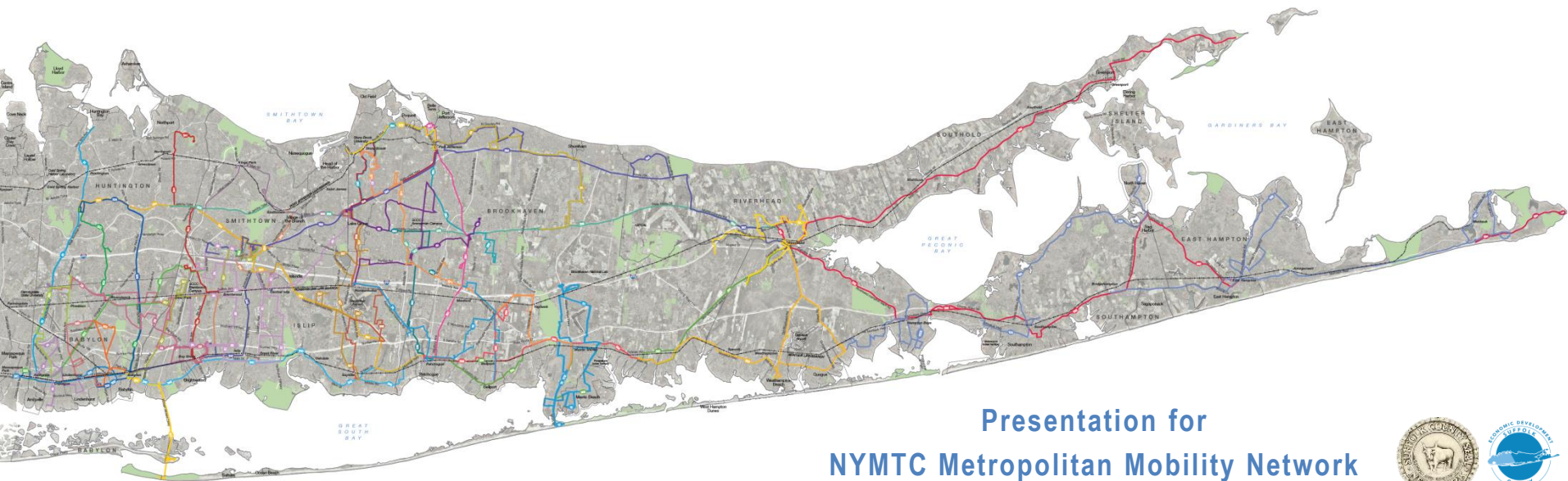


SUFFOLK COUNTY MOBILITY STUDY

June 2018

Strategies for Suburban Transportation



Presentation for
NYMTC Metropolitan Mobility Network



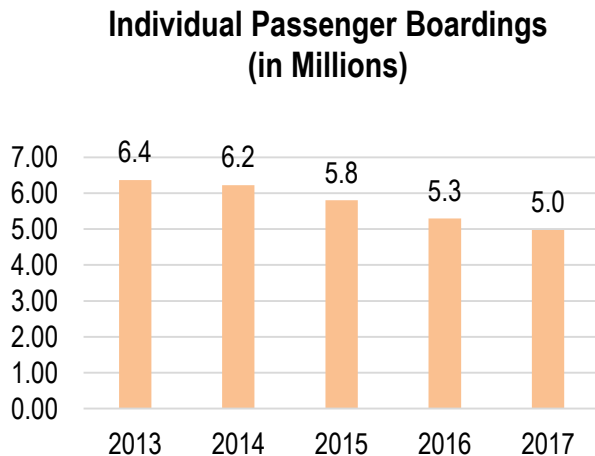
CONTEXT: SUFFOLK COUNTY TRANSIT (SCT)

- **14,000 +** daily weekday riders
- **912** square mile service area
- **43** bus routes, including two summer-only routes
- **2** service types - fixed route & paratransit (SCAT)

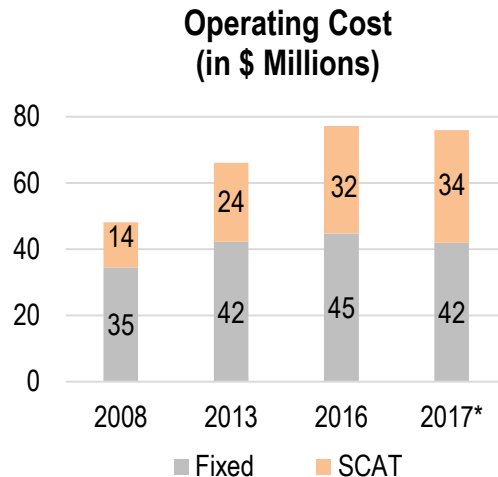


CHALLENGES FOR SUFFOLK COUNTY TRANSIT

DECLINING RIDERSHIP

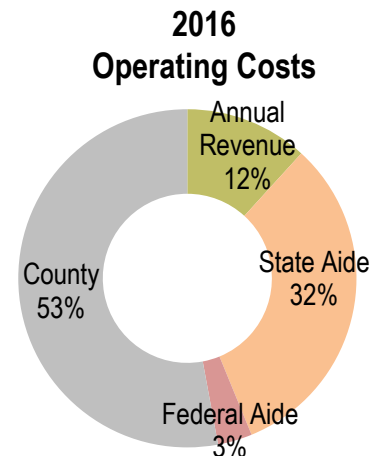


ESCALATING OPERATING COST



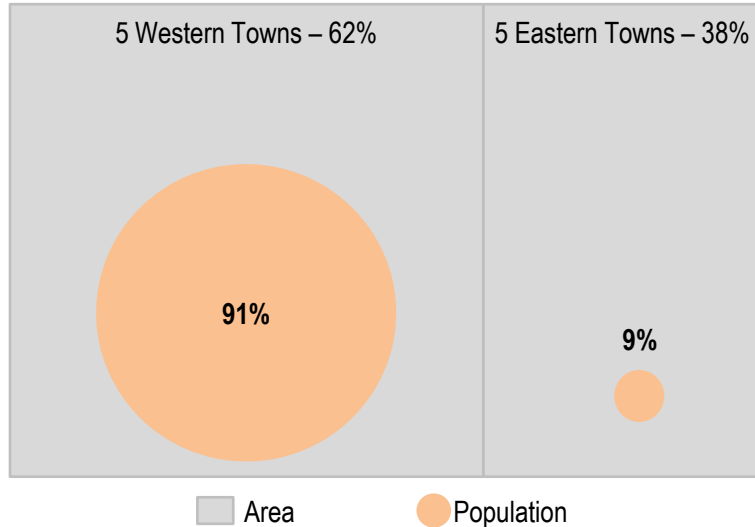
* Route cuts were made in Oct 2016

LAGGING SUBSIDY

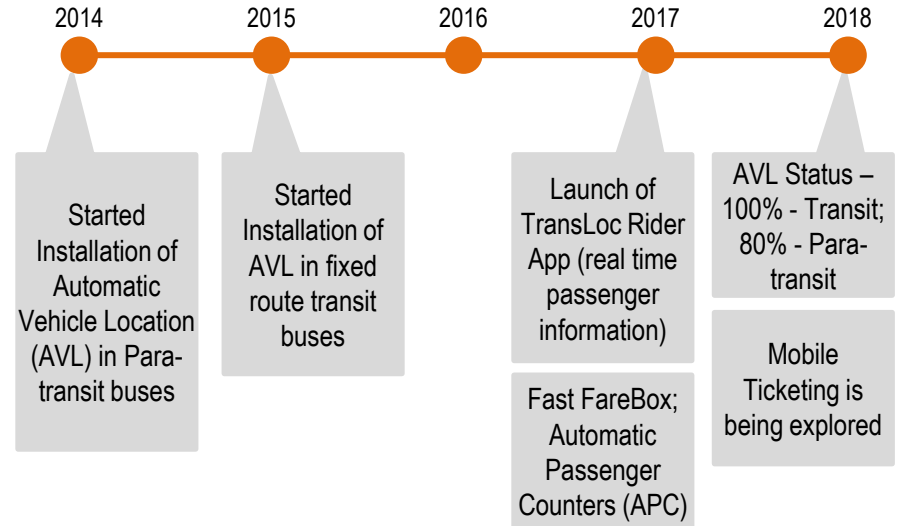


CHALLENGES FOR SUFFOLK COUNTY TRANSIT

LACK OF TRANSIT OPTIONS: *Same fixed-route transit solution for very diverse geographic areas*



LACK OF DATA AVAILABLE TO INFORM TRANSIT PLANNING: *Just beginning to collect real-time data (TransLoc, AVL)*



OPPORTUNITIES FOR SUFFOLK COUNTY TRANSIT

OPPORTUNITIES !

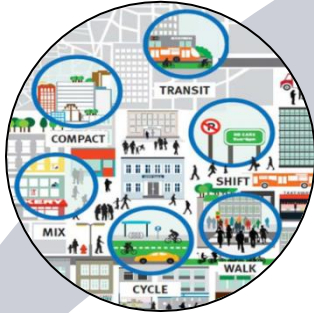
- Evaluate and reimagine the transportation network
- Offer better and efficient mobility services to more people
- Develop a more resilient system aligned with evolving technologies and needs

COUNTY's RECENT INITIATIVES

- Compact walkable downtowns; mixed use developments
- Transit oriented developments
- Investments for improved transportation infrastructure

COUNTY's PAST

- Decades of low-density residential and commercial land use sprawl
- Predominantly auto-dependent communities
- 30 year old fixed-route transit – “one size fits all” solution



STUDY PROCESS AND TIMELINE



November 2016

–

June 2018

SCOPE OF THIS PRESENTATION for MMN - TNCs



TRANSPORTATION NETWORK COMPANIES (TNCs)

FEATURES

Use of online platforms to connect passengers with drivers for point-to-point trips.

Increased convenience – ease of mobile reservations and payments, information on travel times, wait times and pricing, ability to incorporate some form of carpooling.



POTENTIAL BENEFITS

- Offer services seamlessly where fixed route transit is inefficient, expensive or otherwise difficult to provide
- Provide feeder services in low-density areas that connect passengers to other higher utilized modes, such first/last mile service to LIRR
- Reduce dependence on car ownership and offer increased mobility for non-drivers (e.g., teenagers or seniors).
- Improve transportation planning efforts and support data driven planning through the provision of data from mobility providers.

CAUTIONS / CONCERNS

- Emerging mobility services cannot replace high quality mass transit as the most efficient service in high density corridors.
- Recent data and studies have shown that in some urban areas, TNCs have drawn riders away from mass transit and led to increased traffic congestion due to added TNC trips
- TNCs are generally less accessible to those without access to smart phones.

TNCs – MODE EVALUATION

STAGE 1 – MODE IMPACT AND PERFORMANCE

Theme	Criteria	Ranking
Planning and Policy Impacts	Supports Connect Long Island Goals	Moderate
	Supports 2035 Master Plan transit and development goals	
	Potential to support and/or enhance current or planned County Investments	
	Legislative/regulatory Effort	
	Ability to serve new and underserved Transit Markets	
Transportation Performance	Relative Capacity	Strong
	Relative Travel Time	
	Increases Multimodal Choices	
	Reliability	
Environmental + Sustainability Performance	Congestion Mitigation	Failure
	Encourages Smart Growth Development	
	Fuel Consumption	
	Traffic Noise	
User Experience	Predictability	Strong
	Ease of Use	
	Comfort	
	User cost	
Economic Feasibility	Ease of Implementation	Strong
	Potential for Sponsorships / funding partnerships	
	Available Funding Sources	
	Financial Scalability	

TNCs – MODE EVALUATION

STAGE 2 – MARKET EVALUATION

Activity Density	Type of Trip	Ranking
Medium to High Activity Density	Work	Fair
	Connectivity	Good
	Commercial / Institutional / Recreational	Good
	School (HS / College)	Fair
Low / Special Activity Density	Work	Fair
	Connectivity	Good
	Commercial / Institutional / Recreational	Good
	School (HS / College)	Fair

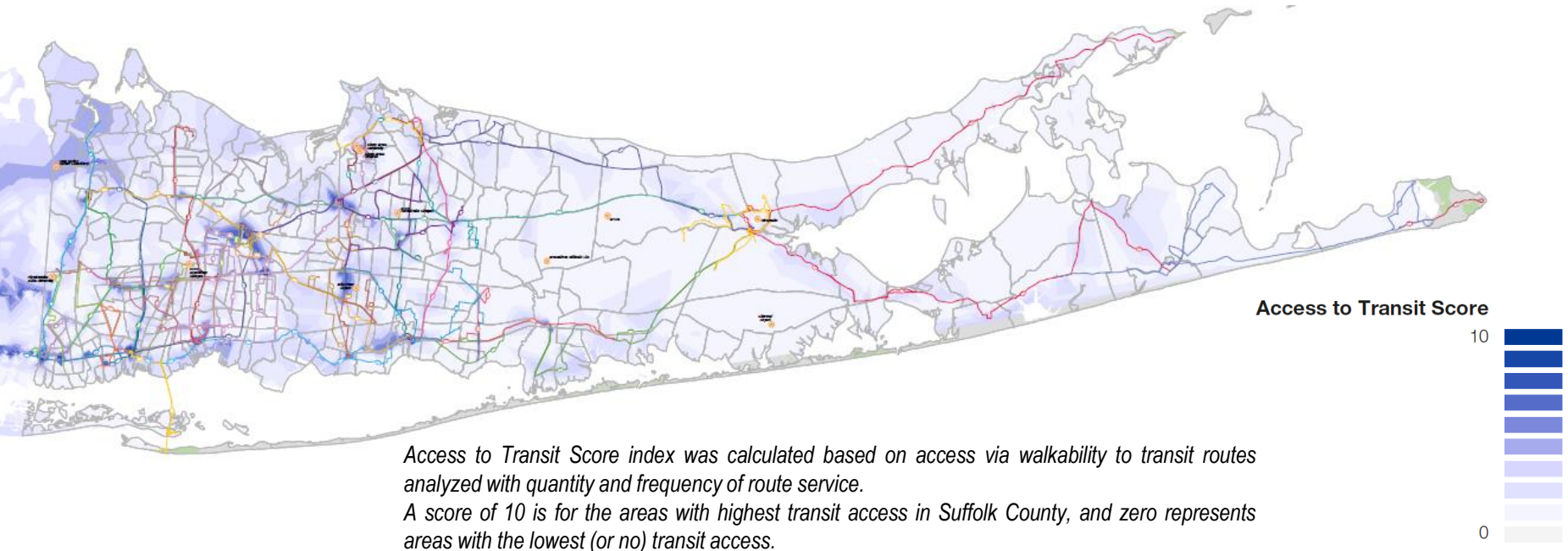
Activity Density Threshold – 1000 / square mile

Low / Special Density – Shelter Island, East Hampton, Southold, Southampton, Riverhead

Medium - High Density – Brookhaven, Smithtown, Huntington, Islip, Babylon

KEY FINDINGS ON TNCs

TNCs HAVE POTENTIAL TO GREATLY IMPROVE FIRST AND LAST MILE SERVICE IN LOW DENSITY AREAS – BY SUPPLEMENTING FIXED ROUTE TRANSIT AND PROVIDING CONNECTIONS FOR RIDERS AT LIRR STATIONS.



KEY FINDINGS ON TNCs

TNCs SCORED HIGHLY FOR SERVING CONNECTIVITY TRIPS IN HIGH-DENSITY AREAS – COULD BE UTILIZED FOR FIRST AND LAST MILE SERVICE.

PARTNERSHIPS WITH TNCs CAN BE EXPLORED TO PROVE AND SUBSIDIZE TRIPS TO DESIGNATED DESTINATIONS WITHIN CERTAIN CATCHMENT AREAS.

Relevant Case Studies:

PSTA Uber Partnership - Direct Connect St Petersburg, FL

DIRECT CONNECT STOPS

Location	Connecting Routes
1. Harry Ave & Lennon St E	75, 661
2. Tampa Rd & Pine Ave N	47, Countryside/Oldsmar Tampa Connector
3. Main St & Patricia Ave	471, 461, 78, Dunedin/ Palm Harbor Connector
4. PSTA 34th St Layby	4, 11, 52, 59, 97, 98
5. Pinellas Park Transit Center	11, 34, 52, 74, 75, 97, 444
6. Seminole Blvd & Orange Blossom Ln	18
7. 16th St S & 18th Ave S	23
8. E Bay Dr & Mississippi Ave N	16, 52, 98

HOW TO RIDE

- Choose a provider
- Hail a ride
- Travel to/from a designated PSTA stop
- Ride the bus

Popular
Discounted rides to/from 24 PSTA stations

Provider	Price
uberX	\$10.14
uberXL	\$13.43
PSTA	\$5.14

CONFIRM PSTA

KCATA Transdev Partnership - RideKCFreedom Kansas City, MO

On-Demand Subsidized Service Areas
For riders with disabilities and non-ADA

1016 MAIN ST KANSAS CITY

1500 LYDIA AVE KANSAS CITY

POWER AND LIGHT DISTRICT

ESTIMATE FARE **HELP DRIVER** **PAYMENT TRY**

BOOK NOW ETA 10min **LATER**

THANK YOU

click to view
Final Study Report

click to view
Complete Presentation



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SuffolkCountyEconomicDevelopmentPlanning