

MEETING SUMMARY



This meeting summary represents the writer's understanding of the major issues discussed. They are not a verbatim transcript. Comments provided by the CAC members are not attributed but the meeting was recorded so exact quotes can be retrieved. If you wish to suggest edits or additions, please contact the author.

Date / Time: November 14, 2022, 6:30pm-8:00pm

Project: Garden City Satellite Traffic Calming Study, CM Project 121-321

Purpose: Community Advisory Committee (CAC) – East Section Listening Session

Location: Hybrid In Person (6 Golf Club Ln, Garden City, NY 11530)/Zoom meeting

Attendees:

In-Person

Mary Carter Flanagan, Village Trustee, Traffic Commission
Lawrence N. Marciano, Village Trustee, Traffic Commission
Charlie Kelly, Village Trustee, Traffic Commission Chair
Jill Bauer
Angela Belford-Boyce
Rami Joudeh
Judy Courtney
June Michalak
Michael Amabile, AICP, Creighton Manning

Zoom

Ralph Suozzi, Village Administrator
Chris Amato
Samantha Amato
Maureen McCartin
Francis Vitale
Melissa Boccia
Starke Hipp, PE, Creighton Manning
Josh Koh, Creighton Manning

Welcome and Introductions

Trustees spoke and thanked the attendees for joining. Creighton Manning (CM) staff gave an overview of the meeting agenda, thanked participants, invited attendees to introduce themselves and share where they live

Study Overview

CM staff explained the origin of the study, its parameters and goals, as well as the schedule of milestones. Trustee Kelly explained the background of the study and how it is an expansion of the Numbered Streets Study. Trustee Kelly also explained the difference between village owned streets and county owned roads. The village-owned streets allow the village to be the actor and change maker, while the county owned roads allow the village to be the requestor.

What is Traffic Calming?

CM Staff explained traffic calming. Traffic calming is focused on reducing automobile speeds and creating a safe space for all road users. It works best in residential neighborhoods and combines engineering, education, enforcement, and planning.

Discussion #1

(CM wants to know why calming traffic is important to people in GC, what is the goal of the study, and how would you evaluate the success of the project)

- School bus safety, bus stop safety
- Kids should be able to walk to school
- Huntington Rd and Wyatt Rd bus safety
- Cut through driving throughout the village was mentioned, happens especially during rush hour to avoid traffic on county roads
- 7th Street is a commercial area that connects to Franklin and gets a lot of traffic coming from the LIRR station
- Clinton Rd and Stewart Ave was evaluated years back, but is still a dangerous intersection that lacks pedestrian markings and signals on the west side of the intersection
- Commercial vehicles on Clinton Rd hitting the LIRR **Bridge** at Glen Cove Rd
- Chestnut St safety concerns, intersection with Tremont St doesn't have a stop sign, road is very wide.
- Separate fact from fiction, what are actual trends vs what is just a traumatic event
- Build responsibility among neighbors and hold each other accountable, the problems could be coming from our own residents
- Wetherill Rd and Wyatt Rd all way stop sign works with enforcement

Existing Conditions

CM staff briefly reviewed the results of the data collection, the crash analysis and the speed analysis (see presentation materials for details)

- Discussion about Stewart Ave ownership changes
- Discussion on 85th Percentile speed data and what it means
- Discussion on concerns about rebound of crash data after 2020

Discussion #2

(What locations are of greatest concern to you?)

- No stop sign from Stewart Ave to Huntington Rd
- Huntington Rd and Wetherill Rd no stop sign and a tree (needs a four way stop)
- Westbury and Lefferts
- Speeding and high volumes on Meadow St
- Left turns from Old Country Rd
- People going from Old Country Rd to Stewart Ave
- School bus stops around schools need to be safer, signs aren't working, more aggressive action is needed
- **Car speed on Chestnut St going west near the LIRR overpass, there is a crosswalk but no one stops. Heavy pedestrian traffic, could be a good place for a raised crosswalk**

Possible Treatments

(Signing, Lane Narrowing with Striping, Speed Humps, Speed Cushions, Speed Table, Choker, Chicane, etc.)

CM staff gave a brief description of the various traffic calming elements including design criteria, benefits, other considerations, and cost range. CM Staff also spoke about policy and enforcement initiatives, including red light cameras, speed cameras, speed signs/education, lowering speed limits (see presentation materials for details)

Discussion #3

(What treatments would you like to see, what concerns do you have?)

- Speed tables at near Hemlock park and school, possibly on Bayberry Ave
- Wetherill Rd/Osborne Rd area for traffic circle
- More stop signs in cut through areas
- Speed tables around schools
- Turning restrictions around Old Country Rd to keep drivers from using cut throughs
- Possibly bike lanes for kids going to and from school, on Wetherill Rd

- Concerned about lowering the speed limit because it reduces the attractiveness of the neighborhood and is a burden for residents
- Concerned that there isn't enough enforcement, police cars with no officers are not helpful. Tickets come and go, but there is no lasting change
- Russel Rd/Westbury Rd/Kenwood Rd has a traffic circle and could be a good example of what others could look like, wondering about necessary width, they were wondering if that circle was an actual traffic circle
- Garden St at Magnolia Ave needs signage to slow cars trying to make the train.
- Chestnut St LIRR bridge has lots of speeding cars going east to west, there are 2 stop signs but they are ignored. Speed bumps may help. A crosswalk should be added at St. James St and Chestnut St on the north side of the intersection.
- Develop a public awareness campaign around traffic safety in the village to educate residents about how we can keep the community safe

Prepared by: Josh Koh, Junior Planner

Reviewed by: Michael Amabile, AICP, Project Manager

Revisions made following review by the CAC are shown in red.