Reimagine Transit/Suffolk County Transit System Redesign Project

2023 New York State Association of MPOs Conference
May 10, 2023
Where are we?

**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

**Previous Work**
- Connect LI Regional Transportation Study and Development Plan
- Suffolk County Mobility Study
Builds on previous work by Suffolk County Economic Development and Planning:

• Connect LI Regional Transportation Study and Development Plan

• Suffolk County Mobility Study
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
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
Service Investment:

Total service provided (in service hours)

Divided by

Population
Why this plan?

Ridership:
Total boardings on all fixed route services per year
Counts any boarding, even a transfer to complete a single trip

SCT Ridership
Fixed Route Services, 2009-2018
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.

Here is a person.
What is access?

She is in a city full of possible destinations.
What is access?

In **45 minutes**
she can get to...

...anywhere
in a **certain area**.
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
Residential Density
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 Existing SCT Network is about 50% Ridership and 50% Coverage. Is that the right balance?
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.
Proposed Pulse Point at Brentwood LIRR

Existing

Proposed
Existing Conditions
Proposed Transit Hub Concept - Day One
<table>
<thead>
<tr>
<th><strong>EXISTING NETWORK</strong></th>
<th><strong>NEW NETWORK</strong></th>
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<tbody>
<tr>
<td><img src="image1.png" alt="Image" /></td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
<tr>
<td>1 Pilot Zone</td>
<td>2 Permanent Zones</td>
</tr>
<tr>
<td>Weekday only</td>
<td>Operates all Week</td>
</tr>
<tr>
<td><img src="image3.png" alt="Image" /></td>
<td><img src="image4.png" alt="Image" /></td>
</tr>
<tr>
<td>22% routes run until 10 pm</td>
<td>All routes run until 10 pm</td>
</tr>
<tr>
<td>97% Routes run on Saturday</td>
<td>100% Routes run on Saturday</td>
</tr>
<tr>
<td>32% Routes run on Sunday</td>
<td>100% Routes run on Sunday</td>
</tr>
<tr>
<td><img src="image5.png" alt="Image" /></td>
<td><img src="image6.png" alt="Image" /></td>
</tr>
<tr>
<td>3 routes</td>
<td>12 routes</td>
</tr>
<tr>
<td>29 routes</td>
<td>11 routes</td>
</tr>
<tr>
<td>7 routes</td>
<td>0 routes</td>
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<tr>
<td><img src="image7.png" alt="Image" /></td>
<td><img src="image8.png" alt="Image" /></td>
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<tr>
<td>Number of Routes By Weekday Midday Frequency</td>
<td>Number of Routes By Weekday Midday Frequency</td>
</tr>
<tr>
<td><img src="image9.png" alt="Image" /></td>
<td><img src="image10.png" alt="Image" /></td>
</tr>
<tr>
<td>The number of jobs an average person can reach within an hour</td>
<td>The number of jobs an average person can reach within an hour</td>
</tr>
<tr>
<td>17,200</td>
<td>25,900</td>
</tr>
<tr>
<td><img src="image11.png" alt="Image" /></td>
<td><img src="image12.png" alt="Image" /></td>
</tr>
<tr>
<td>Residents and Jobs within ½ mile of a high frequency route during much of the day</td>
<td>People and Jobs near some level of transit service</td>
</tr>
<tr>
<td>12%</td>
<td>69%</td>
</tr>
<tr>
<td>25%</td>
<td>76%</td>
</tr>
<tr>
<td>41%</td>
<td>62%</td>
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<tr>
<td>54%</td>
<td>71%</td>
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</table>
New Network: Improvement in Reliability

EXISTING NETWORK

- 40% On-time performance
- 15-35 mins Average wait times for transfers

NEW NETWORK

- On-Time Performance and Transfer Wait Times
- 7 pulse locations with timed connections + New Reliable Timetables

Evening Service Hours and Weekend Service

- 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

Average Number of Jobs Accessible Within 60 Minutes

- **All Residents**: +51%
- **Residents of Color**: +68%
- **Low-income Residents**: +60%
- **Households Without Cars**: +53%

**Legend**
- [Existing SCT Network](#) [New SCT Network](#)
Online Map: Increased Access at Bay Shore
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!