

### **3. Private Jitney Service**

#### **Existing Service and Ridership**

There are two private bus services, the Hampton Jitney and the Hampton Luxury Liner that carry passengers from the South fork (Montauk to Southampton) to New York City. The Hampton Jitney makes an additional stop in Manorville in the vicinity of the LIE Exit 70. The Jitney runs spur service from Southampton to Sag Harbor from this line, but only eight times a day. The Hampton Jitney also runs a route that services the western Hamptons (Hampton Bays to Westhampton Beach) and then in and out of New York City. The Hampton Jitney provides service approximately every hour westbound beginning before 6:00 A.M. with the last bus at between 9:00 and 10:00 P.M. Eastbound service is provided approximately every hour beginning at 9:00 A.M. and ending between 11:00 and 12:00 P.M. The Hampton Jitney Liner runs five buses a day, except for Saturday, in each direction, but only serves Southampton, Water Mill and Bridgehampton within the Town of Southampton.

During the peak summer months the Hampton Jitney will add additional buses to accommodate peak demand while conforming to the same schedule. Table B-10 provides the number of monthly passengers riding the Hampton Jitney during the period 1995-1998, the latest time period for which ridership figures are available. During that period, ridership grew each year, with an overall increase of 33 percent. As would be expected, summertime volumes are sharply peaked. Also of note is the continued growth in non-summer ridership. Discussions with Hampton Jitney officials indicate that ridership has leveled out at slightly over 500,000 riders per year.

Month	Number of Passengers (Local)			
	1995	1996	1997	1998
January	16,528	21,859	21,682	22,364
February	14,024	17,158	20,159	20,871
March	17,246	20,143	24,725	24,254
April	22,030	23,666	25,774	28,682
May	31,031	35,975	39,951	43,004
June	41,974	51,710	53,704	50,640
July	71,143	65,520	92,517	76,693
August	65,121	75,765	78,760	85,290
September	37,853	44,290	39,632	58,542
October	27,280	30,233	32,173	41,486
November	24,685	27,417	30,526	38,189
December	22,082	25,822	32,864	28,169
Total	390,997	439,558	492,467	518,184

**Table B-10  
Hampton Jitney Ridership**

Both the Hampton Jitney and the Hampton Luxury Liner serve passengers from Manhattan to the Town of Southampton and East Hampton. Pickups in Manhattan for both services are along Lexington Avenue between 86<sup>th</sup> Street and 40<sup>th</sup> Street and drop offs are along 3<sup>rd</sup> Avenue between 40<sup>th</sup> Street and 86<sup>th</sup> Street. The approximate travel time between Manhattan and Bridgehampton can vary from 2 ½ to 3 ½ hours depending on the time of year, time of day and direction. A Hampton Jitney official has indicated that, “on average, travel time between Manhattan and Bridgehampton has increased about 20 minutes (15%) since 1998, due to local traffic and the elimination of alternate routes.”

**Future Plans**

Neither the Hampton Jitney nor Hampton Luxury Liner were willing to disclose future plans.

**Deficiencies**

As noted above ridership increases in the two existing Motor Coach services have leveled out. Time delays experienced in the last several years, as well as, service enhancements accomplished by the Long Island Rail Road have attracted some ridership back to the railroad.

A Hampton Jitney official stated that, “Consistent with industry data which shows that users of public transportation will switch from one form to another more than non users will become users, improvement to the LIRR service has primarily taken peak time public transportation users from one form (motor coach) to another (train) for the reasons cited above, coupled with the artificially low fares that the LIRR offers. Beyond competing with a subsidized service, private motor coach services on the South Fork must also operate with almost no facilities to encourage or accommodate users of intercity motor coach transportation, including a lack of public parking, shelters, signage, or priority/alternate travel routes.”

The obvious deficiency in the intercity motor coach system is the congestion on the existing highway system. Some improvement in travel times can be expected once the LIE HOV lane is fully operational in Nassau County but there are no additional improvements scheduled in the foreseeable future which will reduce travel times other than the proposed County Road 39 improvement. That is more than five years into the future. Certainly, the implementation of the County Road 39 improvement coupled with some improvements along the “Joint Use Corridor”, as discussed in Section IV of this report, could substantially decrease travel times. In the short term, expanded or new public parking areas, bus shelters and directional signing for motor coach pickup points would enhance the existing service.