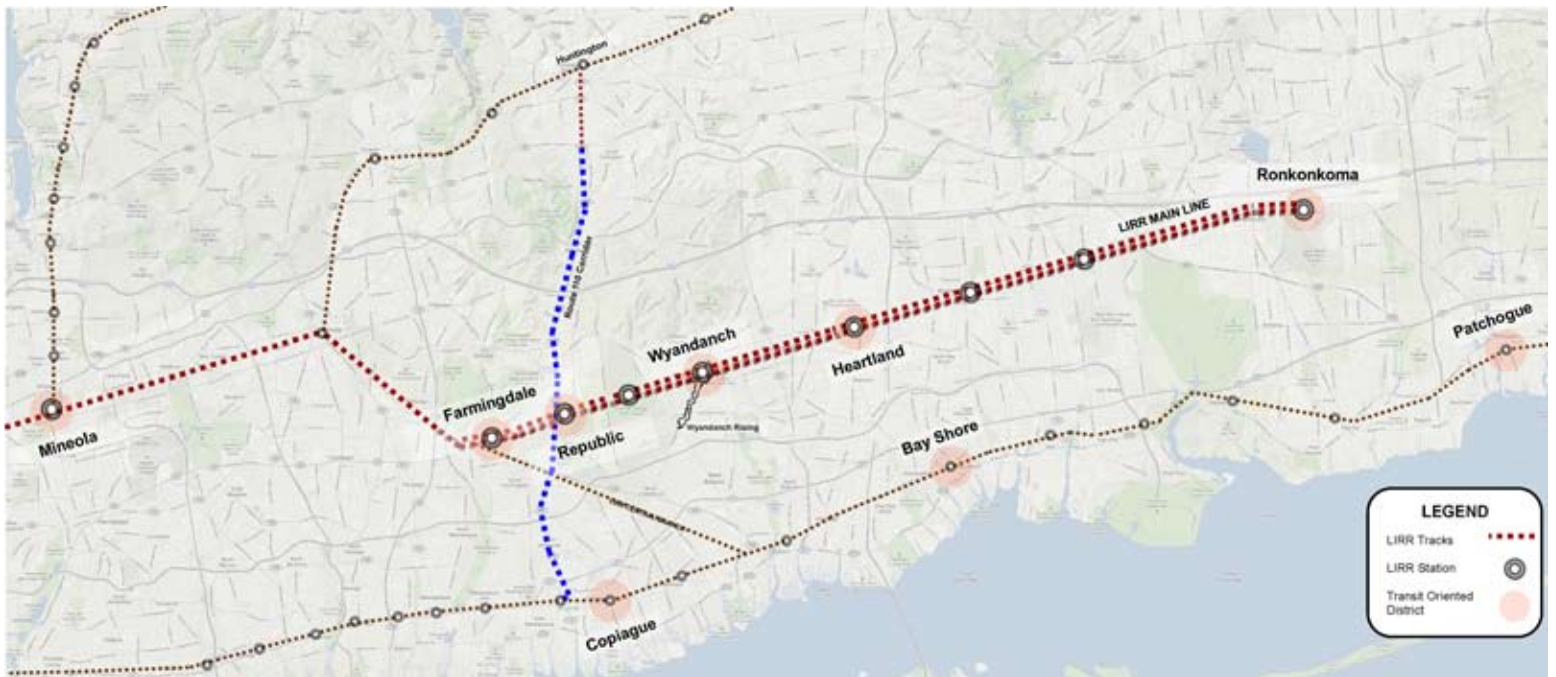


CONNECT LONG ISLAND

A Regional Transportation and Development Plan



October 2011

Acknowledgements

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Vision Long Island



Rendering of the proposed station plaza in East Farmingdale

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Executive Summary

Connect Long Island

Our region is in trouble. Declining salaries, expensive housing, the loss of jobs and young people; the list goes on and on. The solution is to create growth. But it's clear to anyone who drives on the LIE during rush hour, or any of our other major roadways, that we can't grow using last century's auto-centered development model. The only answer is development that promotes travel by means other than the automobile.

CONNECT LONG ISLAND is simple. In order for our region to grow and prosper, while maintaining the high quality of life enjoyed today by residents and businesses alike, we must:

- Build mixed-use communities around Long Island Rail Road stations to create walkable, transit friendly development hubs (i.e. transit oriented developments),
- Make transportation investments to improve Long Island Rail Road connections and services between these development hubs, and
- Connect these hubs to regional job centers by creating north-south mass transit connections.

Transit Oriented Development

The first step in achieving sustainable growth is to make better land use decisions. We need to move away from the auto-centered development decisions that have dominated our region for more than 60 years and return to an earlier model that centered around transit and produced great downtowns throughout Long Island.

Babylon began work on transit-oriented development back in 2002 when it centered revitalization efforts in the hamlet of Wyandanch around the existing transit station on the Main Line of the Long Island Rail Road. Soon thereafter, the Town called for the reopening of the Republic Train Station on the Route 110 Corridor centered around a new mixed-use downtown infilling a traditional suburban shopping center and transforming abandoned or underutilized properties. The Town also completed TOD plans in the hamlet of Copiague in 2008 and facilitated the development of two multi-story mixed-use buildings adjacent to the train station on property once slated for a new McDonald's.

TODs are happening across our region, revitalizing traditional downtowns like Patchogue, Bay Shore, Copiague, Mineola, and Farmingdale and creating



Wyandanch Rising

new downtowns in Ronkonkoma, Brentwood, East Farmingdale, and Wyandanch. These projects, some of which have already made substantial development progress and some of which are currently in the development process, are happening because we have leaders who have recognized that the success of our individual communities is substantially dependent upon what we do collectively as a region. By planning and developing regionally, we can create greater prosperity for every business and resident in our region.

As standalone developments, these efforts are important to our region because they help address regional challenges by creating new job opportunities, strengthening small businesses, creating vibrant places attractive to young people and diversifying our housing stock. But taken together, each TOD has a positive effective on the entire network, adding to the value of all the TODs to which it connects and forming a whole greater than the sum of its parts.



Supportive Transit Investments

The next step is to ensure that we strengthen the connections between these downtowns by making strategic investments in our transportation infrastructure. The LIRR's plan for building a second track between Farmingdale and Ronkonkoma on the Ronkonkoma branch will reduce overcrowding, enhance service reliability, enable reverse commuting, and most importantly, support the mixed-use developments on the Main Line. Reopening the Republic Station (East Farmingdale) will permit the development of a TOD at this location and improve access to destinations along Route 110. Finally, the East Side Access project will improve access to Manhattan's East Side while increasing peak hour service to Penn Station and reverse commute service.



Route 110 BRT

The final step in the CONNECT LONG ISLAND plan is to create north-south mass transit connections that will enable people to move around our region to work, shop and recreate efficiently and conveniently. The Town of Babylon, in partnership with the Town of Huntington, the LIRR and New York State Senator Chuck Fuschillo, has completed an analysis that demonstrates the feasibility of establishing a Bus Rapid Transit system on the 110 Corridor that will effectively create Long Island's first north-south mass transit connection.

Route 110, on the border of Nassau and Suffolk Counties, is Long Island's jobs center, with more than 125,000 jobs. These jobs today are, practically speaking, accessible solely by the automobile despite the fact that three separate rail lines run through the Route 110 Corridor.

The CONNECT LONG ISLAND plan would change all that by implementing a system of Bus Rapid Transit that would immediately connect two of the branches of the LIRR – Babylon and Ronkonkoma – directly and the Huntington Branch indirectly via a connection to the HART Bus System. Under CONNECT LONG ISLAND residents living in Mineola, Patchogue or Ronkonkoma would now have access to the largest jobs center on Long Island completely by mass transit.

If we fully implement CONNECT LONG ISLAND, we will create the foundations for a bright sustainable future on Long Island.

A Vision of Long Island's Connected Future

7:42 AM, Wyandanch. Bill steps out of his apartment just steps from the expanded Long Island Rail Road station on the village square of the new Wyandanch Town Center. He pauses briefly to greet the cafe owner and to pick up a bagel and coffee at a cafe located just downstairs from his home. He walks three minutes to the station, secure in the knowledge that his train to Manhattan is on time. He knows this because the LIRR sends him daily updates to his iPad. Through the LIRR's recently introduced Wi-Fi service, he is able to log in and start his workday while commuting. His company has a policy whereby once employees are "logged in" they're at work—even though he is still riding to work. One hour later, his LIRR train pulls into Grand Central and he has a short walk to his office.

What a difference a year makes. Before that, Bill had to fight traffic as part of his daily commute to a lower paying job. Not only was it aggravating, but it was time consuming and costly. Today, he feels as if he's regained an extra hour of his life, but his quality of life in vibrant Wyandanch is better. It's been his best move ever!

7:53 AM, Wyandanch. Gerard eases his electric car into the first floor parking space of the new Wyandanch Intermodal Facility garage, guided by electronic signs that display the number of available car parking spaces. Because he has an electric vehicle, he has access to preferential parking spaces. Today, he doesn't need to recharge his vehicle so he forgoes the electrical plug. He taps his payment smart card at the pay express machine near the garage exit, and walks to the station just as the train is approaching. Snow is forecast today, and he appreciates that upon his return, the garage will keep his windshield clear of blowing snow.

In the past Gerard could not cut it so close. LIRR customer parking was hard to find, and certainly required an earlier wake up. And it was outdoors. During winter, precious minutes home were spent clearing snow off windshields. Today? No problems! He's using the Wyandanch Intermodal Facility.



Wyandanch Rising



8:12 AM, Ronkonkoma. Rosa is busy getting her two children ready for day care, conveniently located just down the block, and en route to the train station. She walks with her children and drops them off, taking time to buy a bunch of flowers next door at the florist. After all, it's Administrative Professional's day, and she can't come to work empty handed.

Next stop: Republic Station, where she transfers from the train immediately to a Bus Rapid Transit (BRT) service that whisks her to her job along Route 110. She doesn't have to worry about whether the connecting BRT bus will wait for the train. They always do. It's a guaranteed connection. She muses about how her commute is almost cost free, due to the commute incentives provided by her employer in exchange for her no longer driving to work. It's all part of a wider Route 110 sustainability effort aimed at encouraging employees to not drive to work.

These days, a tank full of gas lasts a lot longer than it used to. In fact, sometimes her car sits for days in the garage. She no longer needs it as often as she used to. She lives at the Ronkonkoma hub!



7:30 AM, Jamaica Station. Cynthia boards the reverse peak LIRR service to Republic Station. A few years ago, this trip couldn't be made at this exact time because the LIRR had track capacity constraints which made it difficult for them to schedule reverse peak trains—creating long gaps in reverse peak service.

Since the double tracking of the Main Line, the LIRR now has additional, much needed capacity and can now run more trains. Like the train Cynthia is boarding.

35 minutes later she will arrive at the reopened Republic Station, take a short walk to her office at the cluster of new offices within walking distance of Republic Station. Formerly a vacant tract, an attractive new town center has sprouted up around the station. In her haste this morning Cynthia forgot her lunch. Not a problem, she will pick up lunch at one of the many new restaurants that flank the beautiful pedestrian mall between the station and the office. This development was made possible because of the reopened LIRR station.

A resident of Queens who does not want to keep a car, Cynthia wanted to remain near her parents, but still be able to access new employment opportunities on Long Island's Route 110 corridor.

With new and better LIRR service, today her trip is a pleasant 45-minute ride where she surfs the net planning her next Caribbean vacation—funded by the money she saves not keeping a car. A popup message reminds her of the evening jazz concert scheduled at the town center at Republic Station—a musical interlude to a day hitting all the right notes.

These scenarios are how the future could materialize if all the ingredients for success come together.

Long Island Today

A Region in Crisis

Long Island faces challenges today which threaten our future economic growth and prosperity. Data produced by the Rauch Foundation's Long Island Index¹ reveal alarming trends: salaries on Long Island have decreased over the past decade when compared to the national average, while more households are spending larger portions of their income on housing costs. More than two-thirds of young people are somewhat or very likely to leave Long Island within the next five years, a rate three times greater than that at which they left between 1998 and 2008. While the country's 25-34 year old population increased 4.5% over the past ten years, that same population shrunk by 15.3% on Long Island. Our region is also failing to produce high quality jobs: the Index shows that, in general, low-paying retail jobs are replacing high-paying finance and manufacturing career positions throughout the Island.

Meanwhile, the Island is rapidly approaching "full build-out," with some experts predicting that we will exhaust developable land within the decade. The archetypal suburban communities with which Long Island has become synonymous over the past 60 years are becoming increasingly unaffordable, and the development of

large new swaths of single-family homes and strip shopping centers has eroded the sense of place that originally attracted people to Long Island.

Over the past ten years there has been 4.5% increase in the 25 – 34 year old population in the country. Over that same period, that same population has shrunk by 15.3% on Long Island.

Increasingly, the luxury of being able to drive anywhere is becoming the burden of having to drive everywhere. The Long Island Index reveals that the average Long Islander puts 35 to 40 miles a day on her or his vehicle. Ridership on the LIRR increased by only 2% from 2000 to 2007, while New Jersey transit ridership increased 20% over the same time period.

This data reflects a larger trend in which Long Island in the latter half of the 20th century has built itself up for a systemic failure by growing around the automobile, a growth pattern that is not sustainable and will become less so over time unless transformative changes are set in motion.

That's the bad news.

¹ <http://www.longislandindex.org>



Brake lights are a common sight during morning congestion on the LIE near Route 110.

Fortunately, however, before Long Island was a driving region, it was a transit region. That transit—the 124 stops of the LIRR railroad—still forms the basis for growth in the region, and indeed it was the presence of these stops in the first half of the 20th century that catalyzed the development of its collection of mixed-use town and village centers. Unlike places like Portland and Denver that are redeveloping around transit, Long Island has an extensive rail system in place and town centers that are poised to receive development. Some locations are full-fledged commercial hubs, while others currently provide a few stores and a parking lot. All of them can receive additional growth, and many communities have begun to set forth plans to take advantage of these opportunities to build walkable, livable mixed-use development.

Furthermore, Long Island has a wealth of opportunities on which to capitalize in order to prosper in the years and decades ahead. As Long Island 2035 notes, we are home to some of the finest research institutions in the country and have a diverse economy “driven by research and technology, professional services and trade as well as industrial, agricultural and tourist related sectors.” We have an incredible jobs and technology hub on the Route 110 Corridor, and we educate tens of thousands of young people every year at our schools and universities. Our challenge is to link all these assets together—to retain young people by providing not only good career opportunities but desirable lifestyles, to make living on Long Island more affordable in the long-term, and to expand our transit service both to New York City and to locations within the Island and in so doing reduce our dependency on the automobile. CONNECT LONG ISLAND will do precisely those things.

The Route 110 Corridor

The Route 110 Corridor is Long Island’s most important economic spine. This north-south arterial represents the largest job center on Long Island. The corridor contains upwards of 9 million square feet of Class-A office space, multiple industrial campuses housing more than 15.5 million square feet of industrial space, retail, entertainment and service establishments, and an airport. It is home to 20% of Suffolk County’s workforce – nearly 125,000 jobs. A 2006 study by the Suffolk County Department of Planning reported that over 90,000 people are employed in the East Farmingdale – Melville area alone. Farmingdale State College and its Broad Hollow Bioscience Park are significant regional

assets, and are unique and important fixtures along the Corridor. Clearly, Route 110 is a vital, diverse part of Long Island’s economy.

Unfortunately, Route 110 is also one of Long Island’s most dangerous, congested roads. A recent limited study by Farmingdale State College found that the Corridor operates near or in excess of capacity 17% of the time, and the New York State Department of Transportation ranks the stretch of Route 110 between the Southern State Parkway and Conklin Street as the second most dangerous roadway in the state. Much of this congestion and danger can be attributed to the land use and development patterns of the corridor, which have placed an emphasis on the ease of automobile access while neglecting alternative modes of transportation. The Republic LIRR Station, which served employees of the Fairchild Republic factory, was closed in 1986.

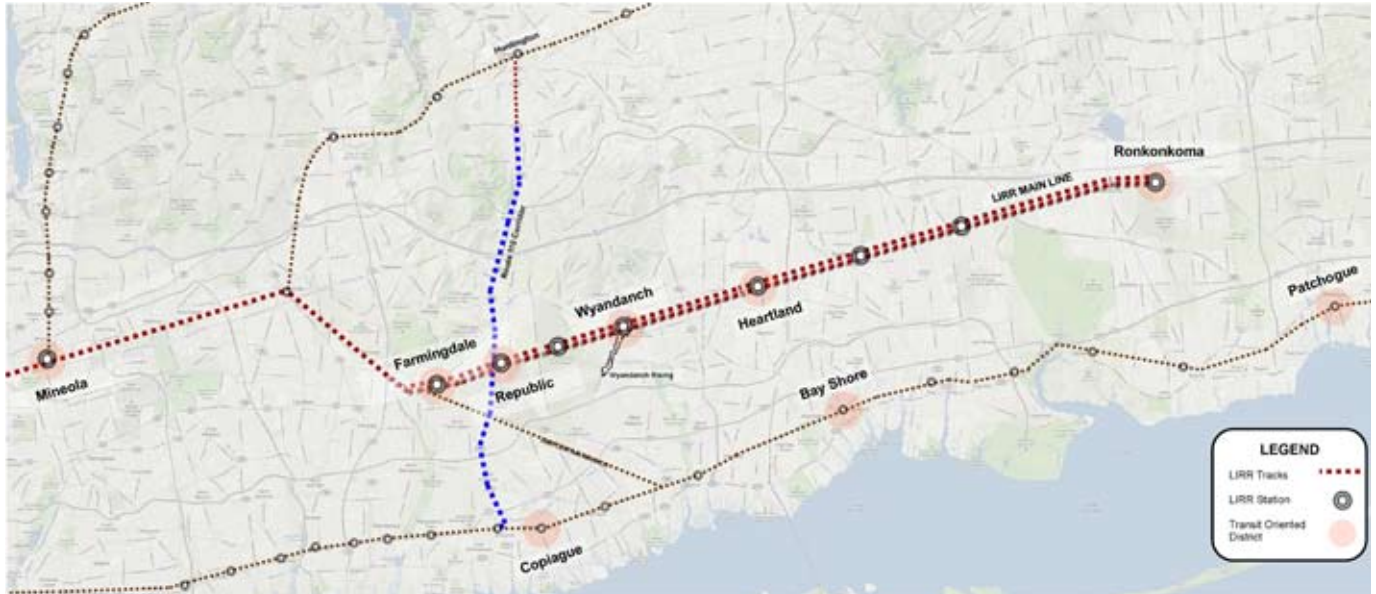
It is clear that there is room for growth on the 110 Corridor; emerging information technology, bio-tech and eco-tech industries, bolstered by the presence of the Bioscience Park, represent an important new sector for Route 110, finding their niche among the financial and industrial facilities that dominate the corridor. New opportunities for growth will also emerge through the collaboration of Long Island’s major research institutions under the groundbreaking *Accelerate Long Island* initiative created by Brookhaven Town Supervisor Mark Lesko and now directed by the Long Island Association.

What is also clear is that the development patterns of the past will not work in the future. With capacity exceeded during morning and evening rush hours, as well as during the mid-day lunch hour, a new model is needed that will prevent an increase in cars and traffic on Route 110, yet allow it to achieve economic growth.



Route 110 near the Southern State Parkway is one of the state’s most dangerous roads

A Regional Transportation and Development Strategy



Long Island is in need of a regional transportation and development strategy. We cannot expect to remain competitive today by depending on yesterday's transportation and land use models. We need to concentrate our growth around existing transit stations and open new stations in strategic areas. We need to expand service on our buses and make mass transit commuting a viable and attractive alternative for young job-seekers. Most importantly, we need to establish a true north-south mass transit system for our Island that will connect our east-west systems together.

Unlike other areas in New York State that will remain dependent upon automotive transport, Long Island presents an opportunity in which a relatively limited investment in upgraded service and a coordinated commitment to station-area development can fundamentally change the region's settlement/transportation paradigm. By better connecting residents to jobs and rail lines to each other, these investments can lay the foundation for a region that is less auto-dependent, more sustainable, more attractive, and more resilient.

Connect Long Island focuses on supporting planned and existing transit-oriented developments (TODs) at Mineola, Farmingdale, East Farmingdale, Wyandanch, Brentwood, Ronkonkoma, Copiague and Patchogue, creating the first north-south mass transit on Long Island in the form of the Route 110 Bus Rapid Transit (BRT), and tying these projects together by expanding mass transit service with the much-needed second track along the Main Line of the Long Island Rail Road.

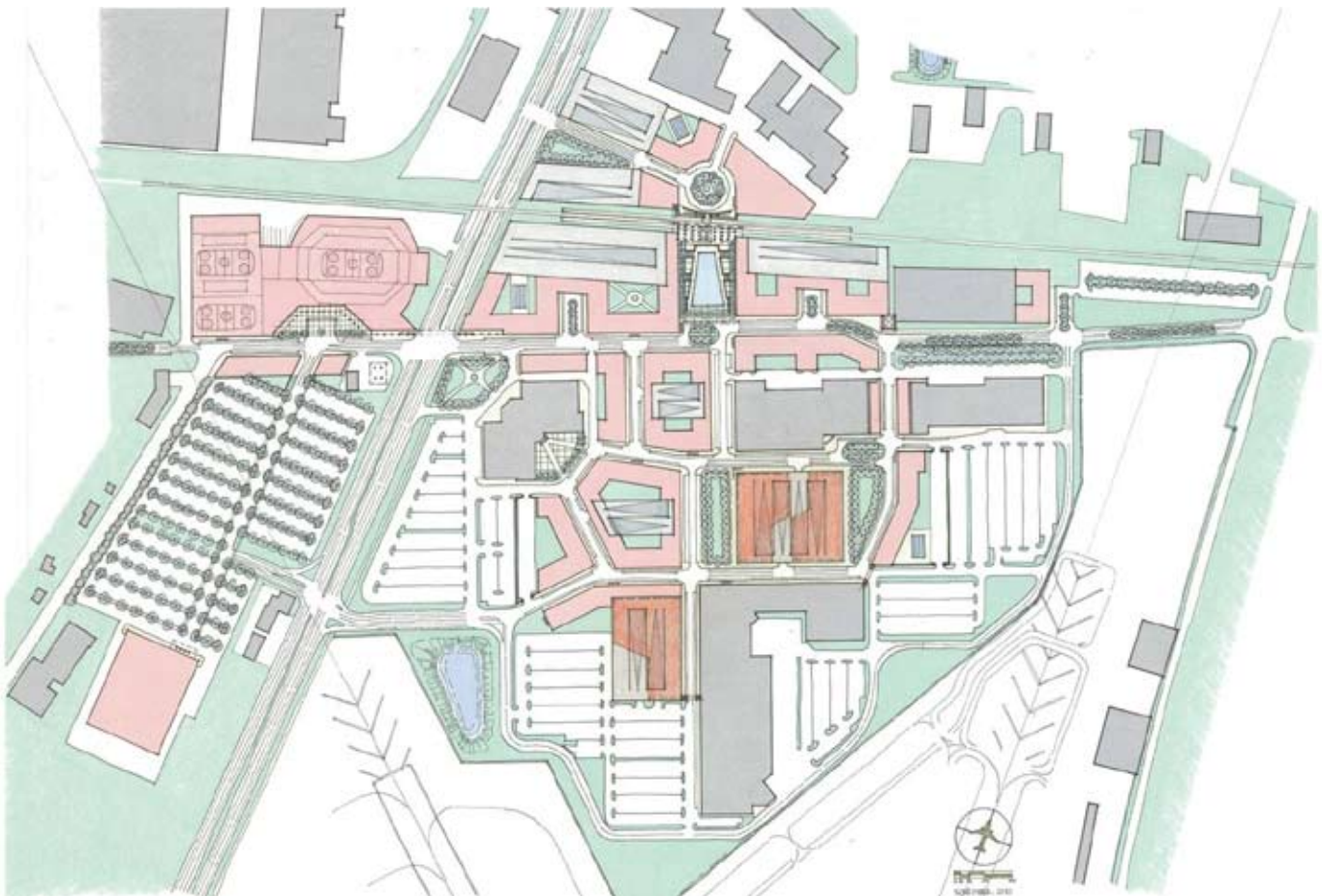
Transit Oriented Development

The Regional Transportation and Development Strategy for Long Island focuses on supporting planned and existing transit-oriented developments (TODs) at Mineola, Farmingdale, East Farmingdale, Wyandanch, Brentwood, Ronkonkoma, Copiague, Bay Shore, Patchogue and elsewhere. A TOD is a mixed-use development designed to maximize access to transit and encourage its use. A TOD neighborhood typically has a center with a transit station or stop surrounded by relatively high-density development, with somewhat lower-density development spreading outward from the center in a walkable street network.

Many forward-thinking communities on Long Island are currently planning TOD projects. The Town of Babylon is at the forefront of this effort with TODs under development in Copiague, Wyandanch, one of the most economically distressed communities on Long Island, and East Farmingdale.

Specifically:

- In-progress efforts to construct a new, mixed use, residential, retail and commercial transit-oriented downtown in Wyandanch (groundbreaking expected next year). This development is a vote of confidence of a bright future for an economically challenged community.
- A new transportation center and parking garage for LIRR customers and hamlet residents at Wyandanch. This transportation center, paired with increased LIRR service on their busiest line, will offer better access from Wyandanch to employment centers in Suffolk and Nassau counties and to New York and beyond.
- A TOD plan was completed for Copiague in 2009 and two new multi-story, mixed use buildings adjacent to the train station have been completed.



The Illustrative Plan for the East Farmingdale transit-oriented development

- The new East Farmingdale (Republic) Station, culminating in long-time efforts to reopen the Republic LIRR station as a new hub and focal point. This station is the anchor for the surrounding, proposed TOD and will be a new multi-modal transportation center for Route 110 BRT service. BRT shuttle buses will fan out from this station, providing “last mile” connections to/from major employers, universities, and other areas of interest.
- The East Farmingdale TOD clustered around the new Republic Station. Currently a traditional strip shopping center, this site will be transformed into a pleasantly walkable town center with an active blend of retail, residential and entertainment options reoriented around pedestrian access.

TOD Elements:

- BRT stations as community focal points
- Traditional street network & neighborhood design
- Bicycle lanes/paths & storage facilities
- Mixed use—including housing, retail and/or offices
- Convenient, attractive areas to transfer between modes
- Visually interesting, vibrant, pedestrian-scaled environment to encourage walking



Top: Airport Plaza in East Farmingdale, currently; Bottom: Rendering of the same area, after infill development

Supportive Transit Investments

The next critical piece in this regional vision is the supportive transportation investment required by the MTA/Long Island Rail Road to strengthen the connections between development hubs and to maximize the effectiveness and efficiency of the investment. They are:

LIRR Second Track/Ronkonkoma Yard. The second track vision dates back to the 1980's and the electrification of the Main Line, when the groundwork to accommodate a second track, including the right-of-way acquisition and the installation of facilities to handle additional train service, were completed. Since that time, the Ronkonkoma Branch has become the railroad's most crowded train line, with the highest number of customers per train on peak, reverse-peak, and weekend trains. The limitations imposed by a single track have resulted in this branch, which serves the most commuters, having one of the lowest on-time performance and customer satisfaction ratings. The Ronkonkoma Branch today currently operates with a single electrified at-grade track between Farmingdale and Ronkonkoma, with limited passing sidings. As a result service frequency is constrained and on-time performance is degraded. Service in the off-peak direction is extremely limited.

Second track is necessary to support the type of growth our region needs to remain competitive. Second track will reduce overcrowding, enhance service reliability, enable reverse commuting, and most importantly, support the mixed-use developments on the Main Line and stimulate economic development throughout the Island.



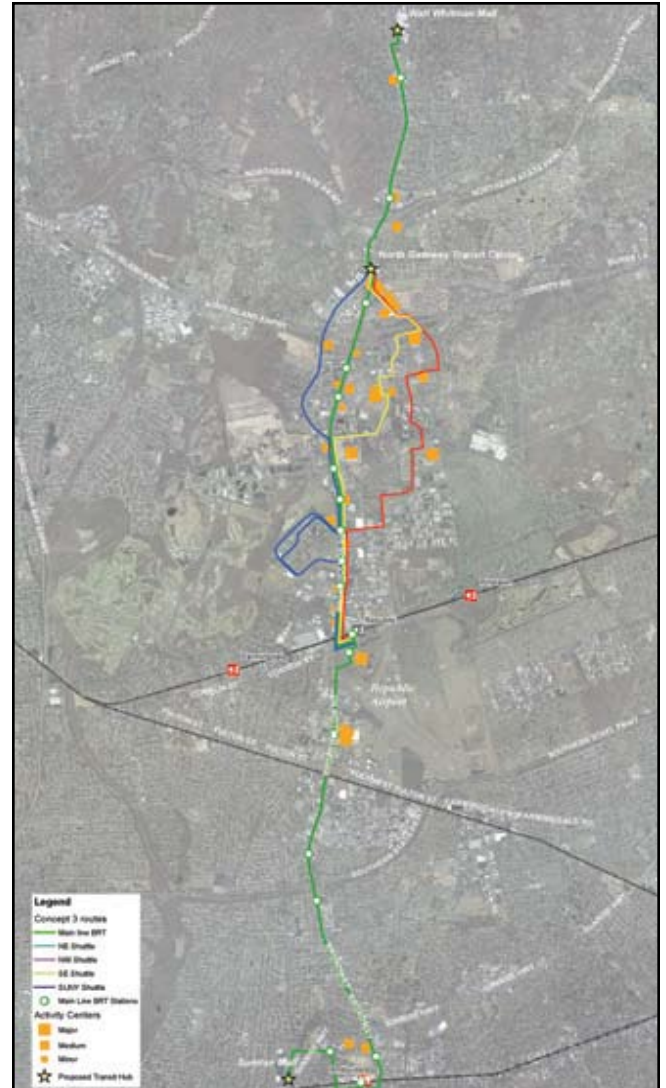
East Farmingdale Station (Reopened Republic Station). The LIRR Republic station was closed in 1986 due to low ridership. Plans to reopen the station were put on-hold, along with plans to double track the branch, in 2010 when the MTA faced a budget shortfall for the capital program. This station is a crucial element of the Town's strategy to link the economically depressed hamlet of Wyandanch with job opportunities along Route 110 via a coordinated LIRR and BRT service.

East Side Access Program. The East Side Access project, currently under construction, will route the LIRR from its Main Line (Ronkonkoma Branch) through new track connections in Sunnyside Yard and through the lower level of the existing 63rd Street Tunnel under the East River. In Manhattan, a new tunnel will begin at the western end of the 63rd Street Tunnel at Second Avenue, curving south under Park Avenue and entering a new LIRR terminal beneath Grand Central Terminal. With a 2016 projected opening date, current plans call for 24-trains-per-hour service to Grand Central Terminal during peak morning hours, with an estimated 162,000 passenger trips to and from Grand Central on an average weekday. This connection, along with supporting improvements, will improve access to Manhattan's East Side, saving commuters 30 – 40 minutes a day in travel time, and will permit an increase in service to Penn Station. It will also allow increased reverse commute service thereby improving the competitiveness of Long Island locations for commercial and residential development.

Route 110 BRT

This essential and critical link will provide the first ever, premium-quality, north-south transit link that ties together two LIRR railroad lines while serving Long Island's Main Street and promoting transit-oriented development. BRT will serve as a high quality extension of the LIRR service—making the last mile connection to areas traditionally beyond the reach of the train. A BRT on Route 110 would feature the following:

- **Traffic priority.** BRT and buses are efficient vehicles for transporting large numbers of passengers. Thus, BRT vehicles and local buses would be given priority over other vehicles carrying fewer passengers. This could include bus lanes, queue jumpers and traffic signal priority).
- **Attractive, stylish vehicles.** Well-designed, stylish vehicles could help capture the public's imagination in a way that a typical bus might not, and would offer time-saving benefits such as low-floor boarding to reduce boarding times and provide easy access.
- **BRT stations.** Proposed Route 110 BRT stations would offer a welcoming place to wait for the next BRT vehicle. Each BRT station would feature customer information to guide their travels.
- **Real-time passenger information.** The Route 110 BRT service would provide real-time, electronic message signs at BRT stations that would count down the minutes until the next BRT vehicle arrives. This information would also be provided via the Internet to handheld mobile devices.
- **Station access.** BRT stations are proposed at key origins and destinations, but a BRT station is of limited value if potential customers are not able to get to it. It is important that BRT stations be well-located and easily accessible by a variety of modes. The Route 110 BRT



BRT Routes would branch off to reach major employment centers just off of Route 110

stations would be linked to connecting transit services, and to sidewalks, bicycle routes and park & ride lots.

- **Transit-Oriented Development.** A key feature of the Route 110 BRT study is to not only consider transit improvements, but to also propose how land uses along the Route 110 study corridor could be made more transit-friendly and less “automobile-centric.”
- **Fare Collection.** It is recommended that off-bus, pre-paid fare collection be deployed to shorten boarding time. With fare collection shifted off the bus to the BRT stations, customers would board the BRT vehicle via all doors, and bus boarding times would be vastly reduced at busy BRT stations.
- **Branding.** Branding would be an important BRT element, serving as an important marketing tool.

Plan Benefits

Job Creation and Economic Growth

Long Island is experiencing reduced economic growth. From an average annual growth of 3.6% between 1997 and 2004, Long Island averaged growth of 1.6% between 2004 and 2007. Employment has paralleled this trend, increasing by only .09% from 1998 to 2007 and then declining by 2% in 2006 - 2007. The recent national recession only compounds a trend that was already in place. Long Island must position itself for growth by taking proactive steps to revitalize its economic base, so that when the economy does bounce back, this trend will not continue. The shift can be attributed to a lack of affordable housing choices and a dramatic shift in employment opportunities.

Long Island needs a strategy to attract and retain jobs. Businesses make location decisions based upon a range of factors, including the cost of doing business, labor quality, ease of entry/siting, proximity to peers, logistics, crime risks, and amenities for business and for workers.

Long Island maintains many of the characteristics that are attractive to businesses, including a well-educated labor pool, world-class research institutions, a beautiful setting, significant recreational and cultural attractions and its proximity and strong transportation linkages to New York City. We must take advantage of and build upon these unique assets..

The TODs and transit improvements proposed, including the new East Farmingdale Station and Route 110 BRT, represent a determined strategy to reinvigorate Long Island around a more sustainable and convenient transportation system. In the short term, these investments will create construction jobs. In the longer term, they will transform the region into a magnet for economic development.



The East Farmingdale Conceptual Design features a number of plazas and green spaces.

Housing Opportunities and Livability

At the core of the Long Island economic revitalization strategy is the rebuilding of livable communities around transit centers. By focusing redevelopment where transit mobility is strongest, infrastructure investments can be optimized, mobility can be maximized and land use strategies can be structured to diversify use and create new developments that will attract people of all ages while minimizing costs and congestion impacts in the surrounding region.

Communities such as Wyandanch – where a mixed-use development strategy is leading to new open space amenities, new affordable housing starts and new attractive supporting retail uses – are adding an important infusion of new dollars to the tax rolls and will catalyze additional private investment. The success of Wyandanch as a stand-alone project is worthy of consideration by other communities, but taken as a link within a larger regional economic – mobility strategy, Wyandanch can be seen as a pilot for reinvestment throughout Long Island.

Finally, if we expect the next generation of workers to remain on Long Island, we must satisfy the emerging demand for housing in vibrant downtown settings. To the extent that we fulfill this market need, we will continue to prosper in the long term.



Downtown revitalization efforts in Copiague



A pedestrian crossing incorporated into building facades makes crossing Route 110 a pleasant option for pedestrians.

Mobility and Sustainability

Limited transportation is often seen to be the greatest single barrier to development, especially in auto-dependent suburban communities that equate new development with increased congestion. Partnering transportation with land use and economic development strategies will unlock the stalemate that pits the development community against local government policies that limit development in already built areas. All parties will need to work together if we are going to create the necessary paradigm shift in human habits towards more sustainable development strategies. If Long Island is to develop effective and transformative solutions to suburban sprawl, aging population and economic and employment decline, then mass transit, a focus on pedestrian-scaled communities, smart growth and TOD strategies will all need to play a role in the solution.

Regional economic revitalization is a complex process involving a wide range of initiatives coordinated both at the local and regional level. On Long Island, the MTA's capacity expansion efforts will provide increased ability to move between New York City and Long Island. What has traditionally been a primarily one-directional service bringing people from homes in Long Island to employment centers in New York City, can and should be viewed as an opportunity for growth in reverse

commuting and as a resource for intra-island trips. At the local level, communities are working to identify and implement acceptable growth patterns around transit nodes where density can effectively be added to create more vibrant, walkable communities that will attract workers, residents and shoppers.

The key missing link that will knit together local and regional investments into a coordinated economic development strategy is the new transit investment that will link communities together in the north-south direction. While east-west mobility is provided by the LIRR, moving from station areas to places of employment or shopping and retail centers is largely non-existent. The most effective place to start making these connections is along the Route 110 corridor, where more than 9 million square feet of office space lies accessible solely by the automobile, despite the fact that three separate rail lines run past this area. The proposed Route 110 BRT will link all three lines together and provide door-to-door service to work destinations, making them accessible by anyone who can get to a LIRR station and dramatically changing the commuter landscape along Route 110. The BRT should also promote reinvestment, as accessibility to transit will increase economic opportunity along underdeveloped parcels, and decreased automobile dependence will allow for the re-thinking of the more than 4000 acres of land dedicated to surface parking along the corridor.



Wyandanch Rising

Next Steps

The time to act on these initiatives is now. Thanks to the investments of the past, Long Island is in a unique position to capitalize on its expansive transit infrastructure by making the modest improvements necessary to tie our system together.

Dollar for dollar, investment in mass transit is the soundest investment a region can make to improve its economy. Smart Growth America recently found that every dollar spent on transit creates twice the number of jobs as a dollar spent on highway construction. Given that we have a vast rail network already in place on Long Island, the enormous benefits of investment far outweigh the marginal costs – nowhere else on Long Island can you get the most by spending the least.

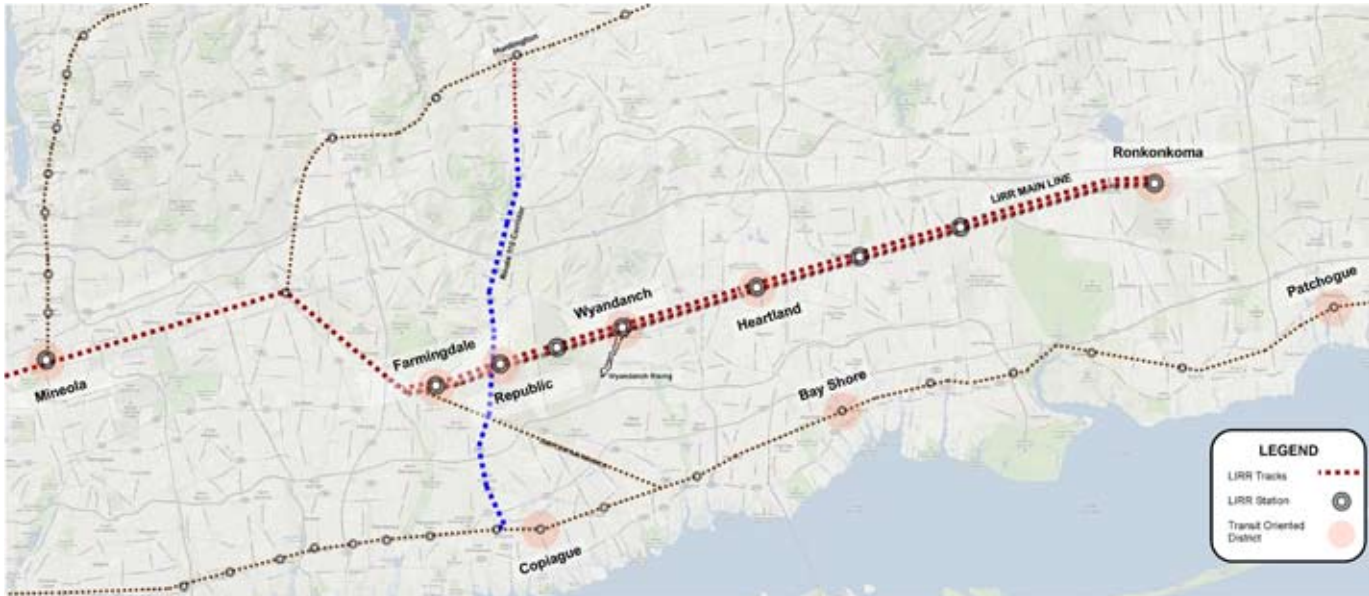
Construction of a new Republic Station is estimated to cost approximately \$40 million, while total construction cost for the completion of the second track is estimated at \$340 million. Capital costs for a Route 110 BRT are estimated at \$37 million. These investments are estimated to create nearly 7400 job-months in construction alone (more than twice the number they would create if directed into highway projects), while the number of jobs that would be created due to expanded regional mobility to employment centers throughout the Island is untold.



Babylon Town Councilman Tony Martinez, Brookhaven Town Supervisor Mark Lesko, LIRR Chief Planning Officer Elisa Picca, Babylon Town Supervisor Steve Bellone, Huntington Town Supervisor Frank Petrone, Islip Town Supervisor Phil Nolan, New York State Senator Charles Fuschillo, John Cameron - Chairman of the LI Regional Planning Council, Patchogue Village Mayor Paul Pontieri and Farmingdale Village Mayor George Starkie meet to discuss the benefits of CONNECT LONG ISLAND.

In order to achieve the same type of expanded mobility via highways that second track will provide, we would need to add 6 lanes to the Long Island Expressway, at a construction cost of nearly \$756 million – and that doesn't include the billions of dollars of private property that would need to be cleared for the expanded right-of-way. The \$37 million in capital costs for BRT are slightly more than it would be required to build just one highway interchange, a course of action that would do nothing to alleviate road congestion in the long-term.

The Route 110 BRT Study confirmed the feasibility of BRT improvements along the Route 110 corridor. The LIRR second track is ready to be laid down. And the TODs are already happening throughout the transit network. The path we must take is clear, and our region is ready to go. It is time to CONNECT LONG ISLAND.



Overview of Phase I of the Wyandanch Rising transit-oriented development



TOWN OF BABYLON
Steve Bellone, Supervisor

Jackie Gordon, Councilwoman
Lindsay P. Henry, Councilman
Tony Martinez, Councilman
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