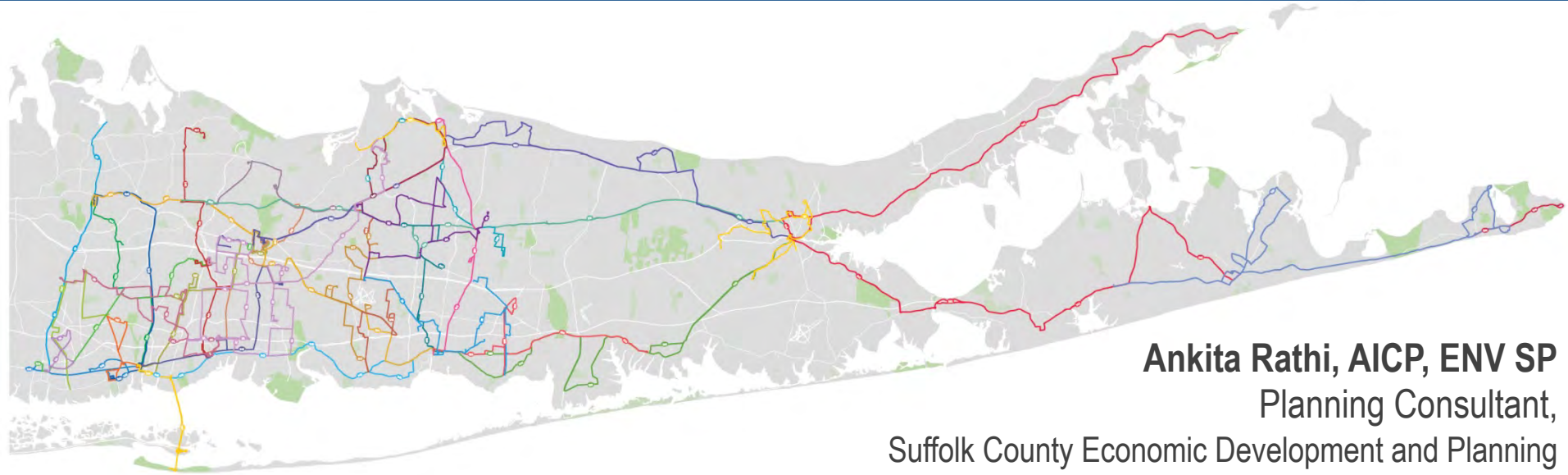




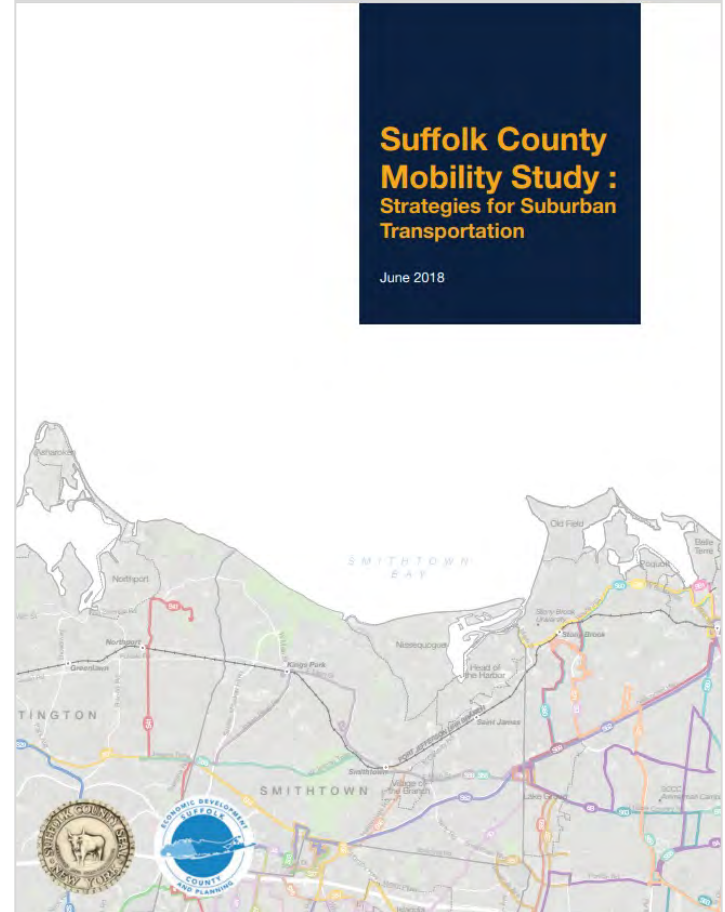
Reimagining Transit in Suffolk County: Mobility Implementation Plan & Microtransit Pilot



Ankita Rathi, AICP, ENV SP
Planning Consultant,
Suffolk County Economic Development and Planning

SUFFOLK COUNTY MOBILITY STUDY

- NYMTC UPWP funded study
- Completed in 2018
- Transit analysis, and evaluation of multiple on-demand mobility modes – Route Optimization, Bike Share, TNCs, Vanpooling and Microtransit
- Recommended strategies and actions to improve suburban mobility



SUFFOLK COUNTY MOBILITY STUDY: NEXT STEPS



Utilize Data and Technology to Inform Transit Planning



Suffolk Countywide Mobility Implementation Plan

- Route restructuring & incorporation of demand responsive mobility services
- New Transit Maps and Rollout Plan
- Marketing and Branding Plan
- Community Outreach



Pilot Programs for Demand Responsive Mobility Services

- Microtransit Pilot Program

SUFFOLK COUNTY MOBILITY IMPLEMENTATION PLAN

NYMTC UPWP Funded Study

Goals of the Reimagine Transit Initiative:

- Align transit resources and investments with community's goals and priorities
- Redesign the fixed route bus network and explore feasibility of integrating on-demand transit service

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

Reimagine **Transit**



Suffolk County Mobility



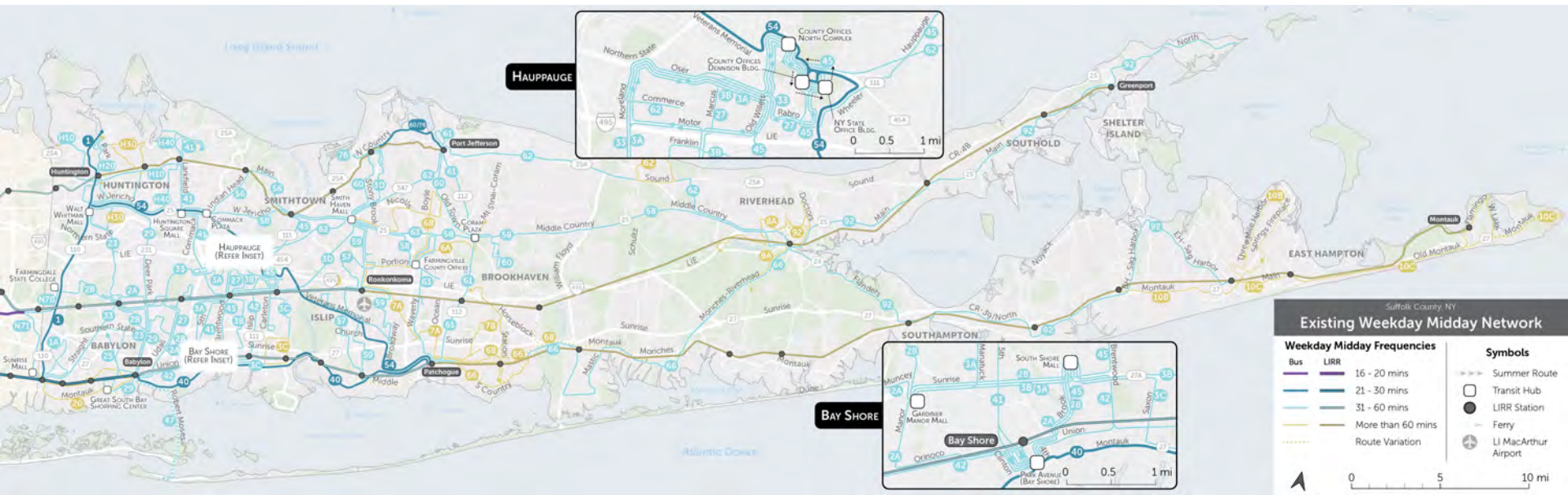
REIMAGINE TRANSIT: EXISTING SYSTEM

Few 30 minute routes

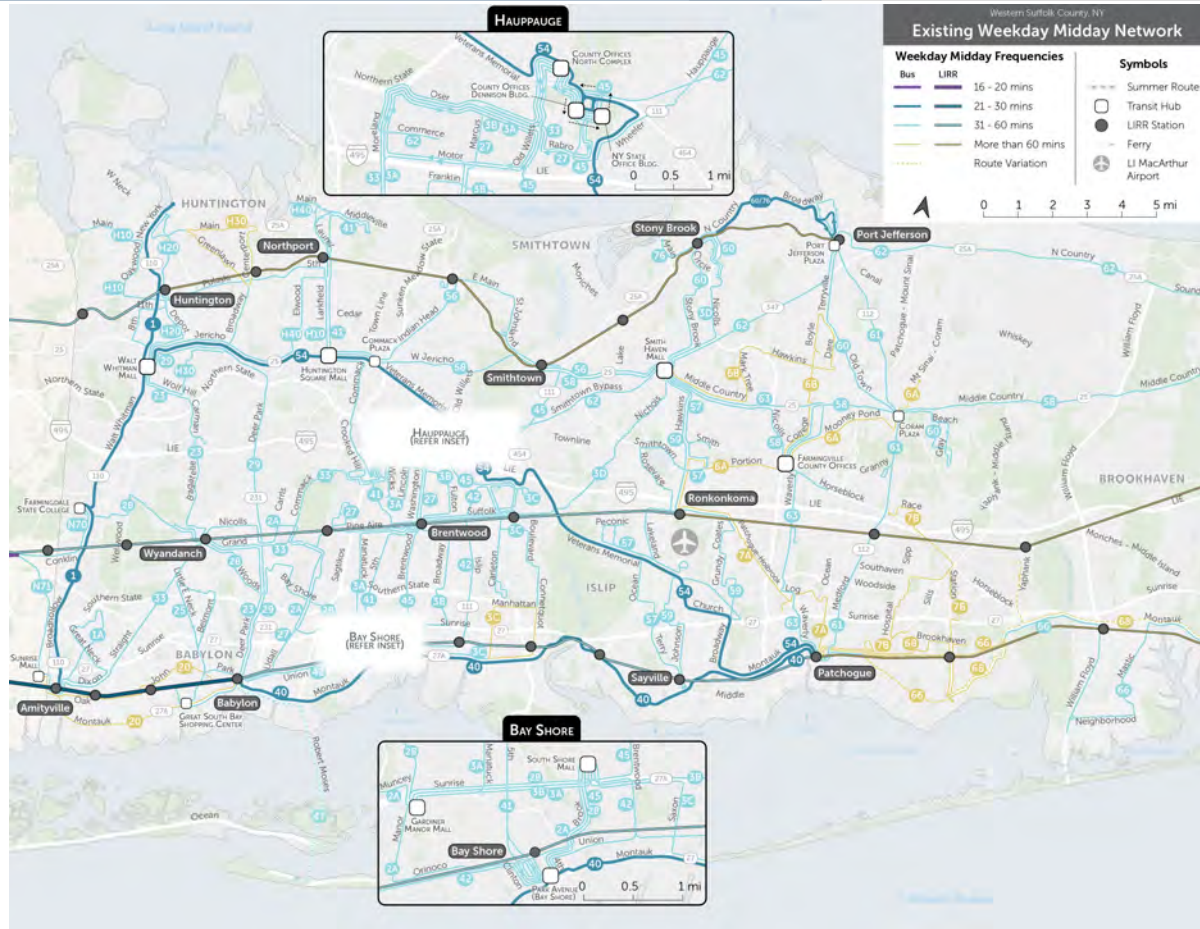
Mostly 60 minutes routes

Many lower frequency routes (every 75, 90, or 120 minutes)

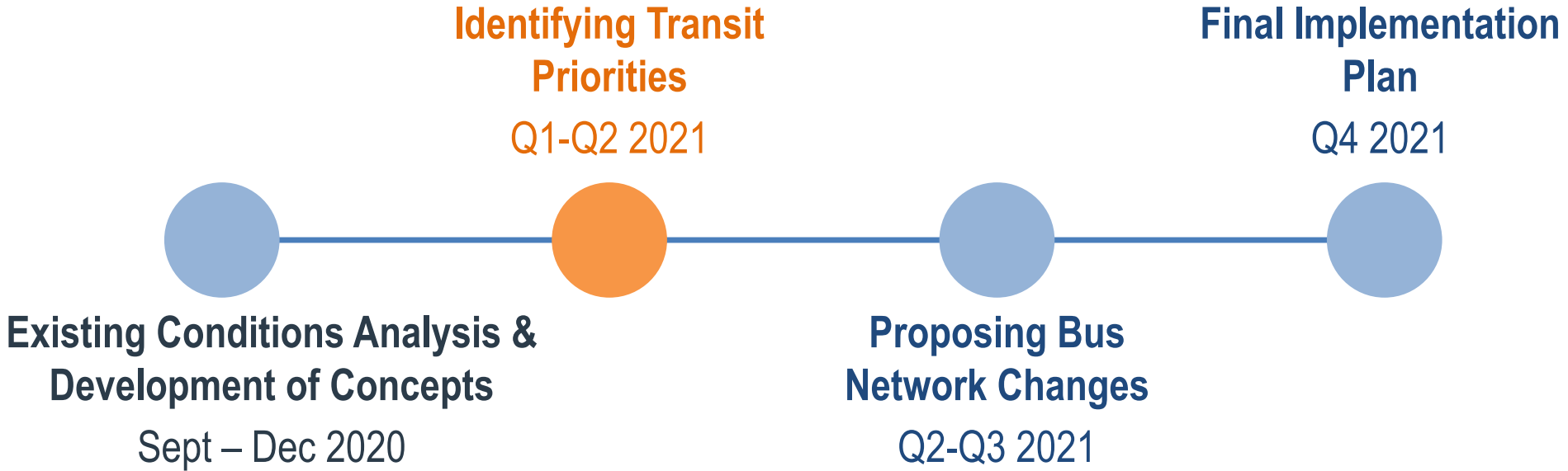
Highly complex



REIMAGINE TRANSIT: EXISTING SYSTEM

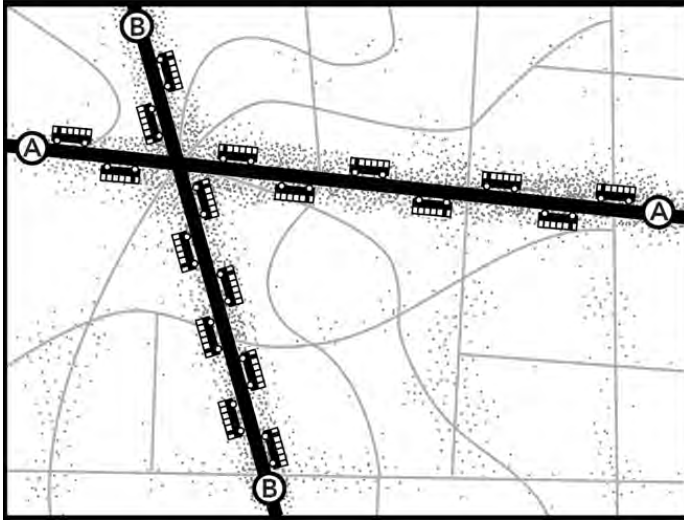


REIMAGINE TRANSIT: PLANNING PROCESS



- Market Assessment – Residential, Job, and Activities Densities; Walkability
- Need Assessment – Low Income Residents, Households without cars, Seniors, Youth, and Minority Groups
- Performance of the existing system – Productivity, Frequency, On-time Performance
- Network Concepts – Coverage and Ridership

TRANSIT GOALS AND TRADE-OFFS

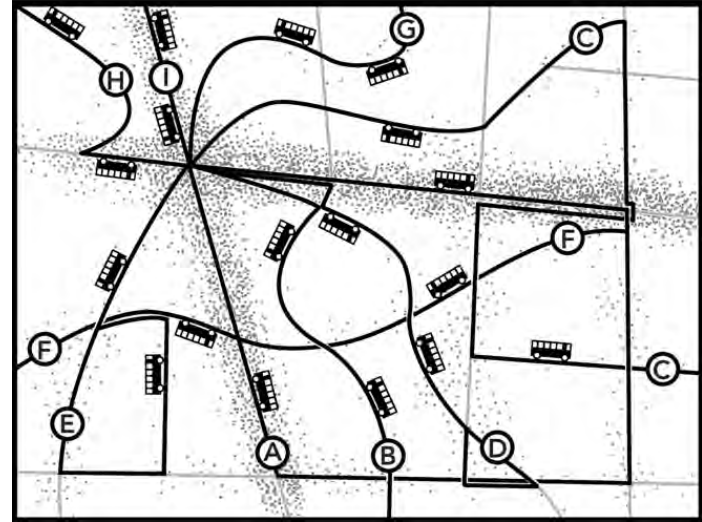


The Ridership Goal

Maximum access for the greatest possible number of people

But:

- not available for everyone
- not necessarily available to all who need it most.



The Coverage Goal

Some service near everyone, a baseline level of access everywhere.

But it's unlikely to be useful for many people and trips.

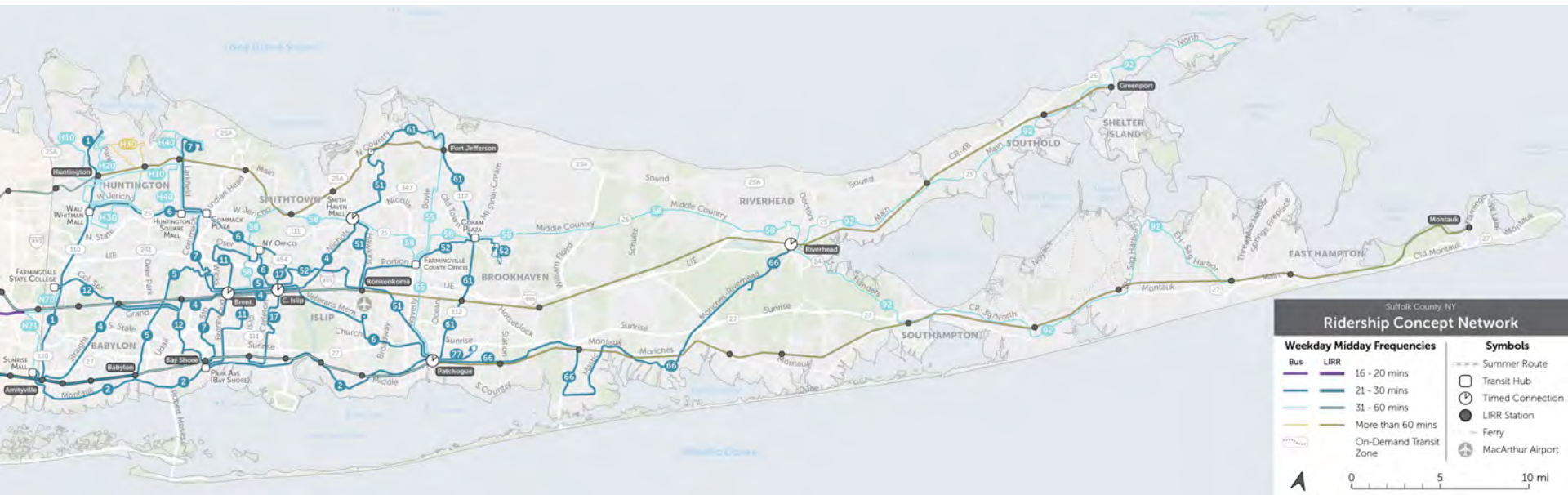
REIMAGINE TRANSIT: RIDERSHIP CONCEPT

70% of resources devoted to Ridership goals | 30% of resources devoted to Coverage goals

Consolidates service into fewer 30 minute routes

Maintains a few 60 minute routes to provide coverage on some high need corridors

Provides timed connections at key points: Central Islip, Patchogue, Brentwood, Smith Haven Mall, Riverhead



70% of resources devoted to Ridership goals | 30% of resources devoted to Coverage goals



REIMAGINE TRANSIT: COVERAGE CONCEPT

40% of resources devoted to Ridership goals | 60% of resources devoted to Coverage goals

A few 30 minute routes, Mostly 60 minutes routes

Many on-demand service zones

Introduces timed connections at key points: Central Islip, Patchogue, Bay Shore, Smith Haven Mall, Riverhead



REIMAGINE TRANSIT: COVERAGE CONCEPT

40% of resources devoted to Ridership goals | 60% of resources devoted to Coverage goals



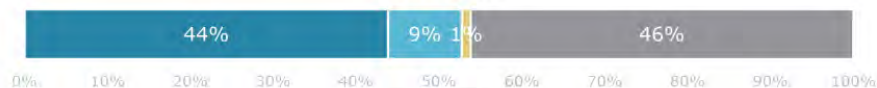
REIMAGINE TRANSIT: PROXIMITY ANALYSIS

Ridership Concept

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



Residents of Color



Low-income Residents



Jobs



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

Coverage Concept

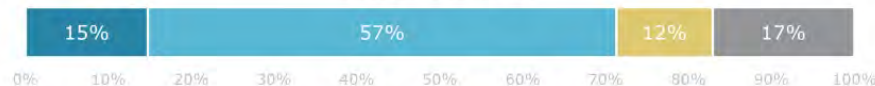
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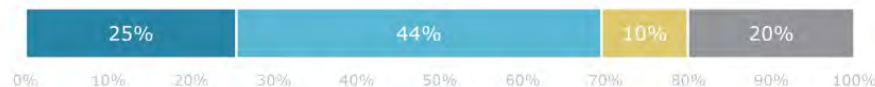
Residents of Color



Low-income Residents



Jobs



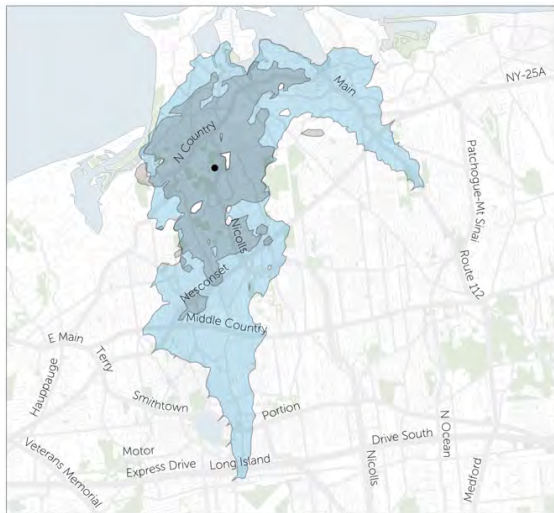
Note: Proximity is measured as being located within 1/2 mile of a bus or rail stop.

REIMAGINE TRANSIT: ACCESS ANALYSIS

Ridership Concept

Stony Brook University

at noon on a weekday?



What is reachable in...?

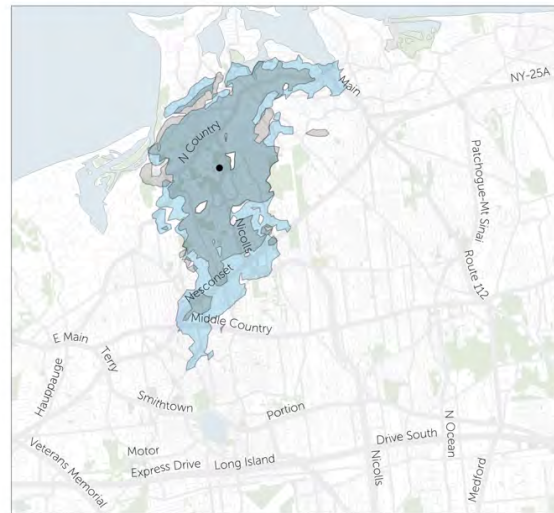
	Pop Change	Job Change
30 minutes	+700	+300
45 minutes	+14,200	+9,200
60 minutes	+43,100	+20,400



Coverage Concept

Stony Brook University

at noon on a weekday?



What is reachable in...?

	Pop Change	Job Change
30 minutes	+0	+100
45 minutes	+1,700	+1,700
60 minutes	+10,200	+6,000

RIDERSHIP VS COVERAGE

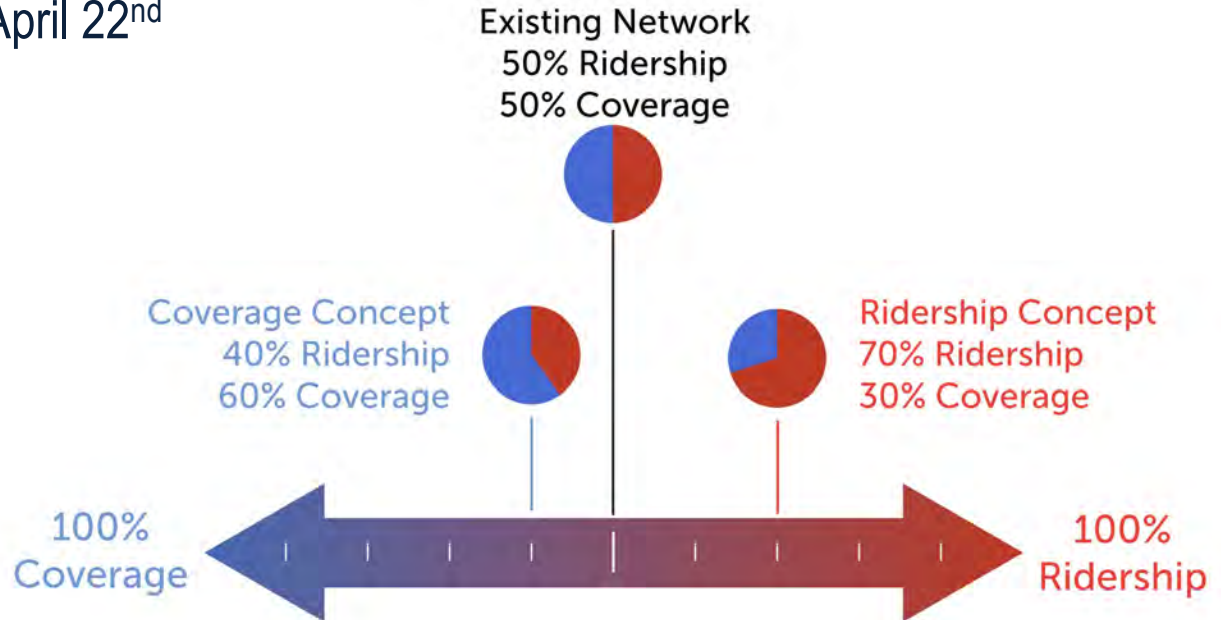
The question of Ridership versus Coverage is a value question.
So, the community should decide.

Public Survey launched on April 22nd

Virtual Public Meetings :

May 5th 6-8pm

May 21st 12-2pm



REIMAGINE TRANSIT: NEXT STEPS

● **Planning Phase: September – December 2020**

● **Identifying Transit Priorities: First to second quarter 2021**

- Choices and Concepts Report released.
- Community Survey to gather input about transit priorities is live
- Community Meetings to discuss the initiative and transit priorities coming up in May

● **Proposing Bus Network Changes: Second to third quarter 2021**

- Community Survey to gather input about potential changes to the bus network
- Community Meetings to discuss initiative updates and explore potential bus network changes

● **Final Implementation Plan: Fourth quarter 2021**

- Recommendations
- Roll-out Plan for the redesigned network

SOUTHAMPTON MICROTRANSIT PILOT: GOALS

Goal:

- Restore transit coverage along the former 10A catchment
- Demand Responsive, Curb-to-Curb Service
- Hail mechanism: mobile app based and call based
- Days of Service: Monday – Friday

Funded through STOA



SOUTHAMPTON MICROTRANSIT PILOT: PROCESS

SCENARIO DEVELOPMENT

Multiple use cases - first-mile/last-mile trips, connections to other transportation services – LIRR, SCT, and Ferry. Local trips

SERVICE DESIGN

Run simulations to identify scenarios with optimal cost and service efficiencies, determine service design characteristics - fare, hours of operation, etc.

SERVICE DELIVERY

Hampton Jitney will operate fleet provided by SCT, 4# Wheelchair accessible fleet and manage the call center, Via - ride hailing app and tech, support marketing and service launch

PILOT EVALUATION

Assess the impact of the new service on the level and quality of transit, and evaluate the potential to expand the pilot based on business, customer and economic metrics.



MICROTRANSIT PILOT: SERVICE DESIGN

- 35 square miles
 - Monday – Friday
 - 6:30AM – 8:30PM (14hrs)
 - 10 off peak hours – 2 vehicles on road
 - 4 peak hours – 3 vehicles on road
 - Entire fleet – WAV
-
- Wait times consistent with SCT transit service
 - Accommodating cash preferred riders – ride vouchers
 - Ride hailing – app and call based



MICROTRANSIT PILOT: NEXT STEPS

- Launch in mid-June 2021
- Pilot evaluation in December 2021
- Incorporate changes to service design and delivery if needed, continue the pilot into 2022

THANK YOU

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SuffolkCountyEconomicDevelopmentPlanning