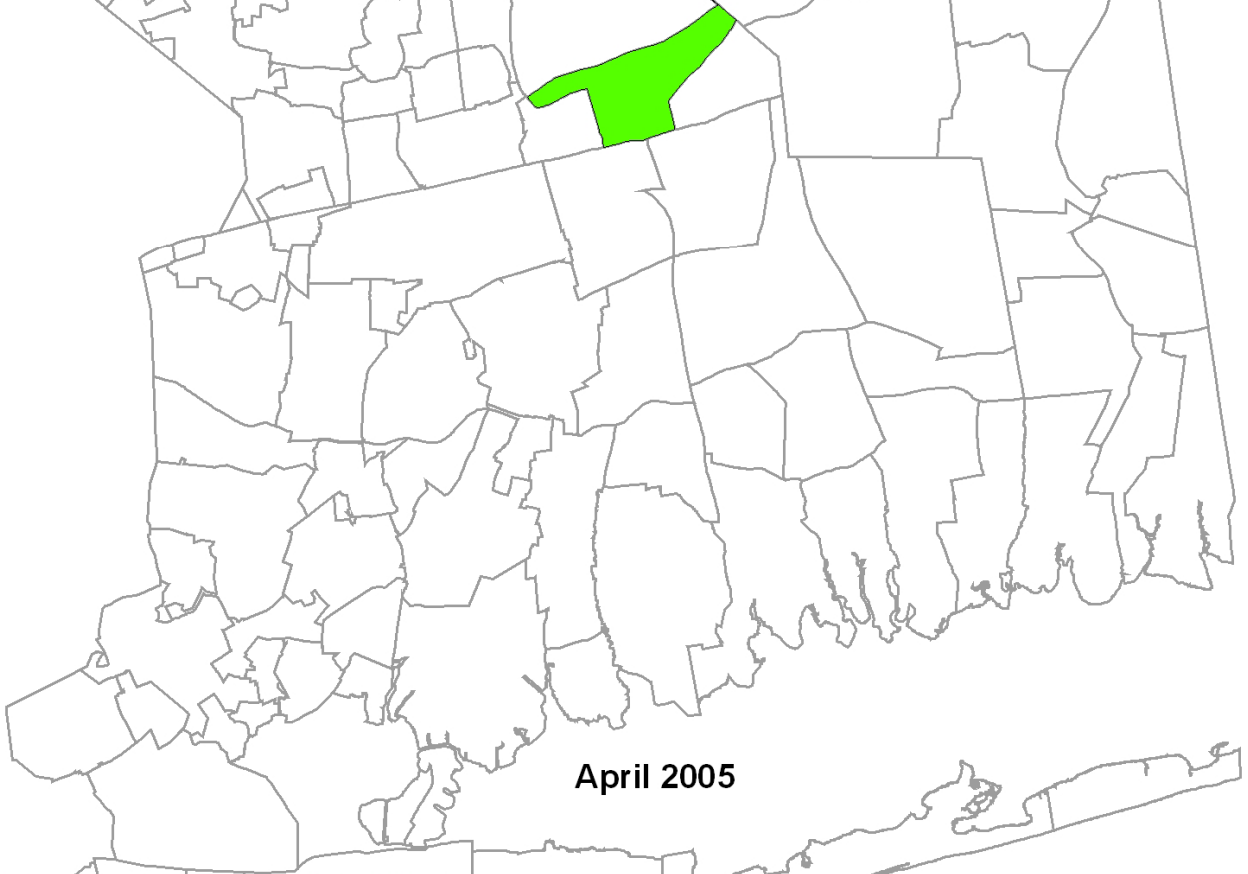


**NASSAU COUNTY PLANNING COMMISSION
DIVISION OF TRANSPORTATION**

**Downtown Inventory:
Westbury**



April 2005

NASSAU COUNTY PLANNING COMMISSION



Geographic Information Systems
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Attachments

Map 1

Village of Westbury LIRR Station
¼ Mile Pedestrian Radius
½ Mile Pedestrian Radius
Bus Routes and Stops

Map 2

Westbury LIRR Station Environs

Traffic Signal Characteristics Post Avenue Intersections

Post Avenue and Northern State Parkway W/B
Post Avenue and Northern State Parkway E/B
Post Avenue and Liberty Avenue
Post Avenue and Maple Avenue
Post Avenue and Winthrop Street/Drexel Avenue
Post Avenue and Union Avenue
Post Avenue and Railroad Avenue
Post Avenue and Fifth Avenue
Old Country Road and Post Avenue /Merrick Avenue

I. Village and Transit Data

Municipality:

Incorporated Village of Westbury

Town:

North Hempstead

Population:

14,263 (2000 U.S. Census)

Area:

2.4 square miles

LIRR Station

Station Name:

Westbury

Branch:

Port Jefferson

Street Location:

Union and Post Avenues, ¼ mile north of Old Country Road

AM Westbound Peak Boarding Count (1998)

1,324

(Note: Under the four Station Use Levels categorized by the LIRR, Westbury is a Use Level 2 Station serving 2,000 to 6,000 passenger trips per day.)

MTA LI Bus Routes

Route Number(s):

N22 Hicksville-Jamaica

Serves the Village along Maple Avenue

Weekday Service Span

To Jamaica

4:24 AM to 11:50 PM

To Hicksville

5:05 AM to 12:44 AM

Saturday Service Span

To Jamaica

5:50 AM to 11:05 PM

To Hicksville

5:28 AM to 11:47 PM

Sunday Service Span

To Jamaica

7:10 AM to 11:10 PM

To Hicksville

7 AM to Midnight

N35 Hempstead-Westbury

Serves the Village along Post Avenue

Weekday Service Span

To Westbury

6:20 AM to 10:55 PM

To Hempstead

6:50AM to 11:22 PM

Saturday Service Span

To Westbury

6:45 AM to 10:56 PM

To Hempstead

7:15 AM to 11:25 PM

Sunday Service Span

To Westbury

9:15 AM to 7:31 PM

To Roosevelt Field

9:34 AM to 7:49 PM

(Note: The N79 Mineola- S. Huntington runs along Old Country Road, the Village's southern boundary)

Shuttle Service to LIRR Station

No

Taxi Stand

Yes

Stuart's taxi has three reserved spaces in the LIRR parking lot, on the station's south side
Both Stuart's and All Seasons taxi have storefront operations on the north side of Union Avenue, in the station vicinity

Station Configuration

Elevated Platform with Station at Platform Level

Physical Description of Station

Under station design guidelines published by the Long Island Rail Road, Westbury is classified among the "town center branch family" of stations, along with other stations on the Port Jefferson branch "from New Hyde Park to Huntington."¹ "Heavily used, the stations on this branch family are located near each other. They serve areas that were developed before World War II. Most trips to Manhattan are 40 minutes or less, convenient to customers. These lines have a strong community presence: Station buildings are old and dignified structures, landmarks in some cases. There are strong commercial and retail uses around stations."²

Operationally, Westbury is classified as a "high volume line station" by the LIRR.³ "Line stations" are defined as "typical stations located along a scheduled branch," in contrast to terminals, which are located at branch ends, or hub stations, which are characterized by heavy customer use and the presence of multiple connecting services.

The station building is a well-maintained, wood-trimmed stucco and brick structure with a wood-paneled waiting room in excellent condition. It is easily identifiable, as it is clearly marked by signage with the station name and MTA logo. The immediate area of the station is clean and orderly, and strong lighting reinforces a perception of the building as a safe, secure place. Station design provides for passengers' comfort outdoors as they wait for trains to arrive. Covered waiting areas and metal-framed enclosures shelter passengers on both sides of the track.

¹ Station Design Guidelines, Long Island Rail Road, 1995.

² Ibid.

³ Ibid.

Signed parking bays in front of the station designate taxi and private vehicle passenger pickup and drop off locations. Passengers exit vehicles and walk directly onto the sidewalk in front of the station, eliminating pedestrian- vehicular conflicts completely. “No stopping” signs discourage drop-offs at other locations. There is a crosswalk traversing Union Avenue between the station site and a municipal parking lot, with a large overhead sign warning drivers well in advance to yield to pedestrians.

A landscaped pedestrian island with a vintage-style clock on Post Avenue, at the corner of Union, serves as a visual gateway to the station environs and also flags Union Avenue as the roadway leading to the station entrance.

Access to trains (elevated or at-grade)

Elevated

There are stairways and ramps for the physically challenged on both sides of the station, marked by large signs. A pedestrian tunnel facilitates track access from both the north and south sides of the station.

Amenities

Ticket Office

Hours:

Monday through Friday

6:10 AM to 1:45 PM

Closed 9:40-10:10 AM

Saturday, Sunday and Holidays

6:10 AM to 1:45 PM

Closed 10-10:30 AM

Ticket Machine

Benches (three in front of station entrance, two on westbound side of platform)

Bicycle Rack (eight spaces)

Covered bulletin board with train schedules

Newspaper vending racks

U.S. Postal Service Mailbox

Station parking lots

Two main parking lots serve the station. One lot, on the south side, (Railroad Avenue) is owned by the Long Island Rail Road and has 297 spaces. It is not restricted to village residents. Parking costs \$3.00 a day, with the fee collected manually. The lot is operated and maintained by a private company under contract with the Long Island Rail Road.

The second lot, situated on the north side of Union Avenue, across the street from the station, is owned and operated by the Village of Westbury and is restricted to village residents who pay \$50 a year for a parking permit. It has 241 spaces. Both lots are fully utilized on weekdays. In addition, there are approximately 90 twelve-hour parking meters on Railroad Avenue, and about 20 on a northbound segment of Post Avenue starting just south of Railroad Avenue. On site visits, all of the 12-hour parking spaces on Railroad Avenue were occupied. However, there were a limited number of vacant 12-hour spaces on Post Avenue.

II. Description of Station Environs

Station boundaries include Post Avenue on the west, School Street on the east, Union Avenue on the north, and Railroad Avenue on the south. It is important to note that there are no uses in the immediate vicinity of the station, such as schools or office buildings that generate a significant volume of traffic in conflict with AM or PM peak hour train service. Although there is a 49,500 square foot office building located at 265 Post Avenue, another 53,000 square feet in size at 400 Post Avenue, and a third of similar size at 355 Post Avenue, they are situated a considerable distance from the LIRR station.

Land Use

Post Avenue, which runs from Old Country Road to Jericho Turnpike (Route 25), is Westbury's main commercial thoroughfare and the core of its downtown business district. Uses in the immediate vicinity of the station include restaurants and small retail and services establishments. The west side of Post Avenue is the location of a six-story apartment building, the Westbury Terrace, at 135 Post Avenue, across from Union Avenue, and an assisted living facility, the Bristol, directly across from Railroad Avenue. Construction of a 90-unit condominium development at the northeast corner of Post and Union Avenues is currently underway.

School Street traverses the village north to south from Rockland Street, just south of the Northern State Parkway, to Old Country Road on the village's southern boundary. Land uses on the east side from Old Country Road to Union Avenue include single-family homes on side streets as well as a 79-unit apartment building, The Tiffany, a short distance north of Old Country Road. On the west side, the same segment of School Street is bordered by the Holy Rood Cemetery's eastern edge. The segment of School Street from Old Country Road to Union Avenue delineates the boundary of the Village of Westbury and an unincorporated area of the Town of North Hempstead. School Street provides station access for passengers arriving from residential areas southeast of the station.

Union Avenue, in the vicinity of School Street and Post Avenue, is the location of land uses that include light industries, an animal hospital, auto-related businesses and storefront taxi operations, as well as the Village-operated parking lot on the north side.

Railroad Avenue is the site of the LIRR parking lot, as well as several food-related and auto-related industrial uses on the westbound side. The northern edge of the Holy Rood Cemetery is situated on the south side of Railroad Avenue.

Zoning

North side (LIRR Tracks to Maple Avenue):

Industrial
Light Industrial
Business (B-2)
Business (B-3)

South Side (Between the LIRR tracks and Rail Road Avenue):

Industrial

West Side (Post Avenue from Madison Avenue to Maple Avenue):

Industrial (triangular piece of land bounded by the LIRR, Madison Avenue and Post Avenue)
Business (B-2)

East Side (unincorporated North Hempstead)
Residential (R-C)

III. Non-Motorized Access and Amenities

Pedestrian Infrastructure

All signalized intersections in the vicinity of the station, including those near N35 bus stops, have cross hatch or “zebra” striped crosswalks and pedestrian signal buttons. There is a “stop line” sign in advance of the crosswalk leading to the pedestrian island at Post and Union Avenues that facilitates station access by discouraging spatial conflicts between pedestrians and drivers. A crosswalk traverses Union Avenue from the village parking lot to the station entrance on the south side, with a large overhead sign warning drivers well in advance to yield to pedestrians.

As noted above, passengers who are driven to the station may exit vehicles at drop-off bays on the south side of Union Avenue and walk directly onto the sidewalk in front of the station, eliminating pedestrian-vehicular conflicts completely. There are no crosswalks on Railroad Avenue. However, a sidewalk along the northern periphery of the parking lot provides dedicated pedestrian access to the station from Post Avenue.

Bus Shelters

Westbury does not participate in Nassau County’s advertising bus and bench programs and there are no non-advertising shelters provided by the County or the local municipality. The village’s sidewalk configurations offer few potential opportunities for bus shelter installations. Rights-of-way along most of Post Avenue and Maple Avenue are below the minimum ten feet from curb-face necessary to install shelters in compliance with Americans with Disabilities Act (ADA) requirements. In addition, narrow sidewalks create conflicting spatial demands with utility poles, doorways leading to cellars, mailboxes, fire hydrants and signage. Finally, small stores and businesses produce a high doorway density, making it difficult to site shelters so they do not block the view of storefronts or access to them.

Potential sites with adequate sidewalk widths are generally clustered at the northern end of Post Avenue, within approximately .25 mile of the Northern State Parkway. However, existing building canopies, overhangs and bays provide protection to passengers as they wait for the bus. Consequently, there may be limited rationale for the expense of purchasing and maintaining bus shelters. Benches, which are far less expensive and easier to install, may be a viable option for the village, however.

IV. Overview of Service Area

Short of doing a rider survey, the best way to obtain a profile of the Westbury train station’s service area is by obtaining “Mail and Ride” data, the largest available sample of customers. The Long Island Rail Road provided this information to the Planning Department. There are 502 Mail & Ride customers at the Westbury station, with a zip code breakdown as follows:

Zip Code	Community	Number of Riders
11590	Westbury, Salisbury	401
11554	East Meadow	56
11568	Old Westbury	20
Miscellaneous (4 or fewer riders)		25

(Source: Long Island Rail Road)

As noted in the table above, the 11590 zip code includes not only the Village of Westbury, but also an unincorporated area of the Town of Hempstead known as Salisbury, southeast of the Village. Westbury is an incorporated village, self-governing with substantial control over land use and development within its boundaries, while Salisbury is an unincorporated area governed by the Town of Hempstead.

Westbury's land use patterns are typical of communities developed prior to World War II. The village has a linear central business district with a concentration of commercial uses, most of which are located on Post Avenue in one or two-story structures. Much of the village's commercial activity falls into several basic categories: food stores, bakeries, delicatessens and eating and drinking establishments; personal services including barber shops, hair stylists and nail salons; banks and other financial services; real estate and insurance brokers; florists, hardware, sporting goods, clothing and print shops; dry cleaners and miscellaneous repair services, and professional offices.

Retail businesses are generally modest in size, but there are few vacancies, indicating that the nature and scale of retail activity is appropriate for the market it serves. There also are several industrial areas situated along Union Avenue. As previously noted, there is a 49,500 square foot office building located at 265 Post Avenue, a 53,000 square foot building at 400 Post Avenue, and another of comparable size at 355 Post Avenue. The village, however, is not a major employment center.

Unlike many other Nassau County downtowns, Westbury has few mixed-use structures with apartments over retail or office space. The bulk of the Village's housing stock is in the form of single and two-family homes. However, there is a six-story apartment house at 135 Post Avenue, and a five-story apartment house at 175 Maple Avenue, in addition to the 79-unit Tiffany at 54 School Street. There are two condominium projects under construction in the village, a 90-unit structure at 130 Post Avenue and a 92-unit project at 242 Maple Avenue.

Starting in the late 1990's, the Village of Westbury, the Westbury Business Improvement District and the Nassau County Office of Housing and Intergovernmental affairs cooperatively implemented a downtown revitalization plan centered mainly on Post Avenue. Components of the plan included façade improvements, landscaping, decorative street lighting and signage.

In contrast to Westbury's traditional village pattern, Salisbury is a predominantly residential area with minimal commercial development, no central business district and very little multi-family housing. Large-scale construction of single-family homes began in the early 1950's and continued through the following decade. Most commercial development is concentrated along Old Country Road. East Meadow is also an unincorporated area of the Town of Hempstead with land use characteristics similar to Salisbury's, while Old Westbury, with a population of 4,228, is a small, affluent, predominantly residential village within the Town of North Hempstead.

Demographics

According to 2000 Census data, the Village of Westbury's total population is 14,263, while the comparable figure for Salisbury, classified as a Census Designated Place (CDP), is 12,226.

Both Westbury and Salisbury have substantial cohorts of working age residents. However, the percentage of residents aged 20-59 is 58 per cent in Westbury and slightly lower, at 55 percent, in Salisbury. In addition, Salisbury's median age of population, 39.4, is slightly higher than that of Westbury at 37.2. This data is relevant to existing and potential demand for commuter service, parking and non-motorized access to the LIRR station and other land uses from both Salisbury and the Village of Westbury.

Transit/Non-Motorized Transportation Compatibility

There is considerable overlap between land use characteristics affecting both transit compatibility and pedestrian/bicycle compatibility. (Under New York State law, wheelchair users are classified as "pedestrians.") Westbury's land use characteristics support both transit and non-motorized transportation, as follows:

- Transit infrastructure serves as a focal point in the village. The LIRR is situated within the village's downtown business district. As previously noted, it is marked by a landscaped pedestrian island with a vintage-style clock on Post Avenue, at the corner of Union Avenue that serves as a visual gateway to both the station environs and the downtown commercial core.
- Buildings in the central business district are generally placed close to the sidewalk and to each other, creating a "street wall" and minimizing distance from one structure to another.
- Except for several chain stores located at the northern end of Post Avenue, building doorways open directly onto sidewalks, rather than parking lots, thus minimizing pedestrian-vehicular conflicts and permitting safe access to bus stops.
- Sidewalks in the central business district vary in width and paving material but they are continuous and generally well maintained.
- There is a high degree of connectivity in the village's street system, with short blocks and a sufficient number of intersections to increase route options and decrease distance between destinations.
- Most parking is situated behind stores and other businesses so cars enter and exit lots on side streets rather than conflict with pedestrian activity on Post Avenue.
- Land uses on the side streets off Post Avenue are mainly residential, with no major traffic generators, thus minimizing the volume of turning movements that impede pedestrians as they cross the street.
- In most cases, crosswalks and pedestrian signals at intersections on Post Avenue and Maple Avenue are close enough to bus stops to serve transit users. The retail core of Post Avenue from Railroad Avenue to the Northern State Parking is two lanes wide with a parking lane on each side. Street width is generally about 35 feet, an easy distance for

most pedestrians to cross at an average walking speed of four feet per second. (Tables of information on traffic signal characteristics at Post Avenue intersections are contained in an appendix at the end of this report).

- Parking lanes on both sides of Post Avenue serve as a buffer between pedestrian traffic on sidewalks and vehicular traffic in the roadway.
- Overall, the scale of the village permits convenient pedestrian access to the LIRR and other downtown land uses. A quarter- to half-mile radius represents the limit that most people are willing to walk (five to ten minutes for adults). As noted on the maps attached to this report, one-quarter and one-half mile radii from the LIRR station capture a significant area of the residential neighborhoods both within the village and in the nearby unincorporated areas.
- Finally, the village's population density of 5,943 per square mile is sufficient to support shuttle service to the LIRR. It exceeds the area population density of 5,423 in Merrick, where there is an existing LIRR shuttle.

Parking

As noted previously, two main parking lots serve the Westbury LIRR station. One lot, on the Railroad Avenue side, is owned by the Long Island Rail Road and has 297 spaces. It is open to both village residents and non-residents. Parking costs \$3.00 a day, with the fee collected manually. The lot is operated and maintained by a private company, under contract with the LIRR.

The second lot, with 241 spaces, is located across the street from the station on the north side of Union Avenue. It is owned and operated by the Village of Westbury and is restricted to village residents who pay \$50 a year for a parking permit. Both lots are fully utilized on weekdays. In addition, there are approximately 90 twelve-hour parking meters on Railroad Avenue, and about 20 on a northbound segment of Post Avenue starting just south of Railroad Avenue. On recent site visits, all of the 12-hour parking spaces on Railroad Avenue were full. However, there were vacant 12-hour spaces on Post Avenue.

In addition to commuter parking, the village also provides metered spaces with various time limits in four other lots, as shown on the following page. According to information provided by the Westbury Business Improvement District, there are approximately three metered spaces per 1,000 feet of retail space in the Post Avenue retail corridor. Street meters average 57 percent occupancy during the week. (The BID defines the Post Avenue retail corridor as encompassing both sides of Post Avenue from the Northern State Parkway to Old Country Road, and Railroad and Union Avenues from Post Avenue to School Street, as well as the retail space on the side streets east, and west of Post Avenue.) There are also a number of small, privately owned parking lots with unmetered spaces located behind businesses. Decorative directional placed signs along Post Avenue indicate the location of parking lots. A map showing the location of both commuter and non-commuter parking lots follows this page.

LIRR Schedule

**Long Island Rail Road AM and PM Peak Hour Trains
Westbury**

Depart Westbury (AM)	Arrive Jamaica	Arrive Flatbush Avenue	Arrive Penn Station
5:32	5:53	6:17	6:14
5:50	6:11	6:32	6:35
6:30	6:52	7:23	7:11
6:38	6:57	7:23	7:17
6:59	7:21	7:41	7:43
7:18	7:39	7:59	8:02
7:35	-----	-----	8:17
7:42	8:02	8:25	8:29
8:12	8:31	8:51	8:53
8:23	8:45	9:10	9:08
9:12	9:34	9:56	9:56

Depart Penn Station (PM)	Depart Flatbush	Depart Jamaica	Arrive Westbury
4:32	4:34	4:54	5:15
4:54	4:56	5:16	5:39
5:17	-----	-----	5:57
-----	5:29	-----	6:05
5:33	5:35	5:56	6:23
6:01	-----	-----	6:42
6:08	6:04	6:30	6:53
6:35	6:27	6:55	7:16
6:56	6:59	7:19	7:40
7:22	7:23	7:44	8:01
7:54	7:56	8:17	8:37

MTA LI Bus AM and PM Peak Hour Headways Vicinity of Westbury LIRR Station

N22 Maple Avenue and Post Avenue

To Jamaica	To Hicksville
5:40 AM	*6:09 AM
*6:05 AM	*6:34 AM
*6:29 AM	*6:52 AM
*6:47 AM	*7:09 AM
*7:05 AM	7:34 AM
*7:32 AM	*7:41 AM
*7:55 AM	*7:51 AM
8:17 AM	*7:59 AM
8:32 AM	*8:07 AM
*8:52 AM	*8:13 AM
4:59 PM	8:23 AM
5:15 PM	*8:50 AM
*5:33 PM	9:10 AM
*5:52 PM	5:16 PM
*6:16 PM	*5:27 PM
*6:42 PM	*5:39 PM
*7:06 PM	*6:44 PM
*7:45 PM	*7:02 PM
8:45 PM	*7:16 PM
	*7:33 PM
	*7:51 PM

* Indicates bus/rail connectivity, allowing for a minimum of ten minutes for modal transfer, as the bus stop is located slightly under one-quarter of a mile from the LIRR station, and a maximum of approximately 30 minutes between modal headways.

N35 Post Avenue and Railroad Avenue

To Westbury	To Hempstead
*6:42 AM	*6:52 AM
*7:07 AM	*7:17 AM
*7:28 AM	*8:06 AM
*8:13 AM	8:38 AM
8:43 AM	9:08 AM
*5:25 PM	*5:20 PM
*5:48 PM	5:42 PM
*6:12 PM	
*6:42 PM	
7:19 PM	
*7:54 PM	
8:29 PM	

- Indicates bus/rail connectivity based on a minimum of five minutes and a maximum of 20 minutes between modal headways.

MTA LI Bus AM Boarding and Alighting Counts

N22 Maple and Post Avenues

Date	Time	Passengers Boarding	Passengers Alighting
2/28/02	6:30 AM	0	3
4/1/02	8:54 AM	2	1
11/7/02	8:37 AM	0	1

N35 Post Avenue and Railroad Avenue

Date	Time	Passengers Boarding	Passengers Alighting
7/11/02	6:42 AM	5	3
7/11/02	6:53 AM	5	0
7/11/02	7:51 AM	0	1
9/6/02	6:42 AM	0	1
9/6/02	8:06 AM	1	0

Average Annual Daily Traffic (AADT) Counts Post Avenue

Location	AADT	Year
Old Country Road/Bedford Avenue	23,543	2001
Northern State Parkway/Jericho Turnpike	19,961	2001

V. Conclusion

As a municipality developed largely before World War II, and the subsequent reliance on automobiles as the dominant mode of transportation, the Village of Westbury's land use patterns provide a compatible framework for Nassau County's dual goals of downtown vitality and transit-oriented development. Westbury's Long Island Rail Road station is the focal point of a linear central business district with mixed use development that includes commercial, retail and multi-family housing. This development is in proximity to lower density housing on the central business district's periphery.

Density and mixed use development generate adequate transit ridership to justify frequent service and modal connectivity. Proximate land uses create accessibility and transportation options that shift some car trips to transit and non-motorized modes, including walking and bicycling, reducing traffic congestion and parking demand.

The village's scale permits many residents convenient pedestrian access to transit, shopping and other downtown amenities, creating an active street life supportive of commercial activity. Continuous sidewalks, short blocks and a substantial degree of connectivity in the village's street system facilitate pedestrian activity, as do crosswalks and signage, particularly in the vicinity of the Long Island Rail Road station. Pedestrian and vehicular conflicts are minimized through locational controls of buildings, parking lots and driveways.

The village's revitalization plan has improved the appearance of the Post Avenue corridor, as part of an effort to attract new retail businesses. The village also has an active Business Improvement District (BID). These local initiatives complement the County's economic development objectives.

While the bulk of the village's housing stock consists of single-family homes, as noted, there are large apartment houses on Maple and Post Avenues, and some smaller multi-family housing structures in the village, as well. Two large condominium projects are currently under construction within walking distance of the Long Island Rail Road station, a 90-unit building at 130 Post Avenue and 92-unit project at 242 Maple Avenue.

The presence of Holy Rood Cemetery on along Railroad Avenue clearly precludes redevelopment possibilities on the southern boundary of the Long Island Rail Road station. However, there is potential for more intensive use of land, much of which is now zoned industrial, on the northern and eastern boundaries of the station. Development of multi-family housing at these locations would serve to enhance the transit compatibility of the village to an even greater extent.

**Village of Westbury LIRR Station
 1/4 Mile Pedestrian Radius
 1/2 Mile Pedestrian Radius
 Bus Routes & Stops**

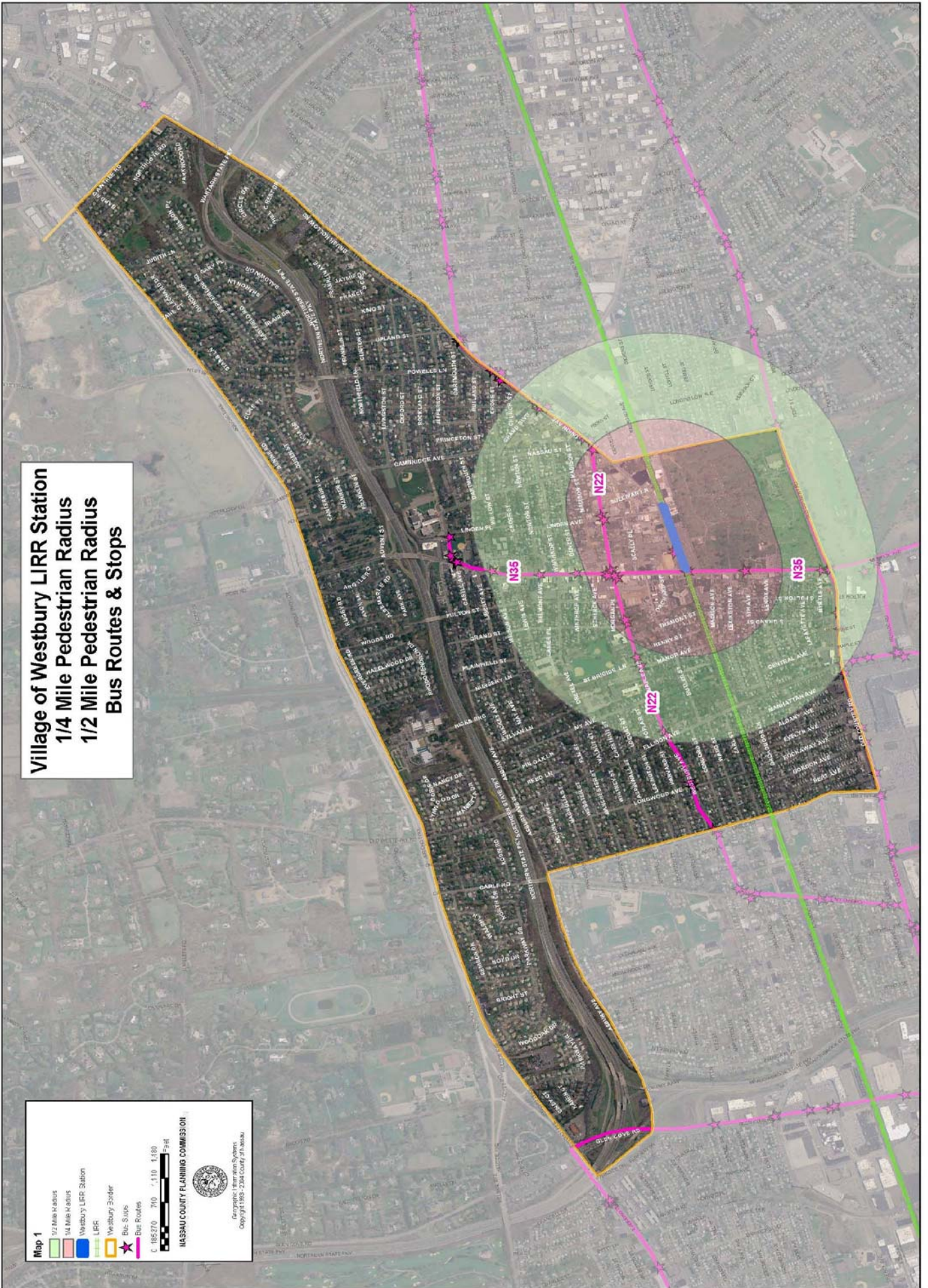
Map 1

- 1/2 Mile Radius
- 1/4 Mile Radius
- Westbury LIRR Station
- LIRR
- Westbury Border
- Bus Stops
- Bus Routes

C 185,270 700 1,110 1,180 Feet

MASSACHUSETTS PLANNING COMMISSION

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Westbury LIRR Station Environs

MAP 2

- LIRR Westbury Station
- LIRR
- Westbury Border

0 20 40 80 120 160
Feet

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