

**NASSAU COUNTY PLANNING COMMISSION
DIVISION OF TRANSPORTATION**

**Downtown Inventory:
Baldwin
August 2006**



NASSAU COUNTY PLANNING COMMISSION



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Acknowledgement

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I. Community and Transit Data

Baldwin (Census Designated Place)

Town:

Hempstead

Population:

23,455¹

Area:

2.9 square miles

Long Island Rail Road Station (LIRR)

Station Name:

Baldwin

Branch:

Babylon Branch

Street Location:

Sunrise Highway and Grand Avenue (north side of Sunrise Highway)

AM Westbound Peak Boarding Count:

2,795 (1998)

(Note: Under the Station Use Levels categorized by the LIRR, Baldwin is a Use Level 1 station serving more than 6,000 passenger trips per day.)

Metropolitan Transportation Authority – Long Island Bus Routes (MTA-LI Bus)

| Table 1. | | |
|--|---------------------|--------------------|
| <i>N37 Hempstead, Baldwin Harbor, via Grand Avenue</i> | | |
| Effective: January 8, 2006 | | |
| Service Span (for Baldwin) | To Baldwin Harbor | To Hempstead |
| Weekday | 6:07 AM to 10:12 PM | 5:46 AM to 9:22 PM |
| Saturday | 7:22 AM to 9:02 PM | 7:32 AM to 9:12 PM |
| Sunday | 9:37 AM to 8:12 PM | 8:47 AM to 8:22 PM |

Average Weekday Ridership:

N37: 1,657 (2nd Quarter, 2006)

(For additional bus/rail schedule information, and bus/rail connectivity, see attachments: Tables 3 through 7.)

Bus Shuttle Service to LIRR Station

No.

¹ U.S. Census Bureau; Census 2000, Demographic Profile Highlights; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (22 February 2006).

Taxi Service

Yes

Dawson Taxi is located on Brooklyn Avenue, on the north side of the station; and provides an “around the clock” operation.

Station Configuration

Elevated Platform with an at-grade station building

Physical Description of Station

The Station Design Guidelines for the LIRR categorized this station as a ‘Suburban Strip’ station on the Babylon Branch, which includes stations from Rockville Center to Babylon.² Most stations along the Babylon Branch were elevated in the 1960s to eliminate at-grade crossings.³ These stations are parallel to Sunrise Highway.



The station building has a contemporary waiting room, which contains a ticket office, several benches, restrooms, public phones, and ticket vending machines. The station also has a platform-level waiting room with benches.



² Station Design Guidelines, Long Island Rail Road, 1995.

³ Ibid.

Access to trains

The platform for this station is elevated. There is an elevator that provides access for the disabled to the station platform. There is one stairwell and one escalator.

Amenities

Ticket Office

Hours:

Monday through Friday

5:10 AM to 1:45 PM

Closed 10:00 AM to 10:30 AM

Saturday, Sunday and Holidays

Closed

ATM

Benches (inside the station and on the platform)

Bicycle Rack

Covered bulletin board

Elevator, escalator and a stairwell

Island shelter (with benches on the platform)

Phone booths (inside and outside the waiting room)

Restrooms

Ticket Machines

USPS mailbox



Station parking lots

There are four free and unrestricted parking facilities located within walking distance (less than ¼ mile) of the Baldwin LIRR station. There is no fee or permit required to use them. The parking facilities provide capacity for 1,011 automobiles⁴. There are two additional parking lots in the downtown Baldwin area for Baldwin residents only and a permit is required, these provide an additional 303 parking spaces. (See Table 2)

⁴ Nassau County Parking Count. 5/24/06

| Table 2. | | |
|---|---|-------------|
| <i>Baldwin Station Commuter Parking</i> | | |
| Parking Field | Location | Capacity |
| No Restrictions | | |
| BA-5 | Sunrise Highway between Grand Avenue and Milburn Avenue | 254 |
| BA-7 | Sunrise Highway between Chestnut Street and Grand Avenue | 351 |
| BA-8 | Brooklyn Avenue between Chestnut Street and Grand Avenue | 178 |
| BA-12 | Sunrise Highway between Milburn Avenue and Brookside Avenue | 228 |
| Total Unrestricted Parking | | 1011 |
| Baldwin Residents Only | | |
| Parking Field | Location | Capacity |
| BA-6 | Brooklyn Avenue and Marion Place | 215 |
| BA-13 | Brooklyn Avenue and Spruce Street | 88 |
| Total Baldwin Residents Only Parking | | 303 |
| Total Parking | | 1314 |

II. Description of Station Environs

Station boundaries include Brooklyn Avenue on the north side, Sunrise Highway on the south side, North Brookside Avenue on the east side and Chestnut Street on the west side. The station is primarily bordered by parking lots and commercial strip development. (See Map 1 and 2). The study area boundaries are displayed on Map 2.

Land Use

The land uses in the Baldwin downtown area include: commercial, community services, industrial, parking, residential, and vacant land. The area immediately surrounding the station is composed of business strips and the outlying areas is residential (both multi-family and single-family homes). A major employment hub is the shopping center located on Sunrise Highway and Grand Avenue. (See Map 3)

Brooklyn Avenue (from Chestnut Street to Milburn Avenue) runs parallel to the railroad tracks and to Sunrise Highway. This portion of Brooklyn Avenue is zoned for business, parking and residential. There is mix-used type of development in this area. Businesses along this stretch include: a corner store, a restaurant, a florist, several auto repair shops, and an insurance and mortgage firm. Three of the commuters parking fields are located on Brooklyn Avenue and two of these are restricted to Baldwin residents only. There is multi-family housing above some of the business on this street as well as single-family housing west of Grand Avenue.



Grand Avenue (from Sunrise Highway to Baldwin Avenue) is a major county arterial and it runs in a north/south direction. This segment of Grand Avenue is zoned primarily for business. Businesses along this stretch include: restaurants, auto repair shops, a nursery school, law offices and several “Mom & Pop” stores. There is some residential just north of the study area on Grand Avenue and Baldwin Avenue, as well as on the second level of several businesses.



Sunrise Highway (from Chestnut Street to North Brookside Avenue) is a state highway (NY 27) that runs east/west and stretches from Rosedale (Queens County) to Shinnecock Hills (Suffolk County). The highway was built between 1958 and 1998 (exits 46A to exit 49 were completed in 1998, however the segment in Baldwin was built closer to 1958), and many suburban commercial strips developed along this road.⁵ The segment of Sunrise Highway that lies within the study area is no different and is composed of the Baldwin Shopping Center, several restaurants, gas stations, low rise office buildings, a post office, auto sales businesses and auto repair shops. The primary land uses for this strip are business and parking. Three of the commuter parking fields for the Baldwin LIRR station are located on Sunrise Highway. The parking fields stretch from Chestnut Street to North Brookside Avenue and provide 833 spaces.



⁵ The Roads of Metro New York. “27 Sunrise Highway Historic Overview”. 22 February 2006
<<http://www.nycroads.com/roads/sunrise/>>

Zoning

| North side: | South side: | West side: | East side: |
|--------------------|--------------------|-------------------|-------------------|
| Business | Business | Business | Industrial |
| Parking | Parking | Parking | Parking |
| Residential | Residential | Residential | Residential |

III. Non-Motorized Access and Amenities

Pedestrian Infrastructure

The station is located at the intersection of Grand Avenue and Brooklyn Avenue. Commuters using the station who are not coming from the parking field located directly below the elevated platform (parking field BA-12) have to cross the street either at Grand Avenue or at Brooklyn Avenue. Grand Avenue has a marked cross walk to facilitate crossing. Brooklyn Avenue does not have a marked crosswalk, but it is a very narrow street and it does not have heavy traffic. Those commuters coming from parking field BA-12 have immediate access to the station and can walk from the parking field to the waiting room or the platform. Commuters can access the platform by using the elevator, escalator or the stairs.

The sidewalks around the station on Grand Avenue and Brooklyn Avenue are well maintained. There is street lighting on the sidewalks around the downtown and throughout the station area.

The intersection on Sunrise Highway/Grand Avenue has marked crosswalks and there are traffic and pedestrian signals. In Nassau County, Sunrise Highway is a six-lane highway (with a center turning lane); at the intersection of Grand Avenue it has a width of over 100 feet. Grand Avenue at Sunrise Highway (on the north side of the street) has a width of 80 feet. Other streets in the downtown area for the most part do not have marked crosswalks or pedestrian signals. These streets range from 20 to 50 feet wide.



Bus Shelters

There are three bus stops within the Study Area along Grand Avenue (at Baldwin Avenue, at Brooklyn Avenue and at Sunrise Highway). None of these bus stops include a bus shelter or benches. There are two bus shelters outside of the study area (also along Grand Avenue), one north of our study area at Lincoln Avenue and one south of the study area on School Street.

IV. Overview of Service Area

Demographics

According to the 2000 Census, Baldwin has a population of 23,455. The median age is 37.4 (comparable to that of Nassau County figure of 38.5) and 73.9 percent of Baldwin residents are 18 years of age or older.⁶ Of those 16 years of age and older, 65.6 percent are in the workforce and the mean travel time to work is 37.3 minutes.⁷ The median household income in Baldwin (\$71,456) is also comparable to that of the County (\$72,030); both are significantly higher than New York State (\$43,393) and the national median (\$41,994).⁸

Commuting-to-work patterns in Baldwin are consistent with the County's, with the overwhelming majority of workers 16 years of age and older driving alone to work (Baldwin 66.1 percent; Nassau County 69.4 percent). The remaining commuters use the following alternatives: carpooling 9.8 percent; public transportation (including taxicab) 17.9 percent; walked 2.5 percent; worked at home 2.8 percent and other means 0.9 percent.⁹

Baldwin has a much higher population density than Nassau County as a whole, with 7,954 persons per square mile versus 4,655 persons per square mile, respectively.¹⁰ The population density around the station area is low, with some blocks having fewer than 25 people and the majority having between 50 and 100 people. This is due to having mostly businesses and parking fields surrounding the station. In blocks outside of the Study Area, the population density rises to 100 to 250 per block and some blocks have 250 or more people. (See Map 4)

The housing stock of Baldwin is comprised of mostly single family homes (79.6 percent) built prior to 1959 (47.7 percent of the housing stock was built between 1940 and 1959).¹¹ There are very few households in Baldwin without a vehicle; in 1999 most households had two vehicles available (44.4 percent had two, 30.23 percent had one, 16.9 percent had 3 or more and 8.6 percent had no vehicles).

⁶ U.S. Census Bureau; Census 2000, Demographic Profile Highlights; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (23 February 2006).

⁷ Ibid.

⁸ Ibid.

⁹ U.S. Census Bureau; Census 2000, Profile of Selected Economic Characteristics; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (23 February 2006).

¹⁰ U.S. Census Bureau; Census 2000, Population Housing Units, Area and Density; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (23 February 2006).

¹¹ U.S. Census Bureau; Census 2000, Profile of Selected Housing Characteristics; generated by Nassau County Planning Department; using American Fact Finder; <<http://factfinder.census.gov/>>; (23 February 2006).

Residents of Baldwin Harbor (a neighboring community of Baldwin) also use the Baldwin Station for their commute to work. According the 2000 Census, Baldwin Harbor has a population of 8,147 and 67.5 percent of these are in the labor force.¹² The median travel time to work is 39.2 minutes and 13.6 percent of workers commute by public transportation (including taxicab).

Parking

As mentioned previously, there are four free and unrestricted parking facilities located within walking distance (less than ¼ mile) of the Baldwin LIRR station and they provide parking capacity for 1,011 automobiles. All of the parking facilities are adjacent to the station. When observed on three different occasions in the mid-morning/early afternoon the parking lots were full to capacity. According to data collected by the LIRR, the parking fields in Baldwin are at or just a bit over capacity.

All of the parking facilities are maintained by the Town of Hempstead, including snow removal and any other maintenance issues. The parking lots appear to be in good condition and there is lighting throughout all of them. (See Map 5)



Roads

Sunrise Highway and Grand Avenue are the principal roads in Baldwin. Sunrise Highway is a major state road traversing east/west through the southern part of Nassau County, and Grand Avenue is a major County road that runs north/south through Baldwin. Traffic counts for this area demonstrate a similar pattern with the rest of the region, with high use during the morning

¹² Ibid.

and evening peak hours. The most recent traffic counts for Grand Avenue were completed in December 2001; for the segment between Sunrise Highway and West Seaman Avenue the Annual Average Daily Traffic (AADT)¹³ count was 29,188 and for the segment between Merrick Road and Sunrise Highway the AADT was 20,195. The most recent traffic counts for Sunrise Highway from Long Beach Road to Grand Avenue were completed in April 2002, the AADT was 47,694.

V. Conclusion

Downtown Baldwin is served well by mass transit, both the bus service and the railroad offer frequent service from early in the morning throughout to late in the evening. This LIRR station is heavily used, serving more than 6,000 passenger trips per day. The LI Bus route N37 is also used fairly well used, with an average weekday ridership of 1,657 (2nd Quarter, 2006), an increase of 4.9 percent from 2005 and of 17.5 percent from 1998. The N37 route has also seen an increase in ridership on Saturdays, with an average Saturday ridership of 811 (2nd Quarter, 2006), this is an increase of 5.7 percent from 2005 and 21.8 percent from 1998. This recent ridership growth may be due, in part, to the increase in gas prices, however a more detailed study would have to be conducted to determine the exact reasons for the ridership increase.

The Baldwin station offers commuters parking (for over 1,000 vehicles) and other amenities (such as an ATM, vending machines, benches, a waiting room and many others). The station (when visited) appears to be in good condition, clean and well maintained. It is located on a major road (Sunrise Highway) and it is clearly marked as a commuter rail station. The pedestrian infrastructure also appears to be well maintained in the area immediately surrounding the station; there are street lighting, benches, garbage cans and marked crosswalks. Although, Sunrise Highway is a very wide street there are pedestrian cross signals that facilitate crossing at the intersection of Grand Avenue and Sunrise Highway.

Baldwin is one of the communities that have been selected for the Nassau County Visioning program. The County Visioning Program is a grants program to support public participation and consensus-building for local improvement projects that spur economic development.

¹³ AADT describes the number of vehicles that cross a road at a specific point.

ATTACHMENTS

MTA LI Bus & LIRR

LIRR Peak Service Schedule:

Effective: May 22, 2006-July 23, 2006

| Table 3 | | | |
|--|----------------|------------------------|---------------------|
| <i>Long Island Rail Road AM Peak Hour Trains</i> | | | |
| <i>Baldwin Station</i> | | | |
| Depart Baldwin | Arrive Jamaica | Arrive Flatbush Avenue | Arrive Penn Station |
| 5:30 | 5:49 | 6:17 | 6:08 |
| 5:49 | 6:09 | 6:32 | 6:29 |
| 6:13 | 6:32 | 7:03 | 6:55 |
| 6:29 | 6:48 | 7:08 | 7:08 |
| 6:43 | 7:02 | 7:23 | 7:22 |
| 6:48 | 7:08 | 7:27 | 7:34 |
| 7:00 | - | - | 7:40 |
| 7:14 | 7:35 | 7:54 | 8:00 |
| 7:32 | - | - | 8:13 |
| 7:50 | - | - | 8:31 |
| 7:54 | 8:13 | 8:36 | 8:42 |
| 8:13 | - | - | 8:50 |
| 8:29 | 8:48 | 9:10 | 9:08 |
| 8:48 | 9:08 | 9:26 | 9:31 |
| 8:56 | 9:14 | 9:34 | 9:37 |
| 9:09 | 9:28 | 9:50 | 9:50 |

| Table 4. | | | |
|--|------------------------|----------------|----------------|
| <i>Long Island Rail Road PM Peak Hour Trains</i> | | | |
| <i>Baldwin Station</i> | | | |
| Depart Penn Station | Depart Flatbush Avenue | Depart Jamaica | Arrive Baldwin |
| 4:15 | 4:16 | 4:37 | 4:55 |
| 4:21 | 4:20 | 4:42 | 5:00 |
| 4:32 | 4:39 | 4:59 | 5:19 |
| 4:37 | - | - | 5:16 |
| 4:54 | 4:56 | 5:16 | 5:37 |
| 5:01 | 5:00 | 5:23 | 5:42 |
| 5:23 | 5:23 | 5:44 | 6:03 |
| 5:27 | - | - | 6:06 |
| 5:38 | 5:45 | 6:05 | 6:23 |
| 5:47 | - | - | 6:28 |
| 5:51 | 6:07 | 6:27 | 6:47 |
| 6:10 | - | - | 6:50 |
| 6:36 | 6:27 | 6:56 | 7:16 |
| 6:46 | 6:42 | 7:08 | 7:27 |
| 7:09 | 7:06 | 7:29 | 7:47 |
| 7:39 | 7:35 | 7:59 | 8:18 |

LI Bus Peak Service Schedule:

Effective: January 8, 2006

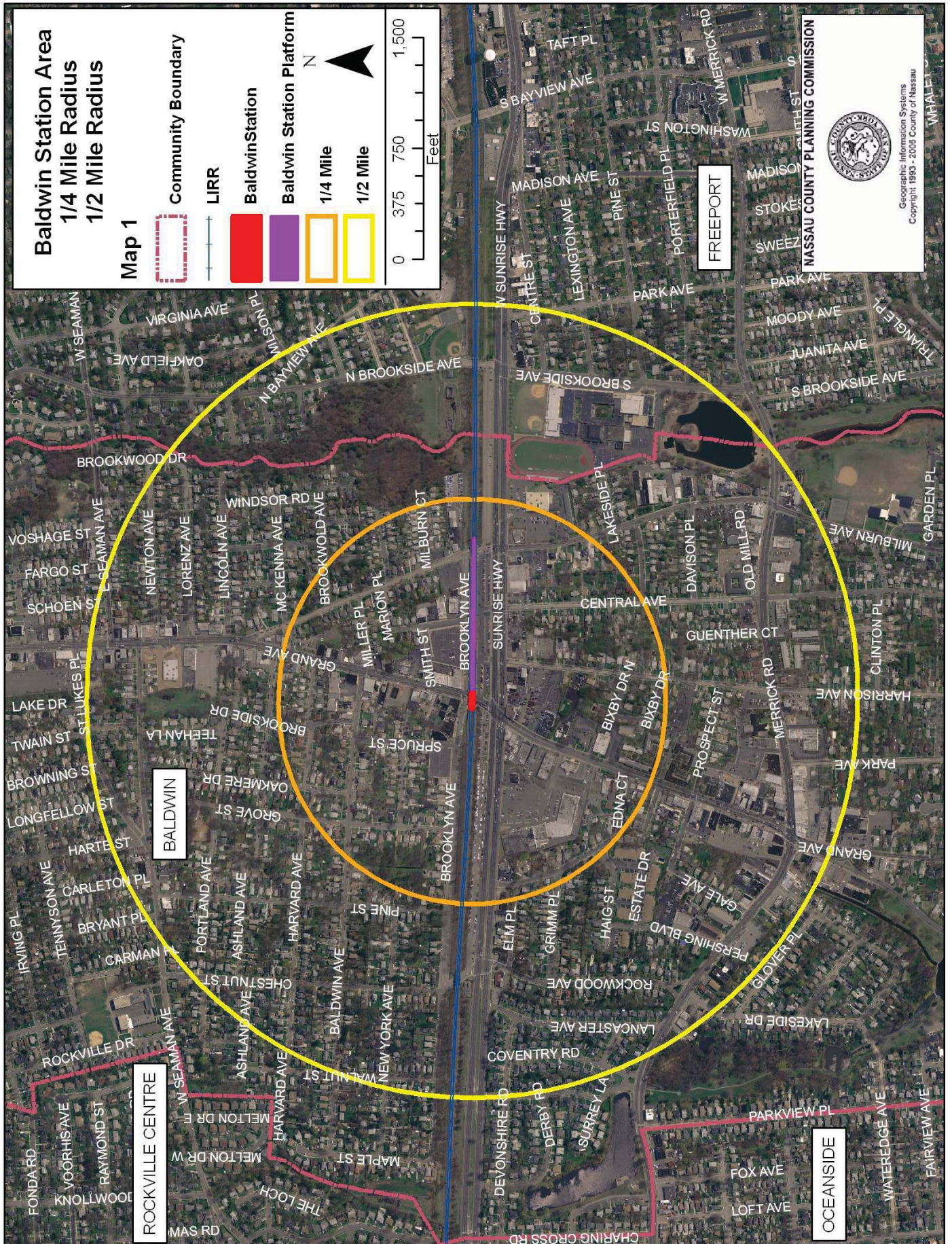
| Table 5. | |
|--|--------------------------------------|
| <i>N37 Serving Hempstead, Baldwin Harbor via Grand Avenue: Bus stops in the vicinity of the LIRR station</i> | |
| To Baldwin Harbor (Southbound) | To Hempstead (Northbound) |
| <i>AM Peak Hour</i> | <i>AM Peak Hour</i> |
| 6:07 | 5:46 |
| 6:32 | 6:17 |
| 6:52 | 6:42 |
| 7:12 | 7:07 |
| 7:42 | 7:32 |
| 8:12 | 7:57 |
| 8:42 | 8:22 |
| 9:12 | 8:52 |
| 9:42 | 9:22 |
| <i>PM Peak Hour</i> | <i>PM Peak Hour</i> |
| 4:12 | 4:22 |
| 4:42 | 4:52 |
| 5:12 | 5:22 |
| 5:42 | 5:52 |
| 6:12 | 6:22 |
| 6:42 | 6:52 |
| 7:12 | 7:22 |
| 7:42 | 7:52 |
| 8:12 | 8:22 |
| 8:42 | 9:22 |

Bus/Rail Connectivity:

Table 6 and 7 represent opportunities for bus to rail/rail to bus service hour connectivity, based on an assumption that allows riders 5 minutes for modal transfer and up to 20 minutes waiting time. For example, someone traveling on the N37 northbound bus arriving at Grand Ave and Sunrise Hwy at 6:32 am (the closest bus stop to the Baldwin LIRR station) can take the 6:43 am or 6:48 am train into New York City without having to wait more than 20 minutes for the train to arrive (assuming it arrives on schedule).


| Table 6. | | | |
|---|--------------------------------|---------------------------|----------------------|
| AM Peak Bus to Rail Transfer | | | |
| MTA LI Bus N37 to LIRR Babylon Branch (NYC Bound) | | | |
| MTA Bus Line | To Baldwin Harbor (Southbound) | To Hempstead (Northbound) | Train departs to NYC |
| N37 | 6:07 | 6:17 | 6:29 |
| | 6:32 | - | 6:43 |
| | 6:32 | 6:42 | 6:48 |
| | 6:52 | - | 7:00 |
| | 7:12 | 7:07 | 7:32 |
| | 7:42 | 7:32 | 7:50 |
| | 8:12 | 8:22 | 8:29 |
| | 8:42 | - | 8:48 |
| | - | 8:52 | 9:09 |

| Table 7. | | | |
|--|------------------------|--------------------------------|---------------------------|
| PM Peak Rail to Bus Transfer | | | |
| LIRR Babylon Branch (from NYC) to MTA LI Bus N37 | | | |
| MTA Bus Line | Train arrives from NYC | To Baldwin Harbor (Southbound) | To Hempstead (Northbound) |
| N37 | 4:55 | 5:12 | - |
| | 5:00 | 5:12 | 5:22 |
| | 5:19 | 5:42 | - |
| | 5:37 | 5:42 | 5:52 |
| | 6:03 | 6:12 | 6:22 |
| | 6:06 | - | 6:22 |
| | 6:23 | 6:42 | - |
| | 6:28 | 6:42 | 6:52 |
| | 6:47 | 7:12 | 6:52 |
| | 6:50 | 7:12 | - |
| | 7:16 | - | 7:22 |
| | 7:27 | 7:42 | 7:52 |
| | 7:47 | 8:12 | 7:52 |
| | 8:18 | 8:42 | - |





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