

MEETING SUMMARY – DRAFT



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, 8:00pm-9:30pm

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

Purpose: Community Advisory Committee (CAC) – West 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
William Cuomo
Michael Amabile, AICP, Creighton Manning

Zoom

Ralph Suozzi, Village Administrator
Eric Habben
Paul Colbert
Brian Eddelson
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 the village owned streets and county owned roads. The village owned streets allow the village to be the actor and changer 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)

- Study would lead to enhanced livability and walkability
- Study needs to result in a master plan of for traffic calming

- Success should not be detrimental to operations, but provide a pathway for the village to implement measures without increasing frustration for drivers, people should still be able to drive as they normally would without creating hazards and damage to pedestrians or property
- Clinch Ave and Tanners Pond Rd (where it turns into Edgemere Rd) needs more enforcement, very wide
- Stratford from Clinch to New Hyde Park Road people go fast
- Stratford Ave needs a police presence, maybe phantom cars or more enforcement
- Need a stop sign on Jackson St and Stratford Ave
- Another goal of the study would be to enhance the desirability of living in this wonderful community
- CAC member wanted to know what was learned from Central Section (Numbered Streets); Trustee Flanagan shared that recommendations from that plan have been advanced (Crossing near Dunkin Donuts on 7th Street and temporary speed humps near St. Joseph's School on 4th Street)

Existing Conditions

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

- There was a discussion on why pedestrian incidents were higher than bicycle incidents, it is possible to learn the contributing factors for crashes on a case-by-case basis in specific locations, but that level of detail is not part of this study
- Question about statistical significance of gaps in crashes for pedestrians and cyclists, some folks wondered if it was due to pedestrians wearing dark colors and walking in the street
- There was a discussion about the differing ownership of Stewart Ave
- There was a question about what constitutes a crash and what is included in the crash data, only reported collisions are part of the data

Discussion #2

(What locations are of greatest concern to you?)

- Yale St and Edgemere Rd needs a Stop sign
- Harvard St and Edgemere Rd is dangerous
- Edgemere Rd is a cut through street, needs speed humps
- Speeding in between stop signs on Edgemere Rd, only two Stop signs going N/S between Yale St and Cambridge Ave
- Driving eastbound on Stewart Ave at Edgemere Rd when coming downhill in front of the firehouse, at times vehicles have made a right-on-red directly in front of eastbound drivers.
- Trustee Flanagan mentioned that in Scarsdale they found that Stop signs may increase speeds, a retired traffic engineer in attendance also agreed that Stop signs are not speed control devices
- Salisbury Ave/Yale St/New Hyde Park Rd offset intersection (trees block view)
- Need pedestrian signals on New Hyde Park Rd and Stewart Ave
- School zone at St. Anne's School (New Hyde Park Rd between Cambridge Ave and Chester Ave) needs to be safe for kids

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?)

- More crosswalks along Newmarket Rd, most intersections don't have them
- Stratford Ave and Clinch Ave is an awkward intersection with poor visibility and needs two more crosswalks
- Tanners Pond Rd/Newmarket Rd/ Fenimore Ave is an offset intersection and is hard to navigate with cars at different approaches. Could put a traffic circle
- Stratford Ave and Homestead St both need a raised crosswalk for the Homestead School
- Bike lanes should be considered, but not much consensus about the need, bike lanes could be used to narrow roadways, but this may not make people drive slower long term
- Clinch Ave between Homestead St and Stratford Ave needs more control, possibly a signal or traffic circle, unclear who would have the right of way in certain situations
- Interested in enhanced crosswalks, speed humps & speed cushions, raised crosswalks, speed tables, raised intersections, and turn restrictions
- Concerned that stop signs aren't enough and lowering the speed will be a burden
- Concerned that the results of this study would not be properly implemented. That is, without performing proper subsequent analysis and design
- Concerned about creating undesirable diversions, increasing driver frustration, creating hazardous conditions for vehicles and pedestrians/bicyclists, creating conditions that cause accidents, or even worse outcomes
- **New Hyde Park Rd and Fairmount Blvd. needs cross walk and ped signals on the north side**
- **stop sign on the East and West corners of Adams St. and Salisbury Avenue. Busy intersection, school bus stop, children in the area**

Prepared by: Josh Koh, Junior Planner

Reviewed by: Michael Amabile, AICP, Project Manager

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