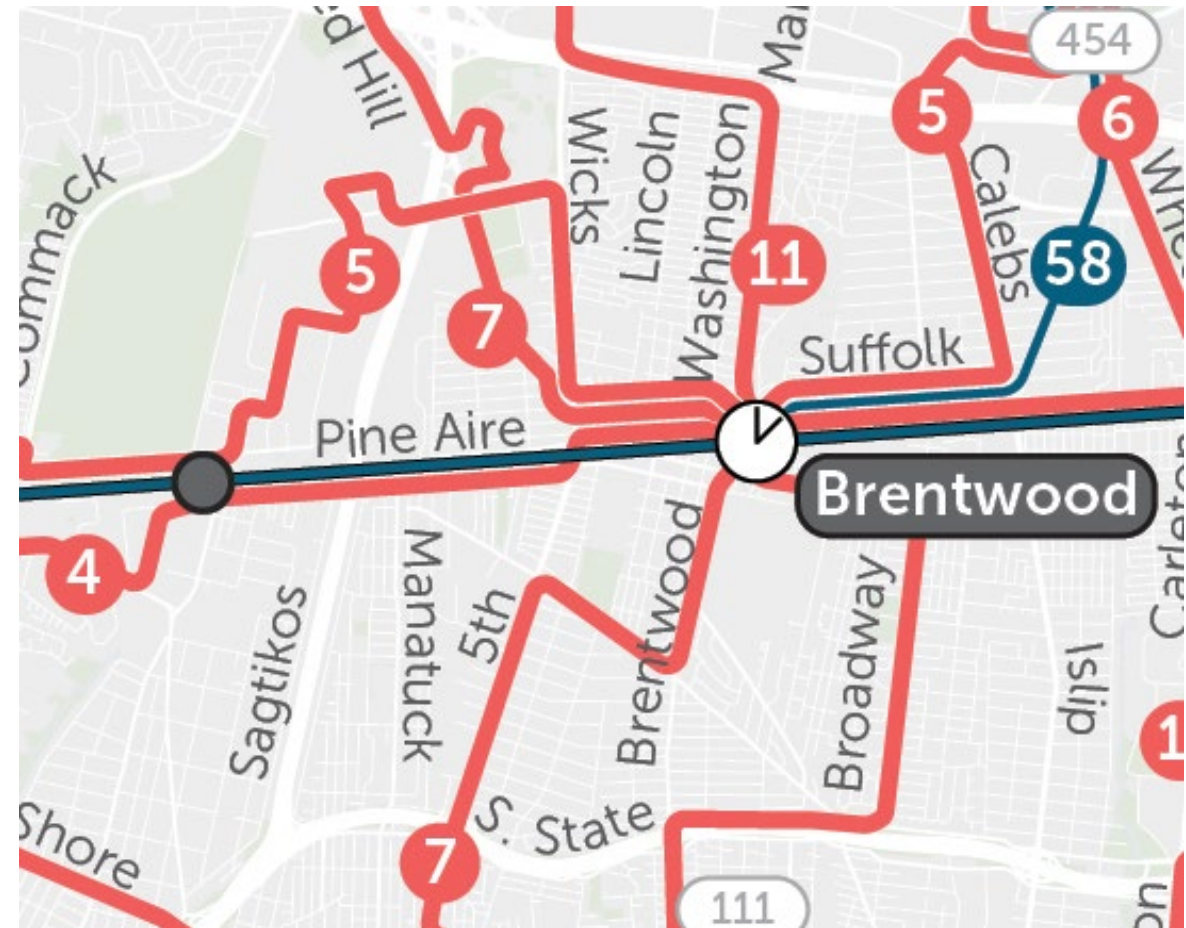


Proposed Pulse Point at Brentwood LIRR

Existing



Proposed



Existing Conditions



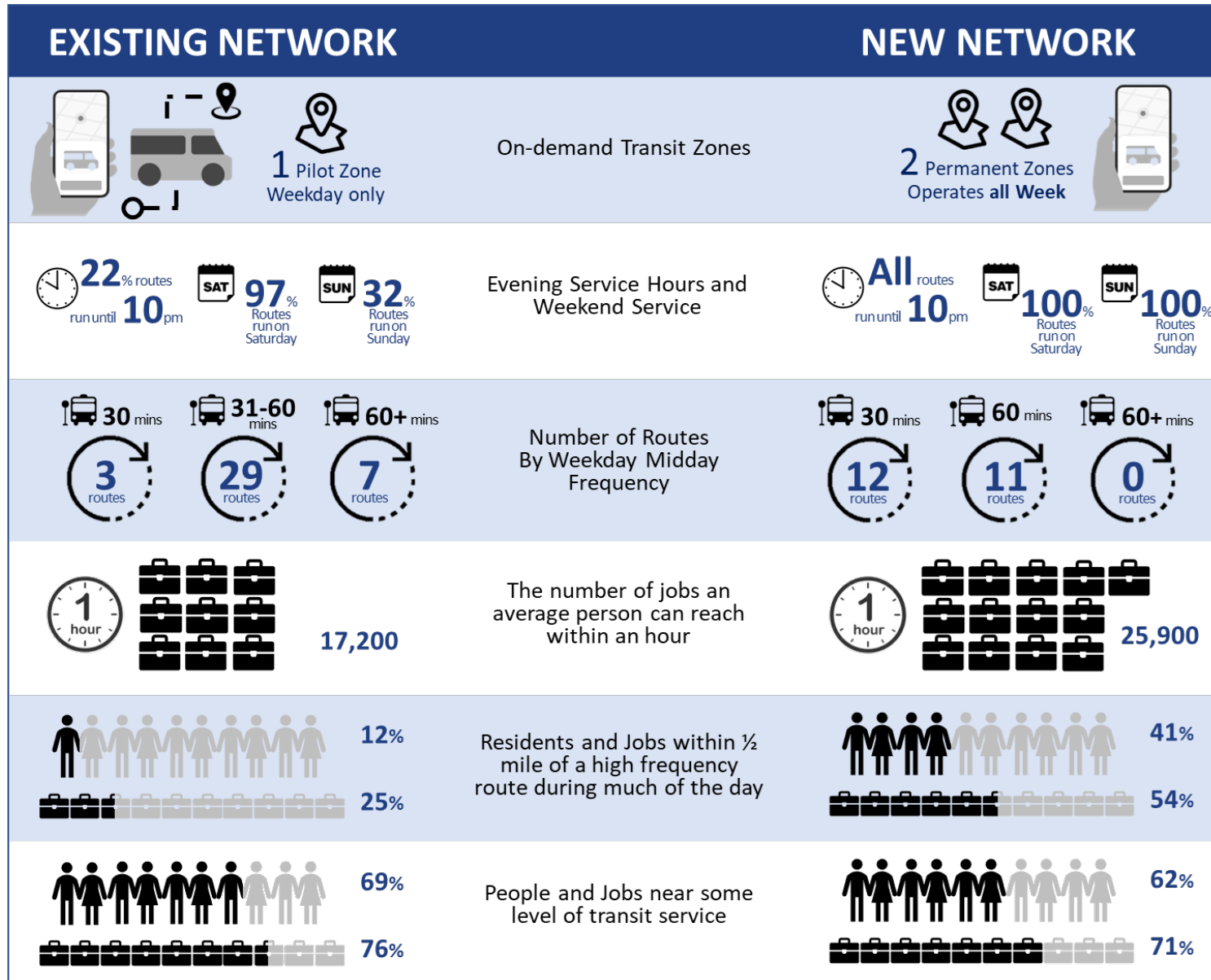
Proposed Transit Hub Concept - Day One




BRENTWOOD LIRR
 "DAY ONE" CONCEPT

PARKING IMPACT	
NET IMPACT ON SUPPLY	-40 SPOTS
PROPOSED PKG SUPPLY	80 SPOTS
ADA PKG. SUPPLY	12 SPOTS

New Network: Changes and Impact



New Network: Improvement in Reliability

EXISTING NETWORK

40%
On-time performance

15-35 mins
Average wait times for transfers

On-Time Performance and Transfer Wait Times

22% routes run until **10 pm**

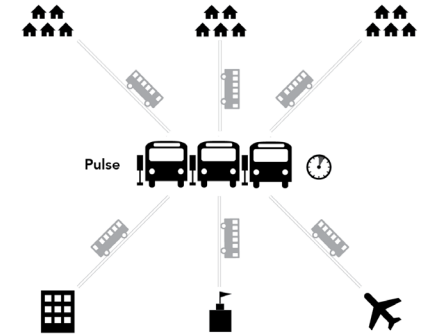
97% Routes run on Saturday

32% Routes run on Sunday

Evening Service Hours and Weekend Service

NEW NETWORK

7 pulse locations with timed connections + New Reliable Timetables



All routes run until **10 pm**

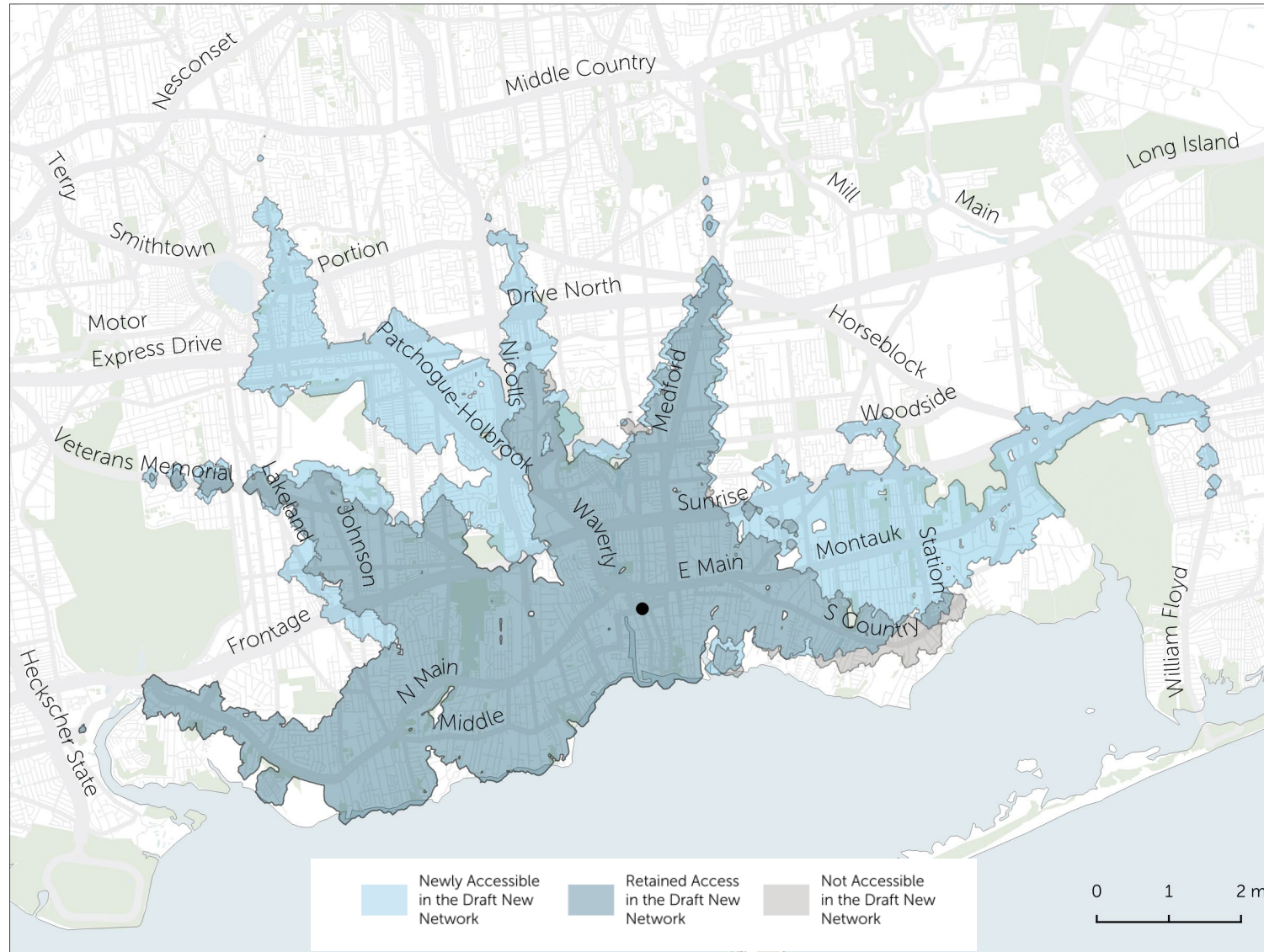
100% Routes run on Saturday

100% Routes run on Sunday

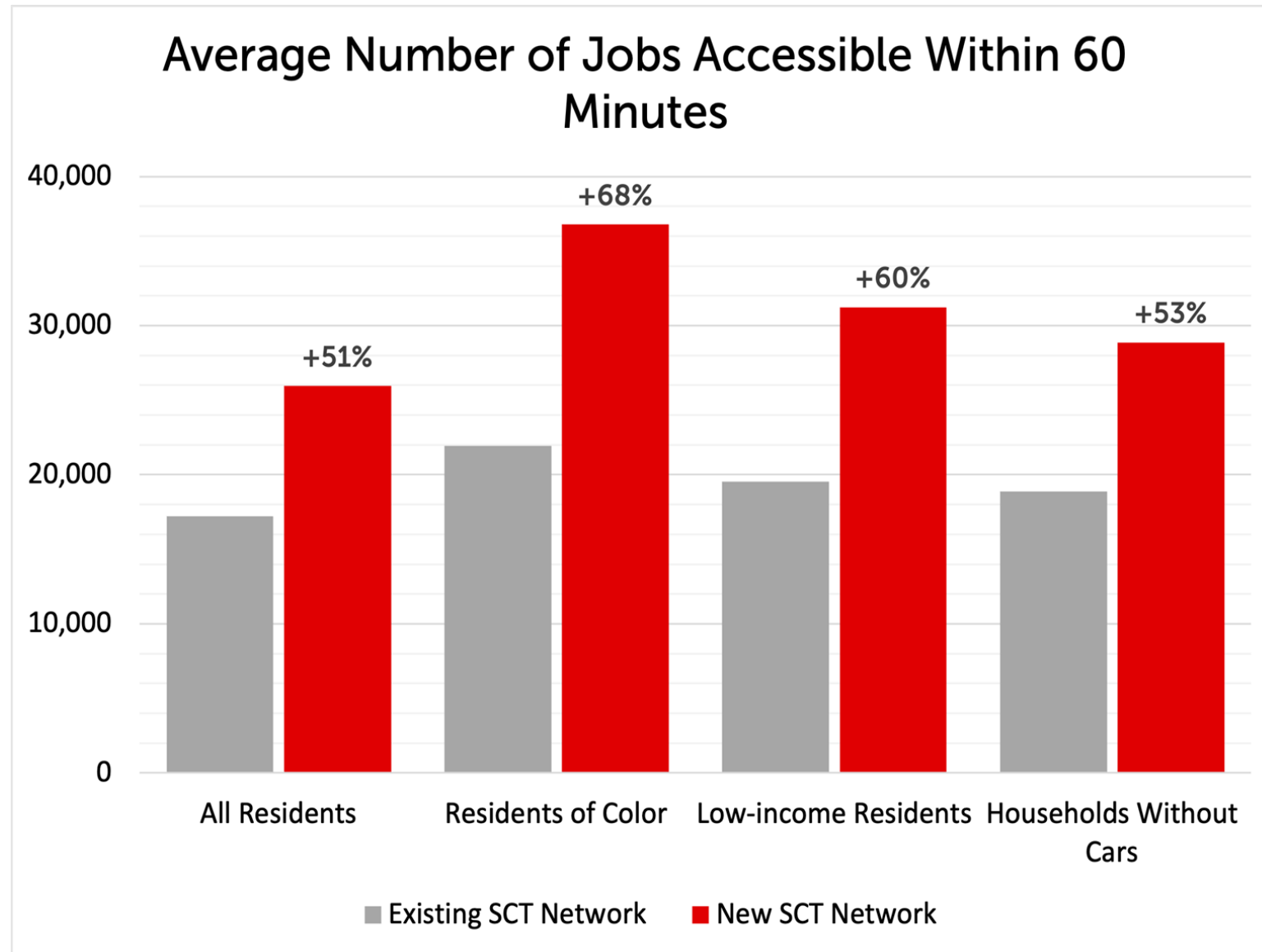
New Network: Mobility Isochrone for Patchogue

Patchogue LIRR

+16,700 Jobs (+43.5%), +44,900 Residents (+60.0%)



New Network: Impact on Job Access





Online Map: Increased Access at Bay Shore

← → ↻ https://sctnewnetwork.s3.amazonaws.com/index.html

Analogous Definiti... Suffolk County Legi... Trip Planner - 511n... Imported From Edge

Reimagine Transit
Suffolk County Mobility

SCT New Network Online Map

Search for a location or address

Weekday Midday Frequencies

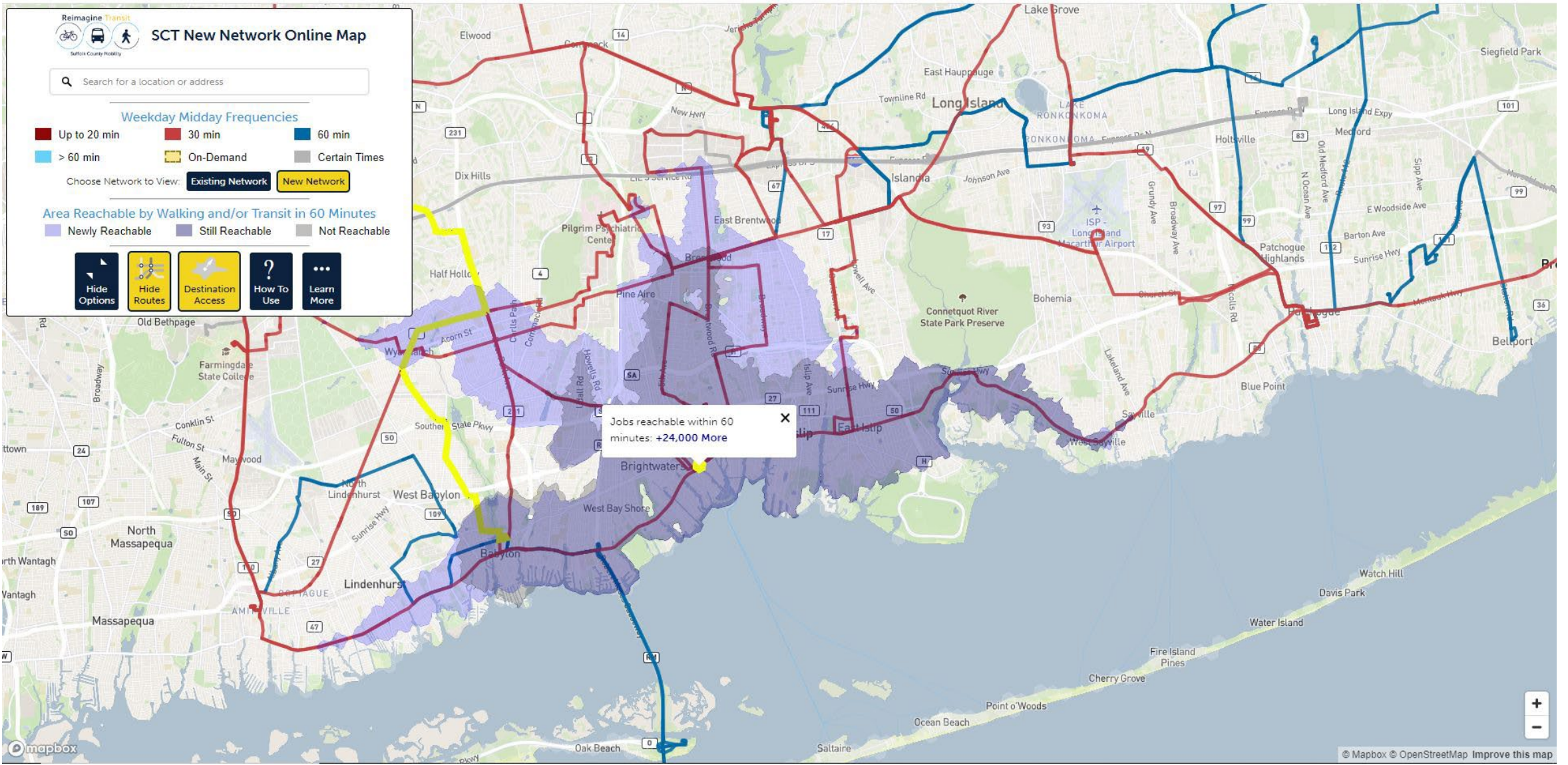
- Up to 20 min
- 30 min
- 60 min
- > 60 min
- On-Demand
- Certain Times

Choose Network to View: Existing Network **New Network**

Area Reachable by Walking and/or Transit in 60 Minutes

- Newly Reachable
- Still Reachable
- Not Reachable

Hide Options Hide Routes Destination Access How To Use Learn More



New Network: More Information

Next Steps:

- RFB for new system closed on March 24th – vendor selection in progress
- Roll out and Implementation Plan is in progress with JWA
- Finalize Layouts for Transit Hubs (7 pulse locations)
- Prepare Detailed Area / Neighborhood-level maps for key locations
- Update Route Descriptions with details on frequency and key connections
- Place Final Network Information on Reimagine Transit Webpage
- New system slated to start October 1



Thank you!