

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 21, 2022, 7:00pm-8:30pm

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

Purpose: Community Advisory Committee (CAC) – Estates 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
Charlie Kelly, Village Trustee, Traffic Commission Chair
Ralph Suozzi, Village Administrator
Lynn Krug
Rose Powers
John Cantwell
Gene Drum
Robert Vassalotti

Zoom

Mary Morrish
Maureen Leggett
Effie Campbell
Mike Milo
Michael Amabile, AICP, Creighton Manning
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. There was a brief intro to the traffic calming study from the central section, Chairman Kelly discussed what they are going to do in the central section in response to the original study (bump outs on 4th Street near St. Joe's school and a raised crosswalk or bump outs with a speed hump on 7th Street). He explained that the village requests changes for county roads, but is the actor of change for the village owned road. At the last traffic commission meeting they adopted new signage for their local streets and want to confirm they can do the same on county roads they are waiting to hear from counsel if they can add signs and adjust regulations to county roads.

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)

- Speeding on Merillon Ave near the Merillon Ave LIRR Station, speed tables should be added near the station for commuters. **Speed tables should be in line with platform exits**
- Cut throughs between Salisbury Ave and Cambridge Ave Oxford Blvd is also used as a cut through Congestion on South Ave going west to Nassau Blvd, is usually Adelphi University traffic
- **Cut throughs between Salisbury Ave., Chester Ave., and Cambridge Ave (and associated north-south streets from Kilburn to Brompton Rd.: North bound Nassau Blvd vehicles cut through to get to Adelphi University, especially when LIRR crossing gates are down / causing back-ups northbound on Nassau Blvd.)**
- The hours of classes shape the traffic pattern, **understand when classes end and begin and pay attention to parking lot exits/entrances**
- Railroad crossing at Denton Ave and Tanners Pond Road is dangerous, stop signs aren't working. The road is used as a cut through for drivers getting to the Jericho Turnpike
- Children ride bikes around Nassau Haven Park, many kids enter the park near Somerset Ave and Tanners Pond Rd and that area needs speed humps and crosswalks
- Kilburn Rd is a cut through to avoid traffic on Nassau Blvd
- Adelphi University students speed around the school
- **Congestion on South Ave. going west to Nassau Blvd is usually Adelphi Traffic. Cars heading west on South Ave. pass through the red flashing light when LIRR gates are down and often drive into the east bound lane of South Ave to access Nassau Blvd South bound (when LIRR gates are down)**
- On Cambridge Ave near the Waldorf School no one obeys the school zone speed limit
- At Kensington Rd and Cambridge Ave people run stop signs
- There is speeding amongst scooter users and other micromobility and it is dangerous and reckless
- Folks would like to see data and a prioritized list of what can be done
- Between Stewart Ave and Kensington Rd children cross the street, there is a crossing guard sometimes but drivers still are impatient
- Issues with navigation apps sending people on village roads
- People avoid the Jericho Turnpike and take Stewart Ave instead
- There should be speed humps and more stop signs on Stewart Ave
- There are only two Stop signs between Stewart Ave and Merillon Ave and is used as a cut through to Old Country Rd
- **Oxford Blvd and Hampton Rd are cut throughs from Stewart Ave to Merillon Ave**

Existing Conditions

CM staff briefly reviewed the results of the data collection, the crash analysis and the speed analysis. Showed village speeds, crash locations, roadway ownership and explained survey results.

- Cluster of pins on Newmarket Rd and Tanners Pond Rd, discussion about the offset intersection.

Discussion #2

(What locations are of greatest concern to you?)

- Rumble strips could be installed on South Ave from Brompton Rd going East near Adelphi University
- A traffic circle could work at Wellington Rd and Stratford Ave, as well as other intersections along Stratford Ave (very wide)
- Cluster of points in the response of surveys on Newmarket Rd and Tanners Pond Rd

- Newmarket Rd and Tanners Pond Rd is offset, a traffic circle may help
- South Ave by Adelphi University, speeding to and from the parking lots and the train station, heading West
- Going north towards South Ave using local streets near Adelphi University
- Cambridge near Adelphi and speeding up local streets near Waldorf school
- **Stewart Ave and Edgemere Rd has been accident prone**
- Speed table across Cambridge Ave near Waldorf school
- Nassau Blvd and Somerset Ave is really wide and dangerous. **Some community members disagree with this and believe that its safe. Intersections along Nassau without traffic signals are safer than those with.**

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). There was a quick discussion on radar detection for enforcement.

Discussion #3

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

- Wondering about space needed for a traffic circle.
- Speed table would be good at Merillon Station at Main Ave to help commuters coming to and from the train
- Speed humps would also help on Tanners Pond Rd
- Wondering what other ways we can prevent people from cutting through, our goal is to make streets less attractive to drivers and make them less of a shortcut
- People use Oxford as a cut through off of Stewart Ave, Oxford Blvd and St Pauls Pl needs a stop sign to combat cut throughs
- Add no turn signs on Merillon, to reduce cut through traffic
- Hampton Rd and St Pauls Pl has four way stop signs, but no one stops, need something more drastic
- Hampton Rd and St Pauls Pl speeders blow through school bus stop signs
- Nassau Ave has a change in lanes under the Merillon Ave LIRR Bridge that can lead to people being cut off
- Speed bumps on Stewart Ave or chokers and a bike lane for families
- Stratford Ave could have a bike lane or a center median bike lane with landscaping and lower speed limits
(Think Ocean Parkway, Brooklyn)
- **Add "slow sign" on South Ave eastbound approaching Rockaway Ave/ Cherry Valley and a crosswalk on South Ave/Rockaway Ave to connect the sidewalks on opposite sides. Sidewalk needs repair, add a crosswalk across Cherry Valley Ave.**

Prepared by: Josh Koh, Junior Planner

Reviewed by: Michael Amabile, AICP, Project Manager

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