



Nassau County Nassau Hub Transit Initiative

Public Meeting

January 18, 2023



Bruce A. Blakeman
Nassau County Executive

Kenneth Arnold, P.E.
Commissioner of Public Works

Agenda

- Welcome & Introductions
- Overview of the Nassau Hub Transit Initiative
- New and Evolving Transformations in the Nassau Hub Area
- Connecting the Initial Operating Segment to the LIRR Main Line
- Questions & Answers
- Next Steps



Welcome & Introductions



Welcome & Introductions

- Purpose of the public meeting

- Gather public feedback to inform the development of a proposed Bus Rapid Transit (BRT) service to connect the Initial Operating Segment (IOS) of our on-going Nassau Hub Transit Initiative to an LIRR Main Line Station
 - Needs and Goals
 - Routing

- Provide transparency and answer questions about the Alternatives Analysis process

PROJECT TEAM



How to Interact During Today's Meeting

- Please provide feedback on today's meeting:
- You can submit a comment via the Q&A Chat Function in this meeting – these comments will be responded to during today's meeting.
- You can submit a comment via email (info@nassauhubtransit.com) – these comments will be responded to in the meeting summary which will be posted on the project website.



Overview of the Nassau Hub Transit Initiative



THE GEOGRAPHIC AND COMMERCIAL CENTER OF NASSAU COUNTY



Strategic Role of the Nassau Hub

Local Context



Defining Characteristics

- Heart of commercial, cultural, educational, and governmental activities, with transformative potential at the Nassau Veterans Memorial Coliseum site
- Occupies approximately 11-square-mile area in the center of Nassau, encompassing portions of Mineola, Garden City, Westbury, Hempstead, and the Towns of Hempstead & North Hempstead
- Thousands of residents, employees, students, and others live, work, and/or travel in and through the area
- Features LIRR service along the Main Line and Hempstead Branch, with connectivity to the Oyster Bay Branch at Mineola, and two intermodal centers
- Renewed efforts by Nassau County, dating back to the early 2000s, to identify opportunities to link activity generators to promote transit usage and more compact development

Challenges Facing the Nassau Hub Area

Automobile-Dependent Development Patterns



Transportation & Related Challenges

- Widespread traffic congestion
- Inadequate transit service for trips to, from, and within the Nassau Hub area (exacerbated by the configuration of the existing roadway and transit network)
- Existing land use patterns limit transit service and increase reliance on auto travel
- Lack of transit choices affects environmental quality/sustainability and makes the area less livable and challenging to navigate without a car



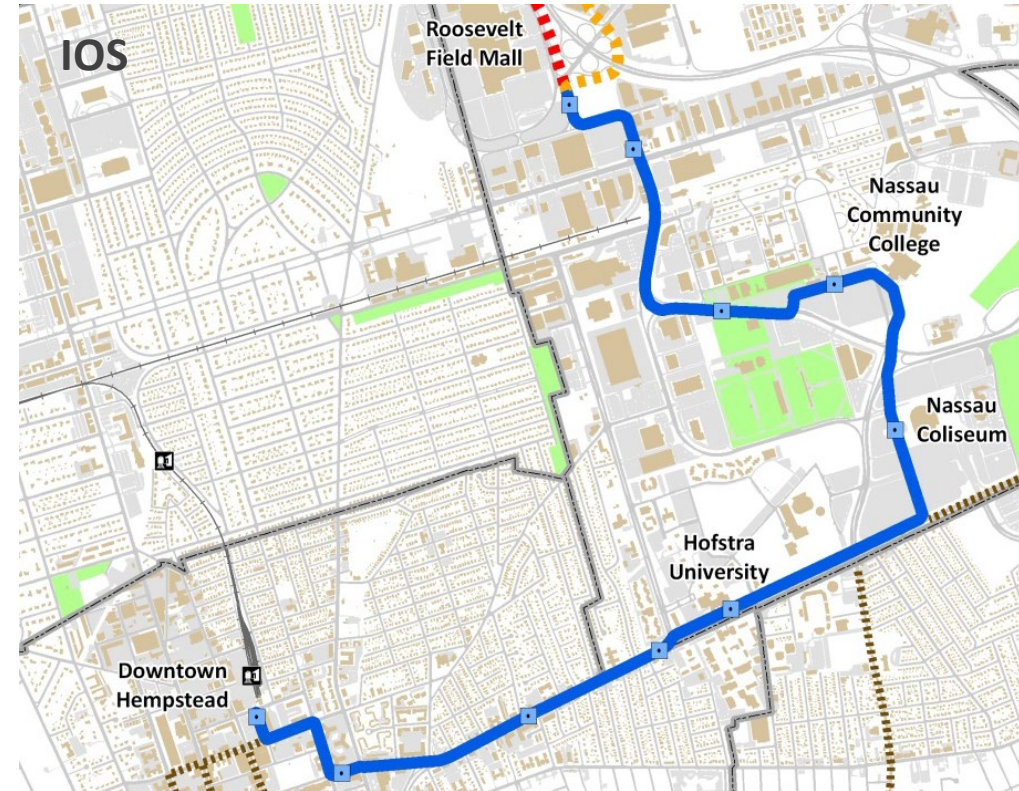
Preliminary Goals of the Nassau Hub Transit Initiative

Develop transit improvements that will:

- Provide additional **realistic and practical travel options** to, from, and within the Study Area and help to **mitigate congestion** on roadways in a cost-effective manner
- **Enhance mobility** and **support transportation equity** to, from, and within the Study Area in a cost-effective, innovative manner
- Encourage the development of **sustainable, transit-friendly land use patterns** and support **economic development** activities
- Enhance **quality of life** and **minimize adverse environmental impact**
- Support and complement transit-friendly and economically sustainable **parking strategies**

Previous Outcome

- Initial Operating Segment (IOS) from 2014 Alternatives Analysis
- Near-term implementation to build ridership and brand the system
- Premium Bus/Bus Rapid Transit
- Connecting Hempstead Multimodal Center to Roosevelt Field Mall via the Nassau Hub



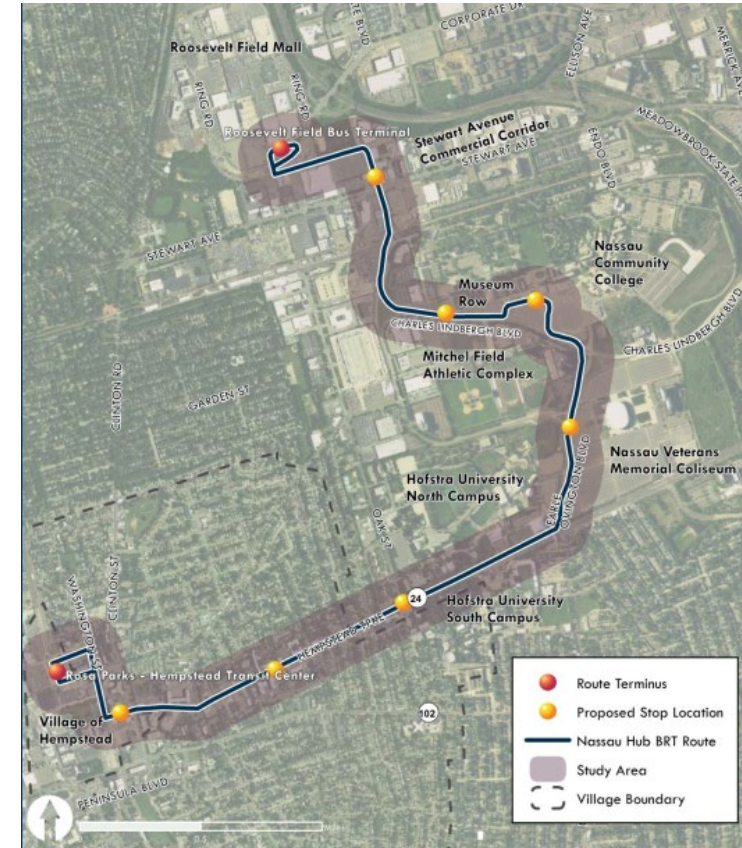
IOS Implementation – Phase 1 & Phase 2

Phase 1 (Near-Term Implementation)

- Service in mixed traffic and no ROW takings/easements
- Bus stops at major activity centers (two termini plus four stops)
- Transit Signal Priority (TSP) at up to 5 locations

Phase 2 (Implementation of Full IOS)

- Service in mixed traffic and dedicated lanes
- Bus stops as proposed (two termini plus 7 stops)
- TSP as proposed (24 locations)
- Option to enter the Coliseum Site at Glenn Curtiss Blvd



New and Evolving Transformations in the Nassau Hub Area



New Opportunities for the Nassau Hub



- Major enhancements to passenger rail service on the LIRR Main Line
- Recent and ongoing development boom in Mineola and Westbury
- Other major investments and projects at the Nassau Hub
- Funding partnerships with New York State and Federal Transit Administration
- A shift in attitude towards public transportation
- Opportunity to connect the Initial Operating Segment (IOS) to a LIRR Main Line Station

\$2.6 Billion LIRR Expansion Project: Floral Park to Hicksville

Station Enhancements



Third Track Completed in 2022

Sample Project Benefits

- Fewer delays and improved reliability for both peak and reverse-peak direction commuters with the extra capacity of a third track and infrastructure upgrades
- Better service to employment centers on Long Island and in NYC (i.e., no gaps in AM and PM reverse commute service)
- Quicker service recovery after delay-inducing incidents
- Additional parking for railroad commuters
- Fewer cars on the road, easing traffic congestion and improving air quality
- Creates new opportunities for transit-oriented development at key stations along the Main Line

Mineola as a Thriving Mixed-Use Center

The Allure Mineola



Vibrant Downtown Complemented By Hundreds Of New Multi-family Housing Units

- 192-unit building open on Searing Avenue (Fairfield Metro at Mineola)
- 266-unit building open on Second Street (Morgan Parc)
- 275-unit building open on Old Country Road (The Allure Mineola)
- 311-unit building open on Third Avenue (One Third Avenue)

Westbury as a Thriving Mixed-Use Center

Village Of Westbury Downtown Revitalization Initiative



Vibrant Downtown Complemented By Hundreds Of New Multi-family Housing Units

- 130 - unit building under construction on Railroad Avenue (The Cornerstone Westbury)
- 200-250 - unit building being developed on Railroad Avenue (Mill Creek TOD development)
- 237 - unit building open on Merrick Avenue (The Selby)
- 396 - unit building open on Stewart Avenue (The Avalon Westbury)

Hempstead as an Intermodal Transit Hub

Rosa Parks Hempstead Transit Center
served by more than a dozen NICE bus routes



LIRR Hempstead Station
Terminus of the Hempstead branch



Other Proposed, Completed and Ongoing Major Real Estate Investments/Projects at the Nassau Hub Area

Approximately \$500 Million In Public And Private Investment

Hofstra North Shore
Business School Expansion (Completed)



Nassau Veterans Memorial Coliseum
Major Renovation And Enhancements (Completed)



Memorial Sloan Kettering (MSK)
State-of-the-art Outpatient Facility (Completed)



Hofstra North Shore
Science & Innovation Center (Ongoing)



Nassau County Police Department
Center For Training & Intelligence (Completed)



Coliseum Site – Potential for Redevelopment
(Proposed)



Connecting the Initial Operating Segment (IOS) to the LIRR Main Line



Alternatives for LIRR Main Line Connection

Proposed Alignment Alternatives

Designed to extend service from the Initial Operating Segment (IOS) to the LIRR Main Line and other major activity centers (attractors/generators) in the Study Area:

Essential Attractors/Generators (crucial locations to be served)

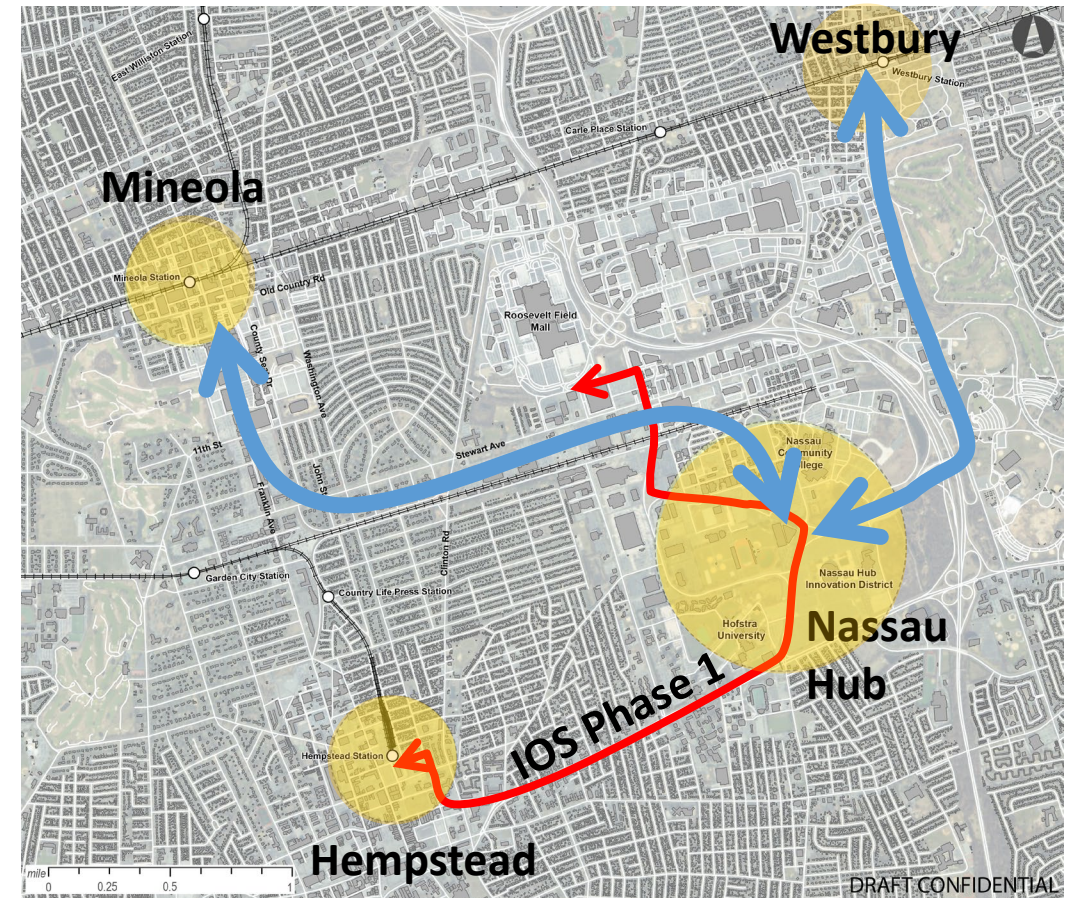
- Downtown Village of Mineola and Mineola LIRR Station
- Downtown Village of Westbury and Westbury LIRR Station
- Downtown Village of Hempstead and Rosa Parks - Hempstead Transit Center
- Nassau Veterans Memorial Coliseum (the Coliseum)
- Nassau Community College (NCC)
- Hofstra University
- Roosevelt Field Mall and Roosevelt Field Bus Terminal

Key Attractors/Generators (should be served when possible)

- Westbury Plaza
- Museum Row
- Nassau County Governmental Complex

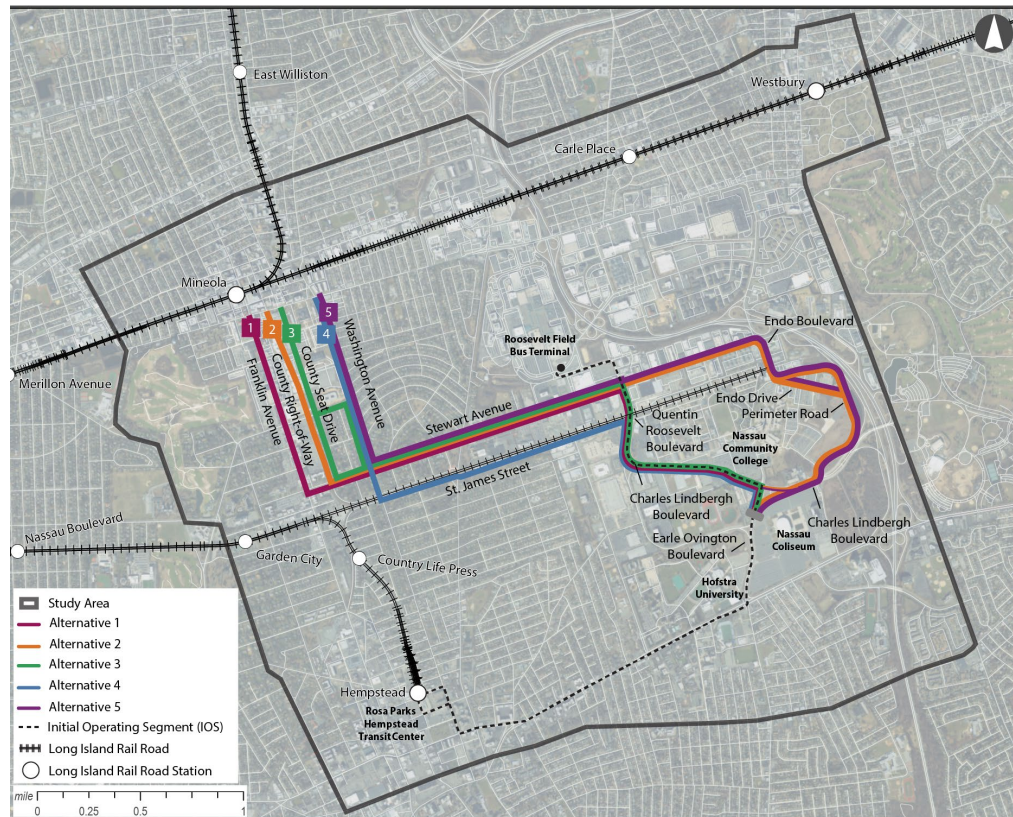
Overview of LIRR Main Line Connection

- Complement the IOS and maximize the benefits of a new transit system in the Nassau Hub area
- Provide a direct connection between the Nassau Hub, the LIRR Main Line, and other major activity centers

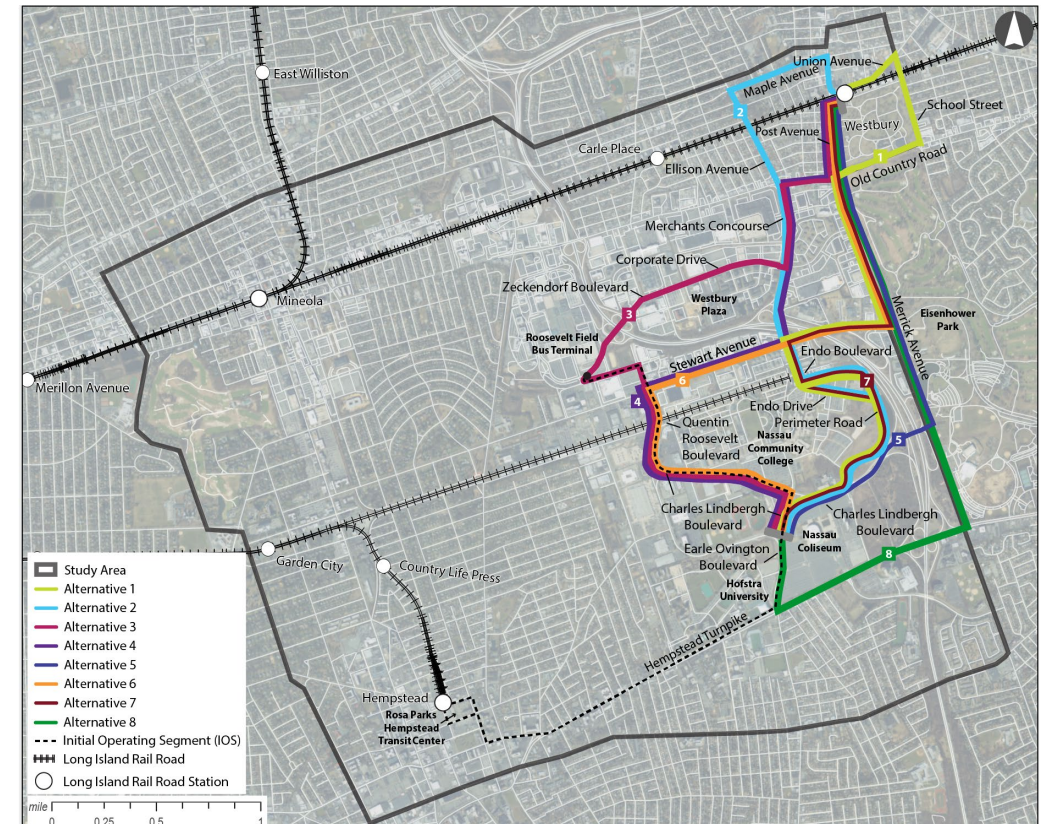


Identify Long List Alternatives

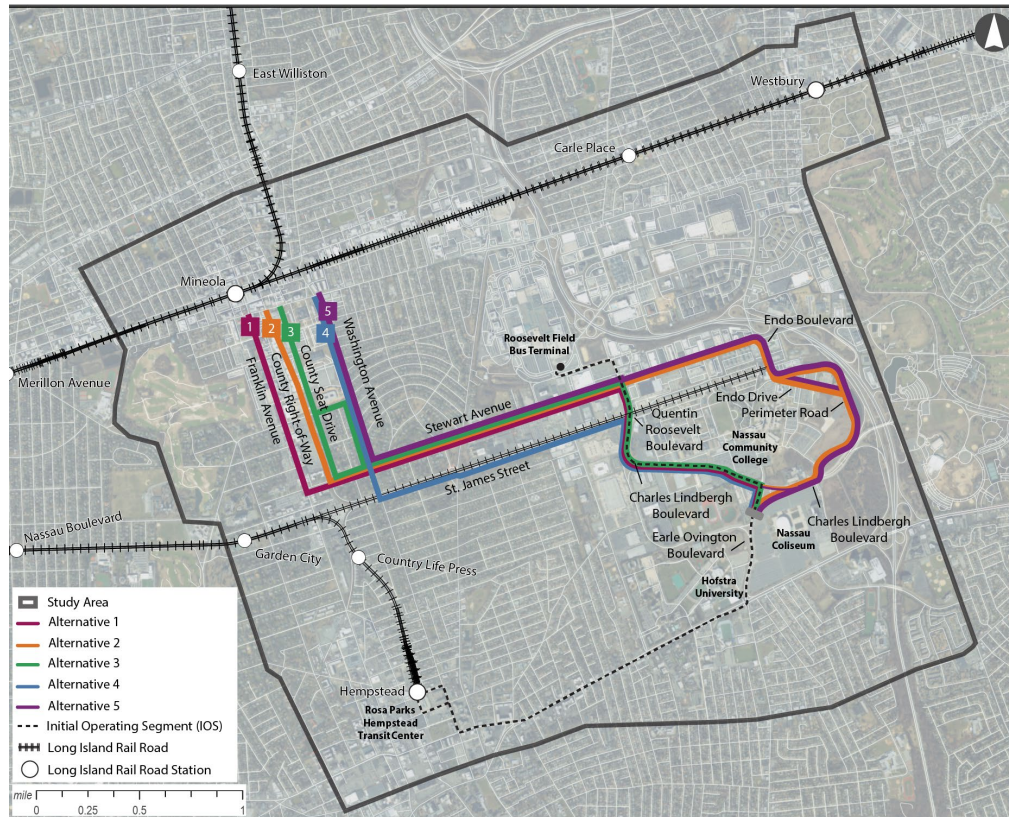
Mineola Alternatives



Westbury Alternatives



Mineola Alternatives for LIRR Main Line Connection: Preliminary Long-List Evaluation



Alternative 1 – This alternative is not recommended due to existing congestion on Franklin Ave; additional bus service may push traffic onto adjacent residential side streets.

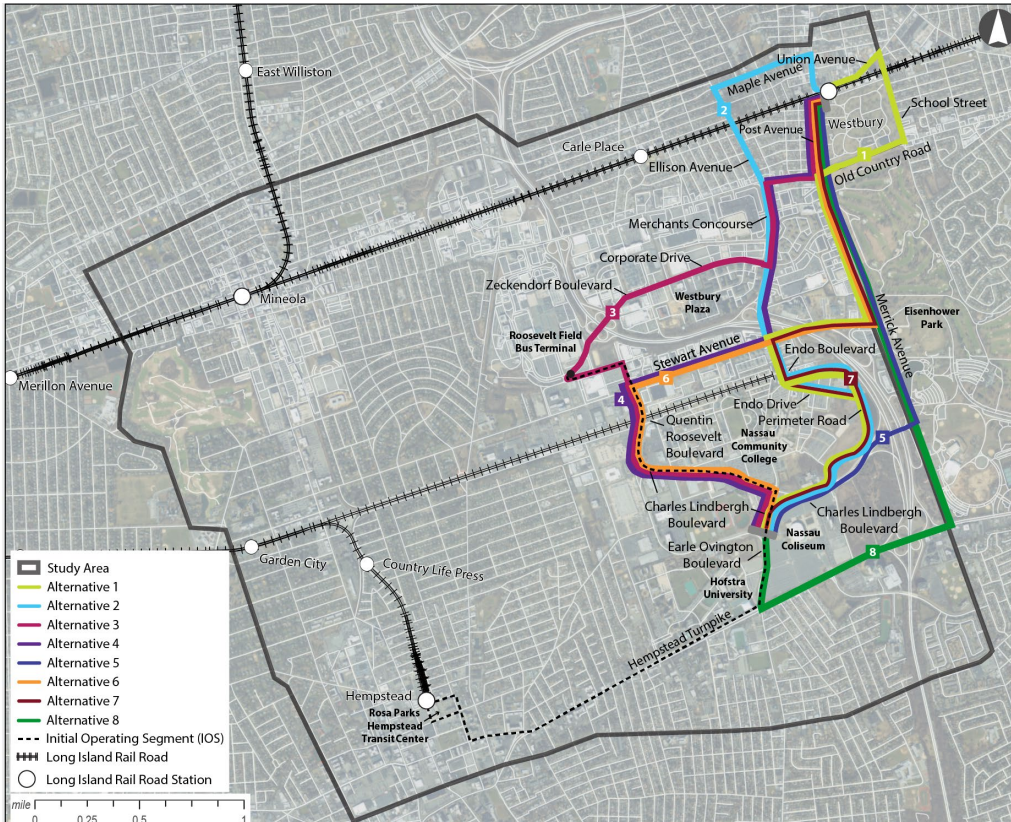
Alternative 2 – This alternative is **recommended** because it met all the evaluation criteria. The County ROW could be used for a highly efficient dedicated busway and Stewart Avenue is wide enough for bus lanes and is relatively uncongested.

Alternative 3 – This alternative is **recommended** because it met all the evaluation criteria. County Seat Drive and Stewart Ave are wide enough for a bus lane and are relatively uncongested.

Alternative 4 – This alternative is not recommended due to the speed and size restrictions on St. James St.

Alternative 5 – This alternative is **recommended** because it met all the evaluation criteria. Washington Ave is relatively uncongested and Stewart Ave is wide enough for a bus lane.

Westbury Alternatives for LIRR Main Line Connection: Preliminary Long-List Evaluation



Alternative 1 – This alternative is not recommended because it does not improve travel times to and from the LIRR Westbury Station and the Coliseum.

Alternative 2 – This alternative is not recommended because its alignment is constrained by narrow roadways and slow speed limits.

Alternative 3 – This alternative is not recommended because it does not improve travel times to and from the LIRR Westbury Station and the Coliseum.

Alternative 4 – This alternative is not recommended because it does not improve travel times to and from the LIRR Westbury Station and the Coliseum.

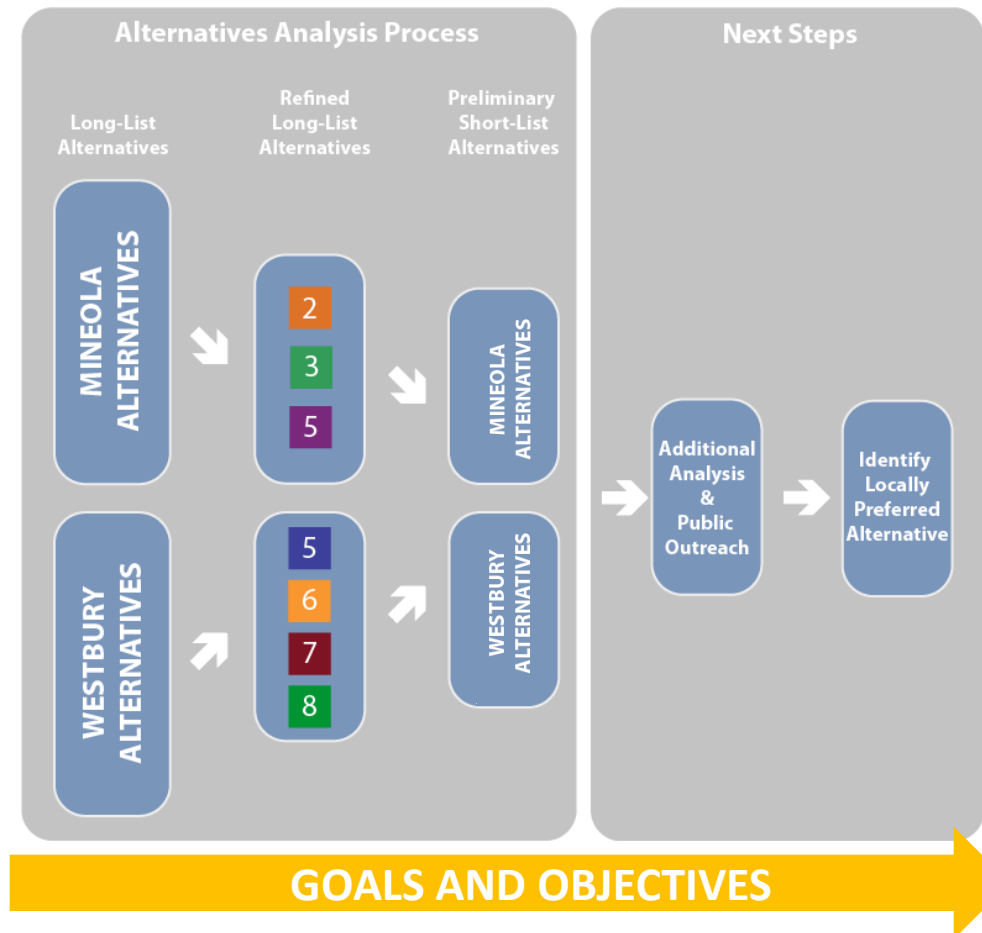
Alternative 5 – This alternative is **recommended** because it meets all evaluation criteria. The alignment provides a fast connection between LIRR Westbury Station and access to key destinations on Charles Lindbergh Blvd and Merrick Ave.

Alternative 6 – This alternative is **recommended** because it meets all evaluation criteria. The alignment provides a fast connection between LIRR Westbury Station and access to key destinations along Charles Lindbergh Blvd, Stewart Ave, and Merrick Ave.

Alternative 7 – This alternative is **recommended** because it meets all evaluation criteria. The alignment provides a fast connection between LIRR Westbury Station and access to key destinations along Perimeter Rd, Stewart Ave, and Merrick Ave.

Alternative 8 – This alternative is **recommended** because it meets all evaluation criteria. While the alignment does not connect many attractors within the Study Area, the alignment does provide a fast connection between LIRR Westbury Station and the Coliseum.

Summary of Preliminary Long-List Screening Evaluation - Recommendations



Recommendations: Mineola & Westbury Alternatives for LIRR Main Line Connection

MINEOLA

- Unidentified northern termini location due to perceived congestion issues near Mineola LIRR station area
- Routes/service conflicts with heavier traffic
- Alternatives travel through heavily residential neighborhoods

Preserve Mineola connection for future analysis

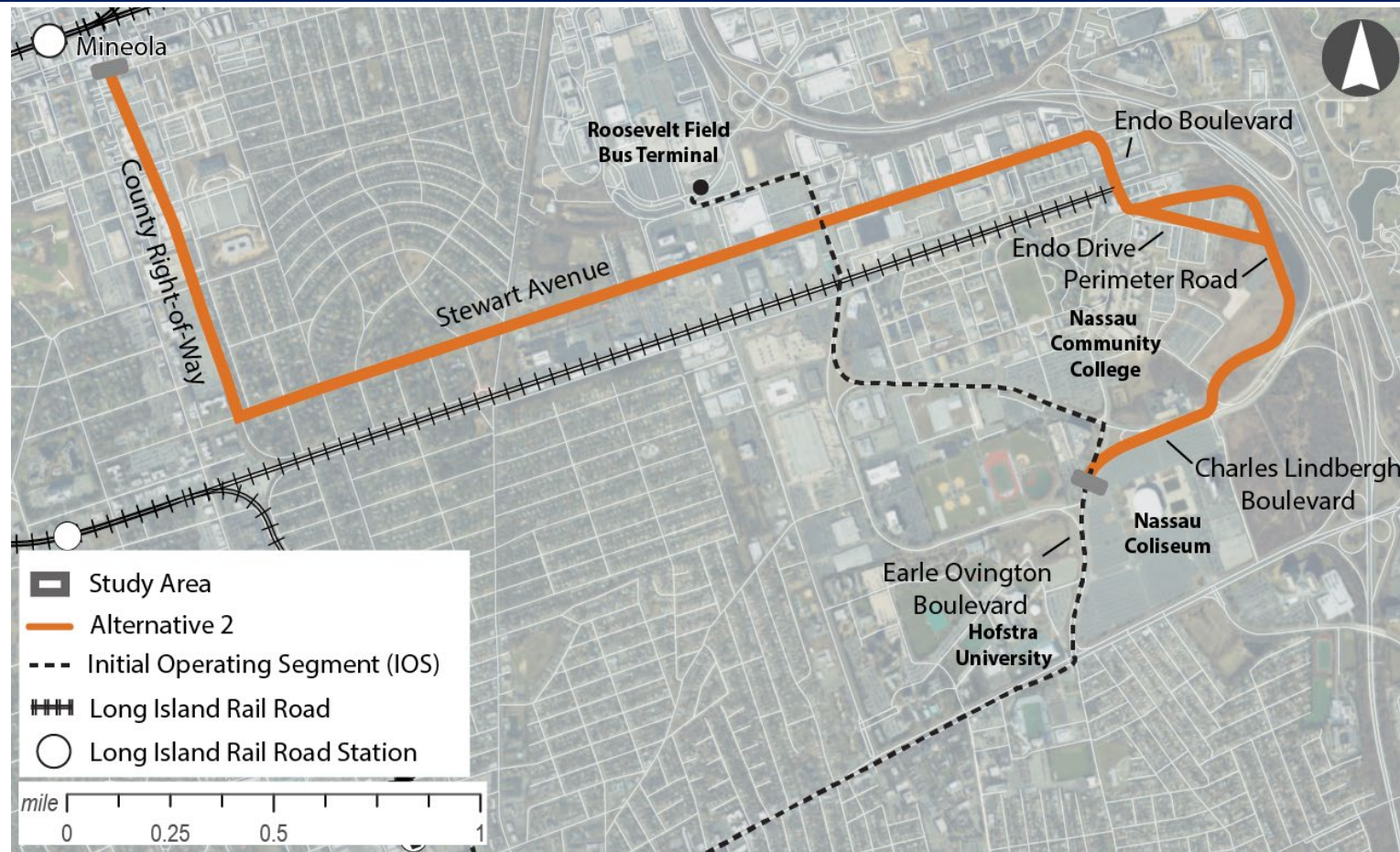
WESTBURY

- More direct connection to Nassau Coliseum site and nearby educational facilities from Westbury LIRR Station
- Alternatives travel through heavily commercialized areas

Advance LIRR Main Line connection with Westbury alternative



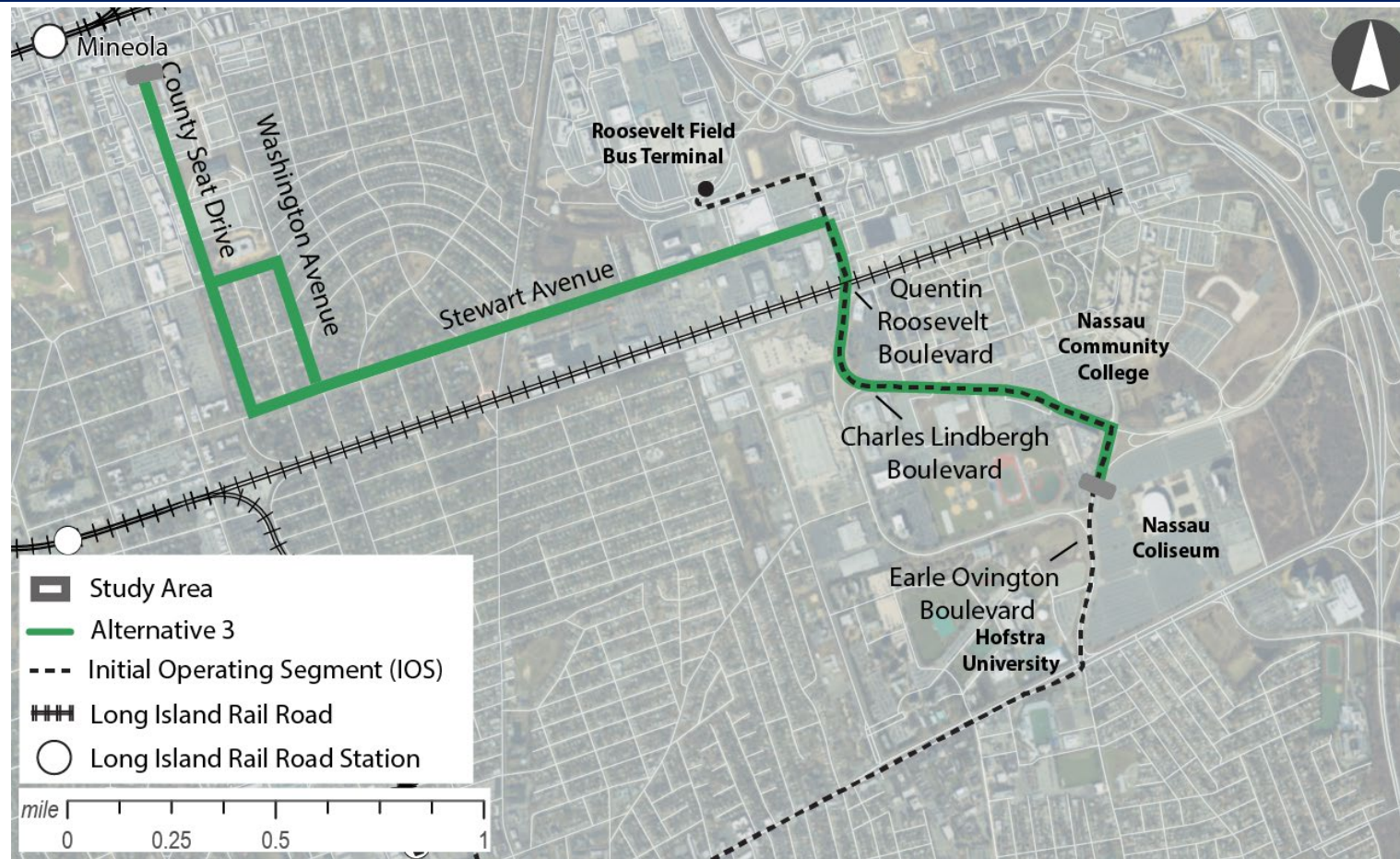
Recommended Alternatives - Mineola



Alternative 2

- **Alternative 2** travels down the County Right-of-Way (ROW) to Stewart Ave. The ROW is a former LIRR rail alignment that parallels Franklin Ave. The alignment takes Stewart Ave. to Endo Blvd. and then connects to Perimeter Rd., then Charles Lindbergh Blvd. The alignment then connects to the IOS at Earle Ovington Blvd.
- The Alternative connects the Mineola LIRR Station, Nassau County Government Complexes, Nassau Community College, Nassau Coliseum, and Hofstra University.

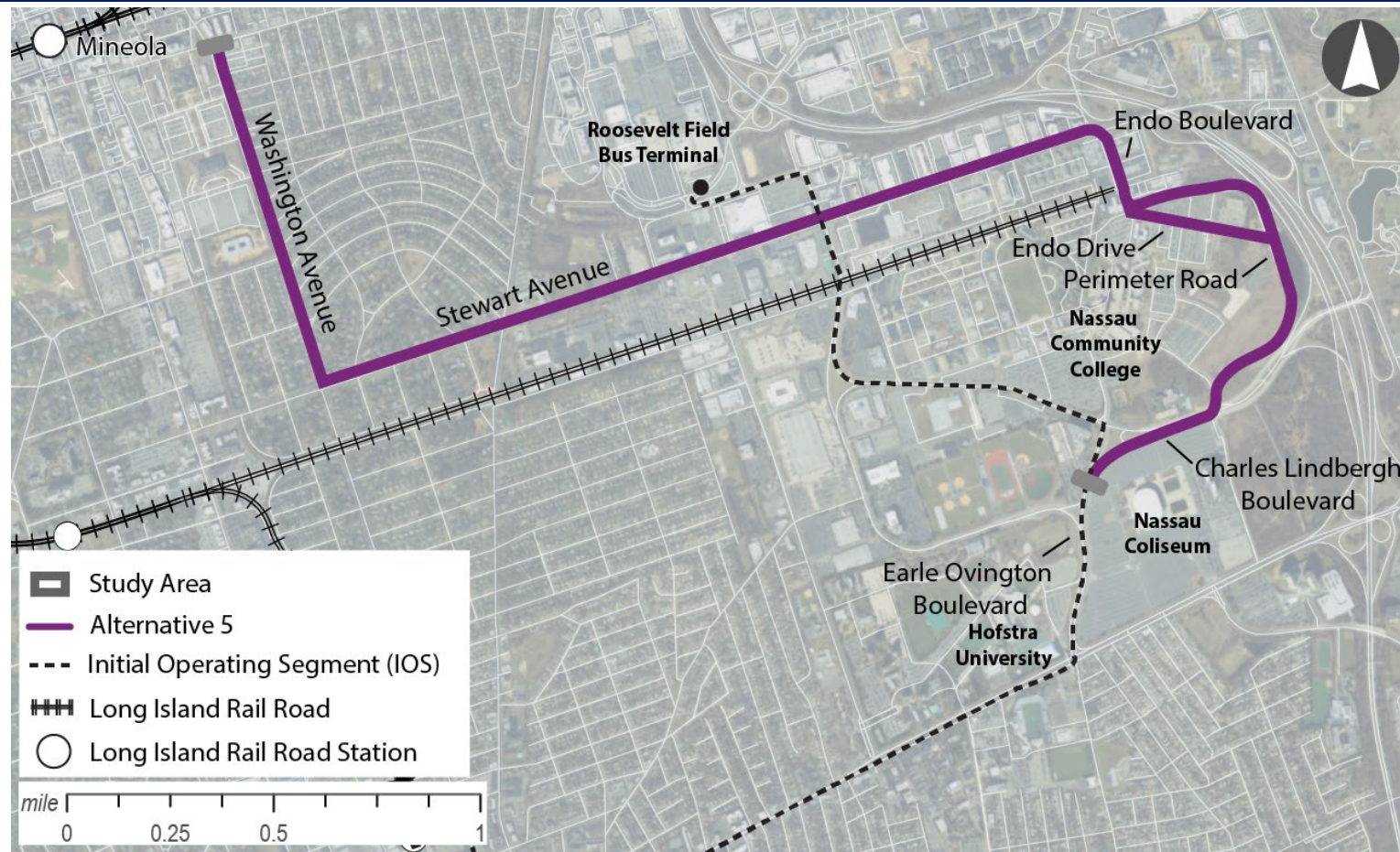
Recommended Alternatives - Mineola



Alternative 3

- **Alternative 3** travels down County Seat Dr. to Stewart Ave. The alignment then travels from Stewart Ave to Quentin Roosevelt Blvd, where it connects to the IOS.
- The Alternative connects the Mineola LIRR Station, Nassau County Government Complexes, Museum Row, Nassau Community College, Nassau Coliseum, and Hofstra University.

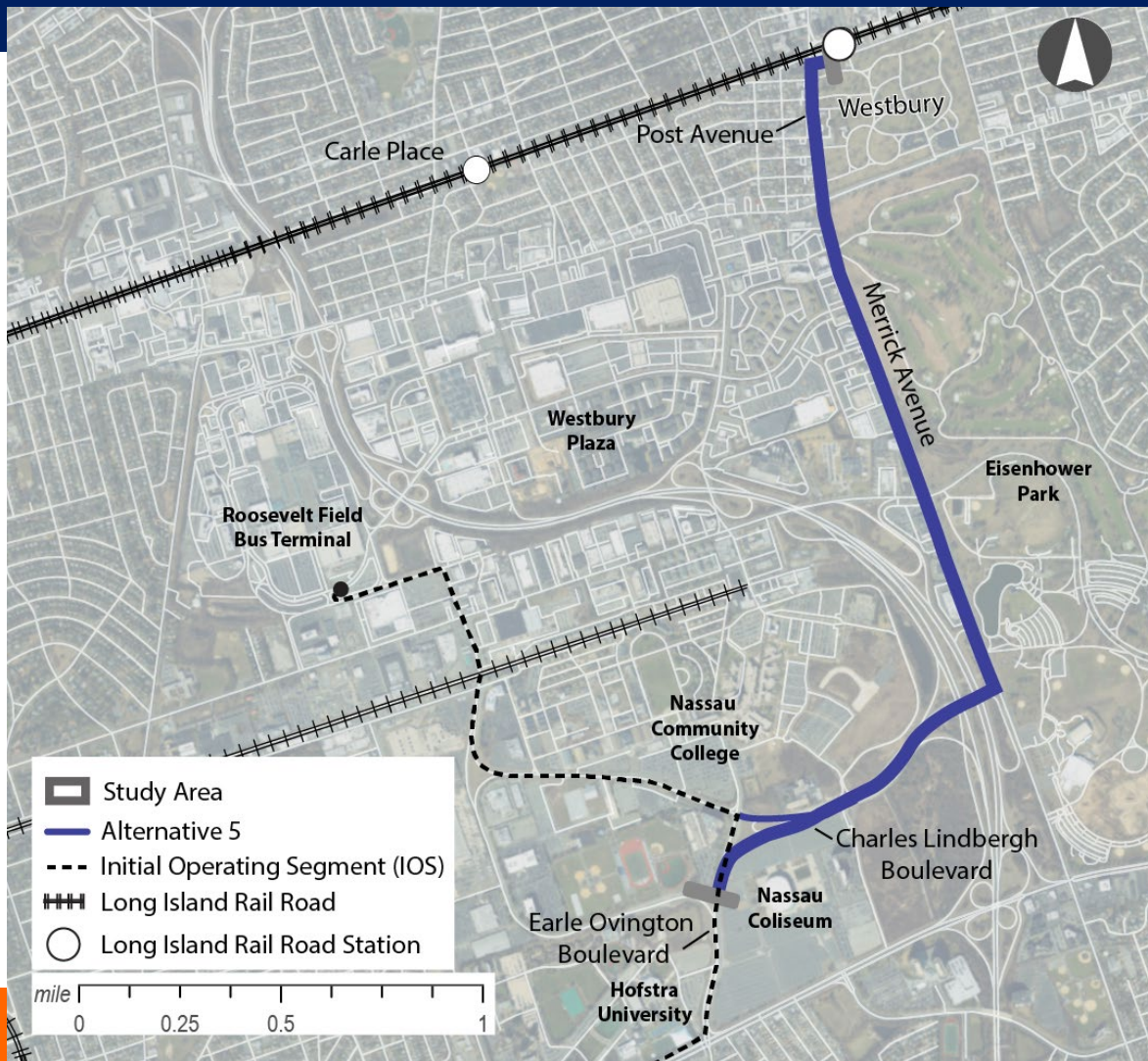
Recommended Alternatives - Mineola



Alternative 5

- **Alternative 5** travels down Washington Ave. to Stewart Ave. The alignment takes Stewart Ave. to Endo Blvd., then connects to Perimeter Rd, and then Charles Lindbergh Blvd. The alignment then connects to the IOS at Earle Ovington Blvd.
- The Alternative connects the Mineola LIRR Station, Nassau County Government Complexes, Nassau Community College, Nassau Coliseum, and Hofstra University.

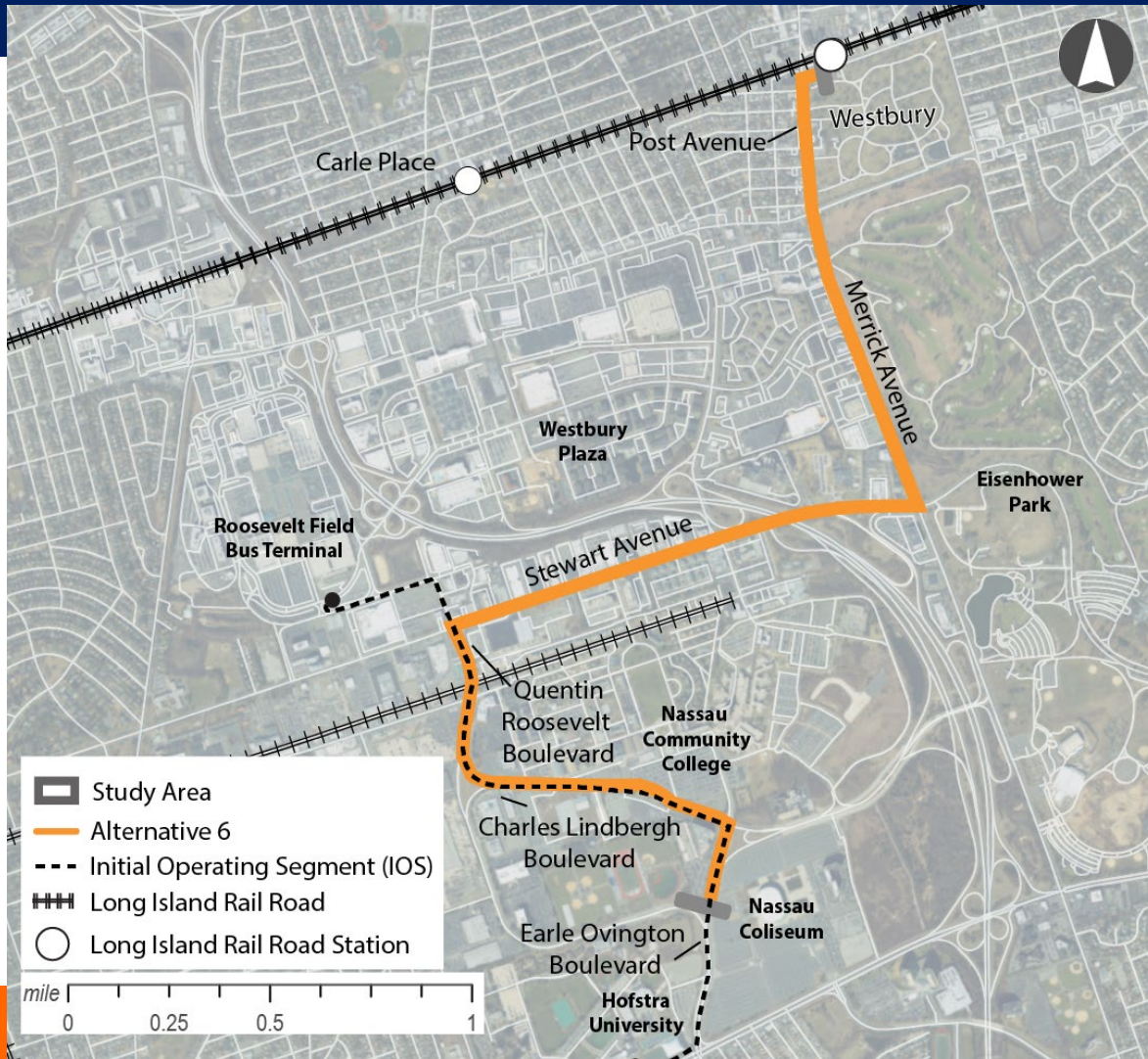
Recommended Alternatives - Westbury



Alternative 5

- **Alternative 5** travels down Post Ave. and onto Merrick Ave. The alignment then makes a right onto Charles Lindbergh Blvd and a left onto Earle Ovington Blvd to connect to the IOS.
- This Alternative connects the Westbury LIRR Station, Nassau Coliseum, and Hofstra University.

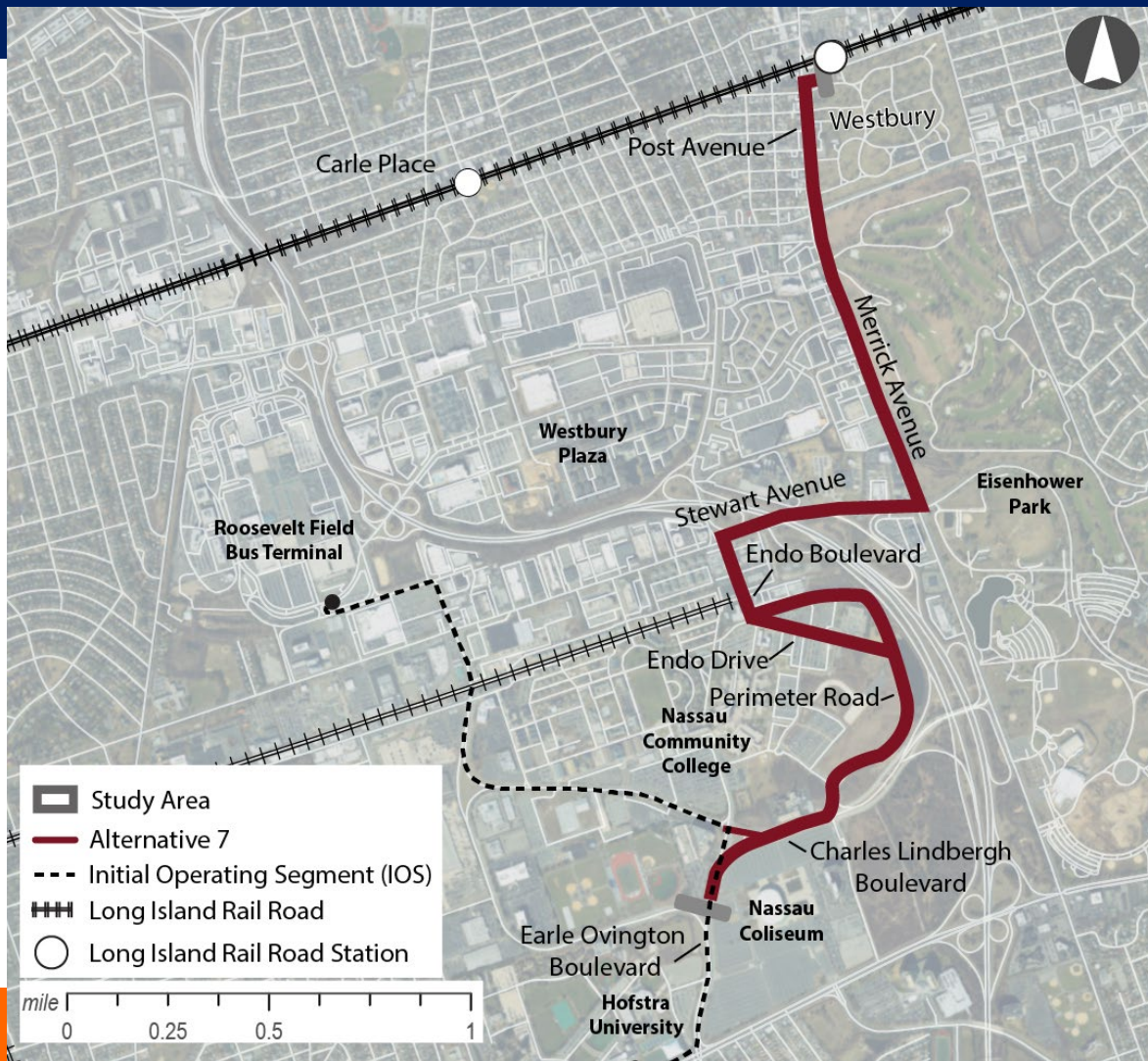
Recommended Alternatives - Westbury



Alternative 6

- **Alternative 6** travels down Post Ave. and onto Merrick Ave. The alignment then makes a right onto Stewart Ave., a left onto Quentin Roosevelt Blvd., connecting into the IOS.
- This Alternative connects the Westbury LIRR Station, Museum Row, Nassau Community College, Nassau Coliseum, and Hofstra University.

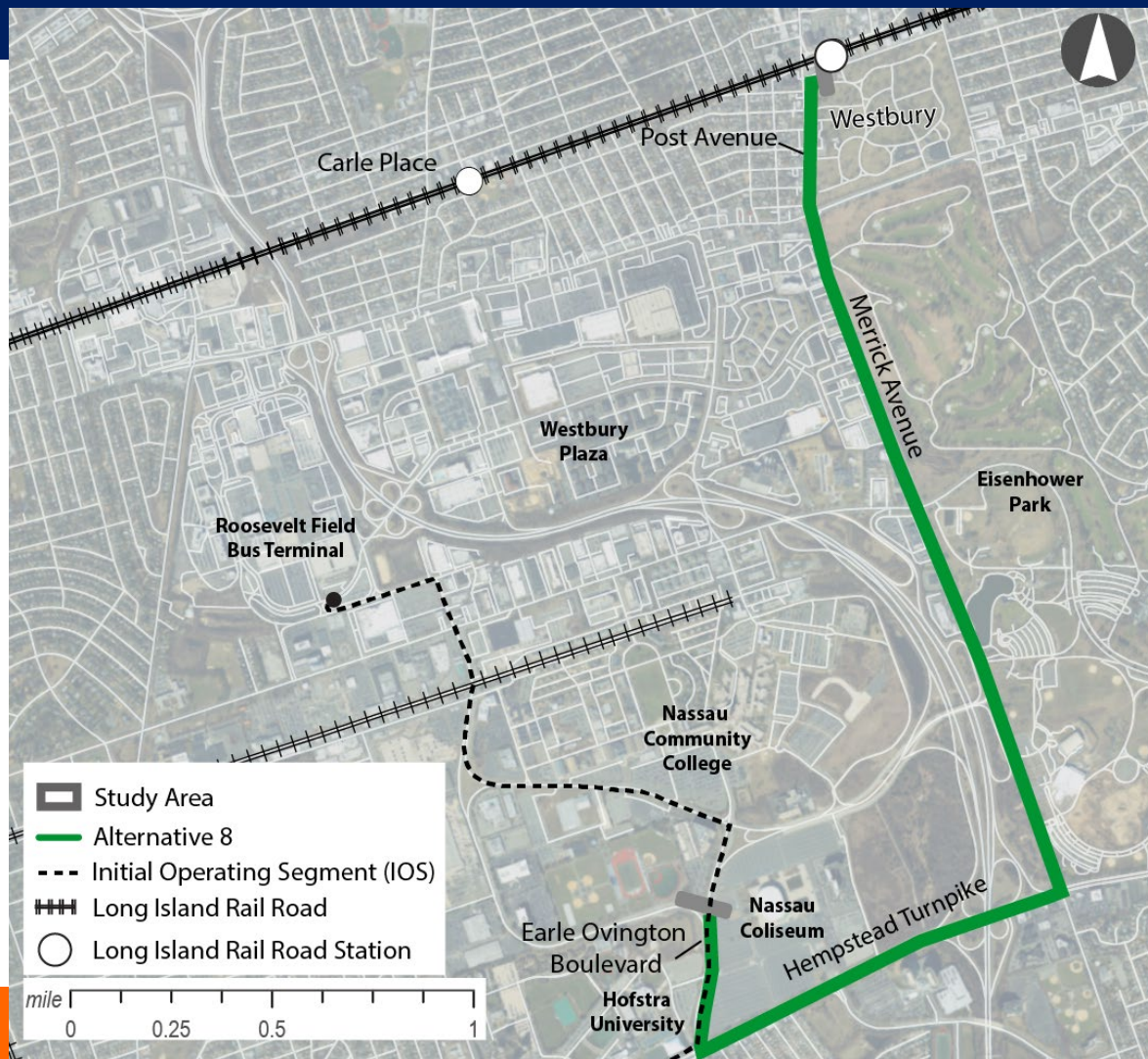
Recommended Alternatives - Westbury



Alternative 7

- **Alternative 7** travels down Post Ave. and onto Merrick Ave. The alignment then makes a right onto Stewart Ave, and a left onto Endo Blvd. which connects into Perimeter Rd. The alignment then makes a right onto Charles Lindbergh Blvd and a left onto Earle Ovington Blvd to connect to the IOS.
- This Alternative connects the Westbury LIRR Station, Nassau Community College, Nassau Coliseum, and Hofstra University.

Recommended Alternatives - Westbury



Alternative 8

- **Alternative 8** travels down Post Ave. and onto Merrick Ave. The alignment then makes a right onto Hempstead Tpke. and a right onto Earle Ovington Blvd.
- This Alternative connects the Westbury LIRR Station, Nassau Coliseum, and Hofstra University.



Question & Answer Session



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Next Steps



Next Steps

- Please provide any additional comments for the Project at info@nassauhubtransit.com
 - Submission deadline: February 1, 2023
 - Presentation will be available at nassauhubtransit.com
 - All comments received will be incorporated into a Meeting Summary to be posted on the project website following the February 1st deadline
 - Comments will also be incorporated into the final Nassau Hub Transit Study Alternatives Analysis Report
- Next steps for the Project Team
 - Analyze the remaining Alternatives to identify a Locally Preferred Alternative for the LIRR Main Line Connection
 - Continue ongoing coordination with local municipalities and stakeholders
 - Continue ongoing coordination with the Federal Transit Administration

Thank you!



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