

**HICKSVILLE COMPLETE STREETS STUDY – PUBLIC INFORMATION MEETING #1**

**JUNE 19, 2019, HICKSVILLE COMMUNITY CENTER**

**SUMMARY OF QUESTIONS AND ANSWERS**

1. What goes into Level of Service (LOS)? What makes an intersection get an “A” or a “F”?

Answer: The amount of delay drivers experience on each signal cycle is the measure used to assign LOS.

2. How will the Sears site construction affect traffic, and how will traffic change when that development is built?

Answer: The Sears developer was required to evaluate traffic post-construction and provide future traffic volumes based on their development. Our team has the data they used in their analysis and it will be incorporated in the future build analysis.

3. Could W John Street be connected to E Barclay Street? There was once a proposal to connect these streets. This is a common route when connecting to Woodbury Road leaving the downtown Hicksville area. Parking for the prayer center on the southeast corner of S Broadway and E John Street blocks traffic.

Answer: Our team can look at ways to facilitate the movement between W John Street and E Barclay Street.

4. Where have you done this before? To understand what it (i.e., complete streets) might look like?

Answer: Nassau County DPW now addresses all projects as complete street projects, looking for opportunities to address safety and improve pedestrian conditions. The NV5 team has also worked on projects of this type in Nassau County, many of which have been implemented. Finally, the project website ([downtownhicksvillenyc.com](http://downtownhicksvillenyc.com)) has a section on [Case Studies](#), which highlights projects on Long Island in Baldwin, Great Neck Plaza and Bay Shore.

5. There are two traffic lights next to each other on Newbridge Road at W Marie Street and W Nicholai Street. Why were these installed?

Answer: These traffic signals are part of a separate, ongoing project by NYSDOT, called the Pedestrian Safety Action Plan (PSAP). These locations are on a state road and were identified as intersections that met the warrants for traffic signals. The PSAP process is not part of this study, so these traffic lights were likely designed before this study started.

6. There are three players when it comes to road ownership: State, County and Town. Is there coordination and could the fact that there are different players cost tax payers money in the long-run, like with the new signals on Newbridge Road?

Answer: The State, County and Town coordinate efforts and all serve on the Technical Advisory Committee for this project. In addition, many signal systems are coordinated between County and State jurisdictions (the Town does not own any signals). Regarding the traffic signals on Newbridge Road, the PSAP process addresses pedestrian safety at unsignalized intersections and assesses the appropriateness of installing traffic signals to improve pedestrian safety. If the signal was installed, it means the intersection met national warrants for signal installation, and it is unlikely that one or more of the traffic signals in question will be removed as part of this study.

7. Why were schools and the library not included in the study area?

Answer: The Study Area was based on earlier studies of “Downtown Hicksville”. This study is intended to perform traffic analysis in the downtown area, which does not include any schools or the library.

8. Eric Alexander read a letter from someone he received input from at a recent street fair. Her letter was in response to the recent fatality within the study area, requested signs, speeding cameras, enforcement and a reduction in the speed limit.

9. Increase in truck traffic, especially along Broadway, due to the recent surge in truck traffic from developments outside of the study area. In addition to a surge, trucks have recently been prohibited from South Oyster Bay Road, funneling more traffic onto Broadway.

Answer: These increased volumes will be in the counts taken for this study. This study will propose recommendations to address mobility and safety throughout the study area, including pedestrian and bicycle safety and accessibility and vehicular flow. If major developments outside of the study area are approved and will be built in the next 5-6 years, and the development has traffic data which it can share, we can determine whether it is appropriate to incorporate into the Build conditions of this study.

10. Why were traffic counts taken in March?

Answer: The timing of the study dictated when the counts were taken, but there are seasonal factors that can be used to evaluate peak conditions.

11. What recommendations will be evaluated? Closing roads? Zoning?

Answer: This study will propose recommendations to address mobility and safety throughout the study area, including pedestrian and bicycle safety and accessibility and vehicular flow.

12. Development outside of the study area and new trends are contributing to traffic: the Fed Ex facility at the Grumman site, small white Amazon vans, Uber and other ride share car services.

Answer: This study will propose recommendations to address mobility and safety throughout the study area, including pedestrian and bicycle safety and accessibility and vehicular flow. If major developments outside of the study area will be built in the next 5-6 years and have traffic data that is available, we may be able to include them in our traffic analysis, depending on how far they are from the study area.

13. Is there a computer that coordinates all of the signals between the State, County and Town?

Answer: Many signals are coordinated between State and County, if they are compatible.

14. There has been an increase in truck traffic from the old Grumman facility, and there will be more from the FedEx facility that is going to be built. Is that part of the study?

Answer: Our future conditions will incorporate additional volumes to account for major projects, as long as those projects have been approved, have traffic volumes available, and will be built in the next 5-6 years. We are working with the Town of Oyster Bay's Planning and Development Department to determine which additional projects should be added to our analysis.

15. Walking and biking safety awareness is needed for kids.

Answer: Safe Routes to School includes engineering solutions but also education and enforcement solutions. There are resources available online to get schools started with basic safety awareness lessons.

16. How do you get the information from the traffic count tubes?

Answer: The tubes are attached to a box which records the data. Cameras that are also used have memory cards. After the counts are complete, the data is downloaded and processed.

17. Is looking at a small section like just the downtown area worth doing on its own, instead of making sure it will work with the larger area?

Answer: The downtown area has a high concentration of pedestrians and drivers, which generate many of the issues discussed tonight. While we will be aware of the areas immediately outside the study area and how our recommendations interface, the recommendations will be focused on the downtown study area.