

13. Public and Agency Involvement

A *Public Involvement Plan* was prepared for The Nassau Hub Study Alternatives Analysis (AA)/Environmental Impact Statement (EIS) to document the procedures to be used to engage pertinent agencies, municipalities, stakeholder representatives and the general public throughout the Study process. It also describes mechanisms used for disseminating information and receiving feedback for the Study's technical decision-making, as well as for improving the public outreach process.

To accomplish the Study's public involvement goal to “*establish and continue thorough, responsive, open and transparent communication with the public during the AA/EIS process,*” the following objectives were defined for the public involvement program:

- Establish means to reach out to and facilitate information-sharing with the public, as well as interested and involved agencies, throughout the Study period.
- Educate the public and elicit public comments and suggestions regarding existing and potential issues within the Study Area, potential alternatives for addressing them, and other Study aspects.
- Employ outreach techniques that will allow for collection and coordination of public communication and comments.
- Reach out to groups that might normally be underrepresented in a study, such as minorities, non-English-speaking residents, low-income residents, seniors, youth and the disabled.

13.1 Technical Advisory Committee Meetings

The committees formed during the *Nassau Hub Major Investment Study (MIS)* (2006) were transitioned into a Technical Advisory Committee (TAC) and a Stakeholder Committee, with updated and enhanced membership lists, for the Nassau Hub Study AA/EIS. The purpose of the TAC was to provide regulatory, policy, operating, and design guidance and feedback from implementing or resource agencies to the Study Team. The membership of the TAC is provided in Table 13-1. Each of the five TAC meetings held during the AA phase of the Study is summarized below.

Table 13-1: Technical Advisory Committee Membership

Federal Highway Administration (FHWA)	Nassau County Office of Economic Development
Federal Transit Administration (FTA)	Nassau County Office of Emergency Management
United States Environmental Protection Agency (USEPA)	Nassau County Planning Commission
New York State Department of Transportation (NYSDOT)	Nassau Inter-County Express (NICE) Bus ¹
New York Metropolitan Transportation Council (NYMTC)	Nassau County Open Space and Parks Advisory Committee (OSPAC)
Metropolitan Transportation Authority (MTA)	Nassau County Police Department
MTA Long Island Bus (LI Bus)	Town of Hempstead
MTA Long Island Rail Road (LIRR)	Town of North Hempstead
Nassau County Comptroller's Office	Town of Oyster Bay
Nassau County Department of Assessment	Village of Garden City
Nassau County Department of Health	Village of Hempstead
Nassau County Department of Parks, Recreation and Museums	Village of Mineola
Nassau County Department of Public Works	Village of Westbury
Nassau County Executive's Office	Carle Place Civic Association
Nassau County Industrial Development Agency	

Note 1: NICE Bus assumed operation of the County's bus system on January 1, 2012, replacing LI Bus on the TAC.

13.1.1 TAC Meeting 1

The first TAC meeting was held Wednesday, June 22, 2010, at the Long Island Marriott in Uniondale, NY. The purpose of this initial meeting was to welcome the TAC members to the Study, provide them with an overview of the Study's history and the work plan, and discuss the role the TAC would play in the Study's process. The role of the TAC included serving as a liaison between the Study Team and the TAC members' organizations, reviewing Study materials, and providing ongoing technical guidance to the Study Team. Key points raised by TAC members at the first meeting included:

- Whether each alternative would be subject to review in an EIS; what the outcome would be if the Locally Preferred Alternative (LPA) would result in significant environmental impacts;
- How the development of the Nassau Veterans Memorial Coliseum will be factored into the Study;
- Whether funding is guaranteed for project implementation or just for the Study; and
- How the transit-improvement options defined in the Study would facilitate multi-modal circulation in the Study Area.

The responses to these questions were that all of the issues would be addressed as part of the Study. In addition, the environmental review process was described. It was noted that possible future land use scenarios, including the development of the Nassau Veterans Memorial Coliseum property, will be determined through consultation with local communities. It was explained that funding is currently available for the Study phase only; however, the Study includes development of an implementation strategy that recognizes economic conditions and the availability of federal and local funding. It was noted that a multi-modal approach, including both pedestrian and bicycle circulation, is key to the AA Study.

13.1.2 TAC Meeting 2

The second TAC meeting was held jointly with the first Participating Agencies Coordination meeting Thursday, November 18, 2010, at the Nassau County Ceremonial Chambers, 1550 Franklin Avenue, Mineola, NY. The list of Participating Agencies is included in Appendix A.

The purpose of this meeting was to update the TAC on Study progress and to formally assemble the additional federal and non-federal agencies that accepted the invitation to become a Participating Agency during the AA process. Key topics discussed at the meeting included:

- The Study's Problem Statement
- The Purpose and Need and Goals and Objectives for the Study;
- Public involvement activities;
- The Preliminary Long-List Alternatives.

Questions posed by TAC and Participating Agency attendees were principally about potential ridership and details of the alignments presented at the meeting. Specific questions and issues included:

- Would a lack of pedestrian connections be considered a fatal flaw?
- A new LIRR station has been proposed with many of the alternatives but the LIRR is not considering a new station in the proposed area. It is always a possibility but would require in-depth, separate analysis.
- Will the full system from the MIS be evaluated, as well, or just the core system?

The fatal-flaw phase of the alternatives screening process was explained. It was noted that the potential usefulness of a new LIRR station would be tested through the Study's travel demand modeling process; that discussions with MTA/LIRR and other stakeholders would be necessary to advance the concept of a new LIRR station; and that both the full and core systems would be evaluated.

13.1.3 TAC Meeting 3

The third TAC meeting was held Thursday, June 2, 2011, at the Nassau County Legislative Chamber, Mineola, NY. The purpose of the meeting was to provide a Study update; review the results of the initial phase of the alternatives screening process and preliminary results of the second screening phase; obtain TAC comments and feedback; and provide an overview of the next steps of the screening process. Prior to the meeting, technical memoranda documenting the Study's Problem Statement, Purpose and Need, and Goals and Objectives were made available on the Study website for TAC review.

Prior to the formal portion of the meeting, TAC attendees were invited to view display boards with maps of alignment alternatives and the results of the first phase of the alternatives screening process and discuss them with Study Team members. The Study Team discussed at the meeting that, after further review and consideration, these segments were refined and linked to create 14 conceptual travel corridors, each one representing a potential Study Area transit alignment alternative. The 14 alignment alternatives comprising the Preliminary Long-List of Alternatives were presented.

The three phases of the alternative screening process were also presented, consisting of:

1. An initial, qualitative fatal-flaw screening of the Preliminary Long-List Alternatives to eliminate infeasible alternatives;
2. An additional screening to qualitatively and quantitatively evaluate the Refined Long-List Alternatives advanced from the fatal-flaw screening against the Study goals and objectives;
3. Detailed, quantitative analyses to evaluate the Short-List Alternatives advanced from the Refined Long-List Alternatives screening, and further detailed in terms of mode and alignment, against multiple criteria and evaluation measures.

It was noted that the screening process concludes with the selection of the LPA.

Questions posed by TAC attendees were as follows:

- Will the alternatives require new construction?
- Will sidewalks be constructed to assist pedestrians at certain areas?
- Was travel demand potential developed using only the results of the Origin/Destination (O/D) Survey?
- Does the travel demand forecasting model use daily and one-way trips?
- How will the remaining alternatives be screened?

It was explained that the alternatives, as presented at the meeting, generally use existing rights-of-way (i.e., existing roads and rail corridors), although each alternative would involve some new construction, and that issues related to pedestrian and bicycle access would be considered at a later stage of the alternatives screening process. It was noted that the travel demand model used in the Study is a planning model developed by the FTA and called the Aggregate Regional Rail Forecasting (ARRF) model. The model is GIS-based, uses census data such as population, employment, and journey-to-work, as well as

the results of the Study's O/D survey, and daily and one-way trips. It was noted that the screening criteria were still being defined, at that point, and that each screening phase is progressively more quantitative.

13.1.4 TAC Meeting 4

The fourth TAC meeting was held Tuesday, January 17, 2012, at the Nassau County Legislative Chamber, Mineola, NY. The purpose of the meeting was to provide a Study update; review the results of the second phase of the alternatives screening process; obtain TAC comments and feedback; and provide an overview of the next steps of the screening process. Prior to the formal portion of the meeting, TAC attendees were invited to view display boards with maps of alignment alternatives and the results of the second phase of the alternatives screening process and discuss them with Study Team members.

The 14 Preliminary Long-List Alternatives evaluated during the fatal-flaw screening were presented. It was noted that Alternatives 9 through 14 were fatally flawed, leaving Alternatives 1 through 8 to be advanced for the Refined Long-List Alternatives screening. For this next level of screening, the remaining alternatives were further defined and developed with more detail, including activity center connections; land use compatibility; stakeholder and public input; infrastructure and operational characteristics; and ridership potential.

The Study Team discussed the assessment of mode options. The recommended modes for further evaluation were bus rapid transit (BRT)/premium bus and modern streetcar. The Study Team recommended that Alternatives 2 and 3 be advanced, each as BRT/premium bus and/or modern streetcar.

Key questions asked by TAC members and addressed in responses at the meeting or through subsequent analyses included:

- Are there issues regarding fundability of light rail transit (LRT) versus modern streetcar? Is one more fundable than the other?
- On the revenue side, is the Study Team discussing obtaining financial assistance and buy-in from the major employers and other large property owners along the alternatives' alignments?

It was noted that there is a resurgence in streetcars being used throughout the United States so it is possible there could be more funding available for that mode. However, in general, funding opportunities are not influenced by the mode of transit. In terms of private funding, the Study Team will investigate that possibility when assessing potential funding options.

13.1.5 TAC Meeting 5

The fifth TAC meeting was held May 7, 2013, at the Nassau County Legislative Chamber, Mineola, NY. The purpose of the meeting was to provide a Study update; review and solicit feedback regarding the Study Team's proposed LPA, based on the studies and outreach conducted to date; obtain TAC comments and feedback; and provide an overview of the next steps of the AA process. Prior to the formal portion of the meeting, TAC attendees were invited to view a display board with a map of the proposed LPA and discuss the LPA with Study Team members. Key areas of discussion included:

- Funding potential of the LPA;
- Upcoming environmental review; and
- Potential phasing of LPA implementation.

There were no specific questions raised.

13.2 Stakeholder Committee Meetings

The purpose of the Stakeholder Committee is to share information with and receive feedback from designated representatives and their constituents about the Study. Stakeholder Committee membership includes almost 300 representatives of government, business organizations, institutions, community and environmental groups, and other civic entities. A complete list of Stakeholder Committee members is provided in Appendix B. Each of the four stakeholder committee meetings held during the AA phase of the Study is summarized below.

13.2.1 Stakeholder Committee Meeting 1

The first Stakeholder Committee meeting was held Wednesday, July 14, 2010, at the Nassau County Legislative Chamber, Mineola, NY. The purpose of this initial meeting was to welcome the Stakeholder Committee members to the Study, provide them with an overview of the Study's history and the work plan; and discuss the role the Committee would play in the Nassau Hub Study AA/EIS process. The Committee was tasked with reviewing Study information, providing feedback and serving as a liaison between the Study Team and the Stakeholder Committee members' organizations. Key points raised by the Stakeholder Committee included:

- How the LPA would be selected;
- Whether transit-mode options other than rail and bus would be considered in the Study;
- How the Study Team would engage people living outside the Study Area but using mass transit in/around the Study Area; and
- How the Study would affect changes already planned in the Study Area (e.g., Nassau University Medical Center [NuHealth] expansion, Hofstra University's new medical school).

Meeting attendees were advised that the LPA would be selected through a formal alternatives evaluation process, which incorporates the public's feedback, and is based on the technical evaluations and input. It was noted that because a multi-modal approach is key to the AA, the Study includes consideration of both pedestrian and bicycle travel modes. In terms of outreach, it was stressed that elected officials and community representatives beyond the immediate Hub area are invited to the Study's public meetings and that suggestions on how else to approach communities outside the Study Area would be welcomed. Possible future land use scenarios, including the expansions at NuHealth and Hofstra, will be incorporated through consultation with these facilities and local communities.

13.2.2 Stakeholder Committee Meeting 2

The second Stakeholder Committee meeting was held Thursday, June 2, 2011, at the Nassau County Legislative Chamber, Mineola, NY. The purpose of this meeting was to provide a Study update; review alternatives screening activities and results, to date; obtain Committee comments and feedback; and provide an overview of the next steps of the screening process. Prior to the meeting, the technical memoranda documenting the Study's Problem Statement, Purpose and Need, and Goals and Objectives were made available on the Study website for Stakeholder Committee review.

Prior to the formal portion of the meeting, Stakeholder Committee attendees were invited to view display boards with maps of alignment alternatives and the results of the first phase of the alternatives screening process and discuss them with Study Team members. The Study Team discussed at the meeting that, after further review and consideration, these segments were refined and linked to create 14 conceptual travel corridors, each one representing a potential Study transit alignment alternative. The 14 alignment alternatives comprising the Preliminary Long-List of Alternatives were presented.

The components of the alternative screening process were presented, consisting of:

1. An initial, qualitative fatal-flaw screening of the Preliminary Long-List Alternatives to eliminate infeasible alternatives.
2. An additional screening to qualitatively and quantitatively evaluate Refined Long-List Alternatives advanced from the fatal-flaw screening against the Study goals and objectives.
3. Detailed, quantitative analyses to evaluate Short-List Alternatives advanced from the Long-List screening, and further detailed in terms of mode and alignment, against multiple criteria and evaluation measures.

It was noted that the screening process concludes with the selection of a LPA. Key points raised by the Stakeholder Committee included:

- What methods there are to convince people to use transit instead of their cars; and
- Whether there would be extensive connections outside the study area including north-south connections.

Various comments and responses on the issue of how to attract ridership to a proposed transit system considered reducing available parking, making the transit service frequent, dependable and inexpensive, and creating connections outside of the Study Area. These issues were considered in the development of the LPA.

13.2.3 Stakeholder Committee Meeting 3

The third Stakeholder Committee meeting was held Tuesday, January 17, 2012, at the Nassau County Legislative Chamber, Mineola, NY. The purpose of the meeting was to provide a Study update; review the results of the second phase of the alternatives screening process; obtain committee comments and feedback; and provide an overview of the next steps of the screening process. Prior to the formal portion of the meeting, Stakeholder Committee attendees were invited to view display boards with maps of alignment alternatives and the results of the second phase of the alternatives screening process and discuss them with Study Team members.

The 14 Preliminary Long-List Alternatives evaluated during the fatal-flaw screening were presented. It was noted that Alternatives 9 through 14 were fatally flawed, leaving Alternatives 1 through 8 to be advanced for the Refined Long-List Alternatives screening. For this next level of screening, the remaining alternatives were further defined and developed with more detail, including activity center connections; land use compatibility; stakeholder and public input; infrastructure and operational characteristics; and ridership potential.

The Study Team discussed the assessment of mode options. The recommended modes for further evaluation were BRT/premium bus and modern streetcar. The Study Team recommended that Alternatives 2 and 3 should be advanced, each as BRT/premium bus and/or modern streetcar.



Key points raised by Stakeholder Committee members included:

- Whether light rail transit (LRT) or modern streetcar is more fundable than the other;
- Whether there are suburban areas that have implemented LRT subsequent to suburban development; and
- How NICE Bus and LIRR are providing input to the Study.

The Study Team responded that project funding is more about the specifics of the system proposed than about the mode; funding potential is related to project cost and benefits. Examples of other systems were mentioned, including the Hudson-Bergen LRT in Bayonne, NJ, and LRTs in Seattle, Portland, Denver and St. Louis. It was noted that representatives of NICE Bus and the LIRR have participated in the TAC meetings, as well as one-on-one meetings to provide their input.

13.2.4 Stakeholder Committee Meeting 4

The fourth Stakeholder Committee meeting was held May 7, 2013, at the Nassau County Legislative Chamber, Mineola, NY. The purpose of the meeting was to provide a Study update; review and solicit feedback regarding the proposed LPA; obtain committee comments and feedback; and provide an overview of the next steps of the process. Prior to the formal portion of the meeting, Stakeholder Committee attendees were invited to view a display board with a map of the proposed LPA and discuss the LPA with Study Team members. Key areas of discussion included:

- Funding potential of the LPA,
- Upcoming environmental review, and
- Potential phasing of LPA implementation.

There were no specific questions raised.

13.3 Public Engagement

While the Stakeholder Committee represents the interests of many people and organizations, multiple opportunities were also provided for the general public to participate in the Study. Each of the four public meetings held during the AA phase of the study is summarized below.

13.3.1 Public Meeting 1

The first public meeting was held Wednesday, August 11, 2010, from 6:00 to 8:30 PM at the Long Island Marriott Hotel and Conference Center. The meeting was broadly advertised with ads in over 60 weekly papers including *Newsday*, *Long Island Business News* and *Noticia*; and on Patch.com. Notices in English and Spanish were also sent for distribution/posting to the e-newsletters published regularly by the New York Metropolitan Transportation Council (NYMTC Notes), Tri-State Transportation Campaign, Vision Long Island, and Sustainable Long Island; the Nassau County Coordinating Agency for Spanish Americans (CASA); and were provided to all members of the TAC and Stakeholder Committee and all Nassau County villages, towns, cities and libraries. Flyers in English and Spanish were posted at railroad kiosks and post offices and variable message signs announcing the meeting were located at two locations on Hempstead Turnpike for a week before the meeting (Figure 13-1).

Figure 13-1: Publicity for Public Meeting 1

THE NASSAU HUB STUDY
ALTERNATIVES ANALYSIS / ENVIRONMENTAL IMPACT STATEMENT

Think about how getting from here to there could be:
Smarter | Better | Faster | Greener

To learn more and share your ideas on transit options to serve central Nassau County

Please join us at
The Nassau Hub Study Open House

Tuesday, January 31, 2012
6:30 PM – 9:00 PM
Nassau County Legislative Chamber
Theodore Roosevelt Legislative & Executive Building
1550 Franklin Avenue, Mineola

For more information visit www.nassauhub.com

If translation or signing services or other special accommodations are needed, please contact the Project Manager at nassauhub@jacobs.com

Si la traducción o los servicios de intérprete de lengua de signo u otras comodidades especiales son necesarios, por favor contacte al encargado del proyecto a nassauhub@jacobs.com

FTA **NASSAU COUNTY EXECUTIVE** **ED MANGANO** **NYS DOT**

EL ESTUDIO DE NASSAU HUB
ANÁLISIS DE ALTERNATIVAS / INFORME DE IMPACTO AMBIENTAL

Piensa cómo viajar de un lugar a otro podría ser:
Más Inteligente | Mejor | Rápido | Ambiental

Para aprender más y compartir sus ideas sobre las opciones de transito que servirán al centro del Condado de Nassau

Por favor acompañenos a:

Una Reunión Pública Informativa y Casa Abierta
Para el Estudio de Nassau Hub

martes, 31 de enero del 2012
6:30 PM – 9:00 PM
Condado de Nassau Cámara Legislativa
Edificio Legislativo y Ejecutivo Theodore Roosevelt
1550 Franklin Avenue, Mineola

Para más información visite: www.nassauhub.com

Si la traducción o los servicios de intérprete de lengua de signo u otras comodidades especiales son necesarios, por favor contacte al encargado del proyecto a nassauhub@jacobs.com

FTA **NASSAU COUNTY EXECUTIVE** **ED MANGANO** **NYS DOT**

NASSAU HUB TRANSIT OPTIONS

1550 FRANKLIN MINEOLA

Source: Jacobs, 2012.

Following an introductory presentation about the Study, participants were invited to visit five information stations on the following topics: study background, history and process; transportation problems; transit options; ideas and opportunities; and staying involved in the Nassau Hub Study AA/EIS. Each station had a series of boards on easels and was manned by one or two Study Team members to have dialogue with meeting attendees, answer questions and take notes regarding attendees' comments, issues or concerns. Comment cards were also available at each station.

13.3.2 Public Meeting 2

The second public meeting was held Wednesday, September 21, 2011, from 6:30 to 9:00 PM at the Nassau County Legislative Chamber, Mineola, NY. The meeting was broadly advertised with the same program of ads, flyers and variable message signs as was used for the first public meeting.

The purpose of this meeting was to provide a Study update; review alternatives screening activities and results, to date; obtain comments and feedback from the public; and provide an overview of the next steps of the screening process. Prior to the formal portion of the meeting, the public was invited to view display boards with maps of alignment alternatives and the results of the first phase of the alternatives screening process (Refined Long-List Alternatives) and discuss them with Study Team members.

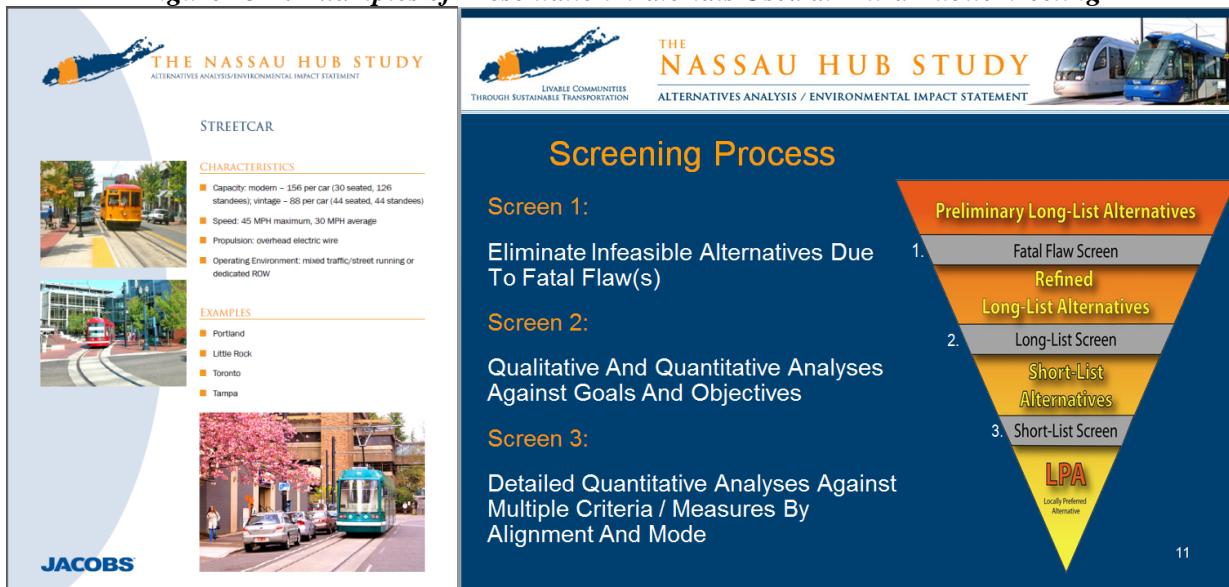
13.3.3 Public Meeting 3

The third public meeting was held Tuesday, January 31, 2012, from 6:30 to 9:00 PM at the Nassau County Legislative Chamber, Mineola, NY. The meeting was broadly advertised with the same program of ads, flyers and variable message signs as was used for the first and second public meetings.

The purpose of this meeting was to provide a Study update to the public; review alternatives screening activities and results, to date; obtain comments and feedback from the public; and provide an overview of the next steps of the screening process. This meeting focused on the selection of Alternatives 2 and 3 to advance for more detailed study, each with two modes (modern streetcar or BRT/premium bus). Prior to the formal portion of the meeting, the public was invited to view display boards with maps of alignment alternatives and the results of the second phase of the alternatives screening process and discuss them

with Study Team members. Figure 13-2 provides examples of presentation materials used at this public meeting.

Figure 13-2: Examples of Presentation Materials Used at Third Public Meeting



Source: Jacobs, 2012.

13.3.4 Public Meeting 4

The fourth public meeting was held May 7, 2013, at the Nassau County Legislative Chamber, Mineola, NY in conjunction with the fourth Stakeholder Committee meeting. Everyone on the Study's email list was invited. The purpose of the meeting was to provide a Study update to the public; review and solicit feedback regarding the proposed LPA; obtain comments and feedback from the public; and provide an overview of the next steps of the process. Prior to the formal portion of the meeting, the public was invited to view a display board with a map of the proposed LPA and discuss the LPA with Study Team members.

Most of the questions received over the course of the four public outreach meetings were answered with explanations and clarifications. There was support expressed for the LPA at this final public meeting. Key comments and questions raised at the public meetings, which helped shape the refinement of the LPA, include:

- Due to concerns raised by the public and the LIRR about a new or a relocated Carle Place Station, this station was not included in the LPA.
- Concerns about involving the public and private entities in the Hub, such as Roosevelt Field, NuHealth, Hofstra University, Nassau Community College, Renaissance Towns, etc., were addressed by the Study Team with expanded outreach through one-on-one meetings with those entities.
- Concerns about economic viability, potential tax increases, and reasonable fares were factored into the consideration of potential funding for project implementation and subsequent operations and maintenance.

- Concerns about having the proposed project's hours of operation span weekend trips, Nassau Veterans Memorial Coliseum events and later hours for retail shopping during the holiday season were considered in the Study's operations planning.
- Concerns about connection of the proposed system to the Village of Freeport, Roosevelt Field, Uniondale, as well as north-south connections, were considered for a phased approach to the system.
- Concerns from the Village of Mineola about potential parking demand and from Carle Place Water District about its well field and pumping facility will need to be addressed during the Study's environmental review phase.

All comments received at the public meetings were documented in the Study database, became part of the Study record and were used to enhance and improve the AA Study.

13.4 One-on-One Meetings

The Study's technical activities required additional coordination with specific agencies and organizations in the Study Area beyond that achieved through the TAC, Stakeholder Committee, and public meetings. More than 40 one-on-one meetings were held to explain specific geographic or technical details of the Study to particular audiences and receive and discuss their input, concerns and issues. The following meetings were held with representatives of local municipalities, institutions, businesses, landowners, homeowner associations, and other civic and stakeholder groups:

<u>Date</u>	<u>Representing</u>
05/18/11	Hofstra, Nassau Community College, Hebrew Academy of Nassau County (HANC), Nassau Boards of Cooperative Educational Services (BOCES)
05/18/11	Nassau County Offices for Physically Challenged, Real Estate, Police
05/18/11	Nassau County Offices of Minority Affairs, Coordinated Agency for Spanish Americans (CASA) and Mental Health Chemical Dependency & Developmental Disabilities Services (OMHCDD)
05/19/11	Simon Property Group, Inc. (Roosevelt Field), Renaissance Property Group, Beechwood Homes
05/19/11	Uniondale Chamber of Commerce, Long Island Business Council
07/22/11	Long Island Association, Nassau Council of Chambers of Commerce
08/01/11	RXR Realty, LLC
08/02/11	Nassau Community College
08/18/11	LI Progressive Coalition, Regional Plan Association, Vision Long Island, Sustainability Institute, Tri-State Transportation Campaign, Sustainable Long Island
08/18/11	Carle Place Civic Association, Uniondale Community Council, Greater Uniondale Civic Action Coalition, West Hempstead Community Support Association
09/22/11	Simon Property Group, Inc. (Roosevelt Field)
11/15/11	Long Island Regional Planning Council (LIRPC)
11/16/11	Hempstead Chamber of Commerce
11/16/11	Nassau County Department of Human Services
11/18/11	Vincent Polimeni
11/29/11	Nassau County Parks Department
11/29/11	Town of North Hempstead
11/29/11	Village of Hempstead Community Development Agency (CDA)
12/02/11	Village of Freeport
12/02/11	Village of Westbury
12/02/11	Office of Community Development & Housing & Homeless Services
12/05/11	Village of Mineola
12/15/11	LIRR
02/02/12	Town of Hempstead
02/07/12	Long Island Regional Planning Council (LIRPC) (presentation)

Date	Representing
02/07/12	NICE Bus
02/15/12	Carle Place Civic Association
02/21/12	Hofstra University
02/23/12	Renaissance Downtowns
04/19/12	New York State Department of Transportation
04/23/12	Hofstra University Student Affairs
05/18/12	Carle Place Water District
05/31/12	Nassau Industrial Development Agency (IDA)
05/31/12	LIRR Commuter Council
06/01/12	Village of Hempstead
06/05/12	Nassau Community College
06/05/12	Town of North Hempstead
08/13/12	Renaissance Downtowns, LLC
09/11/12	Hofstra University
12/12/12	Renaissance Downtowns, LLC
12/19/12	Renaissance Downtowns, LLC
06/06/14	Forest City Ratner
07/23/14	Simon Property Group, Inc. (Roosevelt Field)

The one-on-one meetings yielded substantive information on ridership, routing, potential synergy with planned developments, and mode preference. Below are some examples of the feedback and information gleaned from one-on-one meetings with respect to alignment routing and station locations.

13.4.1 Meeting with Nassau Community College (6/5/12)

Representatives from Nassau Community College expressed concern that the alignment would cause additional congestion at the College's Endo Boulevard exit. The Study Team related that the future detailed environmental review to be performed would evaluate future traffic flow with and without the Study improvements compared to what currently occurs. The College representatives were also interested in improving LIRR access for students who commute from eastern Queens and from Suffolk County. This will be a future consideration as potential longer-term alignment expansions may branch out from the main LPA route. This could involve a future connection to the LIRR's Freeport Station, which would then connect to points east and west via train and via frequent bus service to the Rosa Parks–Hempstead Transit Center.

13.4.2 Meeting with Renaissance Downtowns, LLC (8/13/12)

Renaissance Downtowns, LLC representatives expressed a desire for the alignment to run through the center median along Hempstead Turnpike. The LPA (see Section 15) would run along the length of Hempstead Turnpike from the Village of Hempstead (near Renaissance Downtowns' multi-billion dollar redevelopment project) to Nassau Community College. The Study Team explained that the LPA would use the center median where this is possible and, where the median is too narrow, the LPA would use the outer lanes or a new alignment outside the travel way to maximize dedicated mileage. Where sufficient room and right-of-way do not exist, the LPA's Hempstead Turnpike alignment would run in mixed traffic.

At this meeting, the Study Team noted that the alignment along the north side of Hempstead Turnpike would require some property taking in the vicinity of Hofstra University, which would need to be coordinated with the University, whose representatives are supportive of the Study.

Renaissance Downtowns, LLC representatives asked about a connection to NuHealth's Nassau University Medical Center, as many nurses and employees use public transportation. The Study Team subsequently examined this option, and determined that the connection would not be cost-effective as it would serve only the hospital. In addition, three NICE Bus routes (N70/71/72) already serve the hospital. Therefore, while the Study Team evaluated a connection to NuHealth hospital, it was not incorporated in the LPA.

13.4.3 Meeting with Hofstra University (9/11/12)

This meeting included the Hofstra University President, head of security, and several Deans. The attendees informed the Study Team of their preferred locations for stations and of locations where they would not want local stations. Their preferred station locations were along Hempstead Turnpike, near the existing pedestrian overpasses, which would eliminate the need for Hofstra University to provide private bus service to the LIRR Hempstead Station, thus freeing up resources to be used elsewhere on campus. The LPA incorporates these ideas and locates the two Hofstra University stations in the exact locations requested at this meeting.

In addition, Hofstra University personnel preferred that the alignment avoid using Oak Street because of the labored return route around the fenced backyards of the University dorms. The LPA incorporates this request and avoids Oak Street.

13.4.4 Multiple One-on-One Meetings

Many attendees at different one-on-one meetings gave similar or overlapping advice about positive features to include, making the future transit system successful. Examples of this input include the following:

- Ensure short enough headways so riders have a comfort level with the new service – this has been incorporated into the LPA's operating plan;
- Minimize the number of transfers required to access major generators and make sure that transfer points are not vast, expansive areas – this will be considered in future project phases as the LPA undergoes formal design;
- Avoid residential streets and stick to main arterials – this has been incorporated in the LPA; and
- Consider phased implementation to reduce initial costs – this is incorporated in the LPA.

13.5 Website

The Nassau Hub Study AA/EIS website (www.nassauhub.com) (Figure 13-3) is linked to the Nassau County website and serves as a repository to provide the public with notification of all Study meetings and events, and downloadable versions of materials developed for public distribution. Materials posted on the website, to date, include an overview of the Study, alternatives under consideration, Study reports, maps and documents, meeting presentations, notices of public meetings, and contact information. The website includes an area to accept public comment, as well as a section with Frequently Asked Questions (FAQs). All materials and information on the website have been kept up to date during the Study. The website includes a translation tool for several languages, including Spanish, and has received 8,207 hits since its inception.

Figure 13-3: Website

The screenshot shows the Nassau Hub Study website. At the top, there's a blue header bar with the study's name on the left and a stylized map of Long Island on the right. Below the header is a main navigation menu with links for Home, About, Stay Involved, Study Resources, Contacts & Comments, Links, and Glossary. To the right of the menu is a "TRANSLATION TOOL" section featuring icons for various languages. Below the menu, a large banner image shows a modern light rail train. The main content area has a heading "WELCOME TO THE NASSAU HUB STUDY WEBSITE". Under this, a paragraph describes the study's purpose: to address transportation problems in central Nassau County by examining alternatives like transit improvements and land use strategies. Another paragraph explains the website's role in providing information and facilitating stakeholder engagement. A third paragraph encourages visitors to stay involved and provide feedback. On the right side of the content area, there's a "UPCOMING EVENTS" section stating there are no meetings scheduled at this time. Below that is a "GET TO KNOW THE STUDY AREA:" section with a map showing the study area's boundaries and surrounding infrastructure.

Source: Jacobs, 2010.