

The LIRC transit system could have a beneficial effect on future land use by providing the blueprint for Long Island's future transportation system that could:

- Guide future development that supports transit use and avoids sprawl
- Foster coordination among land use visions and plans
- Be modified in the future to incorporate locally endorsed land use plans.

**The plan would be staged over 20 years.** One possible sequence would be to:

- Begin implementing local bus improvements and bicycle and pedestrian improvements
- Begin construction of roadway improvements
- Begin construction of RCV priority lanes
- Implement LIRC system services as RCV priority lanes are completed
- Continue construction of RCV priority lanes and implementation of LIRC system services

### ***Remember!***

**We want your comments on the Proposed LITP2000 Plan.**

After we've heard from you, the LITP2000 Study's next step will be to seek plan approval from the New York Metropolitan Transportation Council (NYMTC), the region's metropolitan planning organization.

Web site [www.LITP2000.com](http://www.LITP2000.com) • Telephone hotline 1-888-670-LITP



## ***What is the Proposed LITP2000 Plan?***

After significant detailed analysis of hundreds of possible congestion-management options, substantial public input, and guidance from the LITP2000's Technical Advisory Committee, the LITP2000 Study Team identified the proposed plan to be implemented over time to address projected traffic increases on Long Island. The proposed plan is an achievable balance of transit and highway solutions, as well as bicycle, pedestrian and freight improvements, to improve Long Island's future mobility—while protecting Long Island's cherished quality of life.

Early on, the LITP2000 Study results clearly indicated that transit improvements should be given first priority. The Study also clearly demonstrated that the most effective new transit system is one that is flexible... serves travel in all directions...improves connections to LIRR stations...links with local bus service improvements...provides reverse-commute connections to NYC...and helps reduce the number of people who drive alone during the rush hours.

Study results also indicated that transit improvements alone would not adequately manage future traffic congestion. Therefore, the LITP2000 Study

Team met with each of Long Island's town supervisor, planning department or highway department to decide what roadway improvements would be helpful in the future. The towns reviewed maps showing their communities' future congested roads. Each town suggested roadway improvements that make sense in light of each town's local growth assumptions; future development goals, including anticipated employment and household growth; and the desire to preserve their residents' quality of life.

***The LITP2000 Study shows that congestion relief must start with an entirely new and different method of travel...a Long Island Rapid Commute (LIRC) transit system...a unique, fast, flexible, and reliable travel option linking major origins and destinations within Long Island. This concept relies on improving certain of Long Island's roads to make the transit and highway systems work together better for the benefit of all Long Islanders.***

**Goals of proposed LITP2000 roadway improvements:**

- Improve safety
- Re-direct traffic from local streets
- Help manage congestion
- Comply with local objectives
- Improve transit operating speeds
- Calm local streets

**The roadway improvements would affect about 12% of Long Island's state and county route miles and would include:**

- Additional travel lanes
- Continuous center left-turn lanes
- Intersection turn lanes and grade separations
- Roadway extensions

## LITP2000's Proposed Plan

An integrated, multimodal, congestion-management strategy for all of Long Island:

- Long Island Rapid Commute (LIRC) transit system
- Rapid Commute Vehicles (RCVs)
- complementary roadway, freight, bicycle and pedestrian improvements.

Other future projects that this strategy would be coordinated with include: local bus system improvements, LIRR East Side Access Project and Operating Plans for 2010 and 2020, LIE HOV lanes from Exits 32 to 64, and the Nassau Hub Study, which is being undertaken by Nassau County.

### LIRC Transit System

- About 90 new transit routes
- About 70 miles of RCV Priority Lanes, newly constructed on expressways and parkways, in addition to 40 miles of HOV Lanes on the LIE, so RCVs won't get stuck in traffic
  - 2+ carpools permitted to use Priority Lanes, complementing LIRC system
  - If HOV lane usage approaches capacity, priority will be given to higher occupancy vehicles
- RCV priority treatment on other major roadways:
  - Automatic electronic communication with traffic-signal system to change light from red to green, if traffic conditions permit.

**About 130 miles of roadway improvements, but only where transit alone won't manage congestion.**

**Strategies to improve goods movement, bicycle and pedestrian travel**—For example, new bike and pedestrian routes to link with railroad stations; a major new freight facility to enable more freight to be moved on and off Long Island by train rather than by truck.