

# Downtown Hicksville

## Complete Streets Project

### CASE STUDIES

Complete Streets principles have been implemented in communities throughout the country, including on Long Island. The following case studies illustrate a range of Complete Streets implementation efforts along roadways in Long Island communities.

- **(LIVE) Grand Avenue Complete Streets Project** – *Hamlet of Baldwin, NY*
  - Nassau County has been leading an effort in downtown Baldwin to implement Complete Streets and traffic calming elements which will provide a safer pedestrian environment, improve circulation, and serve as a catalyst for economic development and revitalization. Engagement with community residents, businesses and first responders has been a key component of project plan development.
- **(WORK) Great Neck Road Complete Streets Project** - *Village of Great Neck Plaza, NY*
  - Nassau County and Village officials worked with the community to redesign Great Neck Road to reduce vehicle speeds, improve the downtown environment, enhance walkability and safety, and better accommodate bicyclists and transit vehicles.
- **(PLAY) Bay Shore Bay-Way Corridor Project** - *Town of Islip, NY*
  - The Town initiated a project aimed at reducing car traffic around the ferry terminal during the high season at Fire Island. The project incorporated Complete Streets concepts into the design of roadways that would improve bus, bicycle, and pedestrian connections between the LIRR Station and Fire Island Ferry Terminal.

*See full text of each of the Case Studies on the following pages.*

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### CASE STUDY: GRAND AVENUE COMPLETE STREETS PROJECT *Hamlet of Baldwin, NY*

Grand Avenue is the commercial spine of downtown Baldwin and supports the robust public transit services that serve the community. The LIRR Babylon Line and the N4 and N35 NICE Bus routes provide frequent public transit service for those that live and work in Baldwin. In 2012, Nassau County conducted an Infill Redevelopment Feasibility Study that recognized the LIRR Baldwin Station area as suitable for redevelopment due to the presence of underutilized and vacant properties. The mix of land uses along Grand Avenue, with existing commercial developments and proximity to the LIRR

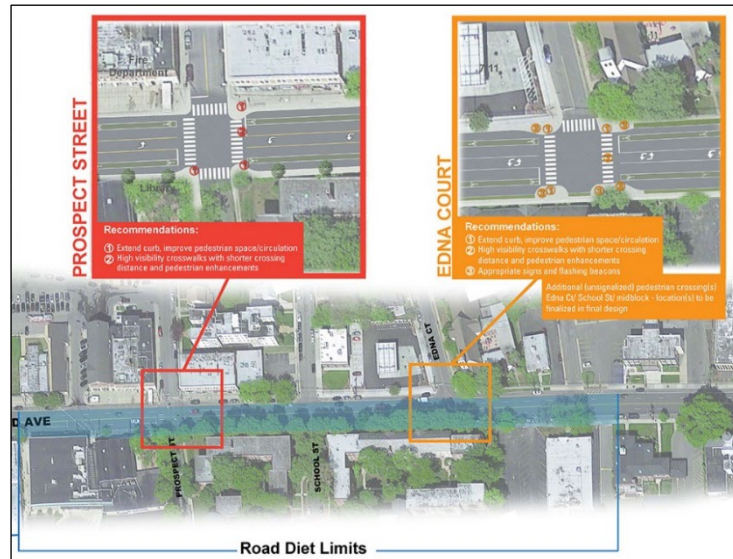
Baldwin Station, provide the fabric for a vibrant central business district. However, the success of a commercial corridor depends on safe and efficient access for people using various modes of transportation. As Grand Avenue falls under the jurisdiction of Nassau County, the County launched a project to study a 1.4-mile section of this roadway and recommend concepts to enhance safety and accessibility along the corridor through Complete Streets design principles.

The study explored a wide range of methods ranging from sidewalk and crosswalk improvements and curb extensions to bicycle lanes, and a road diet (lane reduction). The road diet is proposed along two segments of Grand Avenue, north and south of Sunrise Highway. This involves redesigning the roadway from a total of four lanes (two lanes in each direction), to one lane in each direction with a (two-way) center left turn lane.

Community engagement was a critical aspect of the project from start to finish. The outreach program featured public information and outreach meetings conducted during the study and design phases., three focus group meetings with key stakeholders, and several presentations to the local civic associations, chamber of commerce, Town of Hempstead officials and fire department, among others. The focus group (which consisted of representatives from all of these groups, was established to provide critical input and feedback to the County and the study team as recommendations were being developed.

The County is currently in the final design phase and continues to fine-tune the plan based on constructive feedback received by members of the Baldwin community.

*Adapted from "Grand Avenue Complete Streets Traffic Study," Nassau County, NY, May 2016.*



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### **CASE STUDY: GREAT NECK ROAD COMPLETE STREETS PROJECT** *Village of Great Neck Plaza, NY*

Nassau County and The Village of Great Neck Plaza's (Village) "Great Neck Road" project is a showcase of several Complete Streets principles. Residents and Village officials had noted increasing safety concerns along the corridor, as motorists' consistent speeding caused relatively high auto crash rates (65.5 crashes per year, based on data from January 2005 to December 2007).

To address the issues, County and Village officials worked with the community to redesign Great Neck Road in an effort to reduce vehicle speeds, improve the downtown environment and economic viability, enhance walkability and accommodate bicyclists and transit vehicles. Through a visioning process, the community opted for a "road diet," which reduced the number of automobile travel lanes and, in their place, installed other traffic calming devices. The result is a safer (64.3% annualized reduction in injury-related crashes, based on data from January 2009 to November 2010), more vibrant, and more visually attractive main street.

The visioning process then evolved into identifying the causes: there were numerous breaks in the narrow raised median which enabled too many left turns; portions of the four-foot median were not adequately lit by the existing overhead lighting; the pavement condition was very poor; and vehicle speeds were consistently above the posted legal limit of 30 miles per hour.

These roadway designs prompted the County to develop a "road diet" project that would include design elements to accommodate all transportation modes, and enhance usability for pedestrians, bicyclists, and transit users. Such design elements included the following:

- Changes to the travel lanes and the introduction of turning restrictions.
- Pedestrian safety amenities such as pedestrian countdown timers and sidewalk bulb-outs (curb extensions) to reduce crossing distances and enhance the visibility of pedestrians.
- Higher visibility crosswalk markings, warning signs, and wider pedestrian median refuges.

*Adapted from "New York State Complete Streets Report," NYSDOT, February 2014.*

*Data from "Great Neck Road Traffic Calming - Post Construction Study," LMKA for NYSDOT (PIN No. 0757.94.121), January 2011.*



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### CASE STUDY: BAY SHORE BAY-WAY CORRIDOR PROJECT *Town of Islip, NY*

The popularity of Fire Island has brought, and continues to attract people to and through Bay Shore. During peak periods, the elevated seasonal traffic and ad-hoc drop-off and pick-up of ferry passengers creates a congested and unsafe environment. With an LIRR Station less than a mile away from the ferry terminal and connections via an east/west bus and bicycle routes, the area has great potential to improve pedestrian and bicycle circulation while also calming vehicular traffic.

With that goal, the Town of Islip and the community identified the need to create a multi-modal connection between the LIRR and the Fire Island Ferry Terminal. This project will lead to pedestrian safety improvements, bicycle facility accommodations, and aesthetic enhancements to the 1.0-mile Bay Shore Bay-Way Corridor on Fourth Avenue and Maple Avenue between the LIRR Station and the Fire Island Ferry Terminal.

Proposed improvements include the following:

- New concrete sidewalks and curbs along each side of Fourth Avenue and Maple Avenue.
- High-visibility crosswalks/pavement markings.
- Reallocation of the existing roadway to incorporate new bike lanes.
- Raised pedestrian crosswalks to calm traffic.
- Decorative street lighting and street trees.
- Curb extensions to reduce crossing distance. These extensions will also contain green infrastructure features designed to alleviate flooding.

*Case study provided by NV5.*

