

SUSTAINABLE EAST END STRATEGIES OVERVIEW



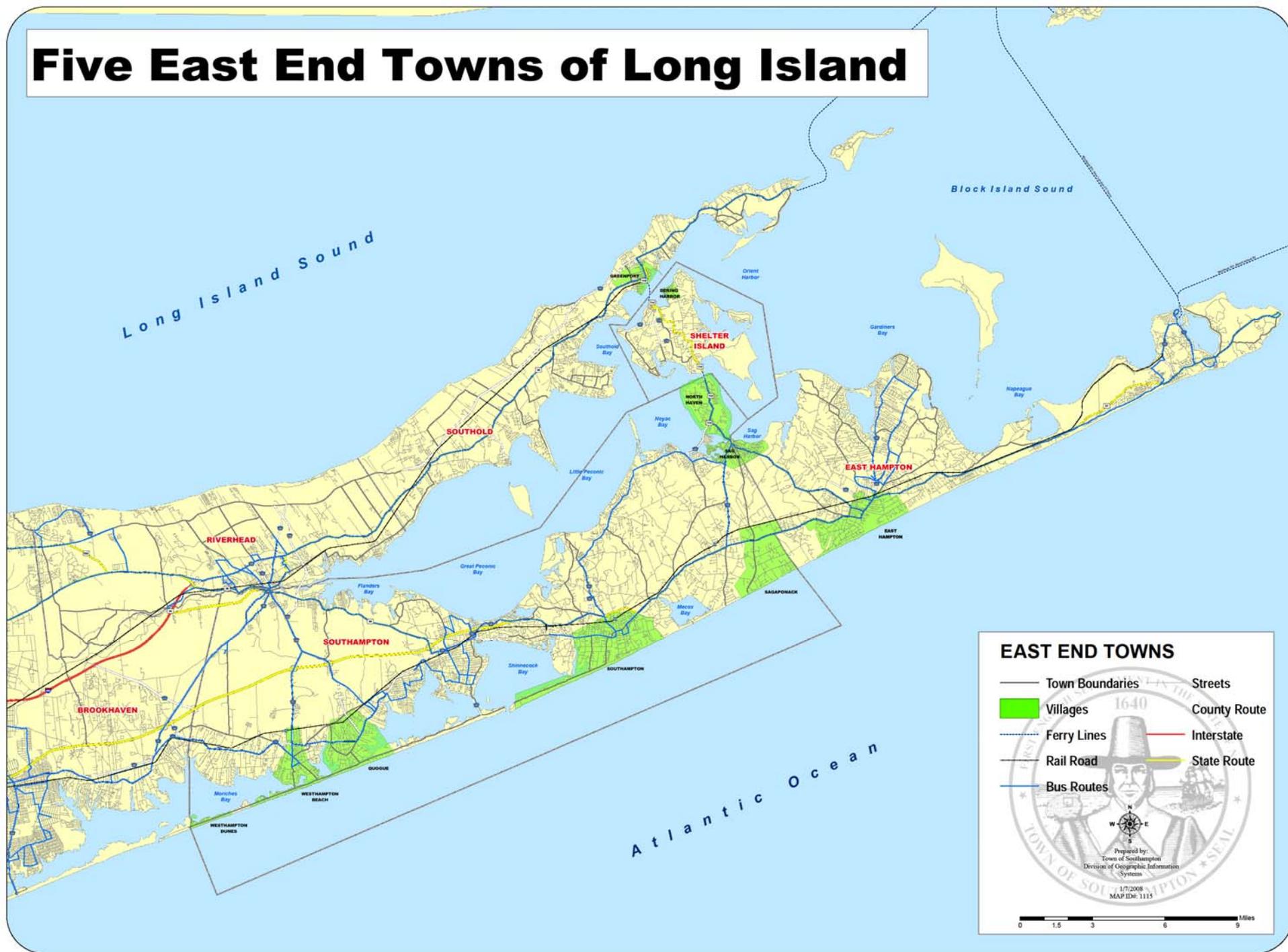
SEEDS Background & Assessment
Nov. 16, 2011



CONCEPT

Sustainable East End Development Strategies
Sustainable Development Concept Plan

Five East End Towns of Long Island



EAST END TOWNS

Town Boundaries	Streets
Villages	County Route
Ferry Lines	Interstate
Rail Road	State Route
Bus Routes	

Prepared by:
Town of Southampton
Division of Geographic Information
Systems
1/7/2008
MAP ID: 1115

0 1.5 3 6 9 Miles

Background/Timeline:

- 1996 East End Supervisors & Mayor's Association form East End Transportation Council
- 1999 EES&MA & EETC reach out to NYMTC: Sustainable East End Development Strategies process begins
- 2001-'05 Study & Recommendations; Summit
- '06-'11 SEEDS implementation process

History and Scope

Milestones in the SEEDS Process

Community Visioning (2001 – 2003)

Public Meetings

- 10 issues meetings
- 6 planning workshops
- 4 Spanish-language workshops

Development of Guiding Principles, Related Performance Measures & Future Scenarios

- Numerous Community Stakeholders' Committee meetings and Steering Committee meetings
- 5 meetings with town planners
- Comprehensive build-out analysis

History and Scope

Milestones in the SEEDS Process

Scenario Modeling and Evaluation (2003-2004)

- Development of East End simulation model

- Multiple model runs and post-processing

- Assessing results using the performance measures

Community Consensus Building (2005)

- 10 workshops (2 in each town)

- Selection of preferred future scenarios

Sustainable Development Concept Plan (2005)

Targeting Preferred Future Scenarios

Targeting scenario combinations which best express the principles

		Aggregate Combined Scores				
Max Score is 120		MAINTAIN CURRENT LAND USE AND ZONING		CREATE "PRESERVATION" AND "DEVELOPMENT" AREAS		
LAND USE	TRANSPORTATION	1 Current Buildout (Do Nothing)	2 Reduce Current Buildout By 50%	3 Maximize Hamlet Center Densities	4 Maintain Current Hamlet Center Densities	5 Maximize Buildout Reduction (Over 60%)
1	Current Improvements Only	33.84	51.12	60.96	67.20	72.24
2	Transportation Management Strategies	42.96	61.92	70.56	79.68	80.64
3	Transit Focused Investment	52.80	72.00	81.84	92.64	93.36
4	Roadway Focused Investment	36.96	54.72	64.80	68.40	73.68
5	Large Scale Investment	34.56	52.80	60.24	68.16	72.72

Elements of the Concept Plan: **Preferred Land Use Scenario**

The preferred land use scenario calls for future development patterns that:

- Focus development in and around hamlet centers
- Preserve agriculture and open space outside of centers
- Reduce future build-out under current zoning

Elements of the Concept Plan: Preferred Land Use Scenario

Desired Outcomes

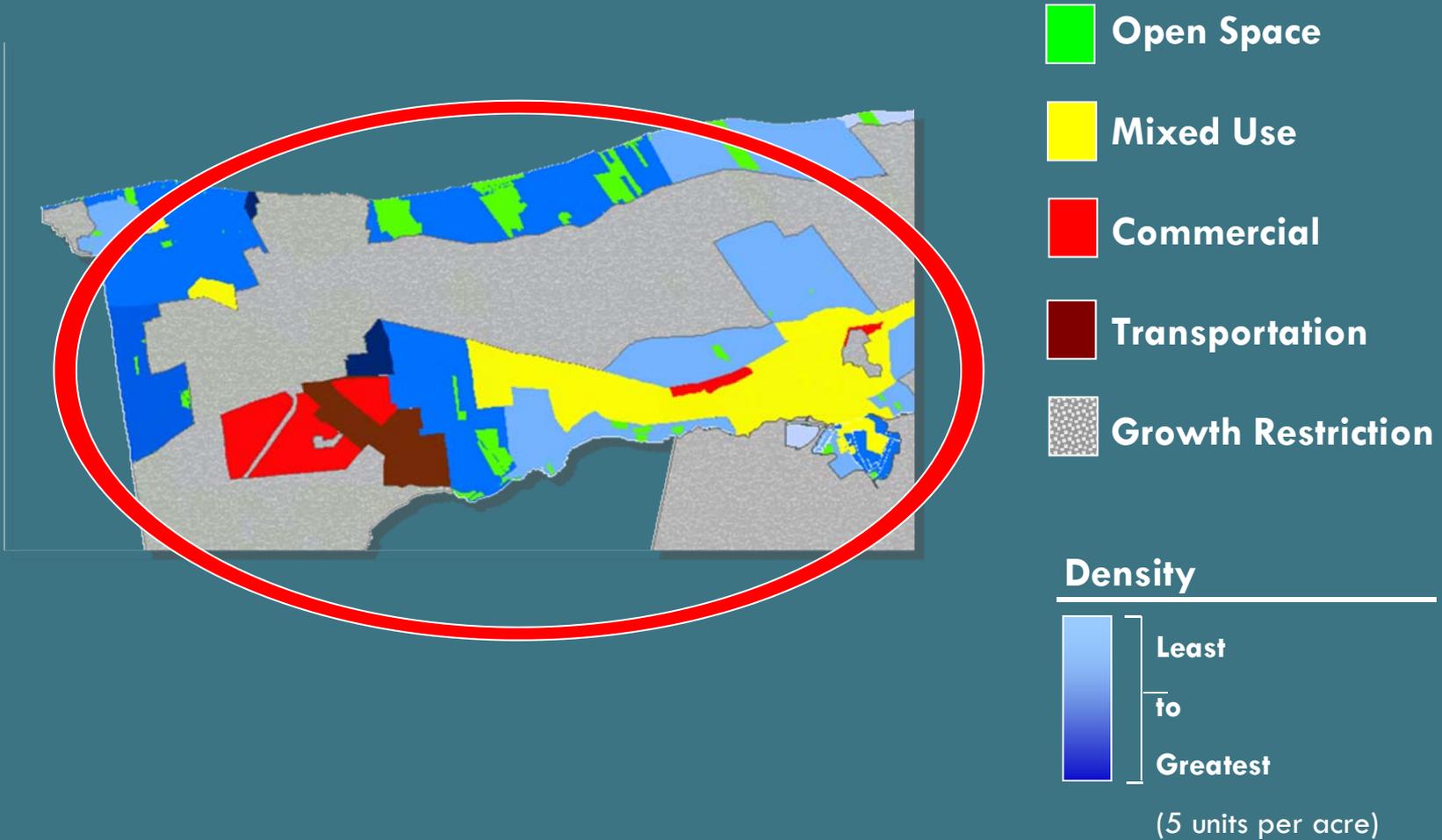
- ❑ Well defined regional development pattern
- ❑ Focused hamlet growth
- ❑ Regional open space acquisition initiative
- ❑ Regional transfer of development rights

Elements of the Concept Plan: Preferred Land Use Scenario

Desired Outcomes *(continued)*

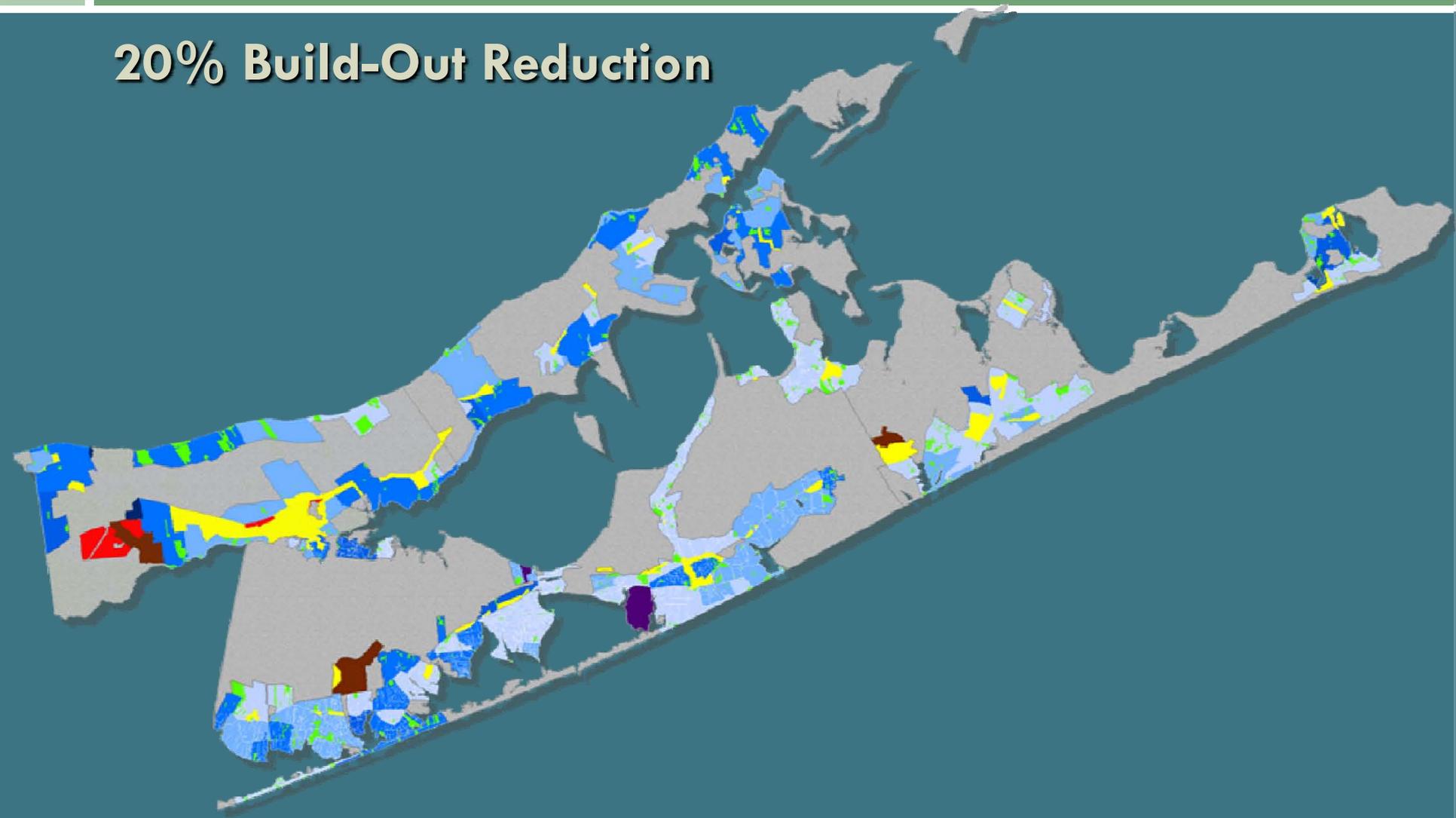
- ▣ Reduced dependency on vehicular travel
 - Fewer vehicle trips
 - Fewer vehicle miles traveled
- ▣ Increased mix of housing stock
- ▣ Greater housing affordability

Elements of the Concept Plan: Preferred Land Use Scenario



Elements of the Concept Plan: Preferred Land Use Scenario

20% Build-Out Reduction



Elements of the Concept Plan: Preferred Land Use Scenario

Mixed Use Development Encouraged
Emphasis on Infill

Commercial Development
Encouraged

Development Restricted
No future development allowed

Development Encouraged
Emphasis on Hamlets



Elements of the Concept Plan: Preferred Transportation Scenario

The preferred transportation scenario calls for future transportation improvements that:

- Focus on transportation management strategies
- Emphasize retail driveway consolidation and back-lot parking in key areas
- Emphasize traffic calming measures in hamlet centers

Elements of the Concept Plan: Preferred Transportation Scenario

Desired Outcomes

- ▣ Targeted intersection improvements
 - turning pockets
 - signal optimization
- ▣ Hamlet pedestrian, bicycle and parking measures
 - high visibility crosswalks
 - bicycle lanes
 - parking management

Elements of the Concept Plan: Preferred Transportation Scenario

Desired Outcomes (continued)

- System of intermodal transit hubs which include:
 - Expanded rail, bus and innovative demand-responsive feeder/distributor services
 - Park-and-ride facilities
 - Passenger amenities such as newsstands, tourist information, and small retail opportunities

Elements of the Concept Plan: Preferred Transportation Scenario

Desired Outcomes (continued)

- Inter-hamlet shuttle service and bicycle routes connecting to
 - Intermodal hubs
 - Employment locations
 - Tourist attractions
- Premium transit service for regional intermodal hubs at Calverton and Gabreski
 - Link between hubs
 - Express service to Ronkonkoma and Speonk

Elements of the Concept Plan: Preferred Transportation Scenario

Desired Outcomes (continued)

- Seasonal Peconic Bay passenger water taxi service
- New LIE ramp connection to Calverton industrial center (in conjunction with the regional intermodal hub)
- Restored LIRR spur to Calverton (in conjunction with the regional intermodal hub)

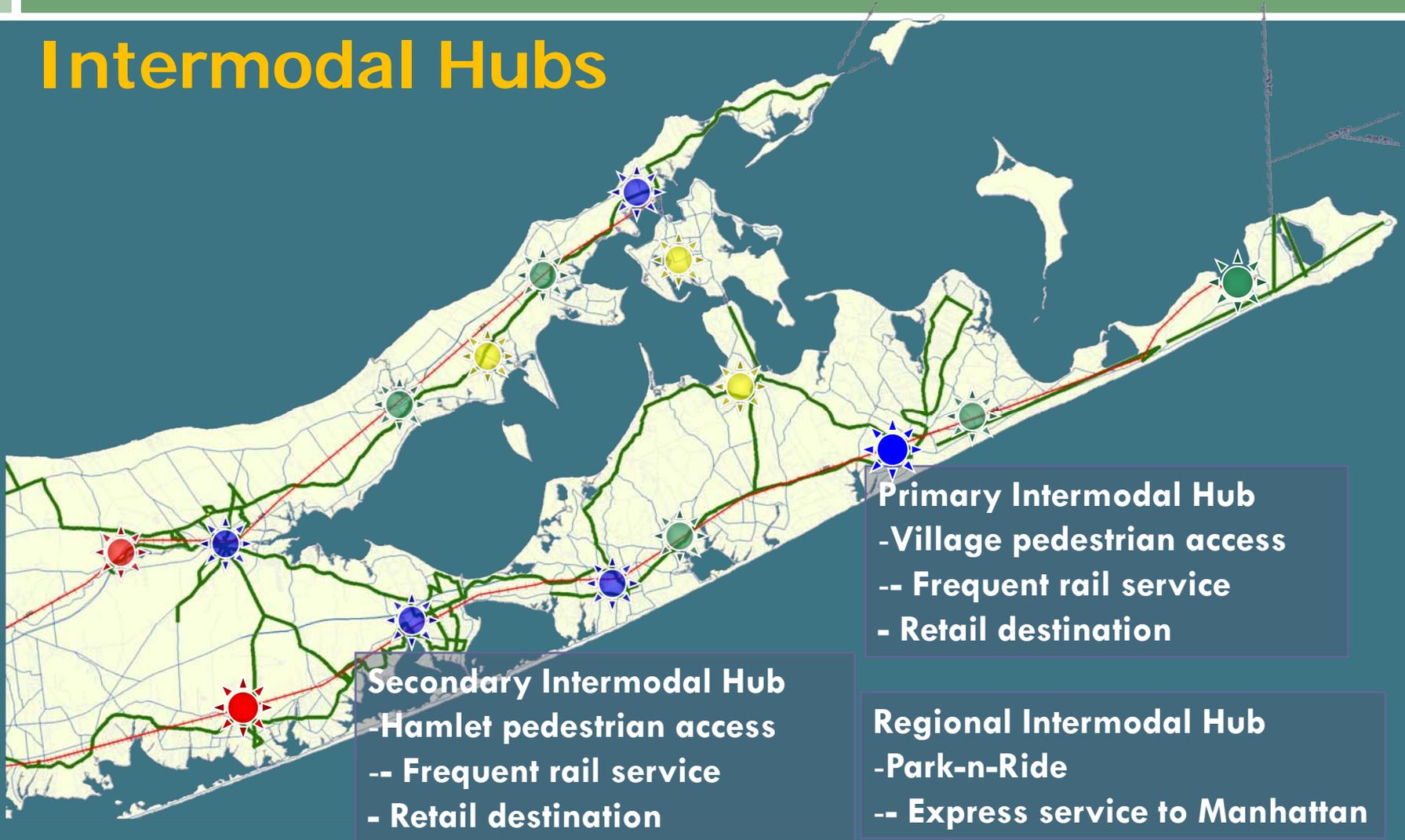
Elements of the Concept Plan: Preferred Transportation Scenario



Elements of the Concept Plan

Preferred Transportation Scenario

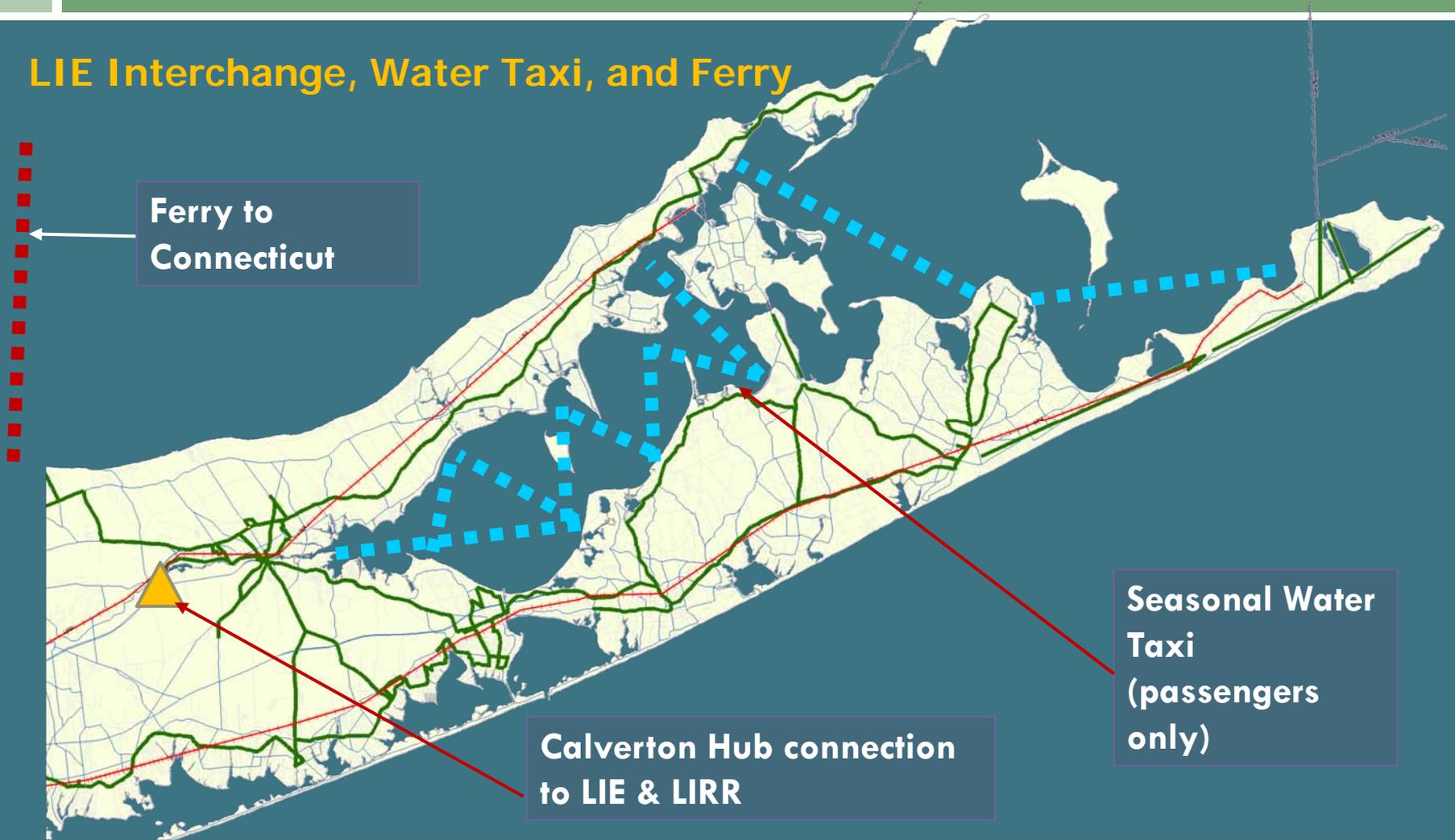
Intermodal Hubs



Elements of the Concept Plan

Preferred Transportation Scenario

LIE Interchange, Water Taxi, and Ferry



Ferry to Connecticut

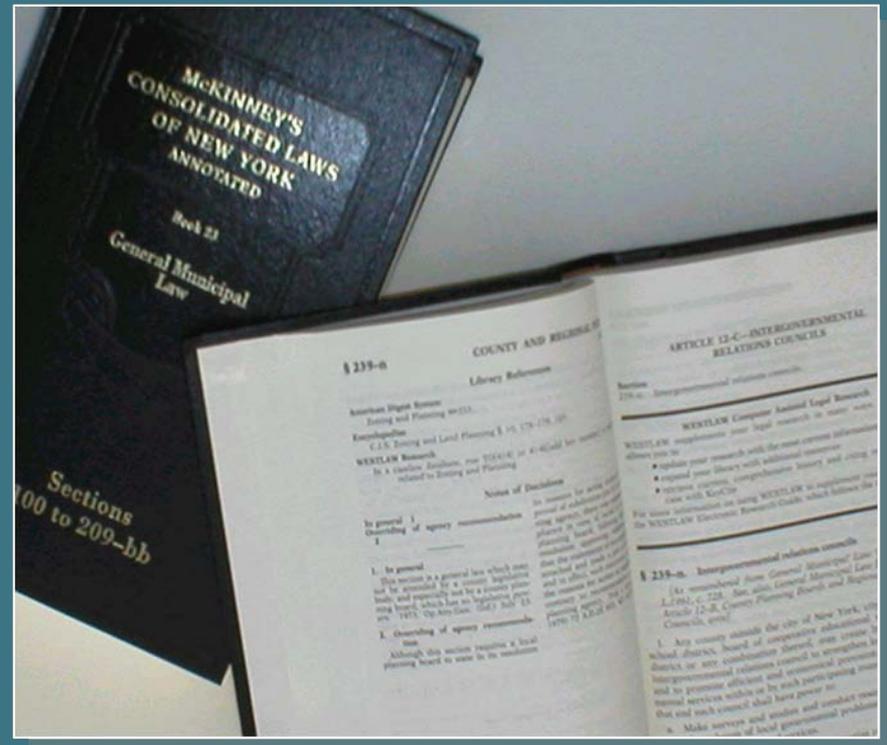
Calverton Hub connection to LIE & LIRR

Seasonal Water Taxi (passengers only)

Next Steps

IMMEDIATE ACTIONS

- Implementation Committee
- Inter-municipal Agreement
- Transportation Development District
- Short Term Changes

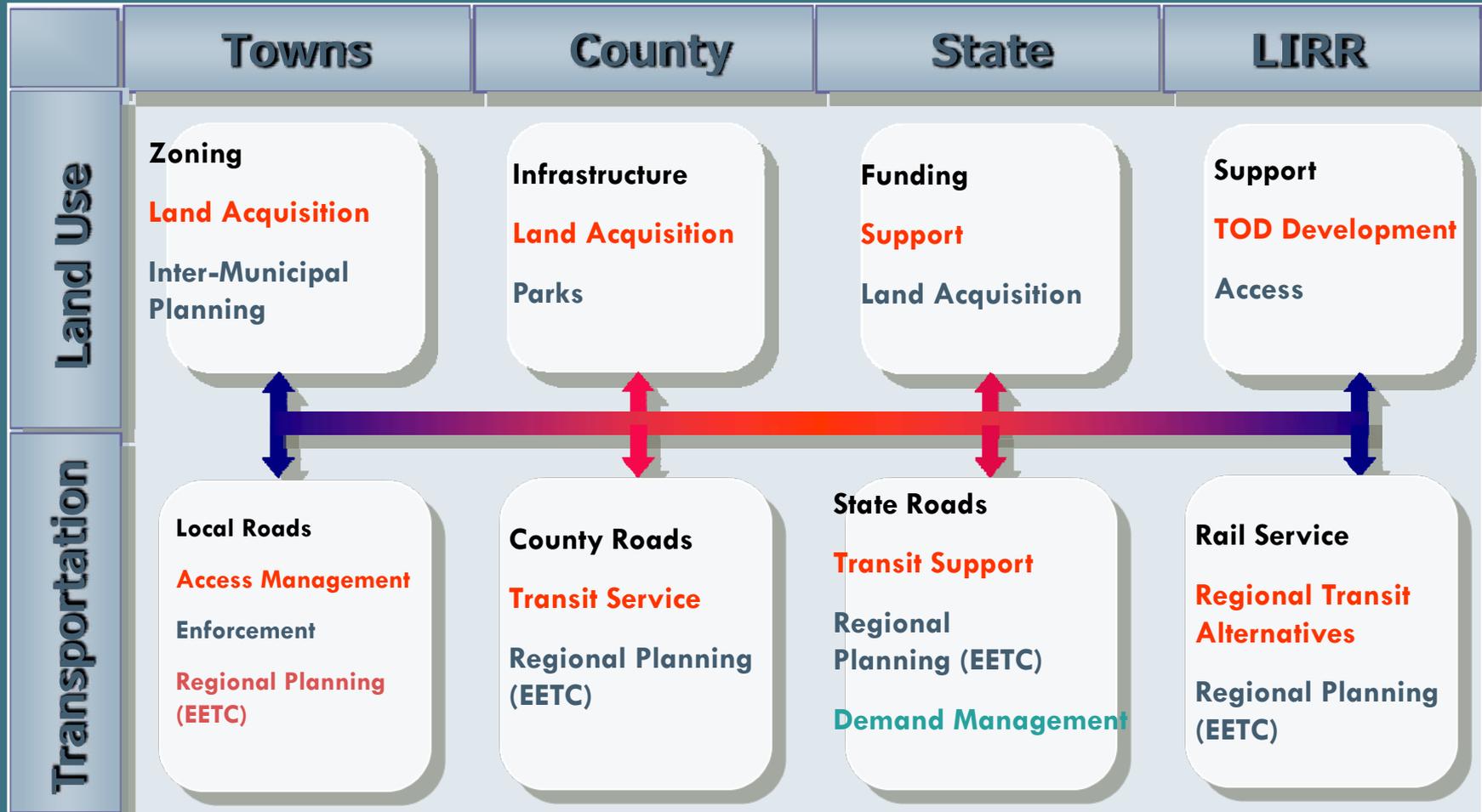


Next Steps

Organize an Implementation Committee to:

- 1) Assess feasibility
- 2) Explore design parameters
- 3) Explore financing options
- 4) Develop a timeline for action (short-, medium- and long-term) and formalize municipal relationships

Implementation: Cooperation and Coordination



SEEDS Results

- Unprecedented IMA signed among 4 Towns & 6 Villages
 - Cooperate on land use & transportation planning
 - Extended to Human Services & Emergency services
- Shared human service transportation program initiated w/Southampton & East Hampton
- EVP program initiated in Southampton; Riverhead implements parallel system

SEEDS Results

- Roadway improvements handled locally
- Calverton rail hub pursued by Riverhead
- Bike lane & route efforts coordinated locally & w/DOT, SCDPW
- Complete Streets coordinated, adopted locally
- Led to SMSI grant for Volpe transit study
- Led to South Fork Commuter Connection 'test'

South Fork Commuter Connection & Volpe Public Transit Alternatives Study

South Fork Commuter Connection



East End Transportation Study Final Report September 17, 2009



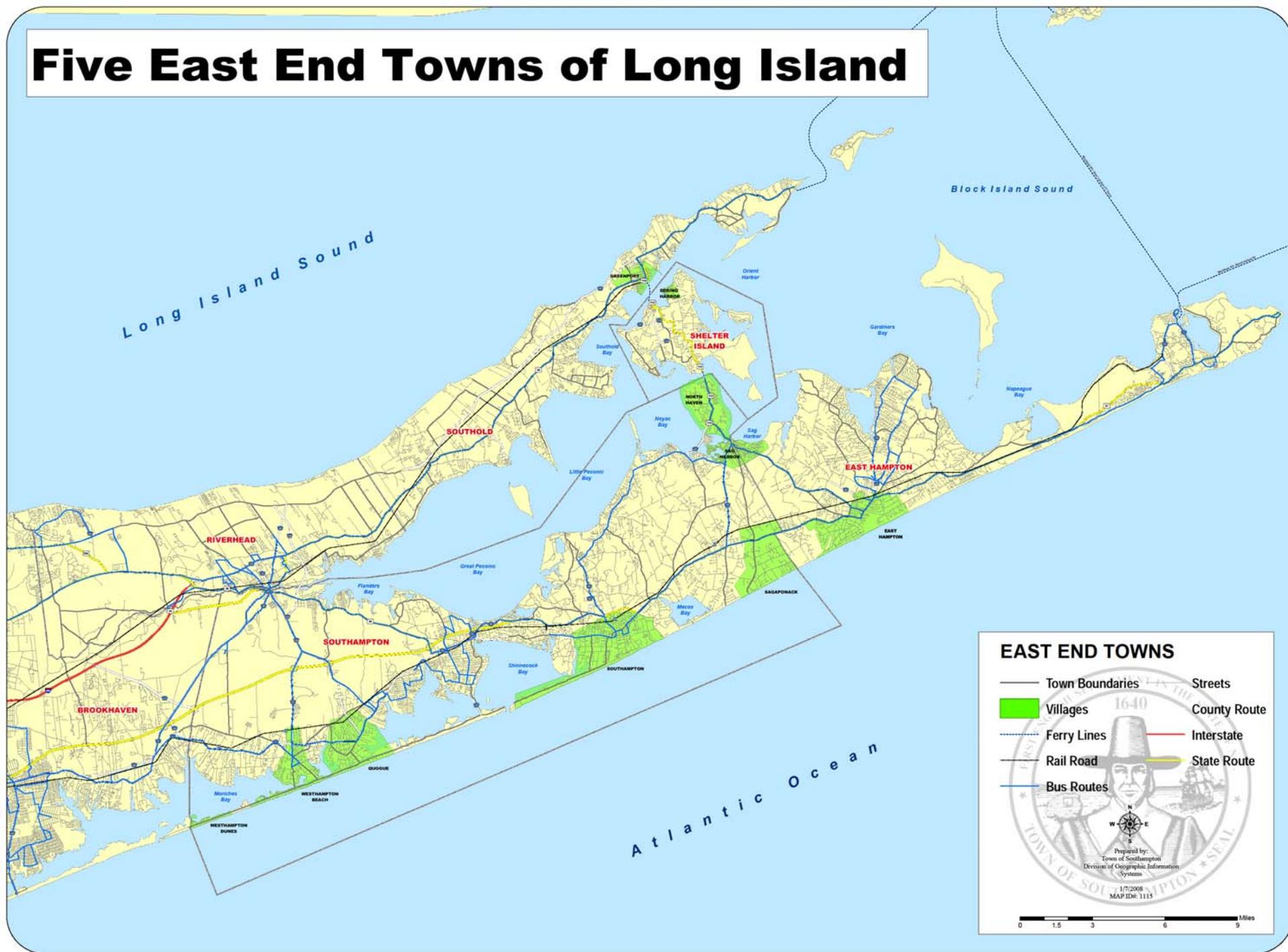
VOLPE
center



U.S. Department of Transportation
Research and Innovative Technology Administration
John A. Volpe National Transportation Systems Center

This report was prepared with funds provided by the New York Department of State under the Shared Municipal Services Grant Program.

Five East End Towns of Long Island



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South Fork Commuter Connection

- Coordinated rail & bus system serving Southampton & East Hampton during reconstruction of CR 39
- Opportunity to field test transportation planning concepts (land use context)
- LIRR cooperative & innovative; strong political support



South Fork Commuter Connection An Overview

- 7 month Pilot Program (Oct 23, 2007-May 22, 2008), extended thru June
- Helped mitigate vehicular traffic during CR 39 reconstruction
- Collaborative effort with elected officials, Suffolk Co. and East End towns
- Nearly \$1 Million in federal, State and County grants to operate the shuttle and the feeder bus network

South Fork Commuter Connection Service and Fares

- Six additional trains provided, three eastbound and three westbound
- Connecting bus service between LIRR stations and local business and school districts - seamless transfers between transit modes
- Current fare structure modified to allow uniform intra-zone fare between Speonk and Montauk
 - From Speonk: \$2.25 1-way (vs. \$4.25), \$20 weekly (vs. \$36) and \$66 monthly (vs. \$116)



Town of Southampton



South Fork Commuter Connection - Southampton



South Fork Commuter Connection Ridership

- Initially, ridership robust
 - November: More than 8,000 total passengers
 - December: 6,600 passengers
 - January: Almost 7,000 passengers
- Early completion of work on CR 39 in May caused a drop in ridership (approx. 3,200 passengers in May)
- Approx. 40,000 passenger trips between November & May

South Fork Commuter Connection Summary

- Positive customer feedback
- Promoted use of public transportation on the East End
- Enhanced quality of life for East End commuters
- Data obtained from Pilot Project to become part of the East End Regional Transportation Plan (the Volpe Study)

Volpe Study

US DOT Volpe National Transportation Systems Center

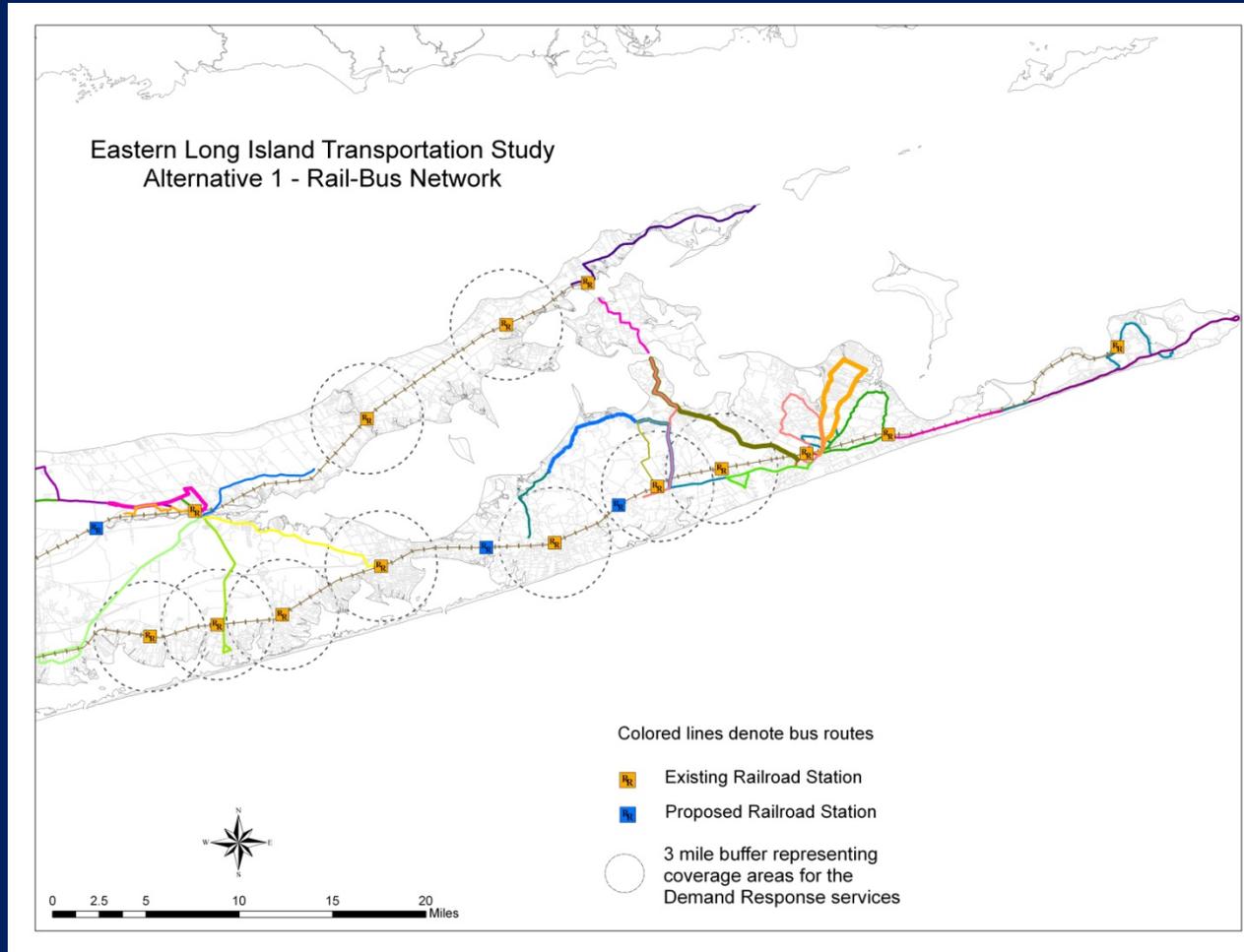
- Funded by NYS SMSI grant to 5 EE Towns
- Examined coordinated rail-bus network & alternative. Scheduling, equipment, costs, structure, logistics, supporting strategies
- Outlined issues for follow up: financial, technical, environmental, structural
- Preliminary feasibility assessment w/no value judgment

Alt. 1:

Rail-Bus Network Concept

- Most public transit in East End would be replaced by rail-bus network
- Rail shuttles Ronkonkoma-Greenport and Speonk-Montauk, with 5 new stations
- Mix of fixed-route and demand response buses to feed rail lines and extend geographic coverage
- Service 14-18 hours/day, 7 days, every 30-60 minutes, coordinated timetables

Alt. 1: Rail-Bus Network Route Map



Alt. 1:

Rail-Bus Network Rail Investment

- 7 additional passing sidings
- Centralized Traffic Control system and electronic switches
- Rail maintenance facility (1-2)
- ADA compliance for (re-)opened stations
- 21 rail vehicles plus 2 spares – new DMUs or rebuilt Budd RDCs

Alt. 1:

Rail-Bus Network Bus Investment

- Bus storage/refueling facility, dispatch center, call center for demand response
- 52 buses plus 10 spares
 - Assumed medium-duty, accessible, hybrid-drive buses with bike racks

Alt. 1:

Rail-Bus Network Ridership Forecasts

- Ridership forecast based on SEEDS modeling:
1.3 to 1.5 million trips / year
- Forecast based on elasticity model (calibrated to SFCC): 3.1 million trips / year
- At about \$2 per trip, overall farebox recovery in the range of 8-13%

Alt. 1:

Rail-Bus Network Overall Costs

- Rail Capital Investment: \$107M to \$175M
- Bus Capital Investment: \$26M
- Annual O&M: \$46M
 - \$19M for Rail, \$22M for Bus
 - \$5M for Administrative & General Costs
- Costs do not include any land or ROW acquisition or new station parking

Alt. 2:

Flexible Transit Network Concept

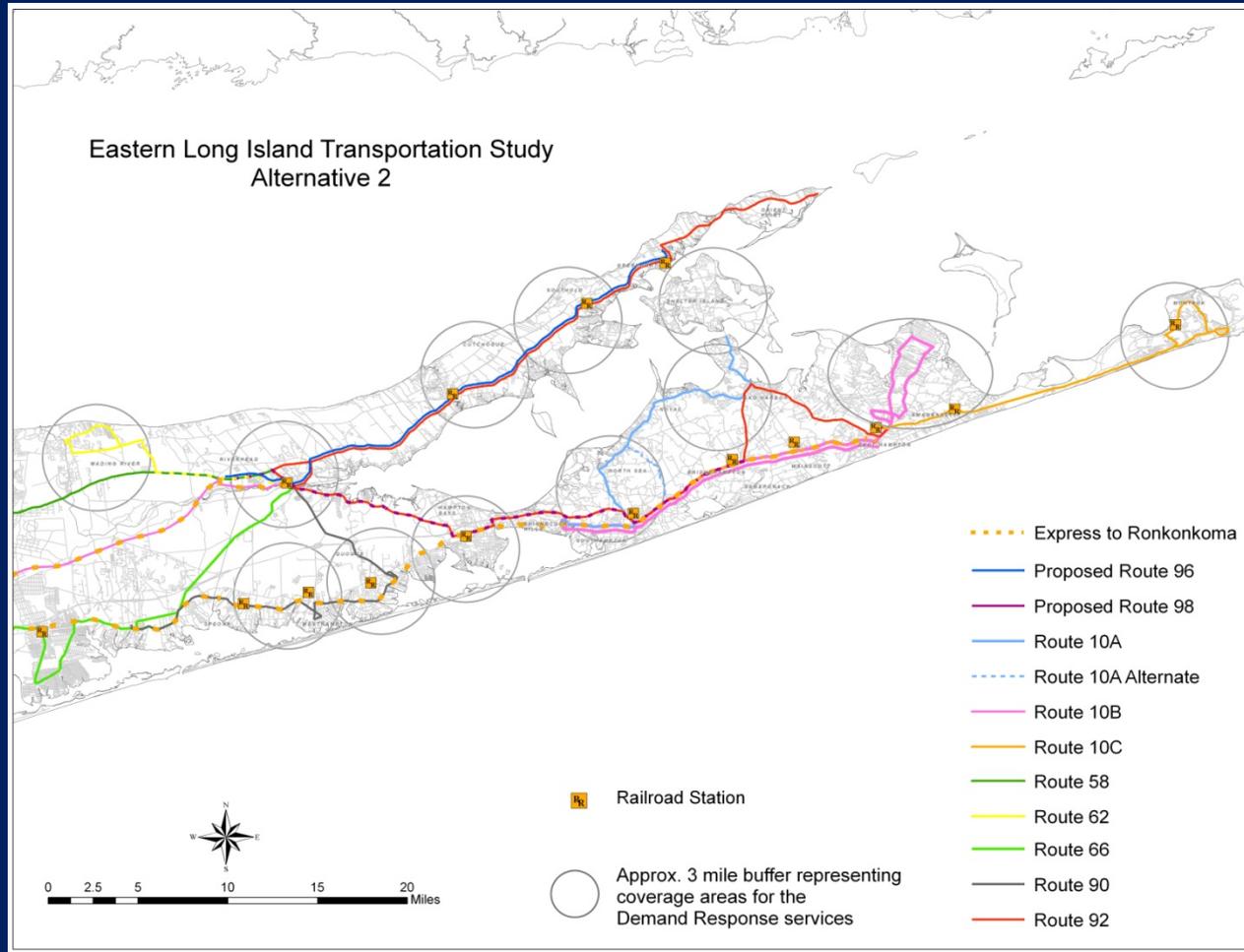
- Focus on incremental improvements, achievable with limited capital costs
- Sunday service, earlier/later hours
- Improved bus frequencies: as often as every 15 mins. on S-92 in peak periods
- Some new routes & routing adjustments
- Technology to improve bus operations: e.g. signal priority, AVL/CAD, EFC

Alt. 2:

Flexible Transit Network Concept

- Express buses to Ronkonkoma / Islip Airport for onward rail & air connections
- Demand response services for local mobility and connections to fixed routes
- Options for incremental rail service improvements, near-term and longer-term

Alt. 2: Flexible Transit Network Route Map



Alt. 2:

Flexible Transit Network Ridership Forecasts

- Ridership Base:
 - c. 1.1 million trips per year on SCT bus routes to/from/within East End;
 - LIRR ridership assumed constant in absence of major changes to rail service
- Bus ridership forecast based on elasticity model:
2.0 to 2.5 million trips/year
- At \$1 to \$1.50 per ride, overall farebox recovery 8-14%

Alt. 2:

Flexible Transit Network Overall Costs

- Bus Capital Investment: \$79M for all new hybrid buses
- Technology (ITS) Investments: \$5M
- Rail Capital Investment: Initially minimal, but possible vehicle purchases
- Incremental O&M Costs: \$6-19M / year
 - \$5.0M to \$16.8M Phased-in for Bus Service
 - \$0 to \$1.5M for Rail Service
 - \$0.5 to \$1.0M for Admin. & General Costs

SEEDS assessment

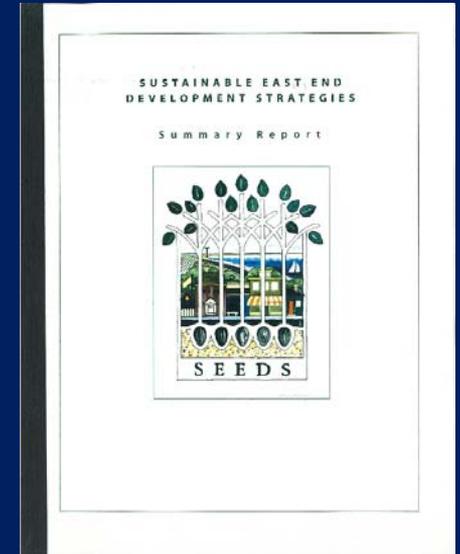
- Established on going, positive agency/municipal dialogue
- Provided support for related regional efforts
- Is an important document for municipal level planning efforts
- Spurred local implementation of identified concepts

SEEDS assessment

- Complex project on many levels
- Highlighted challenges of regional efforts:
 - consensus; structure; support ; commitment;
- Political buy in limited, especially on land use
- No political structure for regional implementation or resource commitment

SEEDS future

- Use in related local & regional efforts in transportation and other infrastructure improvements
- Political & resource support critical

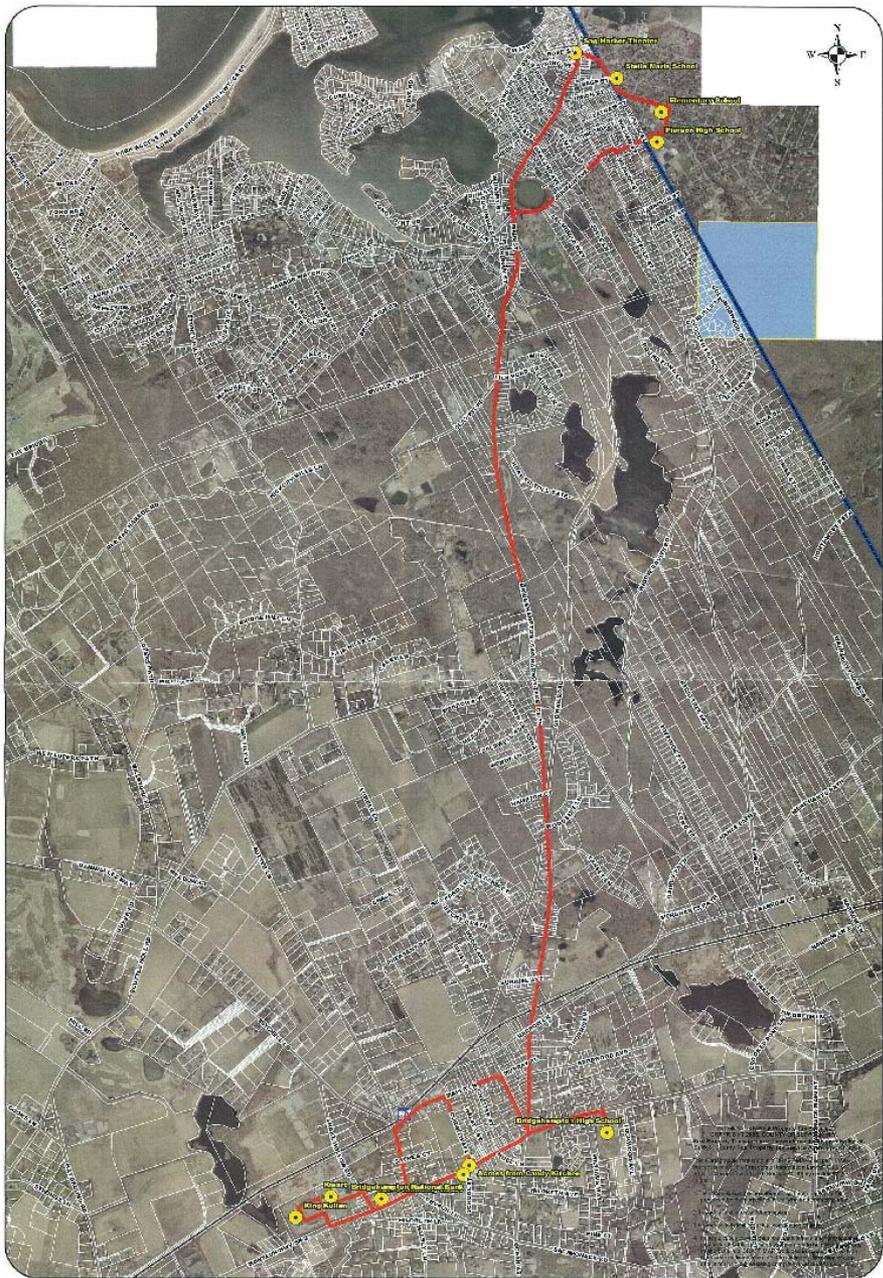


SOUTHAMPTON TOWN

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Town of Southampton
South Fork Commuter Connection
Bridgehampton - Sag Harbor

