

Appendix A

EXISTING PUBLIC TRANSPORTATION REPORT FIVE EAST END TOWNS OF SUFFOLK COUNTY

August 9, 2005

It is almost a misnomer to refer municipal (State, County and Town) transportation systems (rail, bus, and water shuttle) on the East End of Long Island as *Public Transportation*.

Historically, the County of Suffolk has provided only a limited service – a bus schedule that does not coincide with other area or regional bus or rail schedules. This severely inhibits the mobility of a large portion of the general year-round population and seasonal visitors on the East End of Long Island. The New York State Metropolitan Transit Authority (MTA) is responsible for public transportation in the Downstate region, but has honored a preexisting agreement with the State that allows Suffolk County Transit (part of the County's Department of Public Works) to broker with private providers on all public bus transit within its borders. The only exception in Suffolk is the HART system –Huntington Area Rapid Transit –owned and operated by the Town of Huntington. The MTA, however, is solely responsible for operating the Long Island Rail Road service to the North Fork and the South Fork.

The five East End towns (East Hampton, Riverhead, Shelter Island, Southampton and Southold) boast approximately 125,000 year-round residents. This figure jumps closer to 350,000 in the peak summer season (July, and August).

The ability of East End residents to travel throughout the region on the existing public transit system (rail or bus) is completely ineffectual; efficient public transportation is considered virtually non-existent by the many visitors who warrant a high demand service during the summer tourist season (May –October).

In addition, there is a total lack of schedule coordination with what little transportation service provided by the currently system; this exposes the entire concept of East End public transportation to monumental deficiency.

Some imperative issues include:

- SCT schedules do not meet connecting trains or buses.
- SCT bus drivers and dispatchers cannot always communicate with each other to hold those connecting trains or buses because of an obsolete communications system.
- SCT information operators work until 4:30 p.m., while SG buses operate until 8 p.m.
- SCT equipment (buses) are outdated and need to be replaced with newer models that the county could obtain up to ninety percent funding for from the federal government.
- Due, in part, to the *non-competitive* structure of SCT operator contracts, with private bus companies (The County of Suffolk owns no buses), there is little to no effective measure to enforce any maintenance requirements for buses -- including repairs

and the cleaning of buses, which encourages a class attitude about public transportation.

- Despite the serious tourist influx on the East End, during the summer season (May through October), SCf has no bus connection with Cross Island Ferry at Orient Point and it operates the same bus schedule year-round even on its most heavily utilized bus routes such as the S-92 (Orient Point to Montauk Point) and the S-66 (Riverhead to Patchogue). The bus operators on these two bus routes are known to drive past numerous potential riders along their routes during rush hour because their bus is filled to capacity.
- SCT provides no deviated route operations, which has forced all ten towns of Suffolk County to operate individual, expensive and inefficient (budgetary reasons) town-run non-medical emergency transit (NET), shopping, and general mobility program~
- SCT's paratransit program for the elderly and disabled (SCAT -- Suffolk County Accessible Transportation) has been designed to address the *minimum* requirements of the federal Americans with Disabilities Act of 1990. This program segregates disabled patrons from mainstream patrons and is a violation of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. This existing program is costly, inefficient and unnecessary as demonstrated by the Cape Cod transit program.
- There is no Sunday service.

Since SCT's SCAT and the five East End town programs are so limited, several not-for-profit organizations have been forced to restrict the growth of their service programs by having to reserve a portion of their operations funding for inadequate transportation assistance that often duplicate services offered by other not-for-profit organizations, including the Suffolk County United Veterans, the American Cancer Society, local hospitals, universities and colleges, and the more than 250 health agencies serving the East End.

On top of handicapping the mobility of the region's work force, health service industry, general mobility, and forcing more vehicles on the already crowded highways, there are approximately 27,000 residents on the East End that are under the age of eighteen years - most of whom do not drive. Approximately 8,000 to 10,000 of these individuals are prime teen consumers for an efficient transportation service who are forced instead by the current public transportation system to rely on family and friends to drive them around.

Information provided by the USA Census and AKRF planners of White Plains, New York, shows the current public transportation system providing approximately 1.5 million commuter trips in 2004 - approximately 370,000 rail trips, 600,000 SCT bus trips and just over 600,000 through private bus service (Hampton Jitney, Sunrise Coach, and Hampton Luxury Liner). These figures, however, do not include day-trippers (visitors who travel to the North Fork, Shelter Island, and the South Fork only for the day). The AKRF statistics also do not include the many seniors transported via their respective town programs, nor the Suffolk County Accessible Transportation (SCAT) program for the elderly and disabled. According to a recent survey conducted for STRTC, these untapped groups would ultimately utilize a convenient East End public transportation system that would allow transportation in every direction.

In an effort to demonstrate the shortfall of the current public transportation system on the East End, the following provides existing analysis of bus and rail services.

**Existing Public Transportation
Service On The East End
(Summer Schedule, 5/23/05 - 9/11/05, unless otherwise noted)**

RAIL

WEEKDAYS

The North Fork has only three trains during the week (two in winter - September to May) going from Greenport to Riverhead to Ronkonkoma, and one train going from Riverhead to Ronkonkoma.

The North Fork has two trains on weekdays that go from Penn Station to Greenport, (plus one on Fridays only) one train from Penn Station to Riverhead, and one from Penn Station to Yaphank.

The MTA's summer season for the South Fork includes five trains that leave Montauk every weekday and go to Penn Station. There are also eight trains that leave from Speonk and go to Penn Station..

East bound weekday trains on the South Fork involve six trains from Penn Station to Montauk (plus four on Fridays only, and one on Thursdays only), and four to Speonk.

WEEKENDS & HOLIDAYS

There are only two trains on the North Fork, from Greenport to Penn Station available on the weekend (Saturday and Sunday) and holidays. They are scheduled in the afternoon and evening, respectively: 1:17 p.m. and 6:17 p.m.

There are two trains (one morning, one afternoon) on weekends and holidays that go from Penn Station to Greenport.

The South Fork has four trains that run from Montauk to Penn Station (plus three on Sundays and holidays only), and six from Speonk to Penn Station. There are five trains from Penn Station to Montauk and six from Penn Station to Speonk.

BUS

The East End of Long Island encompasses the North Fork (towns of Riverhead and Southold) and the South Fork (towns of Southampton and East Hampton). Shelter Island spans the middle ground overlooking the Greater Peconic, Gardner's Bay, and the harbors of Greenport and Dering.

There is one bus route that connects Montauk Point at the tip of the South Fork to Orient Point at the tip of the North Fork. While one route (three buses) could indeed address the needs of the public, it does not in the present environment because this service only runs every 40 minutes during morning and evening rush hour, and hourly the remainder of the time

- Monday through Saturday, from 6:30 a.m. to 8 p.m. - with no service on Sunday or holidays.

The current system also has four bus routes that bring East End residents from the Long Island Rail Road Station in Riverhead and the Evans K. Griffing County Center in Riverside to all

points west in Suffolk County.

While there is only one County bus that circulates throughout the center of the Town of Riverhead, and four that circulate throughout Southampton and East Hampton (additional seasonal bus between the villages of East Hampton and Montauk), there are none that circulate throughout the towns of Southold and Shelter Island.

WATER FERRY

There is no water taxi or intra-town water ferry service available.

Cross Sound Ferry in Orient Point transports vehicles and passengers between Orient Point, New York, and New London, Connecticut.

Viking Ferry provides summer seasonal passenger service from Montauk, New York, to New London, Connecticut, and to Block Island, Rhode Island.

North Ferry provides vehicle and passenger service from Greenport to Shelter Island everyday at least from 6:00 a.m. to 12 midnight.

South Ferry provides vehicle and passenger service from North Haven to Shelter Island everyday at least from 6:00 a.m. to 12 midnight.

PRIVATELY OWNED PUBLIC TRANSPORTATION SERVICE

HAMPTON JITNEY: (South Fork)

The privately owned company, Hampton Jitney has two bus lines: The Montauk Line (to and from Manhattan to Montauk Point), and the Westhampton Line (to and from Manhattan to Westhampton). Both lines have a multitude of stops throughout the towns of Southampton and Easthampton and the nine villages of the South Fork.

HAMPTON LUXURY LINER (South Fork)

The privately owned company, Hampton Luxury liner has one bus line which runs from East Hampton to Manhattan and back, with a multitude of stops throughout the towns of Southampton and East Hampton.

SUNRISE COACH LINES: (North Fork)

The privately owned company, Sunrise Coach has one bus line which runs from Greenport to Manhattan and back, with a multitude of stops throughout the towns of Riverhead and Southold and Greenport Village.

NORTH FORK EXPRESS:

This service started in June 2005 and provided two bus trips (one in the morning and one in the afternoon to various points in Manhattan and to Hoboken, NJ).

Transportation: East End Town Senior Citizen Bus Service

TOWN OF EAST HAMPTON:

With a bus and van fleet of approximately nine vehicles, regional transportation is provided on a first come first serve bases for senior citizens to Riverhead, Stony Brook, Setauket and Patchogue, and local transportation throughout the Town of East Hampton for shopping and non-emergency medical appointments for seniors and the handicapp~d.

Unfortunately, budgetary constraints and limited staff greatly affect any services provide.

TOWN OF RIVERHEAD:

Riverhead has a total of six buses that provide transportation for senior citizens and sometimes the town's youth for special events. This includes:

- Two twelve passenger buses
- One thirteen passenger bus
- Two twenty passenger buses
- And one fifteen passenger bus

Local (Town of Riverhead) transportation is provided for shopping trips, non-emergency medical appointments, and daily transportation to the Senior Center and other points are available on a *first-come, first-serve* basis.

Services are available to all seniors 60 years and older, regardless of income. Unfortunately, budgetary constraints and limited staff greatly affect any services provide.

TOWN OF SHELTER ISLAND:

One town sponsored bus, but service is not really used.

TOWN OF SOUTHAMPTON:

The Town of Southampton operates a bus ~nd van fleet of twenty-four vehicles for regional transportation to Riverhead, Stony Brook, Setauket and Patchogue, and local transportation throughout the Town of Southampton for shopping, and non-emergency medical appointments are available for seniors and the handicapped.

TOWN OF SOUTHOLD:

With a bus and van fleet of approximately nine vehicles, regional transportation is provided on a first come first serve bases for senior citizens to Riverhead, Stony Brook, Setauket and Patchogue, and local transportation throughout the Town of East Hampton for shopping and non-emergency medical appointments for seniors and the handicapped.

Unfortunately, budgetary constraints and limited staff greatly affect any services provided.