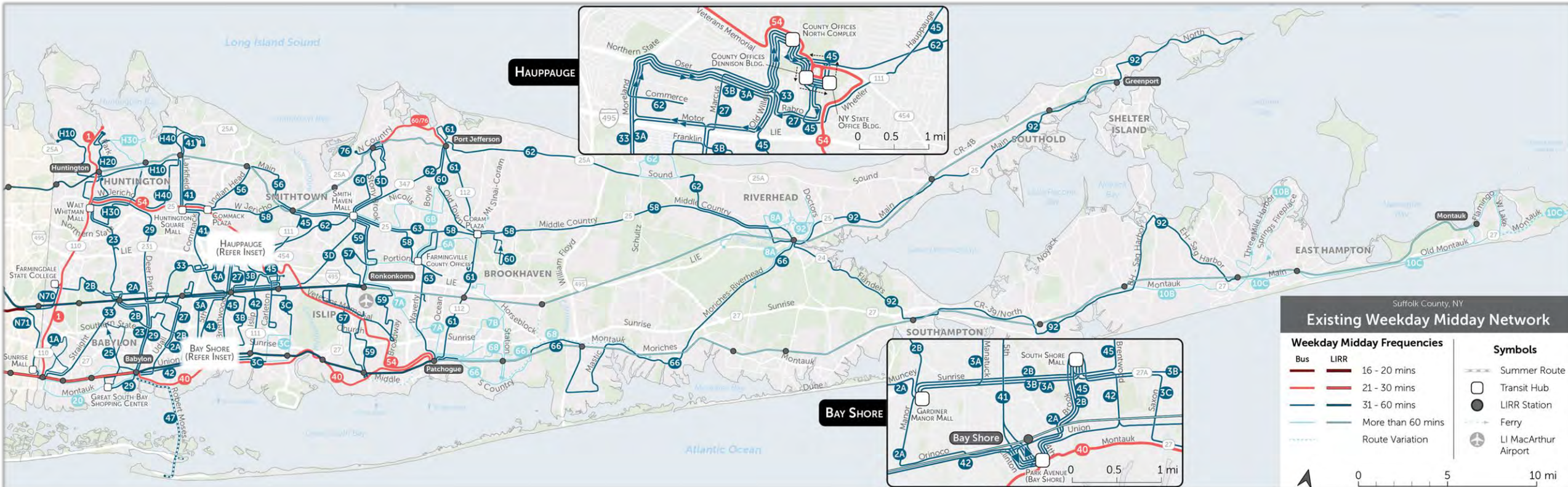


Reimagine Transit



Suffolk County Mobility



Reimagine Transit

Suffolk County Mobility Implementation Plan

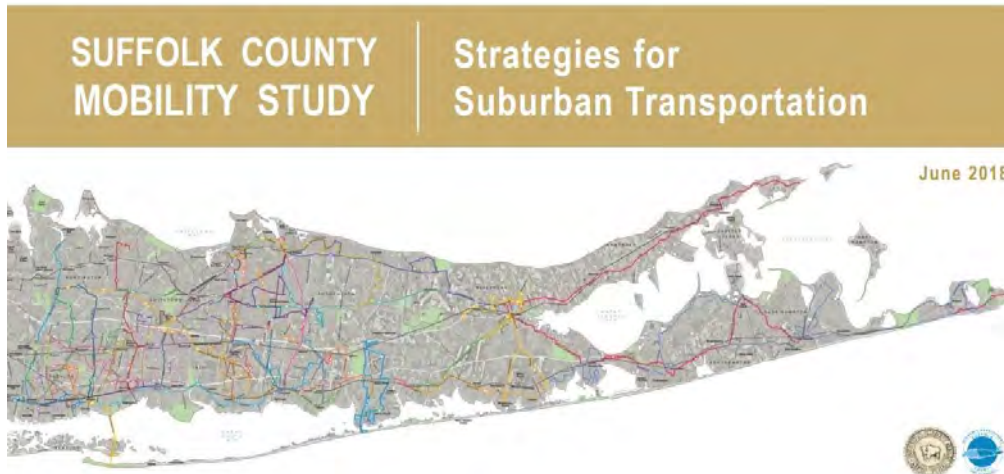
April 14, 2022



Reimagine Transit Initiative



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



Goals of the Reimagine Transit Initiative

- Redesign the fixed route bus network and explore feasibility of integrating on-demand transit service
- Align transit resources and investments with community's goals and priorities
- Support the goals on Connect Long Island by strengthening transit connections to regional assets.

Project Team



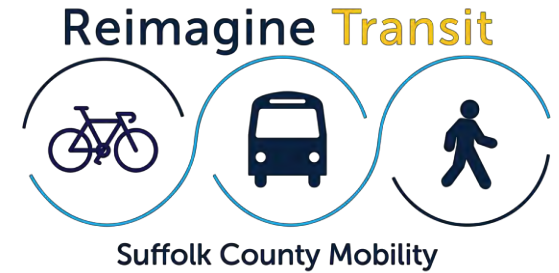
Suffolk County
Department of
Economic
Development and
Planning (EDP)



Suffolk County
Department of
Public Works (DPW)



Project Process and Progress



Planning Phase: April 2021

- Choices and Concepts Report released.

Identifying Transit Priorities: May to August 2021

- Community Survey to gather input about transit priorities
- Community Meetings to discuss the initiative and transit priorities
- Gather feedback about Conceptual Alternatives

Developing Proposed Bus Network: September 2021 to January 2022

- Using public feedback to guide development of the proposed new bus network for Suffolk County

Proposing Bus Network Changes: February to May 2022

- Draft New Bus Network released
- Community Survey to gather input about proposed bus network changes
- Community Meetings to discuss initiative updates and explore potential bus network changes

Final Implementation Plan: June to August 2022

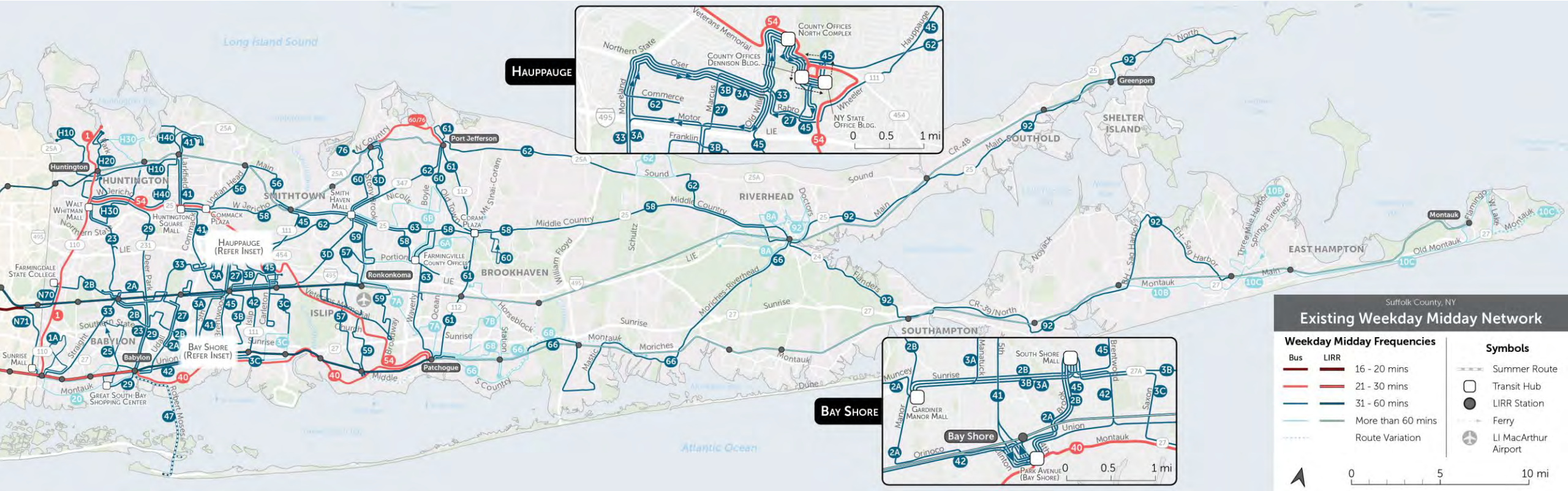
- Revise New Bus Network based on public network
- Develop Final Recommendations on routing, schedules, stop locations
- Roll-out Plan for the redesigned network

Existing Weekday Service

Reimagine Transit



Suffolk County Mobility

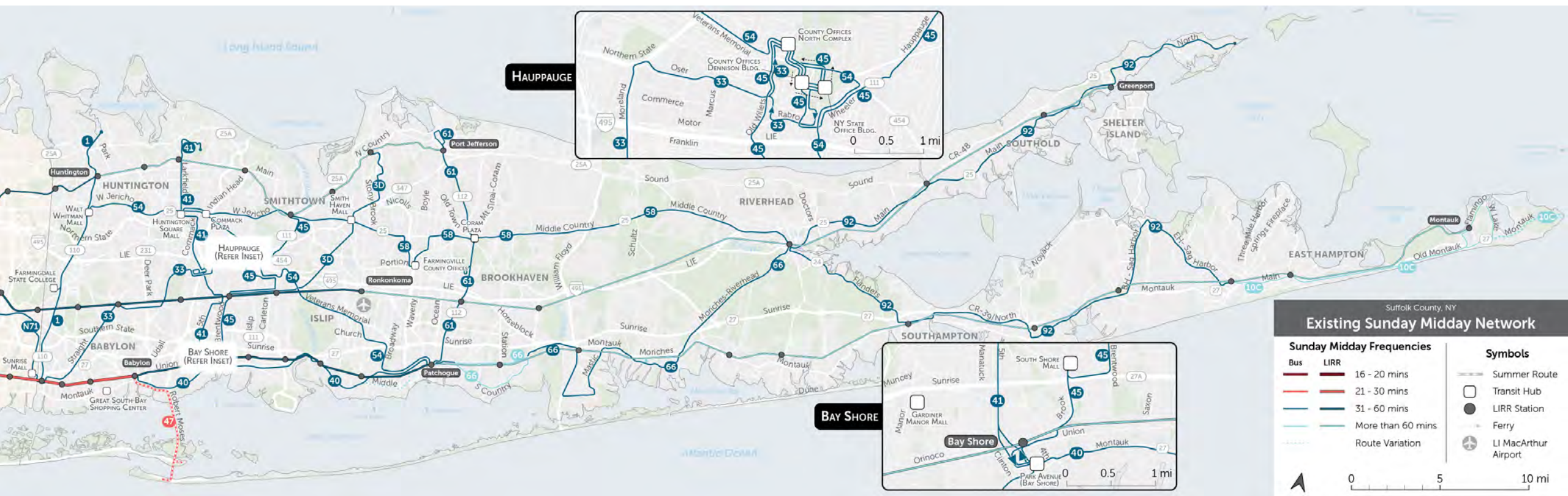


Existing Sunday Service

Reimagine Transit



Suffolk County Mobility



What is access?

The wall around your life.

Reimagine **Transit**



Suffolk County Mobility

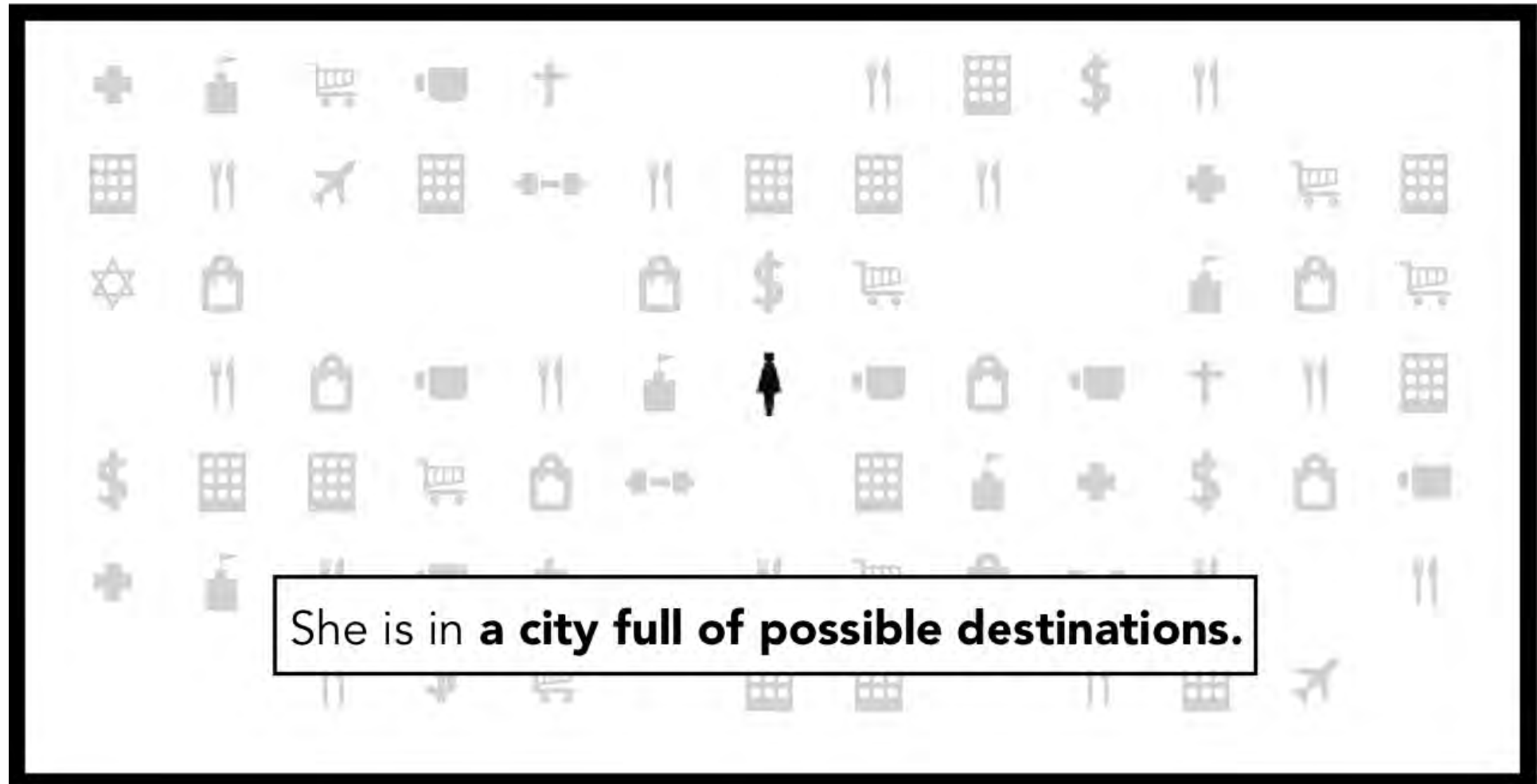
Here is a person.



Reimagine Transit



Suffolk County Mobility



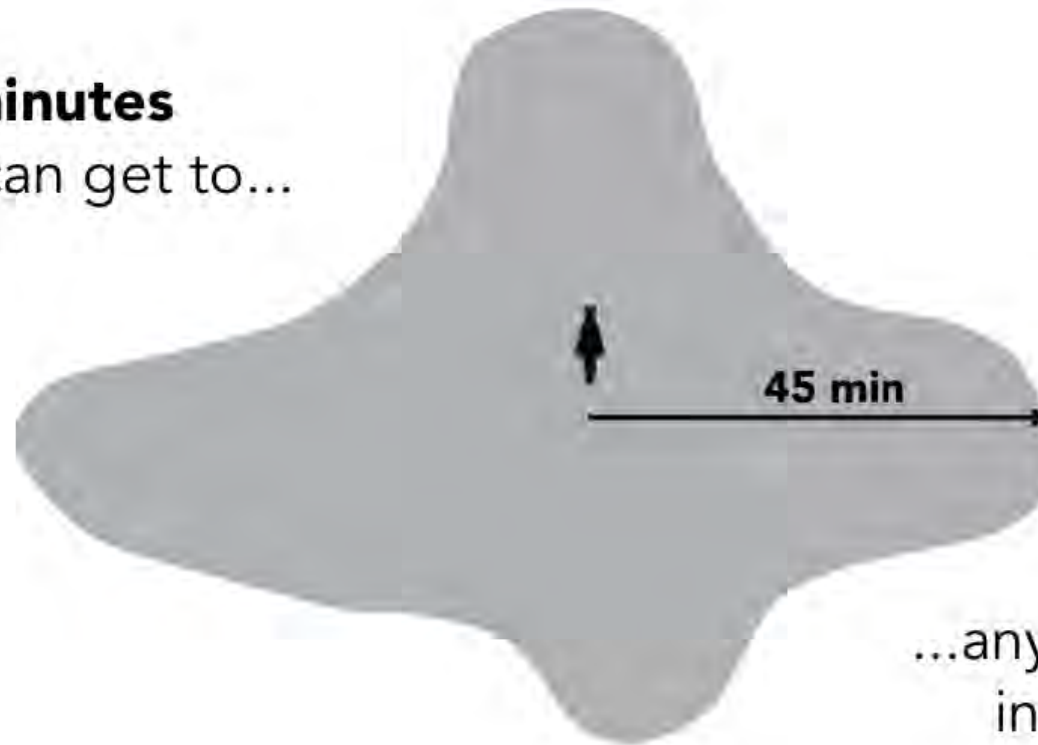
She is in **a city full of possible destinations.**

Reimagine Transit



Suffolk County Mobility

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



...anywhere
in a **certain area.**



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



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

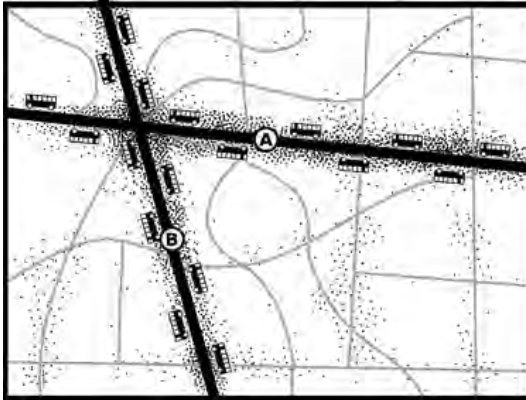
Access is how network design affects ridership

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:

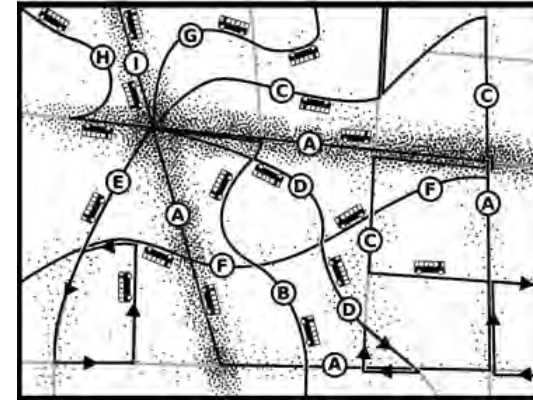
- Access to economic opportunity.
- Personal freedom.
- Value of investments in a walkable community.
- Functionality of the village, town, and county.

Ridership vs coverage goals



Ridership Goal

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



Coverage Goal

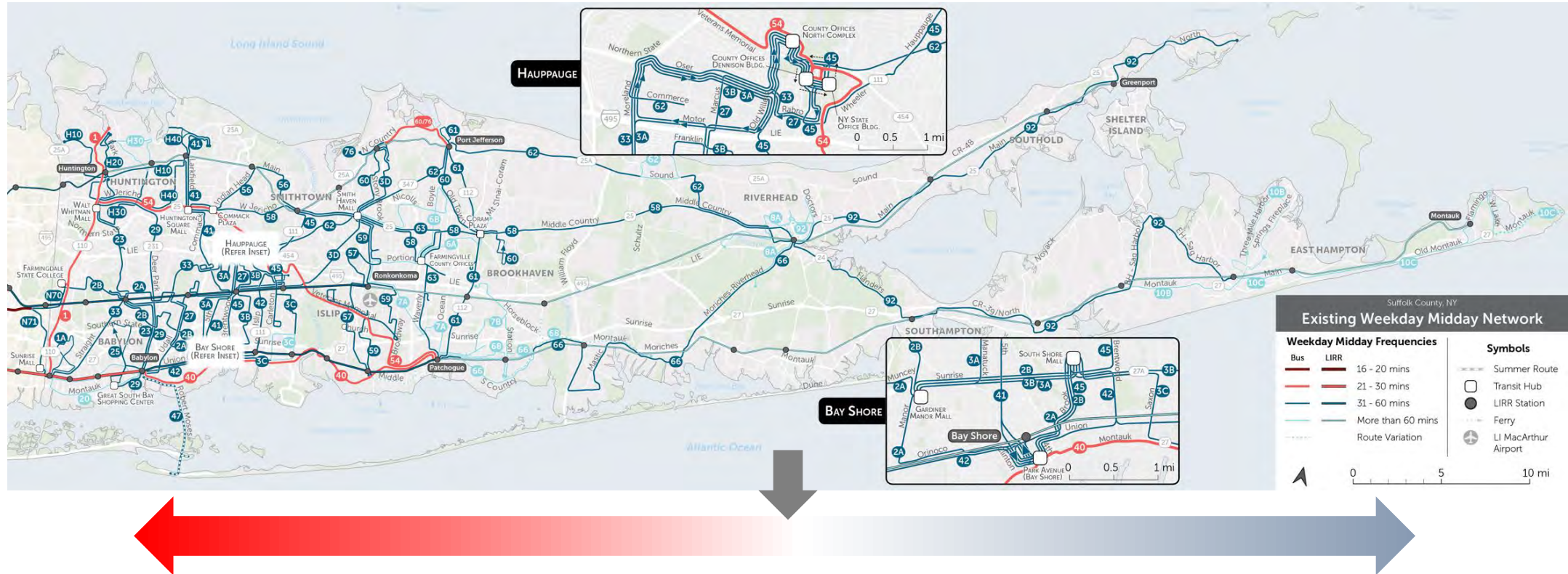
- Some access to opportunity for everyone everywhere.
- Lifeline.
- Service to every town or electoral district.

The Ridership/Coverage tradeoff is unavoidable.

Reimagine **Transit**



Suffolk County Mobility



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%



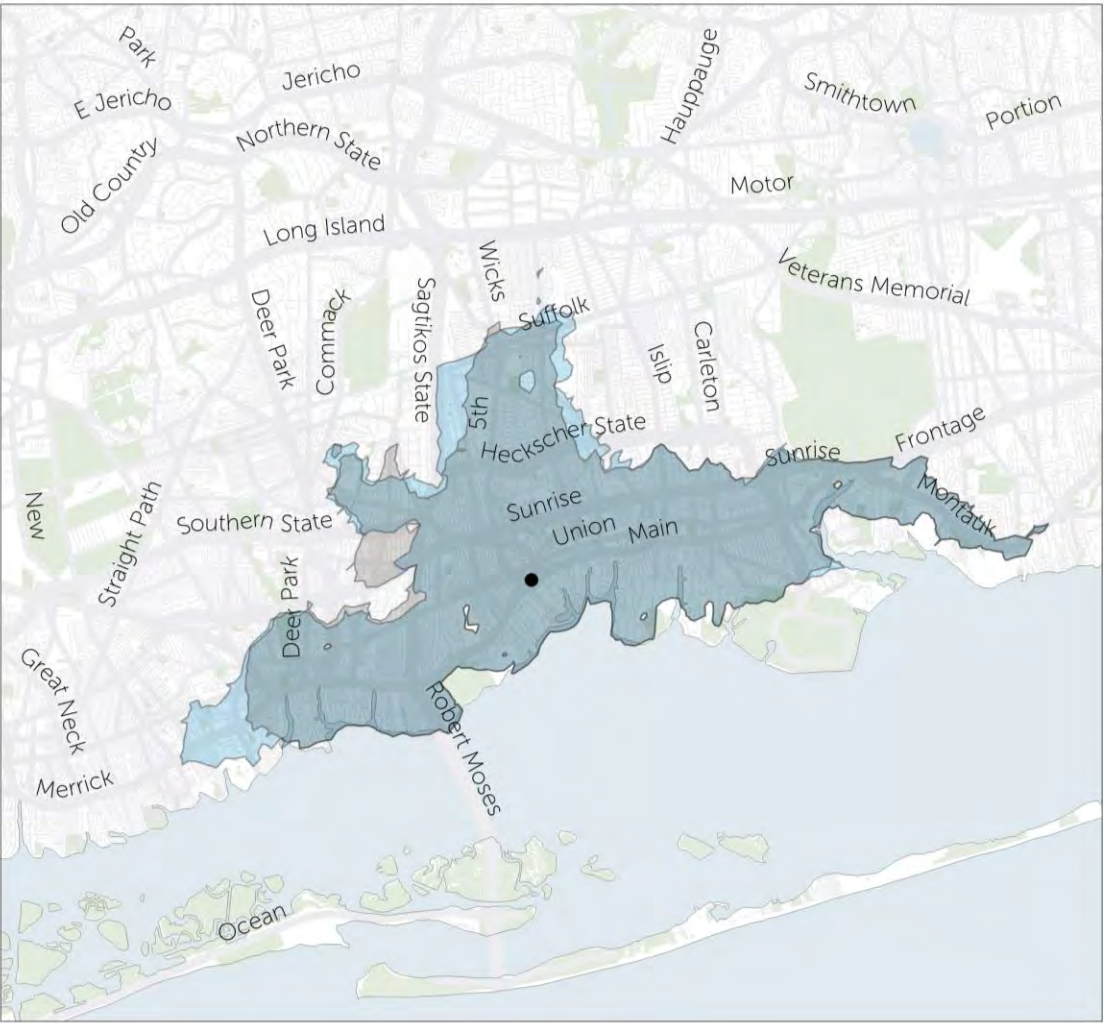
Where should Suffolk County be on this spectrum?

What can you reach in 60 minutes in the Coverage Concept from . . .

Bay Shore Mechanicsville Rd at Park Ave

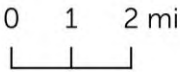
at noon on a weekday?

Access:
Where could you be?
What could you do?



What is reachable in...?

	Pop Change	Job Change
30 minutes	-100	+0
45 minutes	-1,200	-200
60 minutes	+13,600	+3,900

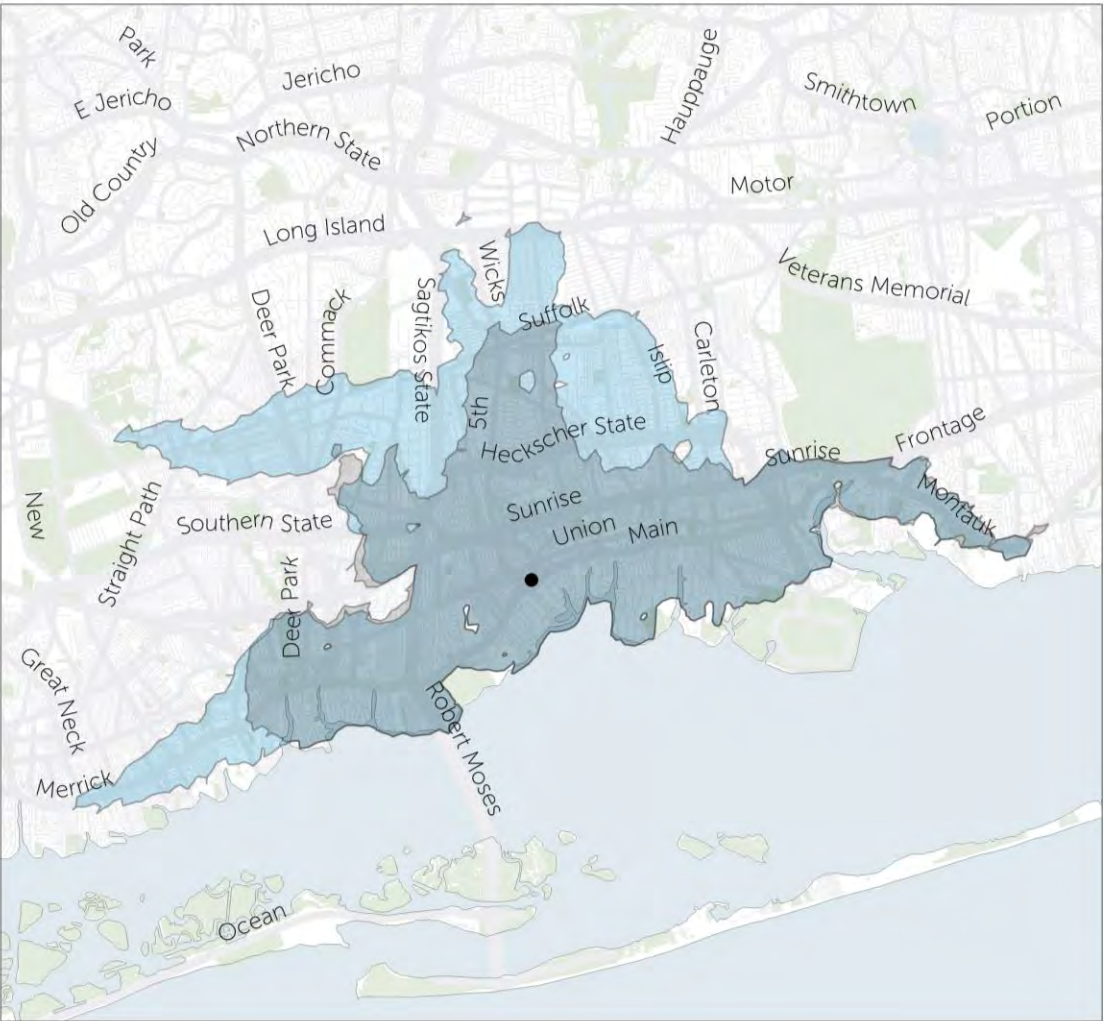


What can you reach in 60 minutes in the Ridership Concept from . . .

Bay Shore Mechanicsville Rd at Park Ave

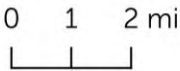
at noon on a weekday?

Access:
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What is reachable in...?

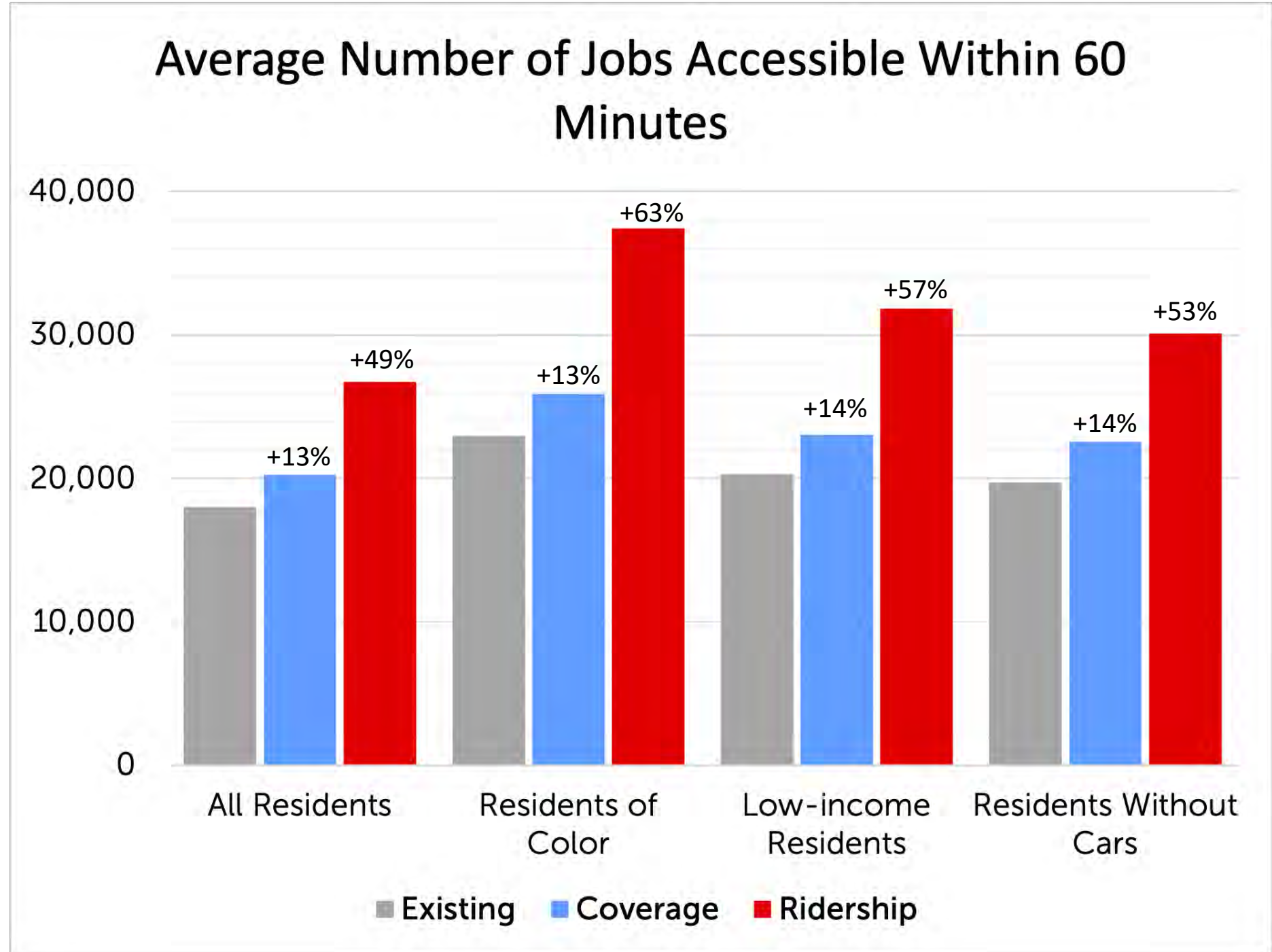
	Pop Change	Job Change
30 minutes	+3,200	+700
45 minutes	+44,800	+8,700
60 minutes	+91,200	+30,800



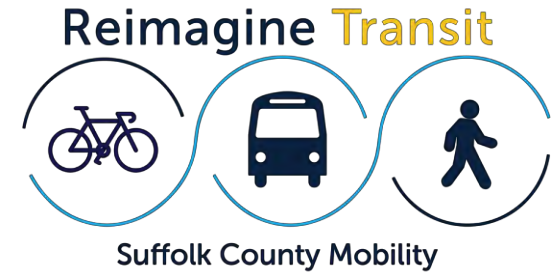
Access to Jobs

Average change in access across all residents and other subgroups.

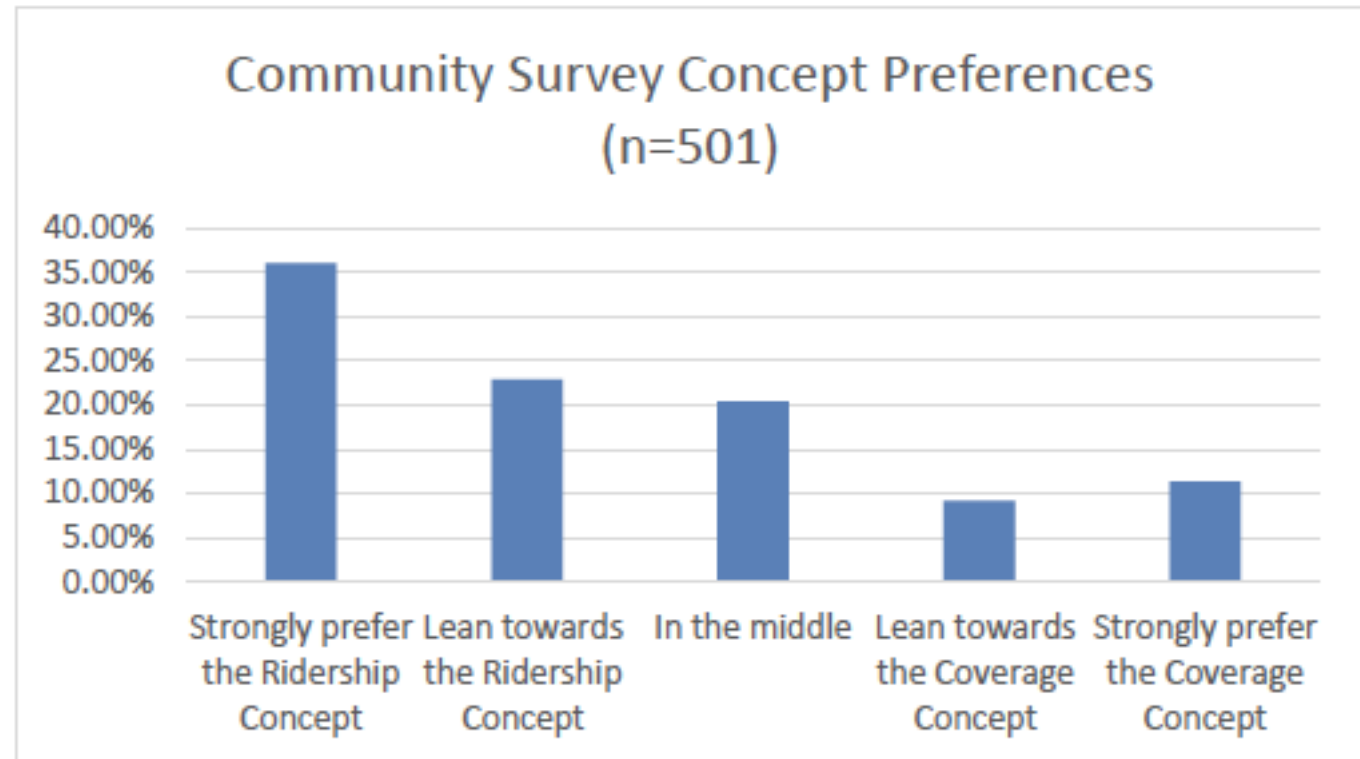
Averaged based on the increases and decreases in the maps on the previous slide.



Survey Responses on Ridership / Coverage Balance



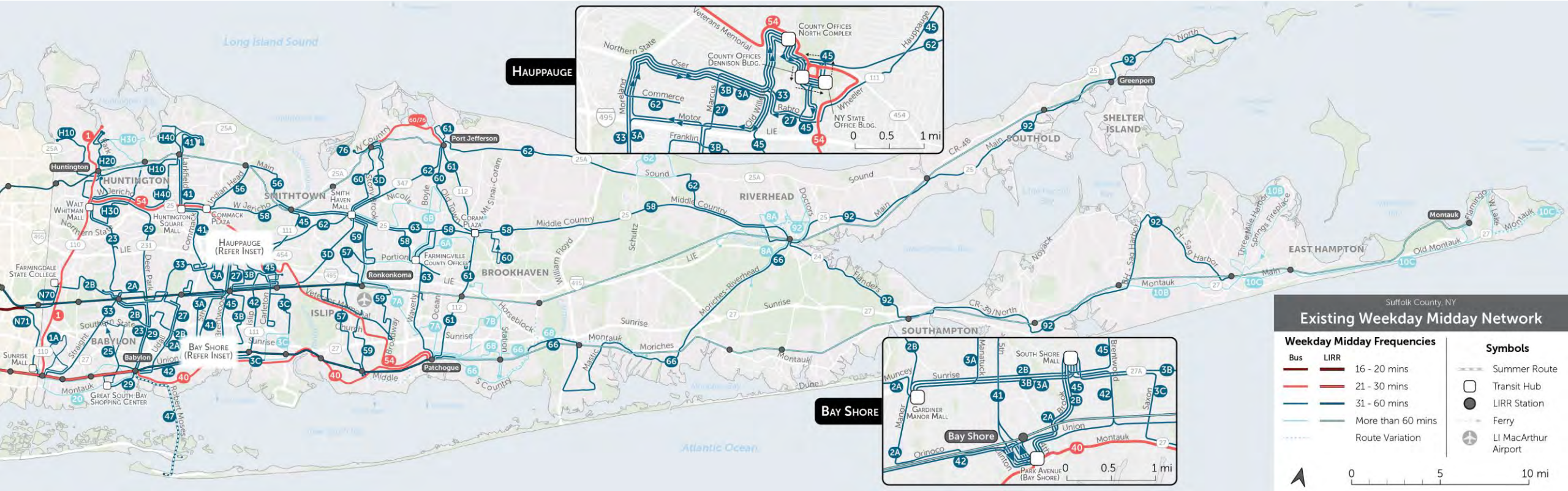
- Most respondents preferred the **Ridership Concept**
 - 60% strongly or leaned toward the Ridership Concept
 - 20% preferred the Coverage Concept
 - 20% were in the middle



Existing Network

50% of resources devoted to Ridership goals
50% of resources devoted to Coverage goals

Few 30-minute routes
Mostly 60-minutes routes
Many lower frequency routes (every 75, 90, or 120 minutes)
Highly complex



Draft New Network

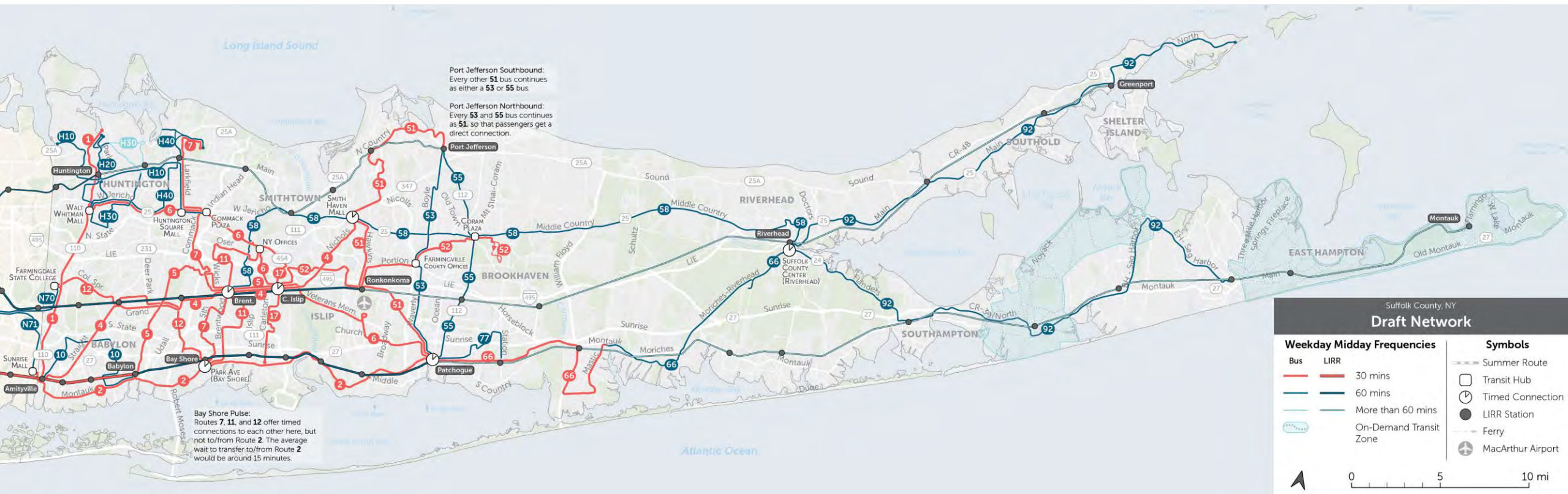
65% of resources devoted to Ridership goals
35% of resources devoted to Coverage goals

Consolidates service into fewer 30-minute routes

Maintains a few 60-minute routes to provide coverage

Demand responsive zones in Southampton, East Hampton, Montauk

Timed connections at Central Islip, Patchogue, Brentwood, Smith Haven Mall and Riverhead



Proximity: Existing Network

Proximity to Transit at Midday - Weekday

What percentage of the service area is near transit?

30 min or Better 60 min Demand Response / Limited Services Not Within 1/2 mile

Residents



Low-income Residents



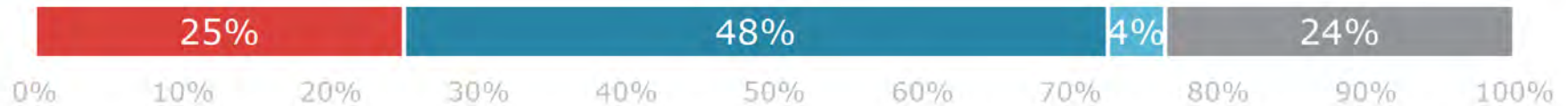
Households Without Cars



Residents of Color



Jobs



Note: Proximity is measured as being located within 1/2 mile of a bus or rail stop.

Proximity: Draft Network

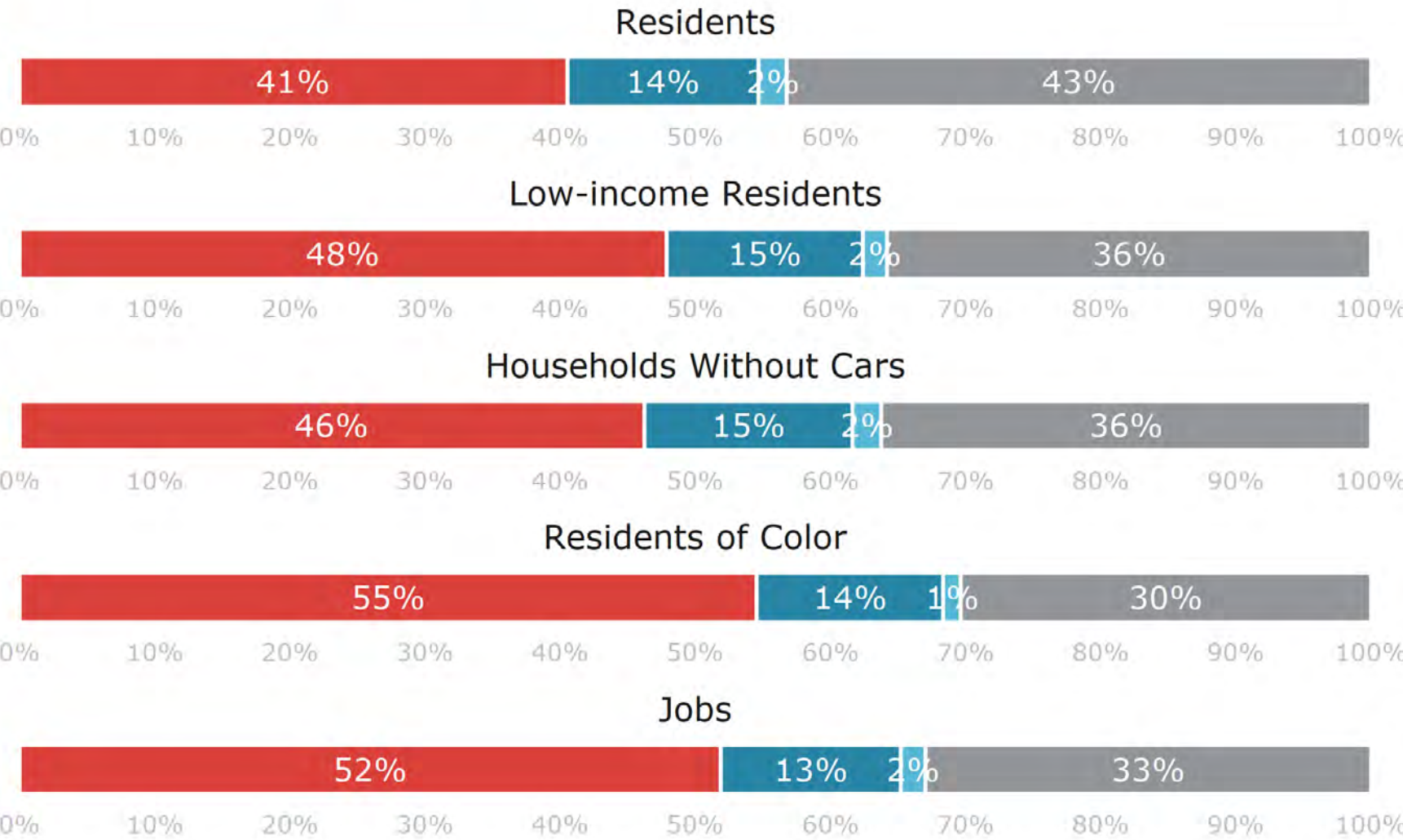
About 10% of residents and jobs near service today would no longer be near service in the future.

About 30% of residents and jobs are near 60-minute service today and would be near 30-minute service in the future.

Proximity to Transit at Midday - Weekday

What percentage of the service area is near transit?

30 min or Better 60 min Demand Response / Limited Services Not Within 1/2 mile

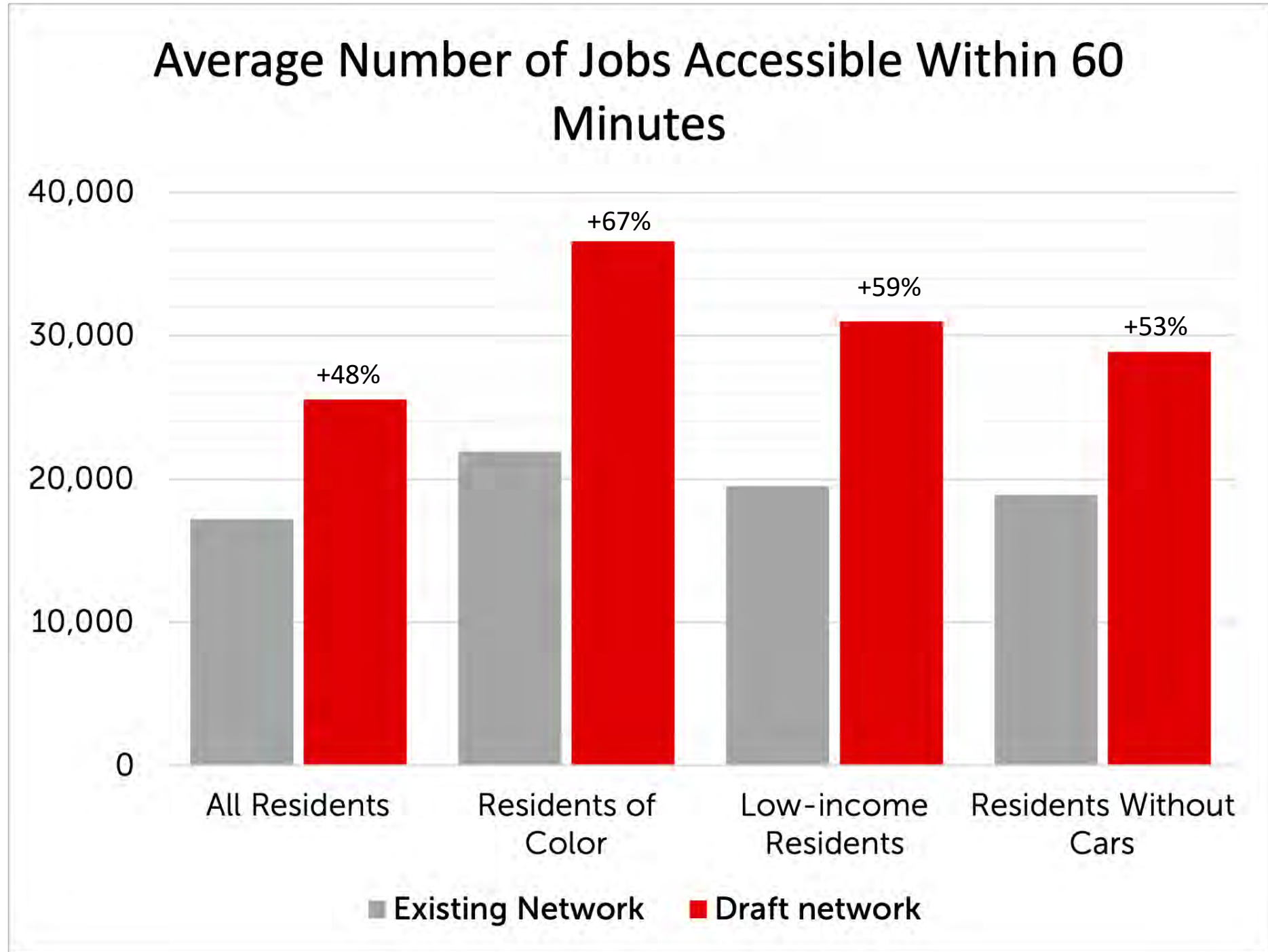


Note: Proximity is measured as being located within 1/2 mile of a bus or rail stop.

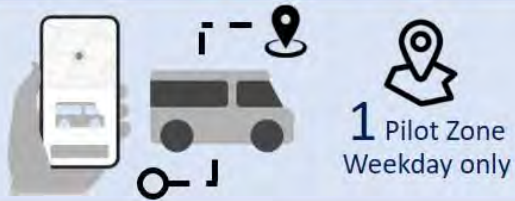
Access to Jobs

Average change in access across all residents and other groups.

Averaged based on the increases and decreases in the maps on the previous slide.



EXISTING NETWORK



On-demand Transit Zones



Evening Service Hours and Weekend Service



Number of Routes
By Weekday Midday
Frequency



The number of jobs an
average person can reach
within an hour



Residents and Jobs within ½
mile of a high frequency
route during much of the day



People and Jobs near some
level of transit service

DRAFT NEW NETWORK



Reimagine Transit



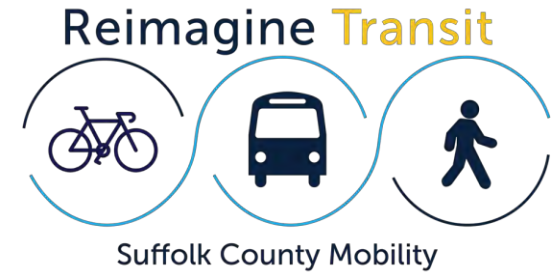
Suffolk County Mobility

The Draft New Network:

- Expands access to opportunity
- Presents ridership potential

Ongoing Effort and Next Steps

- Ongoing:
 - Looking into feedback from 2 hybrid Community Meetings
 - Online survey continues through April 30
 - Ongoing In-person Surveying
 - Other feedback from the stakeholders
- Next:
 - May-June: Collate all public feedback, revisit the new bus network
 - Fall 2022: Develop final implementation plan – Routing, Schedules, stop locations
 - Fall-Winter 2022: New NYMTC funding to develop rollout and public outreach plan



Thank you!

Learn more at

<https://www.connectli.org/ReimagineTransit.html>

Connect at

ecodev@suffolkcountyny.gov

Ankita Rathi, AICP, ENV SP | Planning Consultant

Suffolk County Dept. of Economic Development and Planning

Ankita.Rathi@suffolkcountyny.gov