



LIVABLE COMMUNITIES
THROUGH SUSTAINABLE TRANSPORTATION

THE NASSAU HUB STUDY

ALTERNATIVES ANALYSIS / ENVIRONMENTAL IMPACT STATEMENT



The Nassau Hub Study Public Open House

September 21, 2011



NASSAU COUNTY EXECUTIVE
ED MANGANO



NYSDOT



Agenda

- 1) Study Update
- 2) Alternatives Development
- 3) Screening Process
- 4) Screen 1: Fatal Flaw Screening
- 5) Refined Long-List Alternatives



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Study Update



Study Update

- Completed The Problem Statement, Purpose & Need And Goals & Objectives
- Defined Study Area Characteristics
- Identified Preliminary Long-List Alternatives
- Developed Conceptual Information On Alternatives
- Initiated Fatal Flaw Screening
- Origin-Destination Survey
- Stated Preference Survey
- Additional Meetings and Outreach



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Alternatives Development



Development of Long-List Alternatives

- Evaluated Existing Travel Patterns
- Identified And Ranked Study Area Generators And Attractors
- Determined Available Corridors
- Received Input From TAC, Stakeholder Committee, and from the public at the last public open house

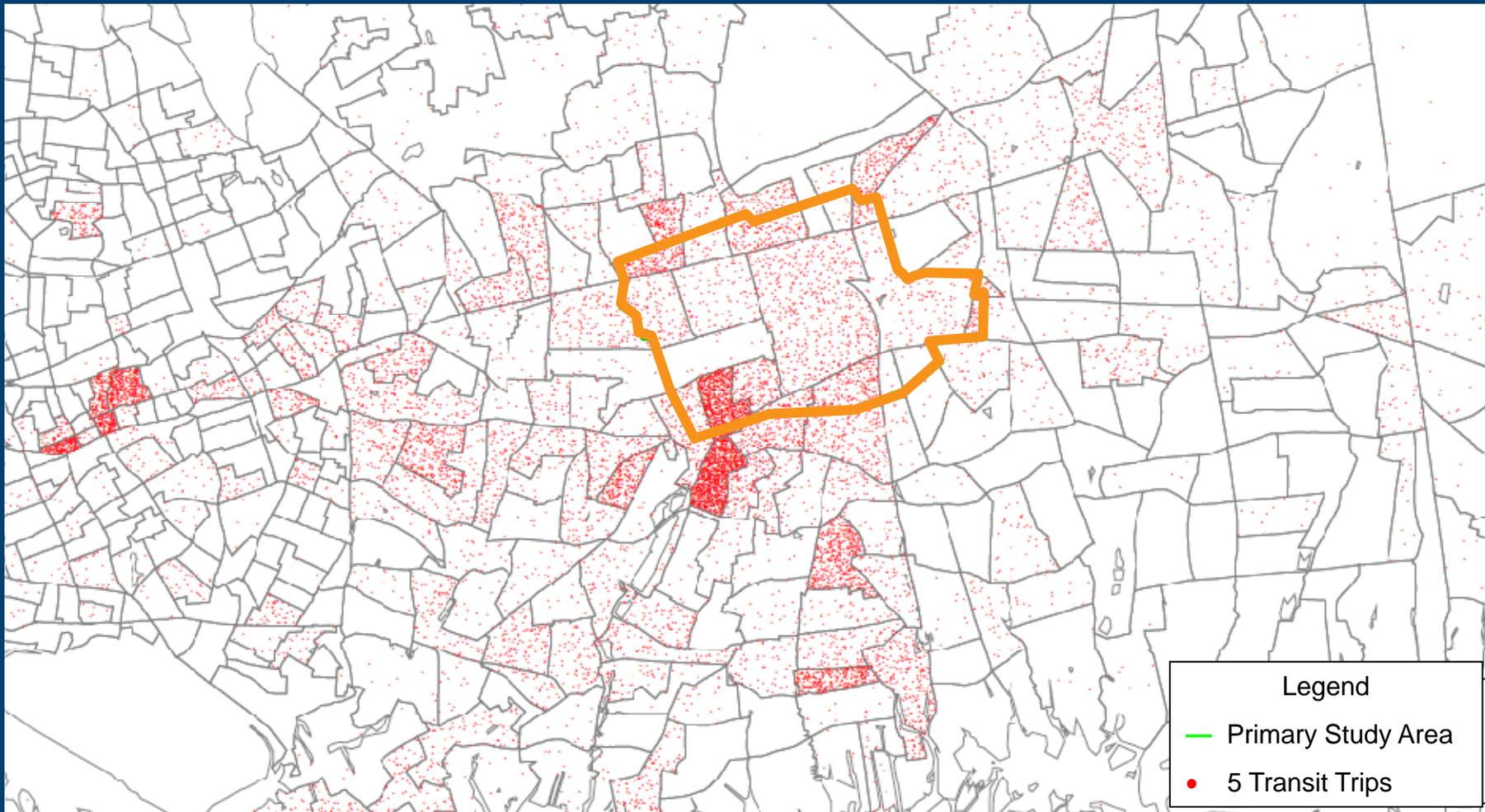


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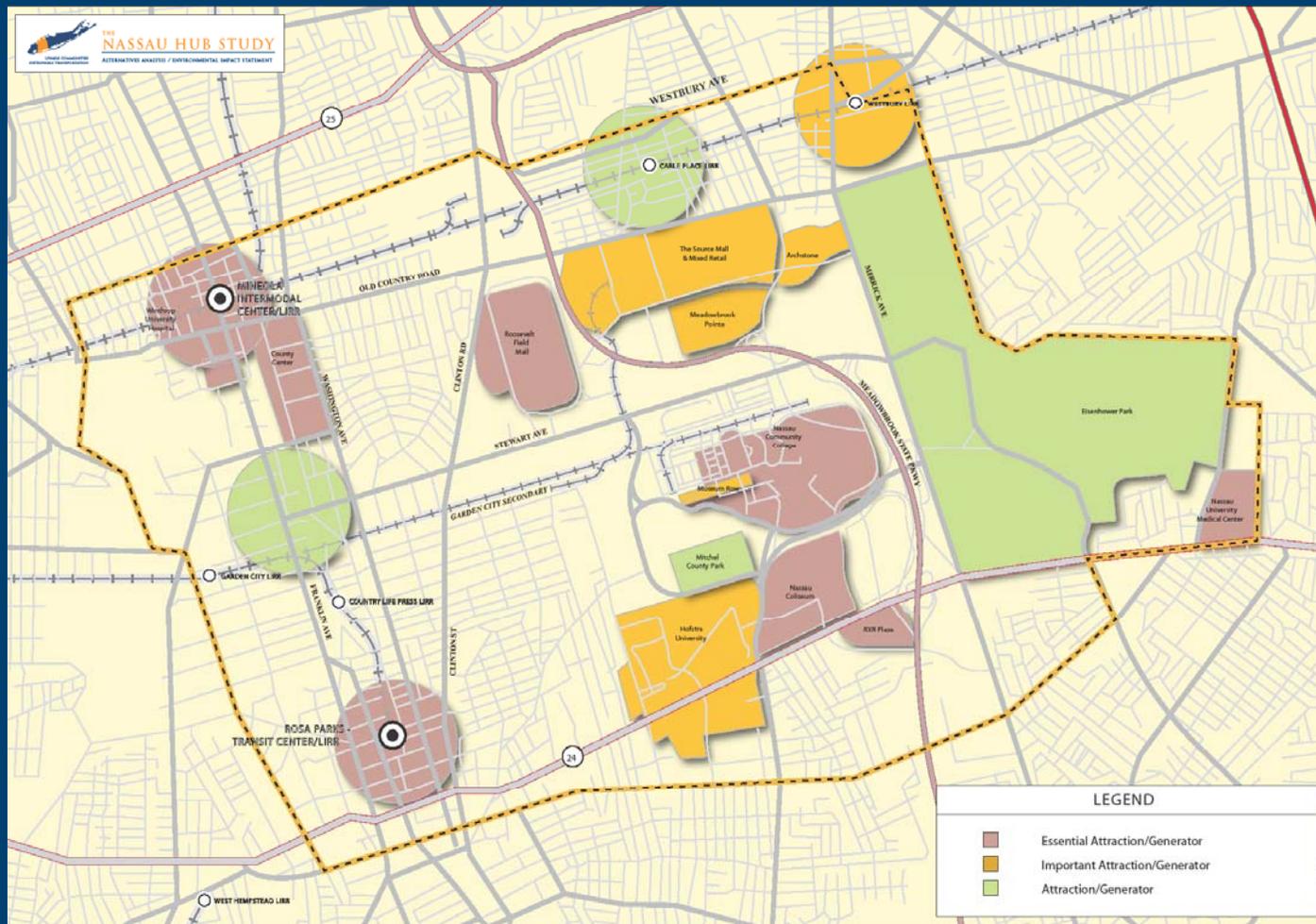


- Where Are People Going In The Study Area?





- Major Study Area Trip Generators & Attractors





- Possible Study Area Travel Segments





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Screening Process



Screening Process

Screen 1:

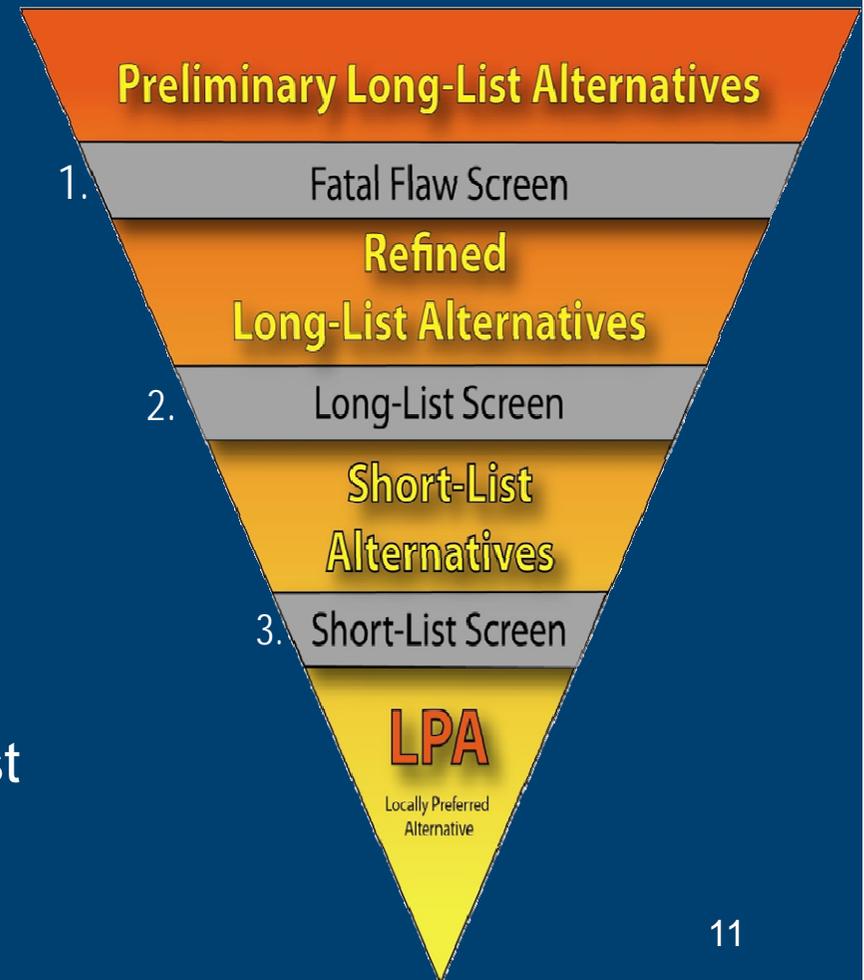
Eliminate Infeasible Alternatives Due To Fatal Flaw(s)

Screen 2:

Qualitative And Quantitative Analyses Against Goals And Objectives

Screen 3:

Detailed Quantitative Analyses Against Multiple Criteria / Measures By Alignment And Mode





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Screen 1: Fatal Flaw Screening



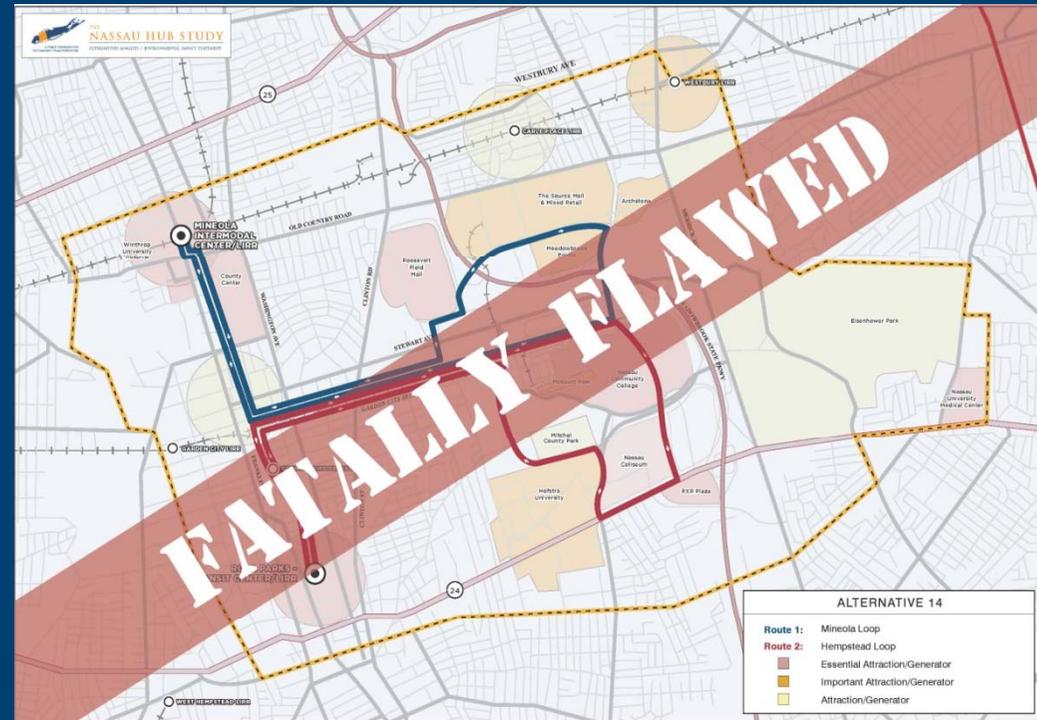
What Is A Fatal Flaw?

A Fatal Flaw Is A Significant Barrier To The Implementation Of A Potential Transit Alternative.



Fatal Flaws Identified:

1. Institutional Or Physical Restrictions That Would Not Permit Its Realistic Implementation Or Operation
2. Service To Areas That Have Low Demand For Transit





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Screen 1: Fatal Flaw Screening Results

| ALTS | Alignment Restrictions? | Low Demand? | Land Use Not Transit-Supportive? | Attractions/Generators Not Served? |
|------|-------------------------|-------------|----------------------------------|------------------------------------|
| 1 | No | No | No | No |
| 2 | No | No | No | No |
| 3 | No | No | No | No |
| 4 | No | No | No | No |
| 5 | No | No | No | No |
| 6 | No | No | No | No |
| 7 | No | No | No | No |
| 8 | No | No | No | No |
| 9 | No | Yes | Yes | No |
| 10 | No | Yes | Yes | No |
| 11 | No | Yes | Yes | No |
| 12 | No | Yes | Yes | No |
| 13 | Yes | Yes | Yes | No |
| 14 | Yes | Yes | Yes | No |

ADVANCED FOR FURTHER SCREENING

FATALLY FLAWED



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Refined Long-List Alternatives



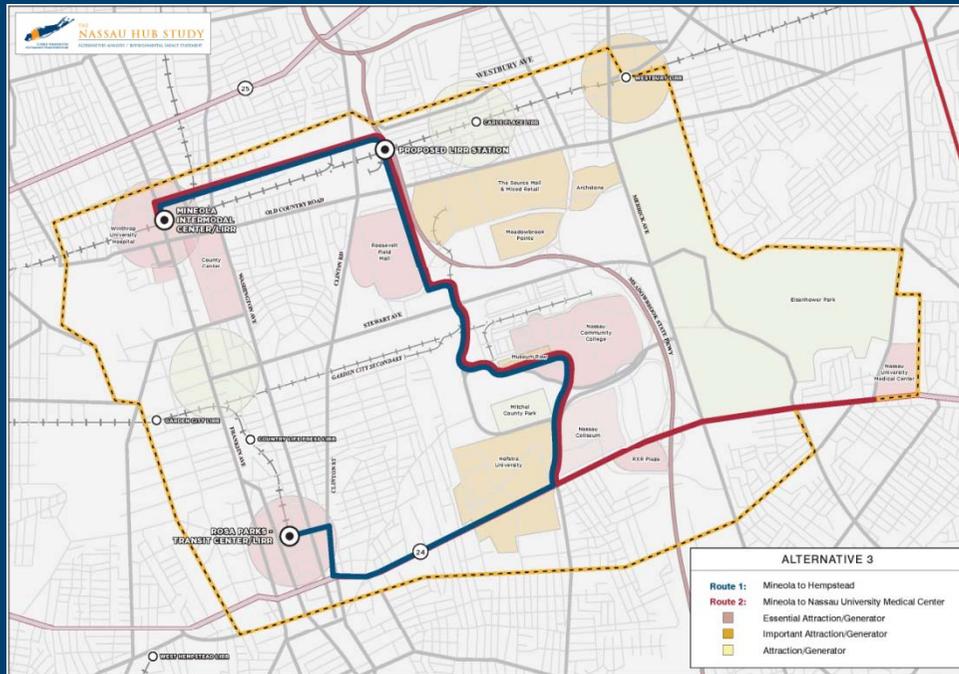
Refined Long-List Alternatives

- Conceptual Definition of Alternatives
 - Infrastructure Needs - Track/Lane Miles
 - Transit Operations - Vehicle Miles Traveled
 - Headway Assumptions – 10 Minutes Peak / 15 Minutes Off-Peak
 - Travel Times – Between Selected Activity Center Pairs
 - Planning Level Forecast Of Potential Number Of Future Transit Trips
 - FTA Planning Model Applied
 - Attractors / Generators Served



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Alternative 3

Conceptual Definition (Preliminary Order Of Magnitude Estimates)

| Track/Lane Miles | Annual Vehicle Miles | Activities Center Served | Operating Scenario | Travel Time, Hempstead to Roosevelt Field Mall | Travel Time, Mineola to Coliseum | Demand Potential |
|------------------|----------------------|---------------------------|----------------------|--|----------------------------------|--------------------|
| 17.1 miles | 722,000 miles | 7 Essential / 3 Important | <u>Mixed Flow</u> | 15:15 | 15:30 | 6,000-8,000 trips |
| | | | <u>Exclusive ROW</u> | 11:15 | 11:00 | 8,000-10,000 trips |



Contact Us!

- Comment Sheets
- Contact Satish Sood at 516-571-9344 or ssood@nassaucountyny.gov
- www.nassauhub.com



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