

No.	Congestion/Mobility Projects
	Multimodal Mobility Solutions
Group 1	<i>HOV Incentives:</i>
1	Cash!
2	Zoning for lower number of parking spaces and transit support
3	Regional solution vs. local solution
4	Supported by employers (vanpools)
5	Frequent schedule, low/free bus service to employment centers, shopping centers
	<i>North/south and inter/intra county transit service</i>
6	Where?
7	Encourage off-peak, flexible hour service - shoulders of peak periods - use excess capacity in those periods.
8	ITS to inform public (real-time) of conditions
	<i>LRT system (or express bus) - Start with bus</i>
9	Change image - more amenities
10	Incentives - TransitCheck
11	Tax relief
12	Education - public image
13	HOV - carpooling information to allow more people to use existing HOV lanes
14	Arterial HOV lanes? Much later, after proven on LIE. Wait for benefits of LIE to be proven - Need a WIN! More buses, more P&R lots. Private sector and public subsidy
	<i>Land use/transportation coordination</i>
15	Political support for coordinated regional land use zoning management
16	Access management program.

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Group 2	
17	Charge for parking
18	Incentives for ridesharing/transit (tax incentive for employer)
19	Gasoline tax (tax incentive for employer)
20	LRT from mid-Suffolk to east and hope development follows
21	Expanded HOV system needs to wait for LIE Exits 30 - 64 success
22	Expand INFORM and incident management
23	Region 10 website that gives real-time traffic conditions
24	H.A.R. (Highway Advisory Radio)
25	Traffic calming, requires:
	Better site design
	Alternative routes and modes
26	Focus Access Management on:
	Internal circulation
	Minimize access to major highways
	Design sites from highway into building
27	Encourage more night time trucking on Long Island
28	Intermodal freight hub at Pilgrim State Hospital site
29	Barge freight - but where?
Group 3	
30	Trip reductions - work schedule.
31	Odd-even traffic zones
32	Tax on number of vehicles
33	Congestion price
34	Reduced transit fares
35	Business incentives
36	Off-peak work hours
37	Staggered work hours
38	Telecommute
	<i>Light Rail</i>
39	Nassau Hub
40	Rte. 110
41	CR 97- Nicholls Rd.
42	East End on LIRR
43	Airports
	<i>HOV</i>
44	LIE
45	CR 97 - Nicholls Rd.
46	SOBE
47	NSP (total)reverse

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48	SSP
49	Rt. 27
50	More north/south roads
	<i>Express Bus</i>
51	For teachers
52	To major employment centers
	Melville
	Hauppauge
	Riverhead
	Tanger Mall
	Mineola/Garden City
53	Need incentives/low fares
	<i>ITS</i>
54	Expand ITS/coordinate with train and bus
	Traveler information
	800 number/Internet
	radio stations
	HAR
	<i>Traffic Calming</i>
55	Downtown and community centers only
56	Roundabouts
57	Bike lanes
58	Resolve bike/parking conflicts
59	Improved pedestrian access
	<i>Arterial Access Management</i>
60	Driveway and signal spacing
61	Coordination with locals
62	Local/express blvd.
63	Zoning controls
	<i>Rail freight</i>
64	Off-peak truck delivery
65	Intermodal centers
	Grumman
	Republic
	Calverton
	Marine shipping terminal
	<i>Out of Box (other)</i>
66	Truck /ITS coordination (schedule)
67	Ferries

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Group 4	
68	Monetary incentives for auto trip reduction
69	Limit choices for auto trips (e.g.; arrive at location by car, then transfer to other modes)
70	Peripheral parking, not direct access
71	Charge for premium parking. Developer requirements for limited parking
72	Safety benefit of congestion reduction
73	Shoulder lanes for travel where driveway density is low. Depends on land use
74	Charge SOVs for use of HOV lanes
75	Access management - State to build frontage roads.
76	<i>Zoning - not aggressive enough</i>
77	Should be organized - service road for strip development (e.g.; NY 254, Levittown service road)
78	Get more traffic to State roadways
79	Town approves development and then asks DOT for comments
80	Stores at curbside, parking at rear
81	Consolidate driveways,
82	Move left turns to jughandles
83	Left turn arrows too common
84	<i>LIE: Post HOV</i>
85	Service road grade eliminations
86	INFORM on service roads
87	Off ramp before on ramp
88	Concrete median barriers on arterials
89	Traffic calming on touring routes, not commuter routes

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Group 5	
	<i>Incentives to reduce trips and carpool</i>
88	Business involvement: tax incentive for carpooling; provision of vans; reduced registration fees for vans
89	Improve alternative modes - light rail, express bus, etc.
90	Identify heavy trip corridors
91	Shuttle bus services, jitney services
92	Universal transit pass
	<i>Disincentives to SOV trips</i>
93	Tolls - electronic fee collection
94	E-Z pass requirements
95	Higher gas prices
96	Restrict use of cars, or SOVs during peak hours
97	Lower registration fees for cars used during off-peaks
98	Flex time, telecommuting
99	Cargo distribution center
100	Cargo port on North Shore
101	Increase rail freight, increase LIRR bridge clearances
102	Access management, community driveways, community parking
103	Zoning compatible with transportation
104	Incident management
105	Widen roadways, where possible
106	Shoulder use during peak hours
107	High-occupancy toll lane (tolls for SOVs)
108	Expand motorist information, Highway Advisory Radio
109	Concentrate on real solutions