

The logo consists of three stacked hexagons: a red one at the top with a white letter 'M', a yellow one in the middle with a white letter 'E', and a purple one at the bottom with a white letter 'C'.

# Melville Employment Center Plan

**Public Workshop: Transportation/Circulation**  
November 9, 2015

# Agenda

## 1. Presentation

- Introductions
- Overview and Process
- Existing Conditions
- Issues and Opportunities
- Next Steps

## 2. Open House

## MEC Plan Advisory Committee

David Pennetta, Chairman

Steven Belkin

James Coschignano

Mark Hamer

Craig Levy

Seymour Liebman

Joanne Minieri

Glenn Murrell

Amy Newman

Mitchell Pally

Alissa Taff

Paul Tonna

## Town Staff

Tony Aloisio, Planning &  
Environment Director

Sasha Abraham, Planning Aide

Craig Turner, Principal Planner

Aidan Mallamo, GIS Supervisor

## Consultant Team

BFJ Planning

Parsons Brinckerhoff

Urbanomics

## Why is Huntington doing the MEC Plan?

- Traditional suburban office development has led to traffic congestion, lack of pedestrian amenities, limited retail activity, affecting quality-of-life.
- Large building footprints and parking lots create negative visual impacts, stormwater problems.
- Town's 2009 Comprehensive Plan Update suggested mixed-use “town centers” in strategic locations in MEC.

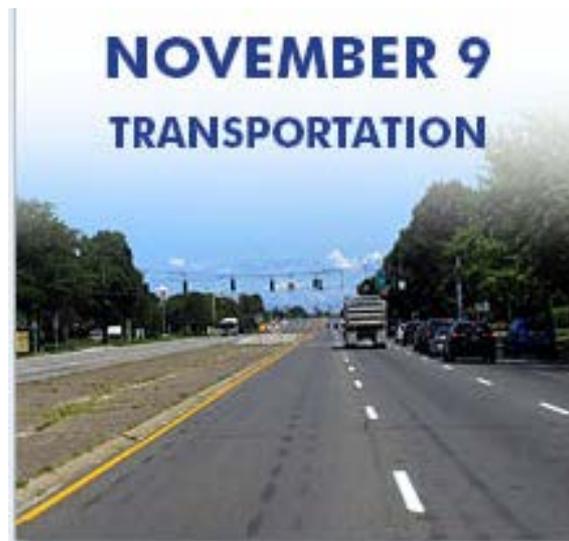
## Goals and Objectives of the MEC Plan

- Enhance MEC's competitiveness.
- Preserve quality of life for residents and employees.
- Expand mix of uses.
- Establish a sense of place.
- Improve multi-modal transportation network (i.e., bicycle and pedestrian).

# Overview and Process: Timeline

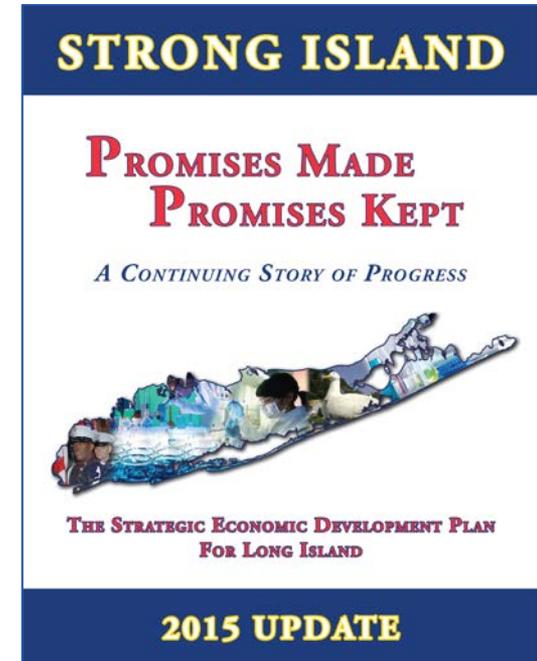
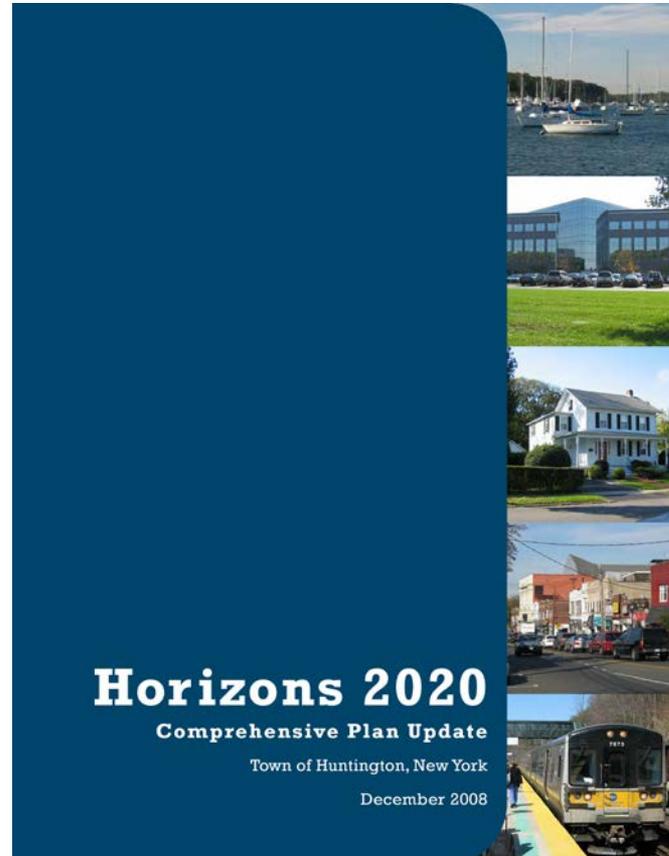
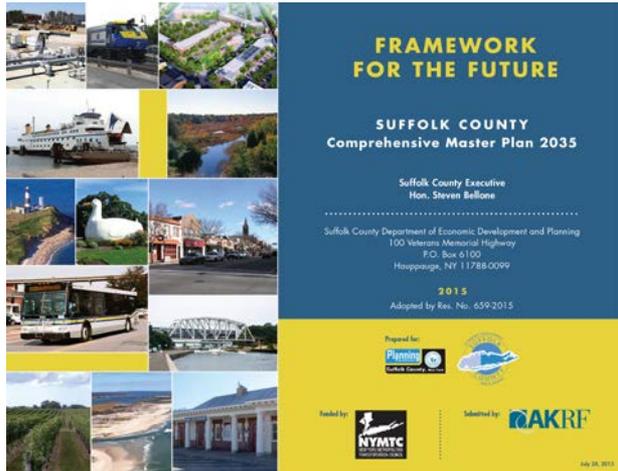
Task	Description	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR
1	Project Startup and Data Collection	█	█										
2	Land Use	█	█	█	█	█	█	█	█	█	█		
3	Transportation					█	█	█					
4	Community Facilities and Services			█	█	█	█						
5	Urban Design						█	█	█	█			
6	Ongoing Management and Funding									█	█		
7	Final MEC Plan										█	█	
Public Workshops			▲			▲		▲	▲				
MEC Advisory Committee Meetings		■	■		■			■		■			■

# Overview and Process: Public Outreach

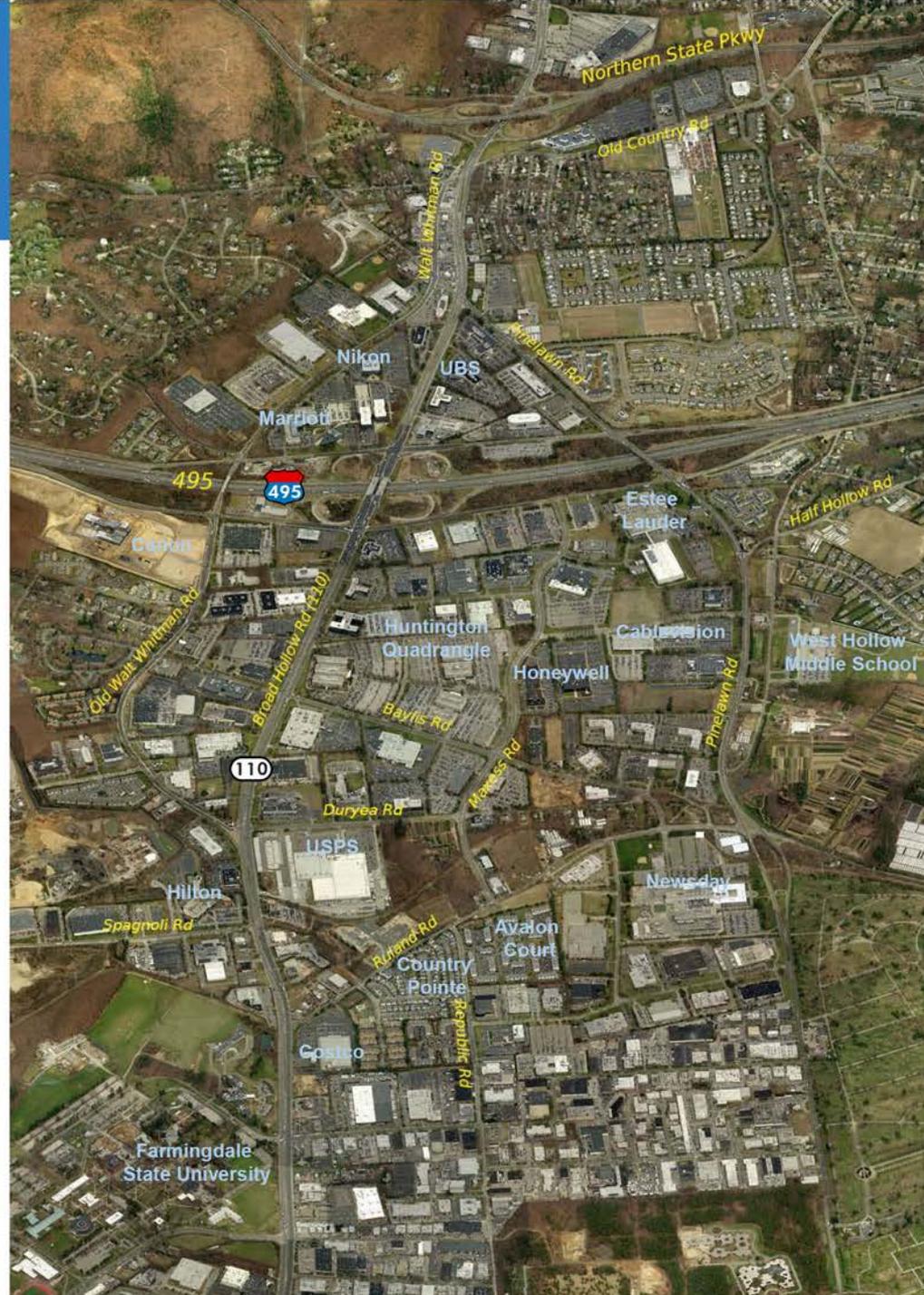
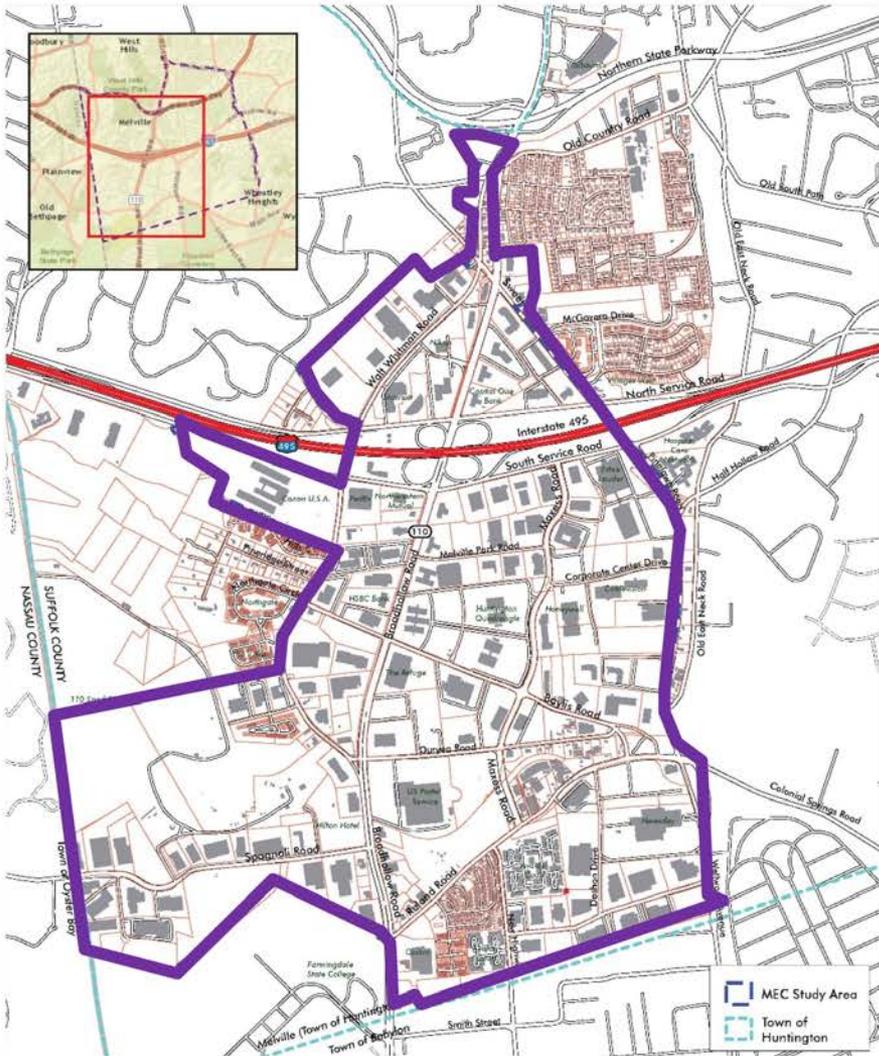


## **FALL PUBLIC WORKSHOPS**

# Regional Planning Context



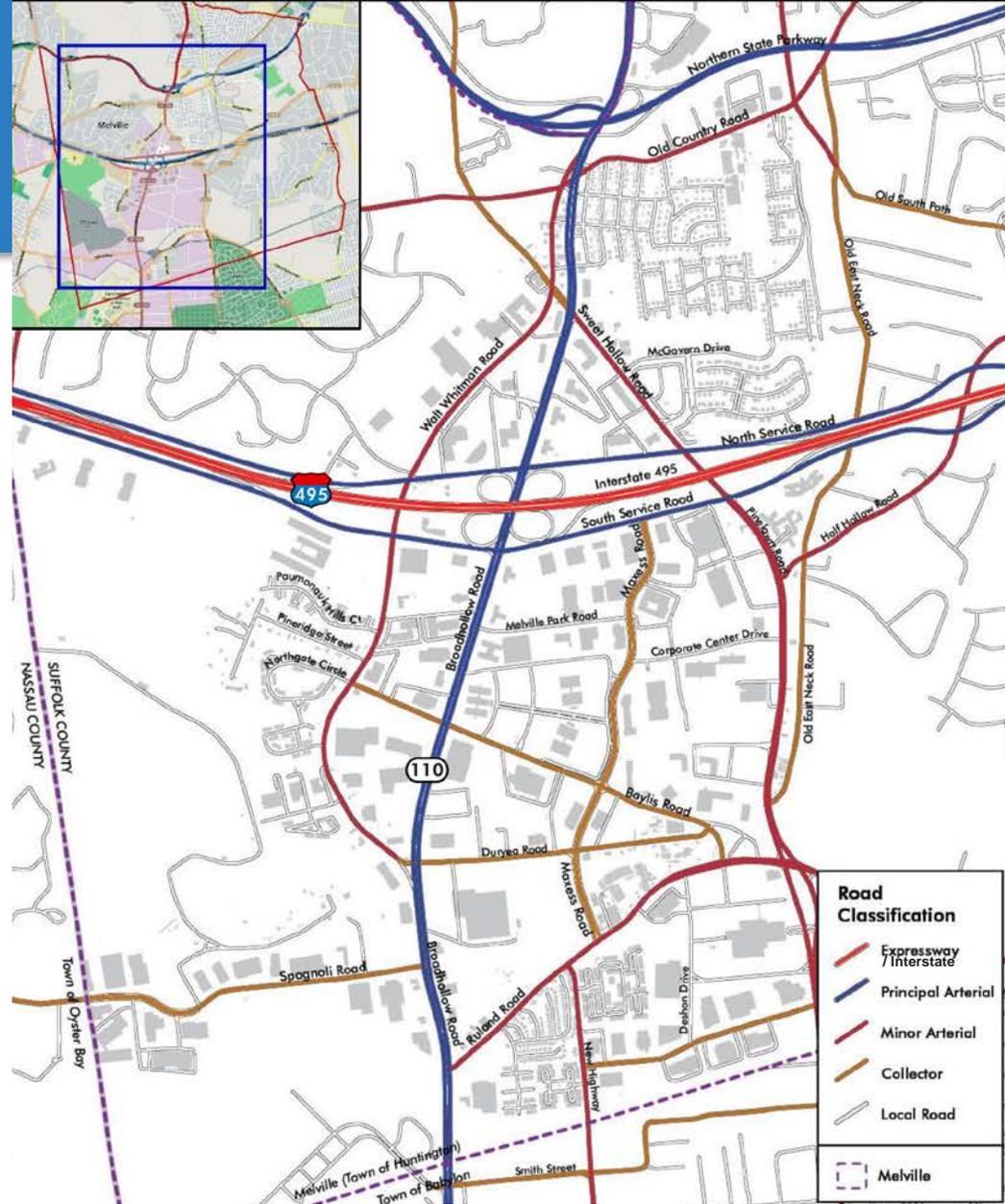
# MEC Study Area



# Existing Conditions

## Roadway network

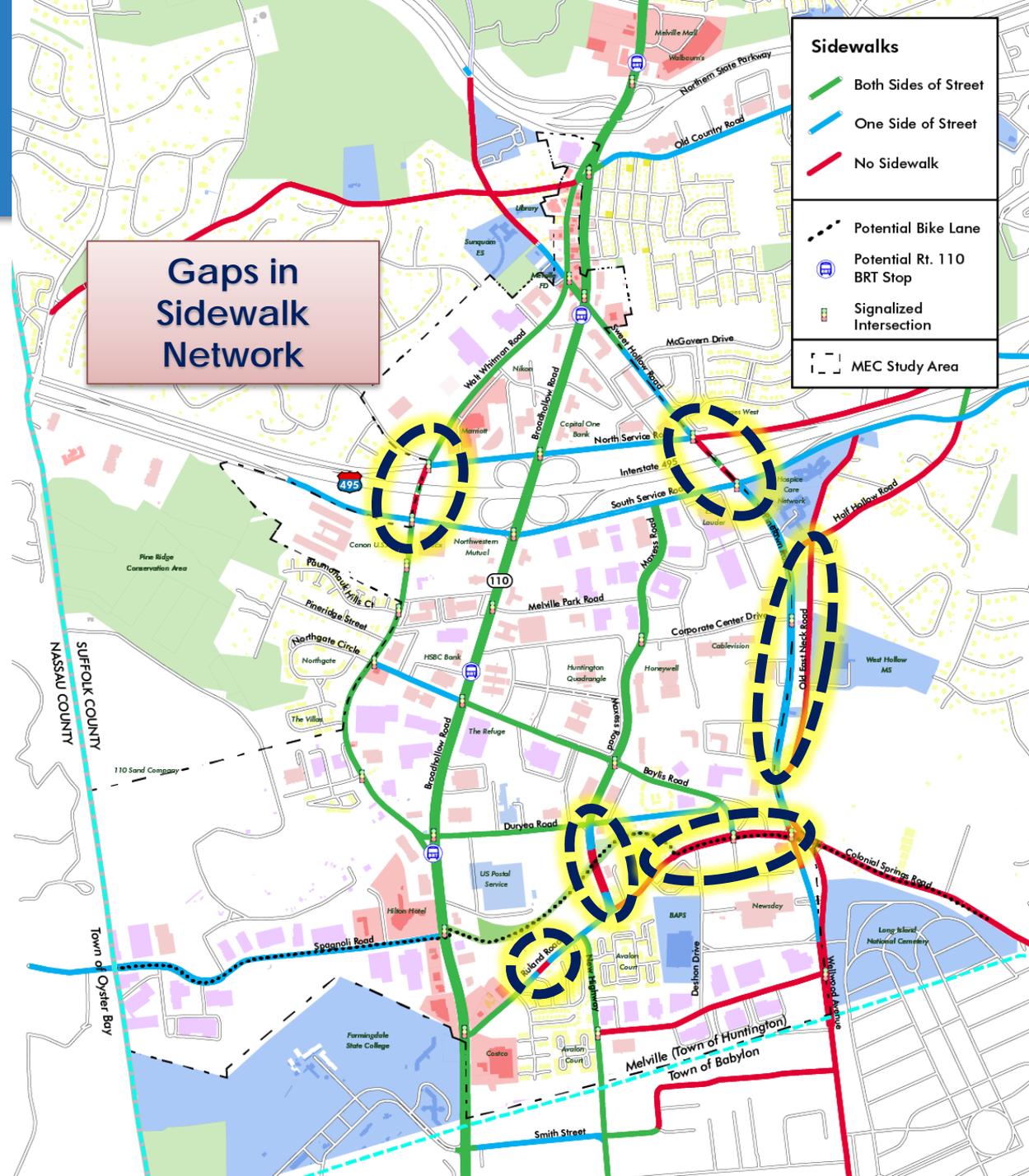
- North-south access on Route 110: Long Island's "High Tech Main Street"
- Walt Whitman Road and Pinelawn Road complement Route 110 by providing local north-south access
- LIE and NSP offer regional east-west access, but limited local east-west access between Route 110 and Pinelawn Road



Source: BFJ Planning; NYSDOT Functional Class Viewer

# Existing Conditions

## Pedestrian and Bicycle Infrastructure

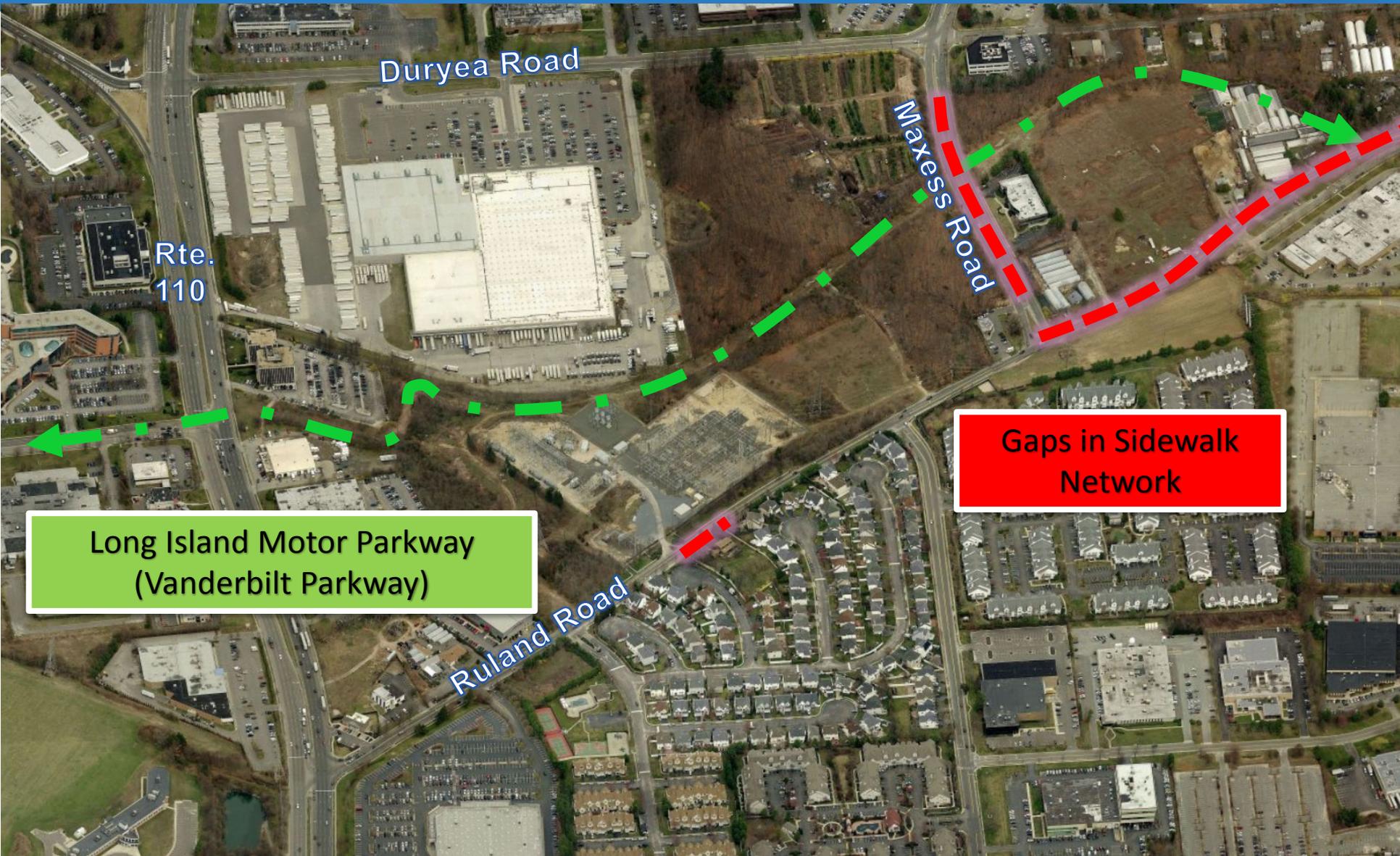


# Existing Conditions

Pinelawn Road at 495 Overpass



# Existing Conditions



Duryea Road

Maxes Road

Rte. 110

Ruland Road

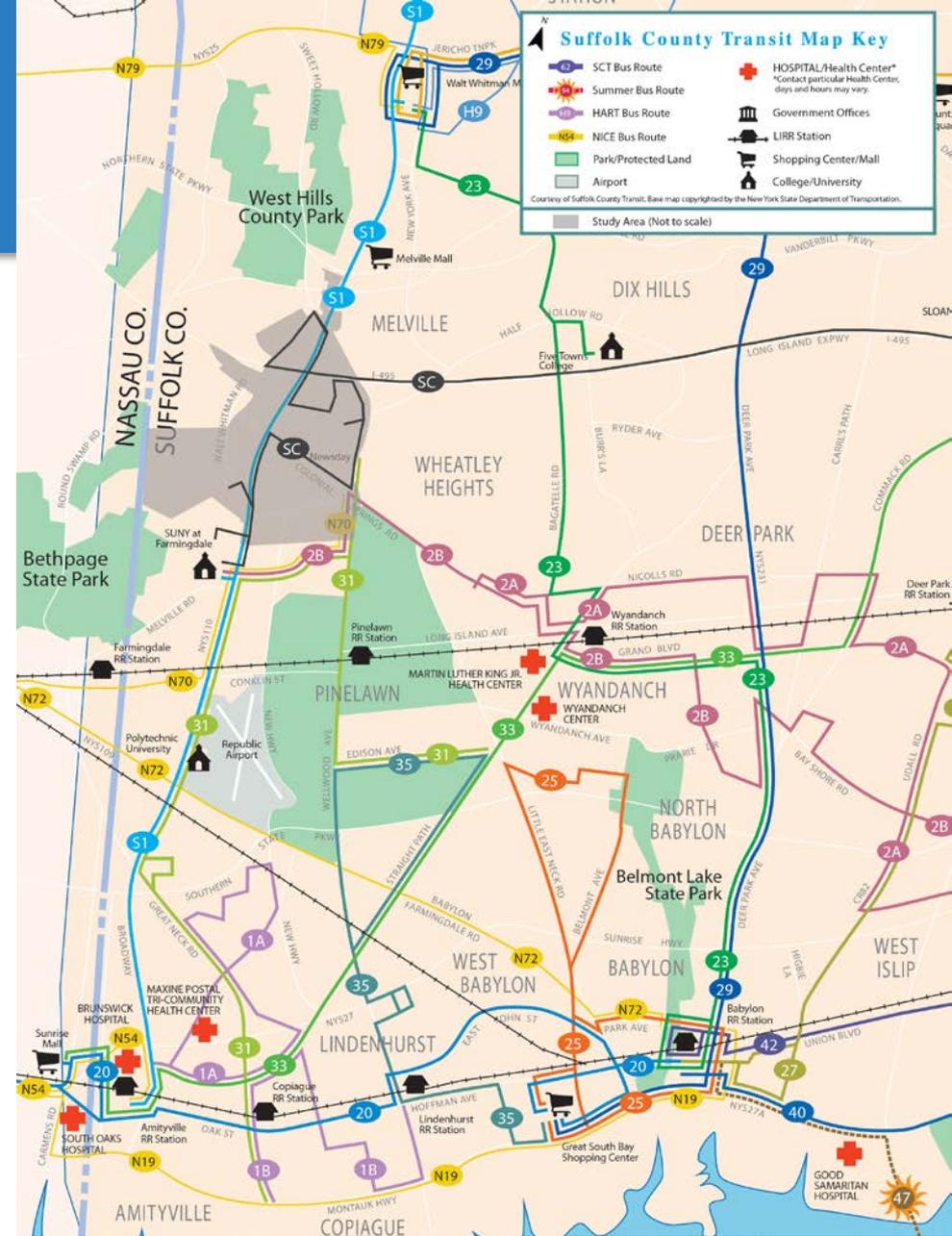
Gaps in Sidewalk Network

Long Island Motor Parkway  
(Vanderbilt Parkway)

# Existing Conditions

## Local & regional transit service

- Within study area:
  - Suffolk County Transit
  - NICE Bus
- Connections to:
  - HART
  - LIRR



Source: Suffolk County Transit; Parsons Brinckerhoff

## Key transportation issues

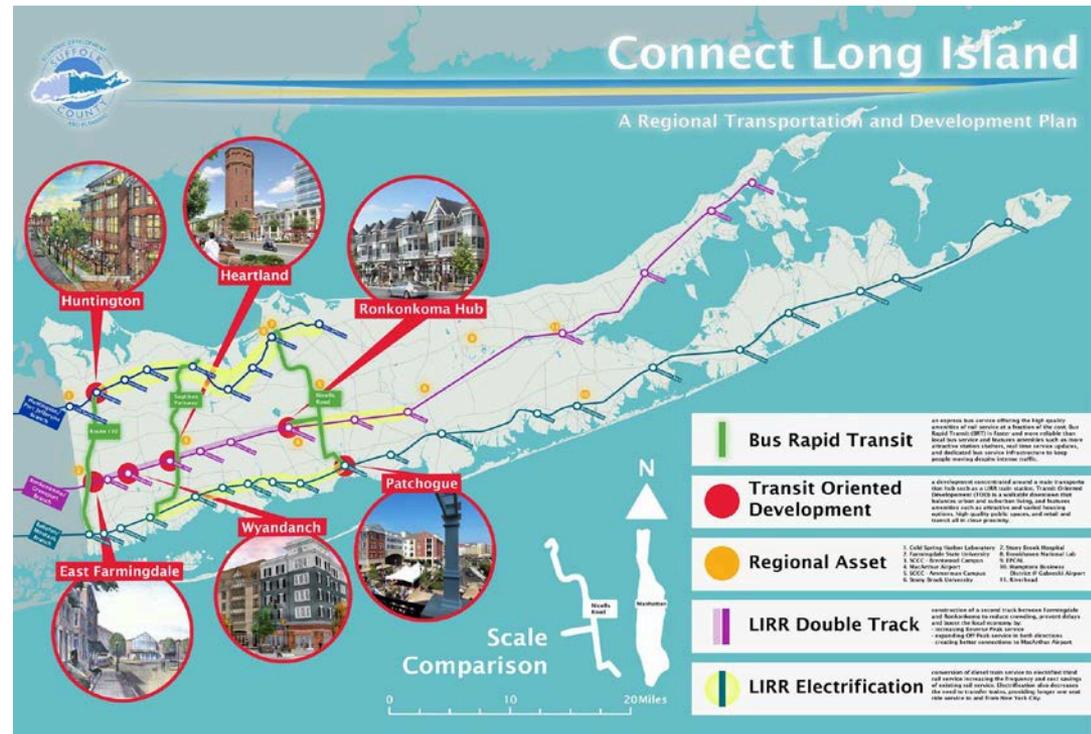
- Existing and projected future traffic congestion and “hot spots”
  - Key concern of residents and employers/employees
- Limited travel choices
- Auto-oriented development pattern and sea of parking



Source: Parsons Brinckerhoff

## Key transportation opportunities

- NYSDOT and Suffolk County roadway improvement projects
- LIRR capital projects
- Proposed bus rapid transit (BRT) and shuttle bus feeder routes
- Potential mixed use, transit-supportive development

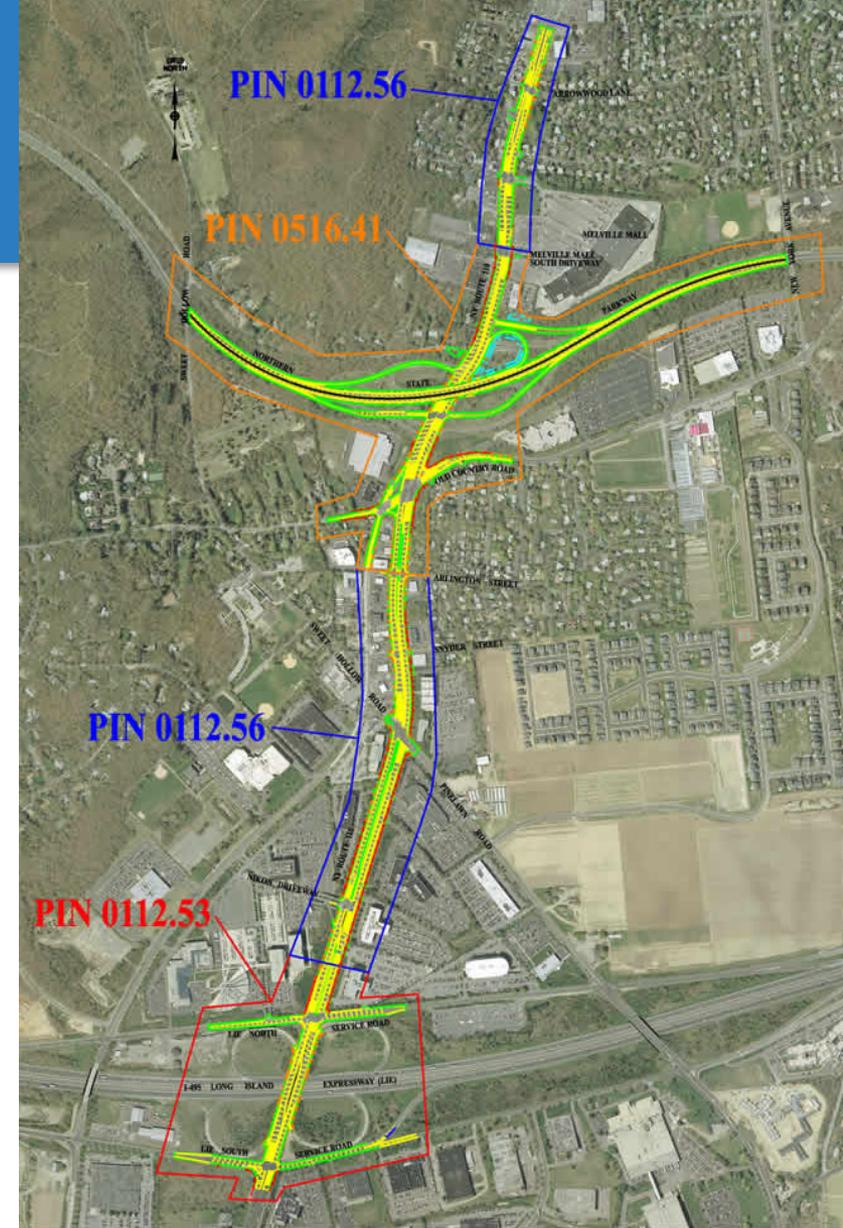


Source: Suffolk County

# Opportunities

## Ongoing road improvement projects

- NYSDOT
  - Route 110 Reconstruction & Bridge Projects
  - Route 110 Pedestrian Safety & Operational Improvements project
- Suffolk County
  - Intersection reconstruction at Pinelawn Road/Ruland Road/Colonial Springs Road



Source: NYSDOT

# Opportunities

## LIRR capital projects

- Planned Republic Station
  - Less than 1.5 miles south of MEC, east of Route 110 at Conklin Street
- Double Track
- East Side Access

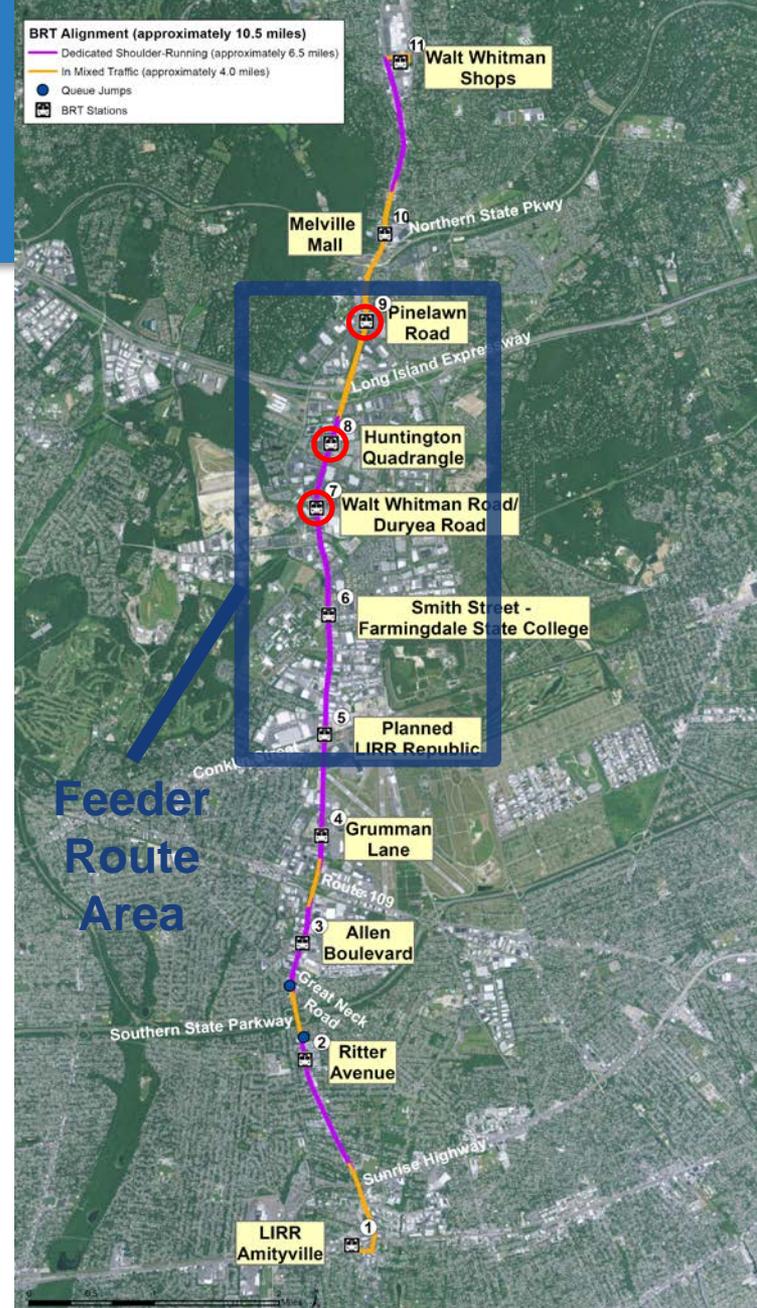


Source: MTA; LIRR; Arrt's Archives

# Opportunities

## Proposed Route 110 BRT

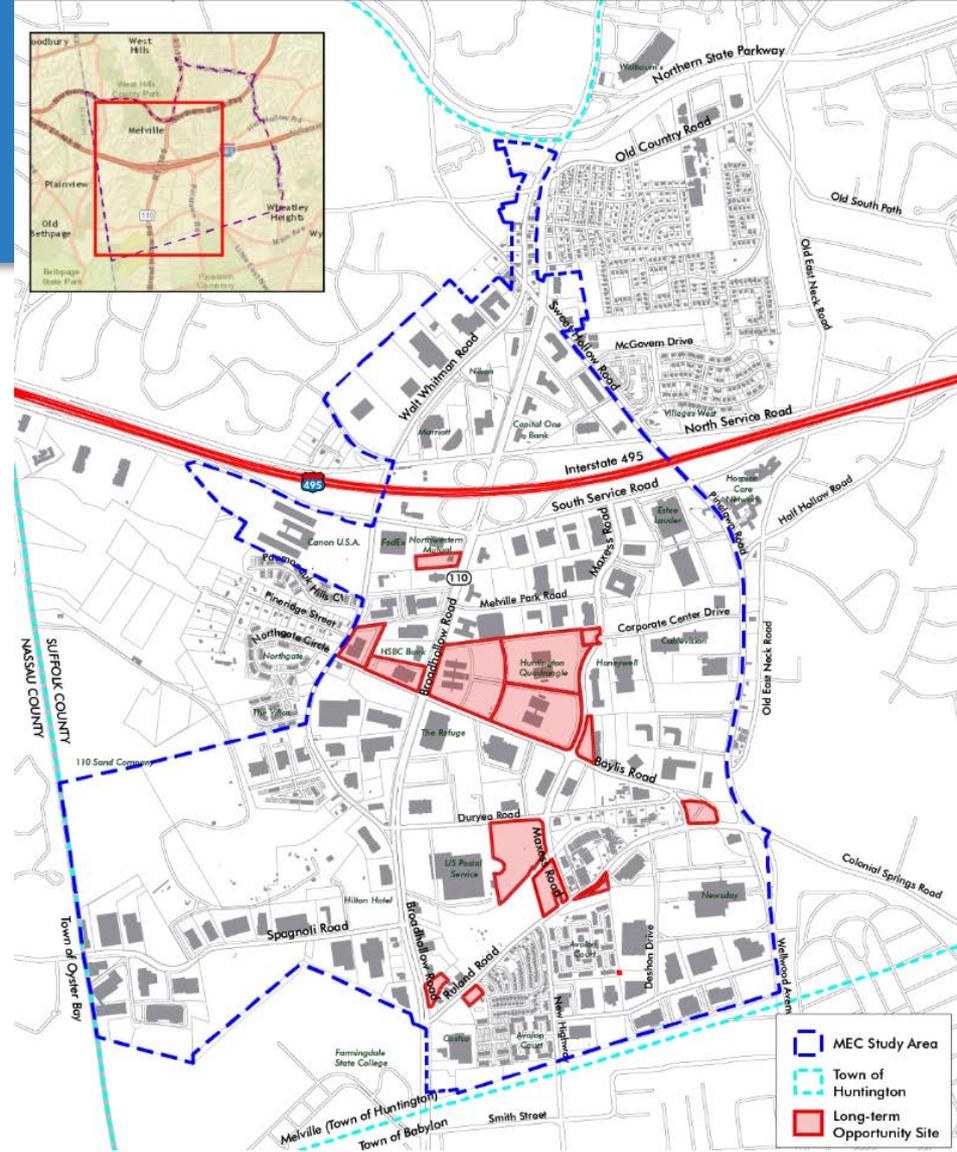
- New premium transit option with limited-stop service, other features to improve travel time and complement Suffolk County Transit local S1 service
- 11 proposed BRT station locations between Amityville LIRR Station and Walt Whitman Shops
  - Three proposed station locations in MEC study area; two others less than 1/2 mile away
- Off-corridor shuttle bus feeder routes (to be discussed during Open House)



# Opportunities

## Potential mixed use, transit-supportive development

- “Town Centers” as discussed in Land Use and Community Facilities Workshop
- Potential reuse of parking lots; opportunities for shared parking/consolidating parking
- Long-term opportunity sites:
  - Undeveloped sites
  - Vacant/underutilized sites
  - Obsolete buildings
  - Interest expressed from owner



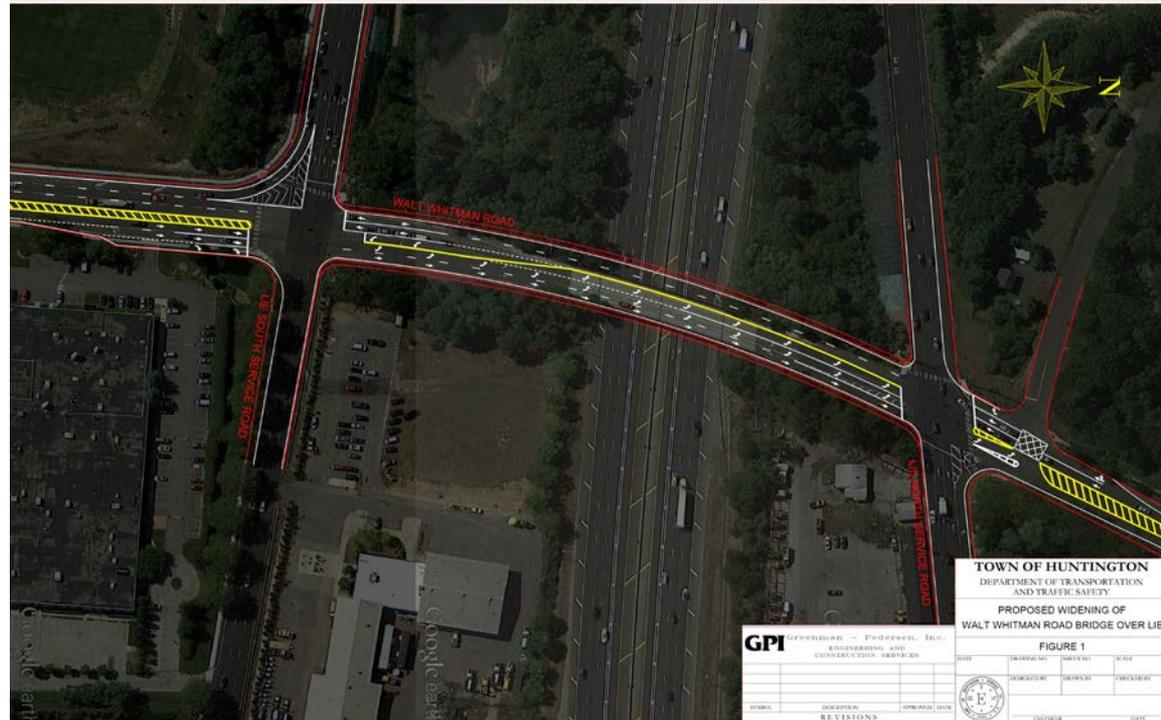
 Long Term Opportunity Site

 MEC Study Area  
 Town of Huntington  
 Long-term Opportunity Site

Source: BFJ Planning

## Area circulation plan & implementation strategy

- Area Circulation Plan
  - Capital improvements and policy changes to address issues, leverage opportunities
- Implementation strategy:
  - Matrix to assist Town and key stakeholders in prioritizing recommended improvements



Source: Evaluation of Traffic Conditions related to Canon, U.S.A.

# What Happens Now?

- **Open House**
  - Study area / origins & destinations
  - Traffic issues and opportunities
  - Pedestrian/bicycle issues and opportunities
  - Transit issues and opportunities

# How Can You Get Involved?

- Community Design Workshop:
  - **December 1, West Hollow Middle School**
- Check Town website (MEC page)  
[www.huntingtonny.gov/mec](http://www.huntingtonny.gov/mec)
- Spread the word!