Sustainable East End Development Strategies

Sustainable Development Concept Plan
Five East End Towns of Long Island
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
Milestones in the SEEDS Process


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

- 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
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

- **Preferred Land Use Scenario**
- **Density**
  - Least to Greatest (5 units per acre)

- **Open Space**
- **Mixed Use**
- **Commercial**
- **Transportation**
- **Growth Restriction**

Map showing various land use scenarios and density levels.
Elements of the Concept Plan:
Preferred Land Use Scenario

20% Build-Out Reduction
Elements of the Concept Plan: Preferred Land Use Scenario

- Development Restricted
  - No future development allowed
- Development Encouraged
  - Emphasis on Hamlets
- Mixed Use Development Encouraged
  - Emphasis on Infill
- Commercial Development Encouraged
What Could This Look Like?

Enhancing Hamlet Centers
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
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**

- **Primary Intermodal Hub**
  - Village pedestrian access
  - Frequent rail service
  - Retail destination

- **Secondary Intermodal Hub**
  - Hamlet pedestrian access
  - Frequent rail service
  - Retail destination

- **Regional Intermodal Hub**
  - Park-n-Ride
  - Express service to Manhattan
Elements of the Concept Plan
Preferred Transportation Scenario

LI E Interchange, Water Taxi, and Ferry

Ferry to Connecticut

Seasonal Water Taxi (passengers only)

Calverton Hub connection to LIE & LIRR
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

- **Cooperation and Coordination**
  - County Roads
  - Transit Coordination
  - Regional Planning (EETC)
- **Towns**
  - Zoning
  - Land Acquisition
  - Inter-Municipal Planning
- **County**
  - Infrastructure
  - Land Acquisition
  - Parks
- **State**
  - Funding
  - Support
  - Land Acquisition
- **LIRR**
  - Support
  - TOD Development
  - Access
- **Transportation**
  - Local Roads
    - Access Management
    - Enforcement
    - Regional Planning (EETC)
  - County Roads
    - Transit Service
    - Regional Planning (EETC)
  - State Roads
    - Transit Support
    - Regional Planning (EETC)
    - Demand Management
  - Rail Service
    - Regional Transit Alternatives
    - Regional Planning (EETC)
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
Five East End Towns of Long Island
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)
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

Eastern Long Island Transportation Study
Alternative 1 - Rail-Bus Network

Colored lines denote bus routes
- Existing Railroad Station
- Proposed Railroad Station
- 3 mile buffer representing coverage areas for the Demand Response services
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
Tom Neely, Intermodal Transportation & Traffic Safety Director
Tel: 631-702-1950 eMail: tneely@southamptontownny.gov
East End Transportation Council: www.eastendtransportation.org