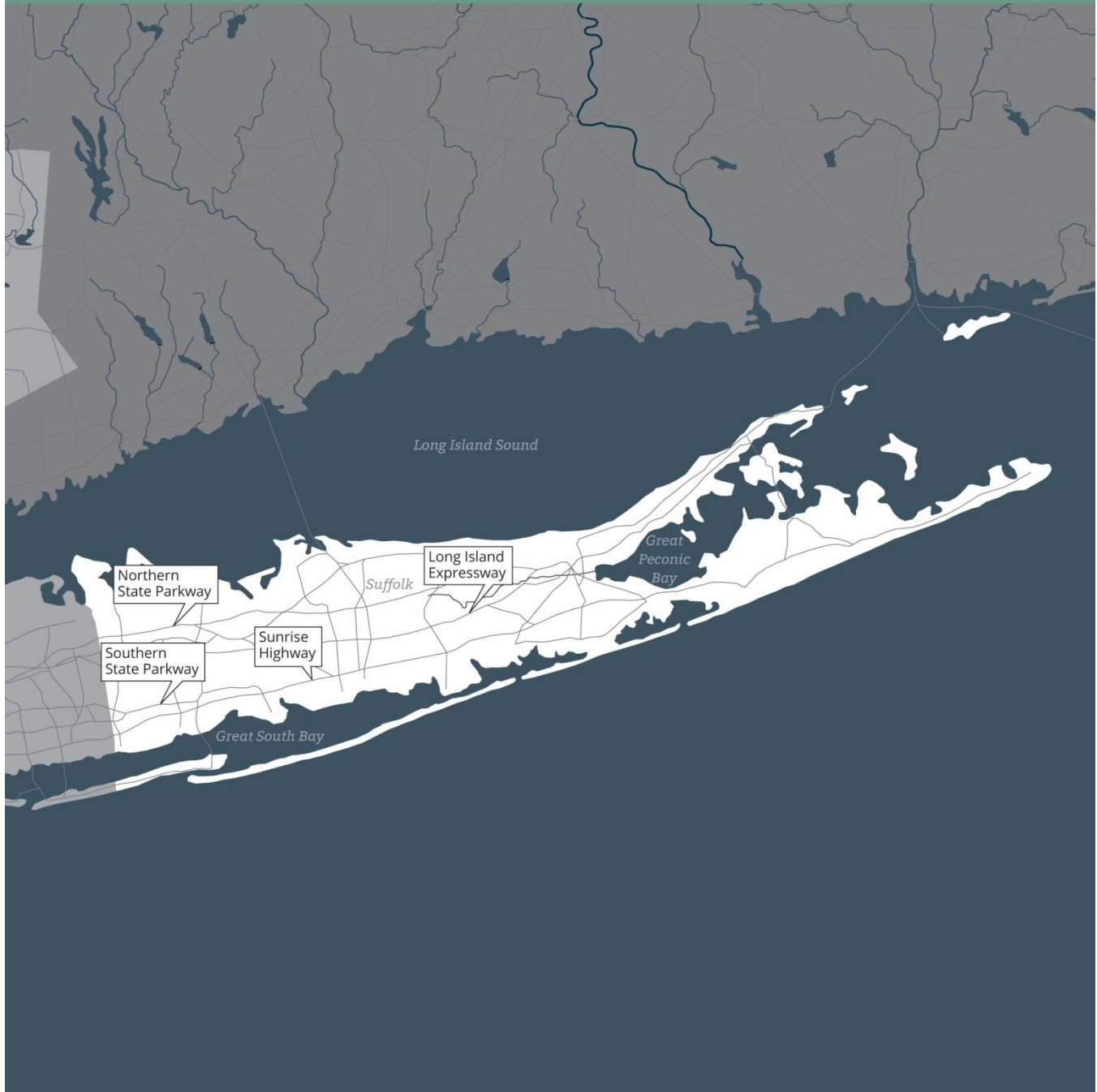


6.9 Suffolk

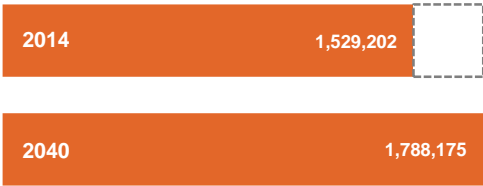
Major Portals and Roadways



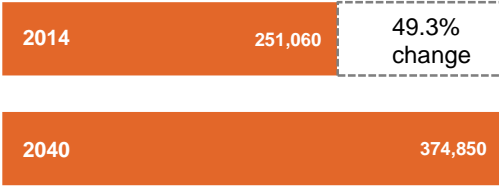
Population and Travel Characteristics

Population

14.5%
change

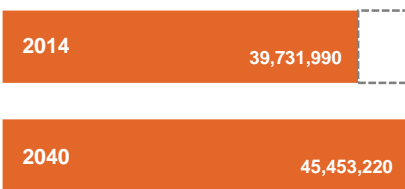


VHD Daily Totals

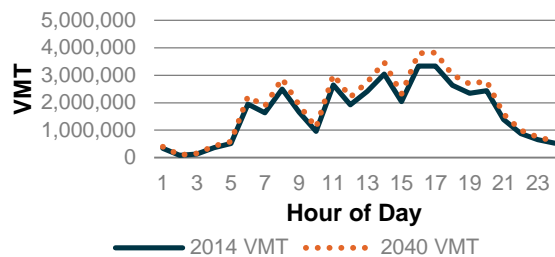


VMT Daily Totals

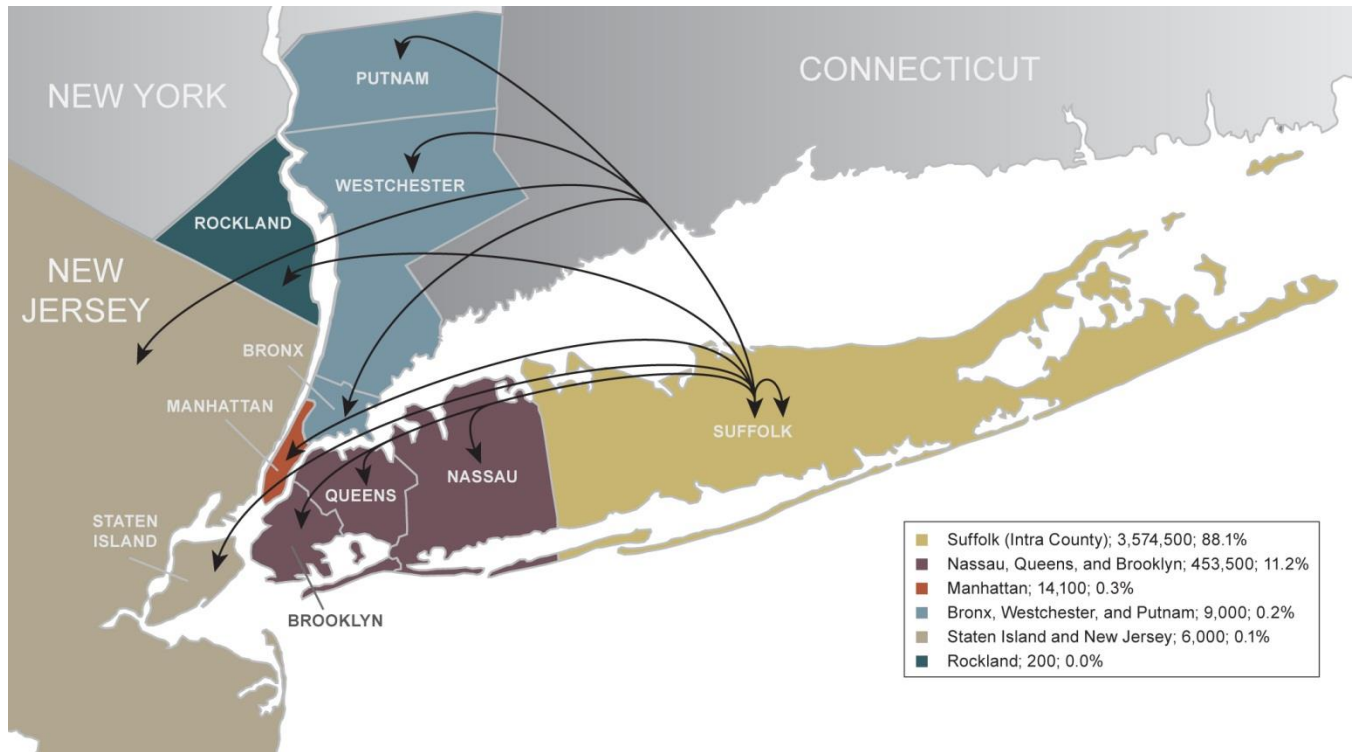
14.4%
change



Suffolk 24-hour VMT



Two-Way Trips between The Bronx and Other Counties in the New York Metro Area



New York Metropolitan Transportation Council

Performance Measures County: Suffolk

Scenario 2014

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
AM Period (6 to 10 AM)									
Freeway	0.35	4%	3%	69.3	1.05	46.1	1,924	3,367	2,264,891
Arterial	0.23	1%	1%	69.9	1.11	22.6	23,451	41,040	2,672,237
Local	0.13	0%	0%	0.6	1.00	27.1	523	916	1,793,567
PM Period (4 to 8 PM)									
Freeway	0.22	2%	3%	158.2	1.08	46.2	11,073	19,378	2,346,218
Arterial	0.13	1%	1%	160.2	1.07	24.8	33,233	58,157	2,819,698
Local	0.07	0%	0%	3.0	1.00	27.1	871	1,524	1,688,471
Daily Total									
Freeway	0.36	5%	6%	799.9	1.10	45.3	29,531	51,678	12,653,227
Arterial	0.25	2%	2%	1031.0	1.13	22.7	213,338	373,341	16,066,272
Local	0.14	1%	0%	30.7	1.00	27.0	8,188	14,328	11,012,491
Total							251,056	439,348	39,731,989

Scenario 2040

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
AM Period (6 to 10 AM)									
Freeway	0.38	5%	4%	130.9	1.06	45.3	2,733	4,783	2,499,579
Arterial	0.26	2%	1%	120.3	1.13	21.8	33,169	58,047	3,089,880
Local	0.16	1%	0%	3.9	1.00	26.7	1,420	2,485	2,175,657
PM Period (4 to 8 PM)									
Freeway	0.24	2%	4%	207.3	1.09	45.5	14,221	24,887	2,644,945
Arterial	0.15	1%	1%	244.1	1.08	24.2	45,198	79,096	3,193,168
Local	0.08	0%	0%	8.3	1.00	26.7	2,163	3,785	1,977,667
Daily Total									
Freeway	0.40	6%	7%	1191.9	1.12	44.4	42,109	73,690	14,016,245
Arterial	0.28	3%	2%	1590.0	1.16	21.9	311,325	544,819	18,316,293
Local	0.17	1%	0%	64.9	1.01	26.6	21,413	37,472	13,120,685
Total							374,847	655,982	45,453,222

D/C = Demand to Capacity; LMC = Lane Miles of Congestion; TTI = Travel Time Index; ATS = Average Travel Speed; VHD = Vehicle Hours of Delay; PHD = Person Hours of Delay; VMT = Vehicle Miles Traveled

Note: D/C = average Demand to Capacity for the particular facility type and period. The "0.8<=DC<=1" and "D/C>1" are the percent of travel that occurs in various conditions (somewhat congested and very congested).

Percentage Difference Between 2040 and 2014 Performance Measures

Facility Type	D/C	0.8<= D/C<=1	D/C>1	LMC	TTI	ATS	VHD	PHD	VMT
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AM Period (6 to 10 AM)									
Freeway	9%	–	–	89%	1%	-2%	42%	42%	10%
Arterial	13%	–	–	72%	2%	-3%	41%	41%	16%
Local	23%	–	–	569%	0%	-1%	171%	171%	21%
PM Period (4 to 8 PM)									
Freeway	9%	–	–	31%	1%	-1%	28%	28%	13%
Arterial	15%	–	–	52%	1%	-3%	36%	36%	13%
Local	14%	–	–	176%	0%	-1%	148%	148%	17%
Daily Total									
Freeway	11%	–	–	49%	2%	-2%	43%	43%	11%
Arterial	12%	–	–	54%	3%	-3%	46%	46%	14%
Local	21%	–	–	111%	1%	-1%	162%	162%	19%
Total							49%	49%	14%

Suffolk – Congested Corridors

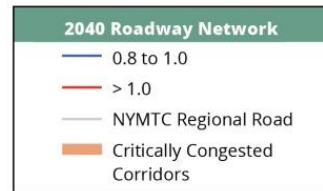
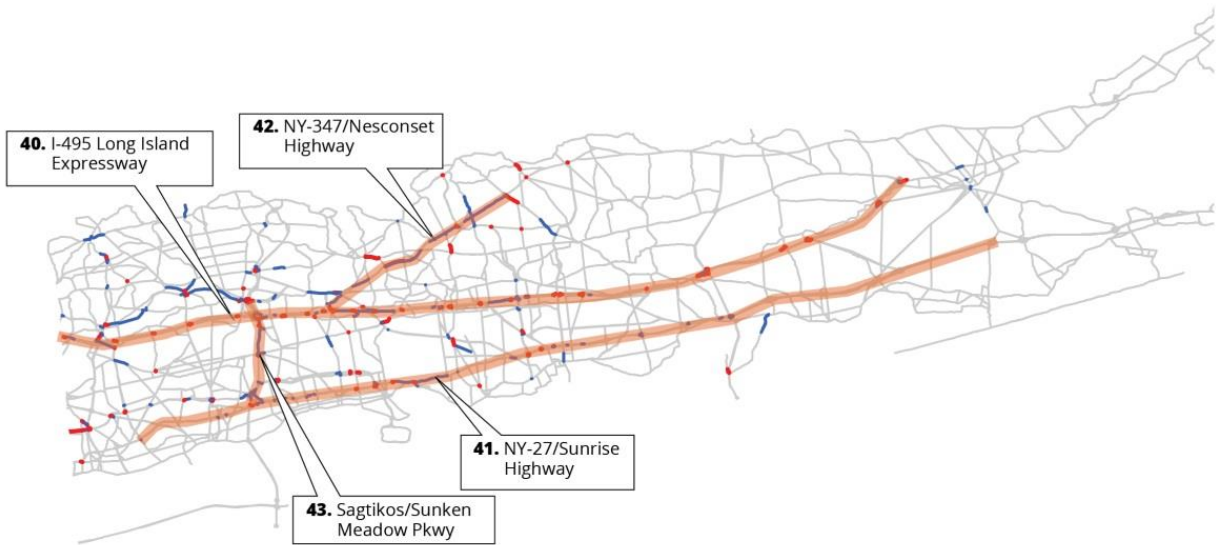
40. **I-495/Long Island Expressway from the Nassau County Boundary to the Eastern Terminus –** While not as severe as the sections of I-495 in Nassau and Queens Counties, I-495 in Suffolk experiences heavy congestion during peak commuting periods and around summer weekends, due to insufficient mainline capacity, frequent merges and weaves, and heavy truck usage. The eastbound direction is generally heaviest in evening peaks and on summer Fridays. The westbound direction is generally heaviest in morning peaks and on summer Sundays. The heavy usage of this road by trucks (I-495 is the only continuous east-west limited-access Long Island highway on which trucks are permitted) causes the economic cost of the congestion on I-495 to be very high.

41. **NY-27/Sunrise Highway from the Southern State Parkway (SSP) to Patchogue –** The only east-west limited-access highway in southern central Suffolk County, this road experiences heavy congestion during peak commuting periods and around summer weekends, due to insufficient mainline capacity, frequent merges and weaves, and relatively heavy truck usage. The eastbound direction is generally heaviest in evening peaks and on summer Fridays. The westbound direction is generally heaviest in morning peaks and on summer Sundays.

42. **NY-347 from Northern State Parkway (NSP) to Old Town Road –** This five-to-six-lane primary arterial is the main roadway connecting western Suffolk County and communities along the northern shore of central Suffolk County. It abuts several major traffic generators, including both County and State offices as well as the Smith Haven Mall. It also provides access to the SUNY at Stony Brook campus. It experiences heavy congestion during peak commuting periods due to insufficient mainline capacity and frequent signalized intersections. The eastbound direction is generally heaviest in evening peaks. The westbound direction is generally heaviest in morning peaks.

43. **Sagtikos Parkway/Sunken Meadow Parkway from NY-27/Sunrise Highway to NY-25/Jericho Turnpike –** The only north-south completely limited-access highway in Suffolk County, this highway provides connections between NY-27, the SSP, I-495, the NSP, and NY-25. It also abuts the Suffolk County Community College campus and various shopping centers and provides access to the Tanger Outlet Mall in Deer Park. It experiences heavy congestion during peak commuting periods primarily due to heavy merging and weaving sections as well as interactions with local streets and land uses.

Suffolk: Congested Corridors and Hot Spot Areas (AM Period)



Suffolk: Congested Corridors and Hot Spot Areas (PM Period)

