



STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
STATE OFFICE BUILDING  
250 VETERANS MEMORIAL HIGHWAY  
HAUPPAUGE, N.Y. 11788-5518

SUBIMAL CHAKRABORTI, P.E.  
REGIONAL DIRECTOR

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ACTING COMMISSIONER

December 1, 2010

Nassau County Planning Department  
100 County Seat Drive  
Mineola, NY 11501

Attn: Master Plan Comments

To Whom It May Concern:

Thank you for giving us an opportunity to comment on the DRAFT 2010 Nassau County Master Plan. This document provides the reader with an excellent synopsis of various planning efforts throughout Nassau County. Please find our comments listed below:

#### **I. General Comments**

- NYSDOT is supportive of the smart growth oriented concepts being proposed that will improve walkability.
- Bus rapid transit (BRT) is a good strategy to service area residents, employees, and visitors with a reliable alternative to single occupancy commuting. BRT connections (especially north and south) can facilitate the reduction in VMT at a lower cost than some other options.
- Shuttle services are an effective way to move people to and from train stations.
- We like the fact that Nassau County is recommending the mitigation of increases in traffic congestion by providing innovative travel options as an alternative to the automobile. Please note that NYSDOT's Transportation Demand Management (TDM) Contractor may provide the County with assistance in this effort, if necessary.
- The discussion of climate change is timely and relevant.
- The recognition of transportation and land use connection is a necessary and positive aspect.
- The County is assuming that the expected East Side Access will increase the demand for housing near LIRR stations as commuting to jobs in Manhattan becomes even more convenient. We feel that this is a major assumption considering that a majority of Long Islanders commute within the island. Where is this data coming from?
- Old Country Road falls under the jurisdiction of Nassau County (not NYSDOT).
- TRANSCOM does not operate the signs that tell drivers how long it will take to get to certain destinations. This is a service of Information For Motorists (INFORM).
- Ridesharing should be mentioned as a tool for reducing the number of vehicles on the roadways.

#### **II. Bicycling Comments**

- The document states that bicyclists could potentially use sidewalks along arterial roadways. This is generally not a good idea because of the narrow width of the sidewalk and the frequent driveway entrances. Therefore, many municipalities prohibit the use of bicycle on sidewalks.

- Figure 4-10 is an illustration of a shared use path, not a sidewalk. A shared use path generally has adequate width to accommodate both bicycling and pedestrian travel and few driveways to cross, which tends to minimize conflicts with vehicles.
- A discussion of on-road bike routes and bike lanes would be helpful. Shared use paths are appropriate in certain instances but the costs of a shared use path are much higher than an on- road facility.
- The document states that the County submitted a conceptual proposal to NYSDOT for a new bikeway along Sunrise Highway between the Villages of Valley Stream and Freeport. Can Nassau County provide a copy of this proposal? If so, please mail it to us.
- The Sunrise Highway and Meadowbrook Parkway Corridors are two distinct corridors. Bicyclists generally average a three mile commute to work. It is therefore unrealistic to anticipate that large numbers of people will bike from southwest Nassau to Mitchell Field. Discussion should be directed to bicycle travel within a corridor, such as bicycle travel to train stations, downtowns, schools and parks that are relatively close by where people can expect to regularly to travel. There seems to be some opportunity to discuss bicycling and walking at several places in the document, such as in the section on Downtowns and Transit Oriented Development, Residential Neighborhoods and Open Space.
- A discussion is needed to see how proposed infrastructure will connect to the existing bicycle network.
- A discussion on how bikeways could be linked to transit hubs could be helpful to truly integrate and complement both transportation modes. The bicycle can be used as an extension of transit routes to home and places of employment where transit may not go. Bicycle travel can add new flexibility and convenience where the parking supply is limited.
- A discussion of accommodation of bicycles on transit vehicles, e.g.; bike racks on buses, the provision of bicycle parking at transit hubs and businesses, and bicycle sharing (renting of bicycle via a credit card for short term use) could be a positive component for this Master Plan.

Very truly yours,

Tatyana Golikova  
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By   
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cc: K. Scott, Planning  
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TG:GR:jh