

Appendix II – CAC Listening Session – Presentation and Meeting Summary



VILLAGE OF GARDEN CITY

TRAFFIC CALMING SATELLITE STUDY

CAC Listening Session
November 14, 2022

MEETING AGENDA

- Welcome and Introductions (5 min)
- Study Overview (5 min)
- Discussion #1 (10 min)
- Existing Conditions (5 min)
- Survey 123 (5 min)
- Discussion #2 (15 min)
- Possible Treatments (5 min)
- Discussion #3 (15 min)
- Next Steps and Questions (5 min)

STUDY OVERVIEW

- Village-wide plan using typical **study areas**; focused on Village-owned streets
- Understand **existing conditions**
- Get **community input** (Survey 123 and CAC)
- Identify **treatments**; determine **suitability**
- Develop **concepts** for select locations
- **Summarize findings** and **recommendations**
- **Report** and **present** to Village
- Submit **Traffic Calming Master Plan**

WHAT IS TRAFFIC CALMING?

The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.

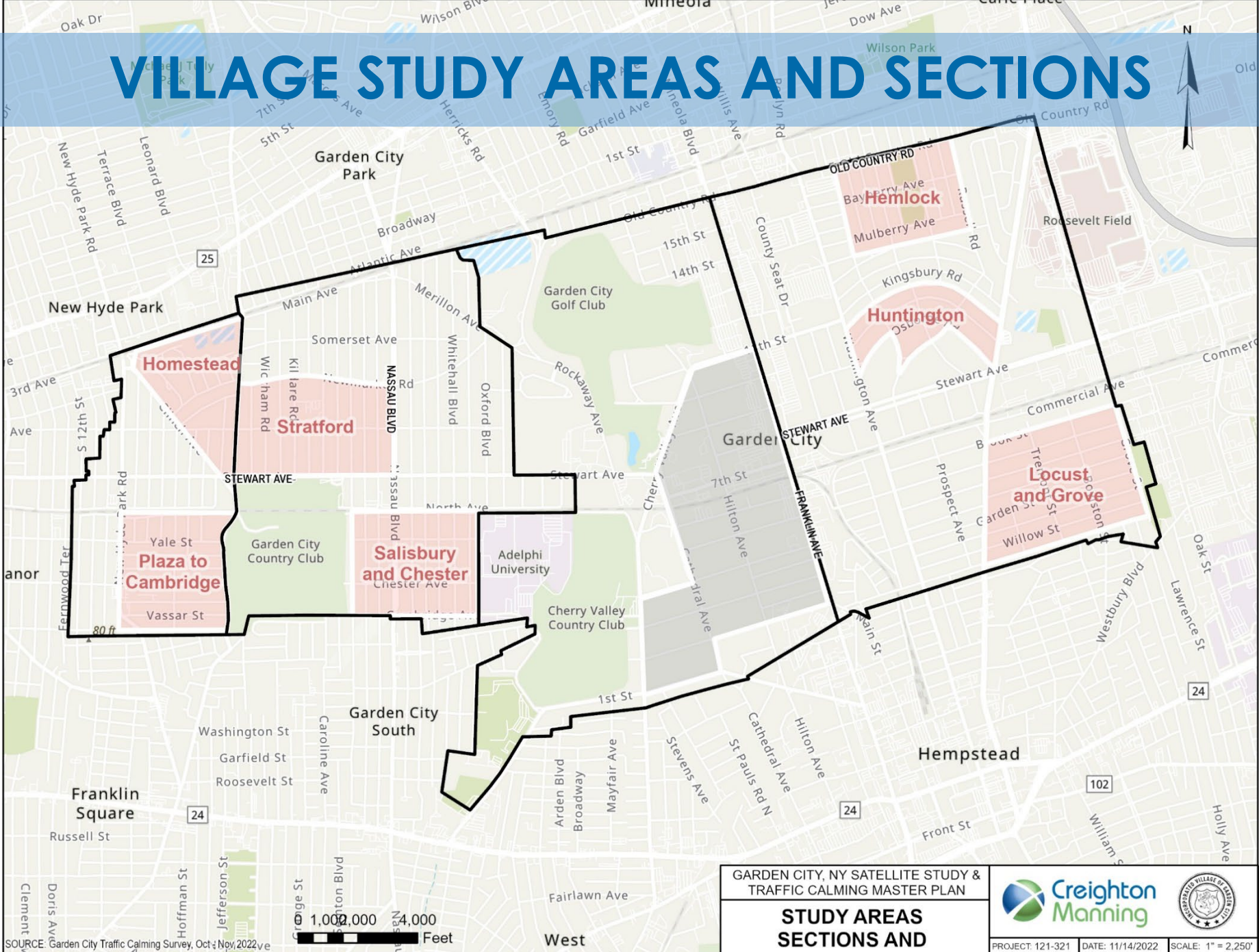
- Federal Highway Administration (FHWA)

- Aims to **reduce automobile speeds and traffic volumes** on neighborhood streets
- Used on streets to facilitate the **safe and efficient movement of all users**, especially pedestrians and cyclists.
- Although **mostly known as a neighborhood-specific initiative**, traffic calming **can be implemented on different street types** and in different areas, including commercial settings and rural areas.
- Strategies are sometimes grouped into the three E's: **Education, Enforcement, Engineering and Planning**

DISCUSSION #1

- We want to hear from the CAC...
 - Why is calming traffic in Garden City important to you?
 - What would you say is the goal of this study?
 - How would you evaluate this effort's success?

VILLAGE STUDY AREAS AND SECTIONS



GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

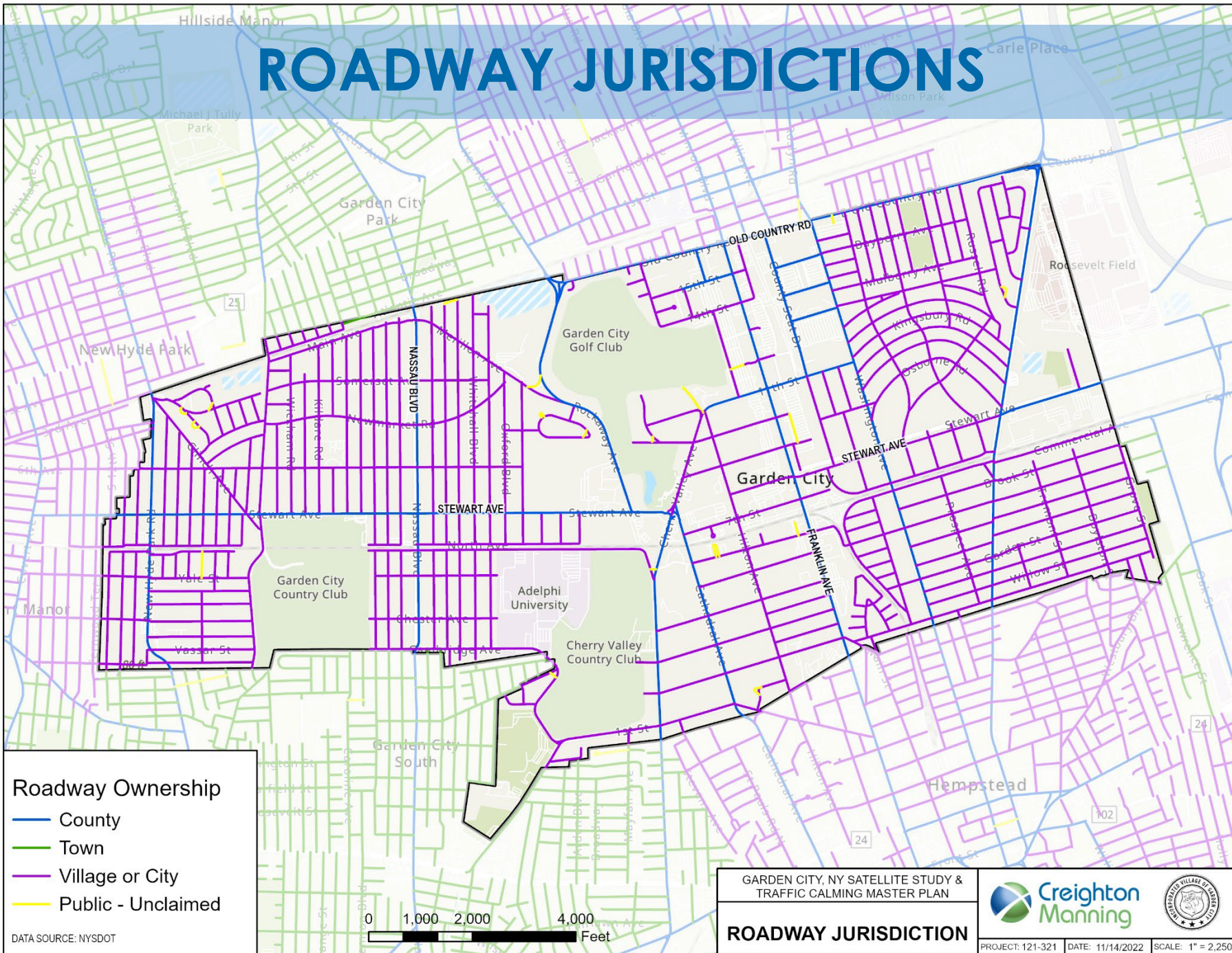
**STUDY AREAS
SECTIONS AND**



PROJECT: 121-321 | DATE: 11/14/2022 | SCALE: 1" = 2,250'

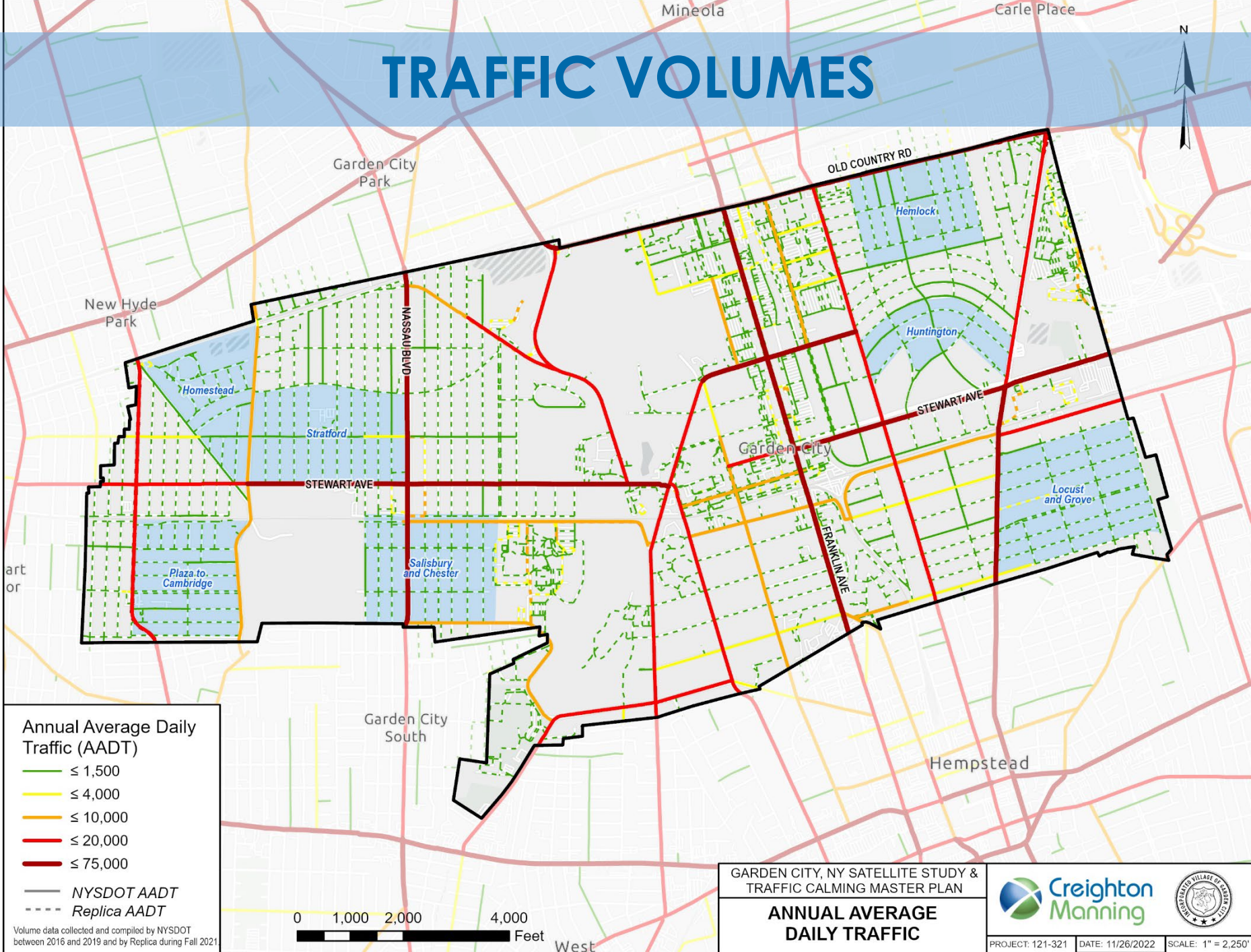
SOURCE: Garden City Traffic Calming Survey, Oct; Nov, 2022 v e

ROADWAY JURISDICTIONS



DATA SOURCE: NYSDOT

TRAFFIC VOLUMES



Annual Average Daily Traffic (AADT)

- ≤ 1,500
- ≤ 4,000
- ≤ 10,000
- ≤ 20,000
- ≤ 75,000

- NYSDOT AADT
- - - Replica AADT

Volume data collected and compiled by NYSDOT between 2016 and 2019 and by Replica during Fall 2021



GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

ANNUAL AVERAGE DAILY TRAFFIC

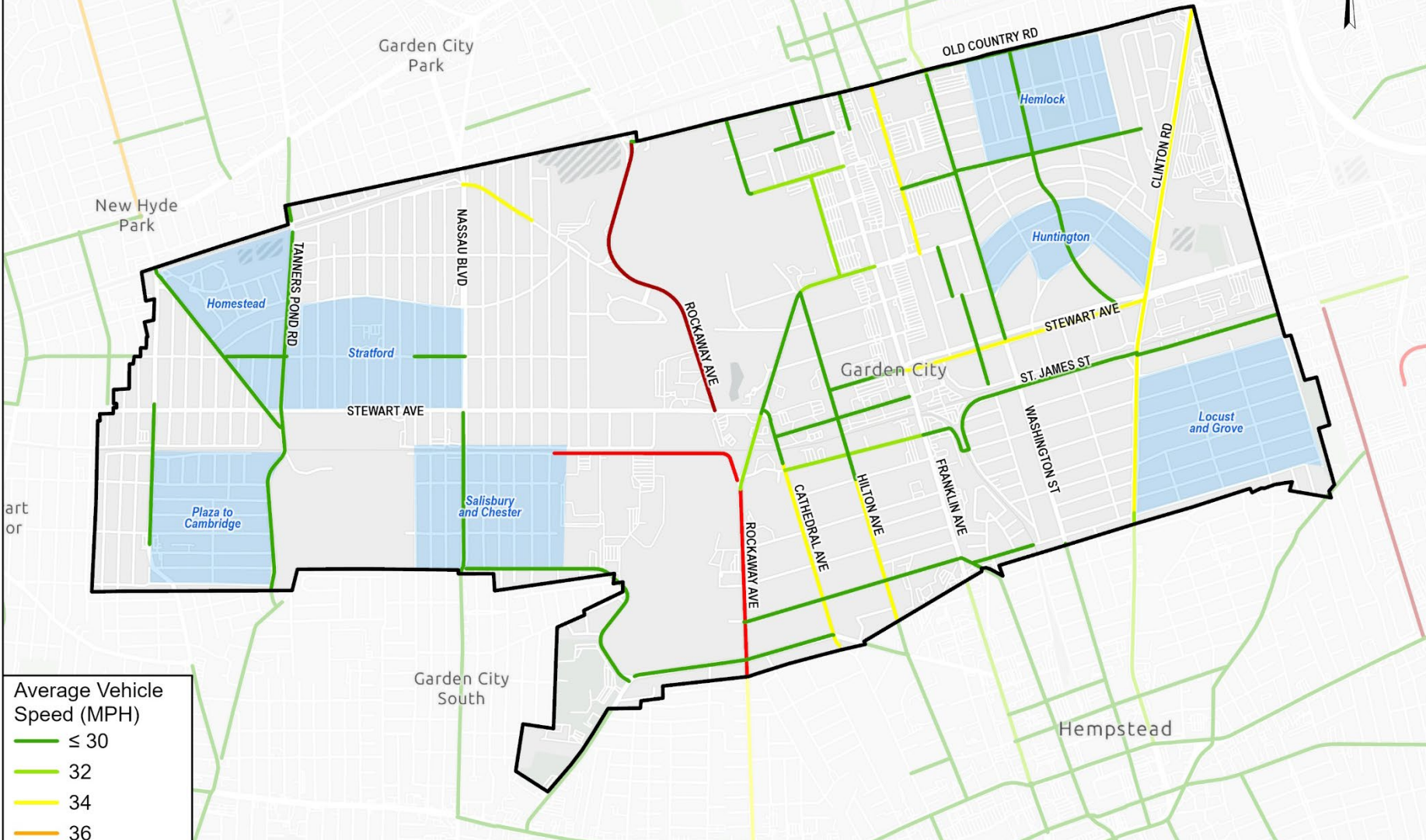


PROJECT: 121-321

DATE: 11/26/2022

SCALE: 1" = 2,250'

AVERAGE SPEEDS



Average Vehicle Speed (MPH)

- ≤ 30
- 32
- 34
- 36
- 38
- ≥ 40

Speed data collected and compiled by NYSDOT between 2016 and 2019.



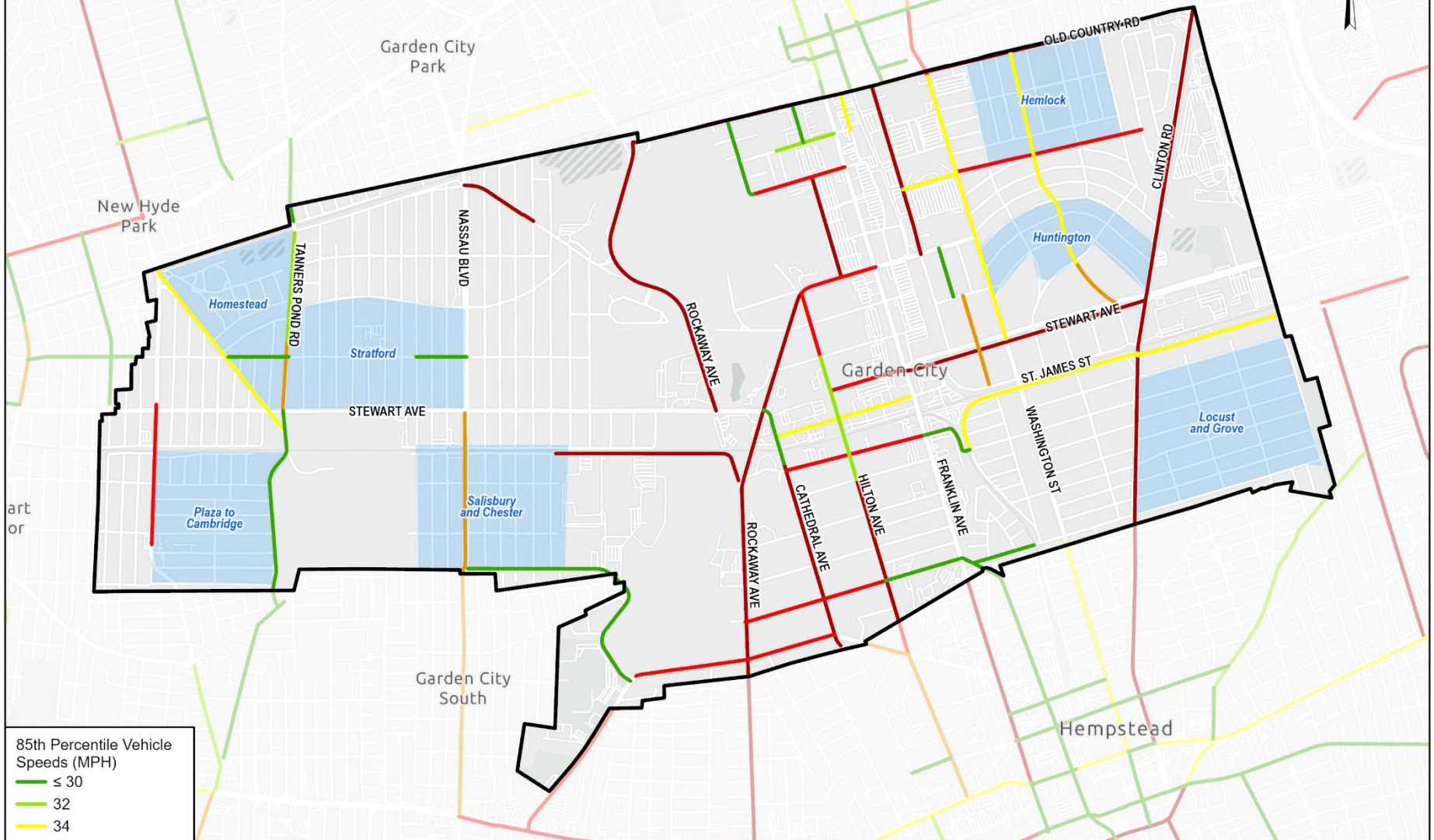
GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

AVERAGE VEHICLE SPEED



PROJECT: 121-321 DATE: 11/25/2022 SCALE: 1" = 2,250'

85th PERCENTILE SPEEDS



85th Percentile Vehicle Speeds (MPH)

- ≤ 30
- 32
- 34
- 36
- 38
- ≥ 40

Speed data collected and compiled by NYSDOT between 2016 and 2019.



GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

VEHICLE SPEEDING
85th Percentile Speeds

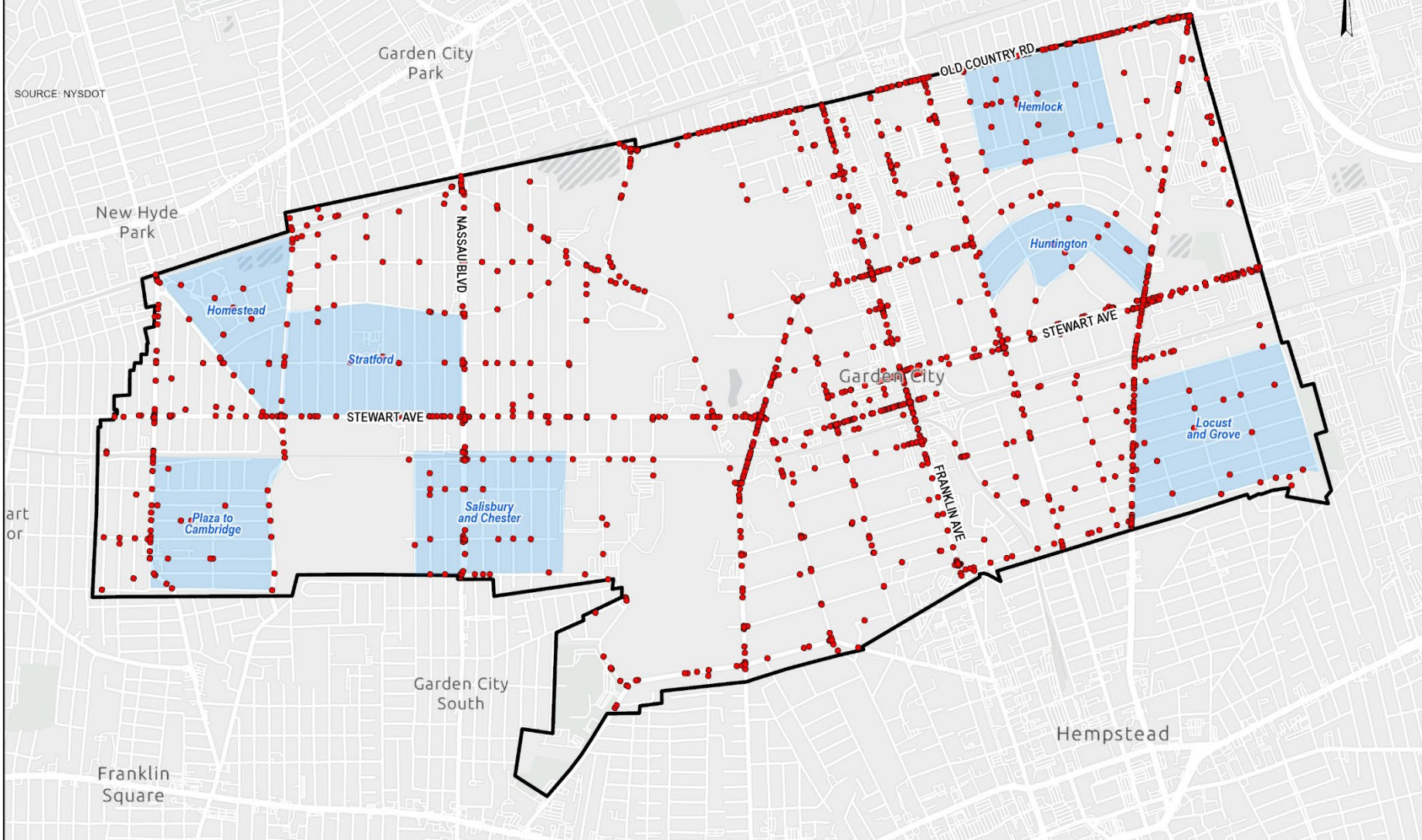


PROJECT: 121-321 DATE: 11/25/2022 SCALE: 1" = 2,250'

ALL CRASHES 2017-2021



SOURCE: NYSDOT



art or

• Crashes

DATA SOURCE: NYSDOT



Feet

GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

MOTOR VEHICLE CRASHES

2017 - 2021

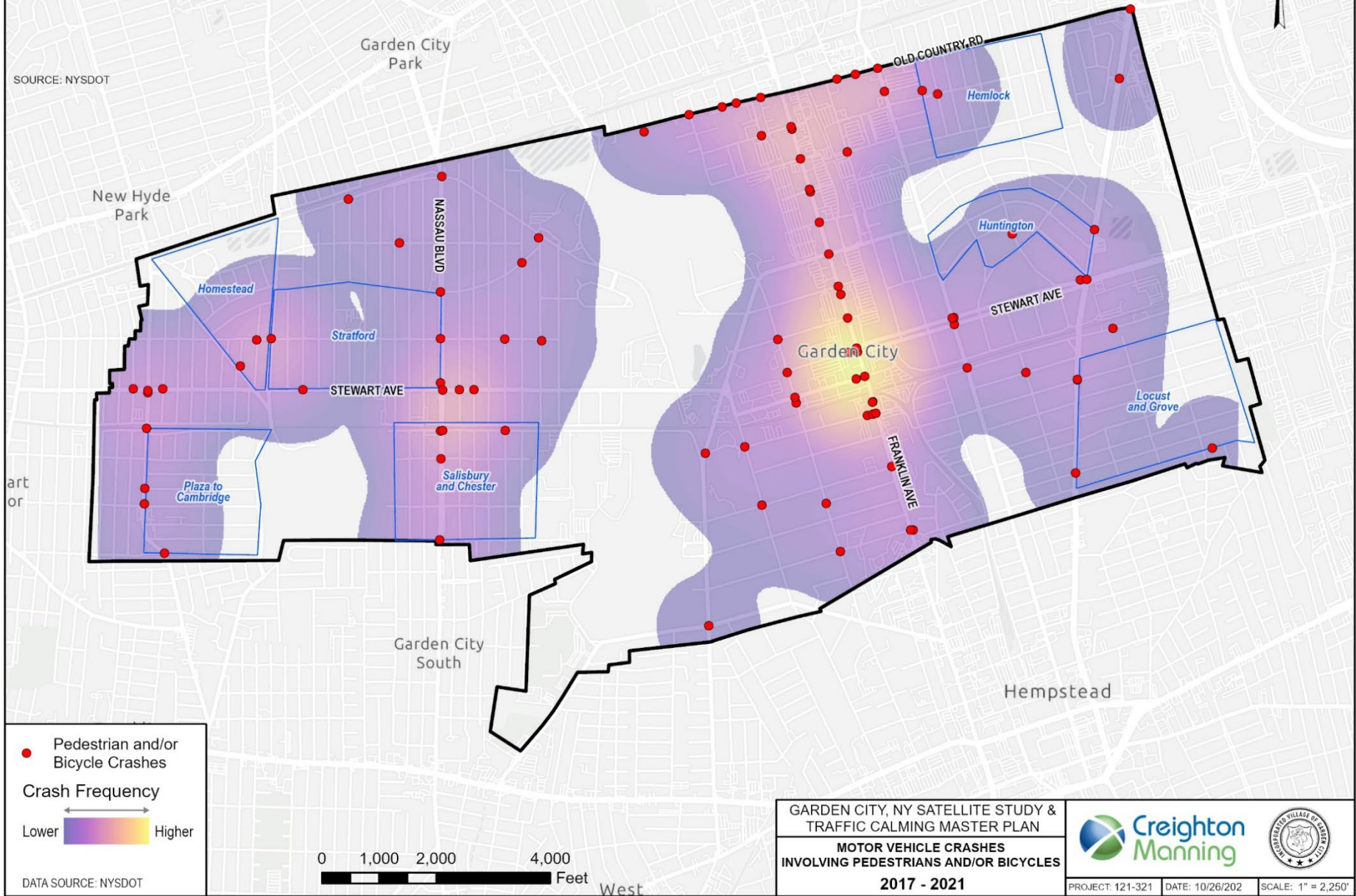


PROJECT: 121-321 | DATE: 10/26/202 | SCALE: 1" = 2,250'

PEDESTRIAN/BICYCLE CRASHES 2017-2021



SOURCE: NYS DOT



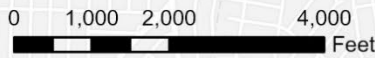
art
or

● Pedestrian and/or Bicycle Crashes

Crash Frequency

← Lower Higher →

DATA SOURCE: NYS DOT



GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

MOTOR VEHICLE CRASHES INVOLVING PEDESTRIANS AND/OR BICYCLES

2017 - 2021



PROJECT: 121-321 | DATE: 10/26/202 | SCALE: 1" = 2,250'

CRASHES IN GARDEN CITY (SERIOUS/FATAL)

Year	2017	2018	2019	2020	2021
Crashes	822	995	933	569	909
Crashes with Serious Injury	21	14	14	9	19
Crashes with Fatality	0	0	1	1	1

Source: NYSDOT. Data collected for the study area from 01/01/2017 – 12/31/2021.

CRASHES IN GARDEN CITY (PEDS / BIKE)

Year	2017	2018	2019	2020	2021
Crashes	822	995	933	569	909
Crashes involving Pedestrians	17	25	15	9	13
Crashes involving Bicyclists	9	9	7	8	9

Source: NYSDOT. Data collected for the study area from 01/01/2017 – 12/31/2021.

CRASHES IN COMPARISON

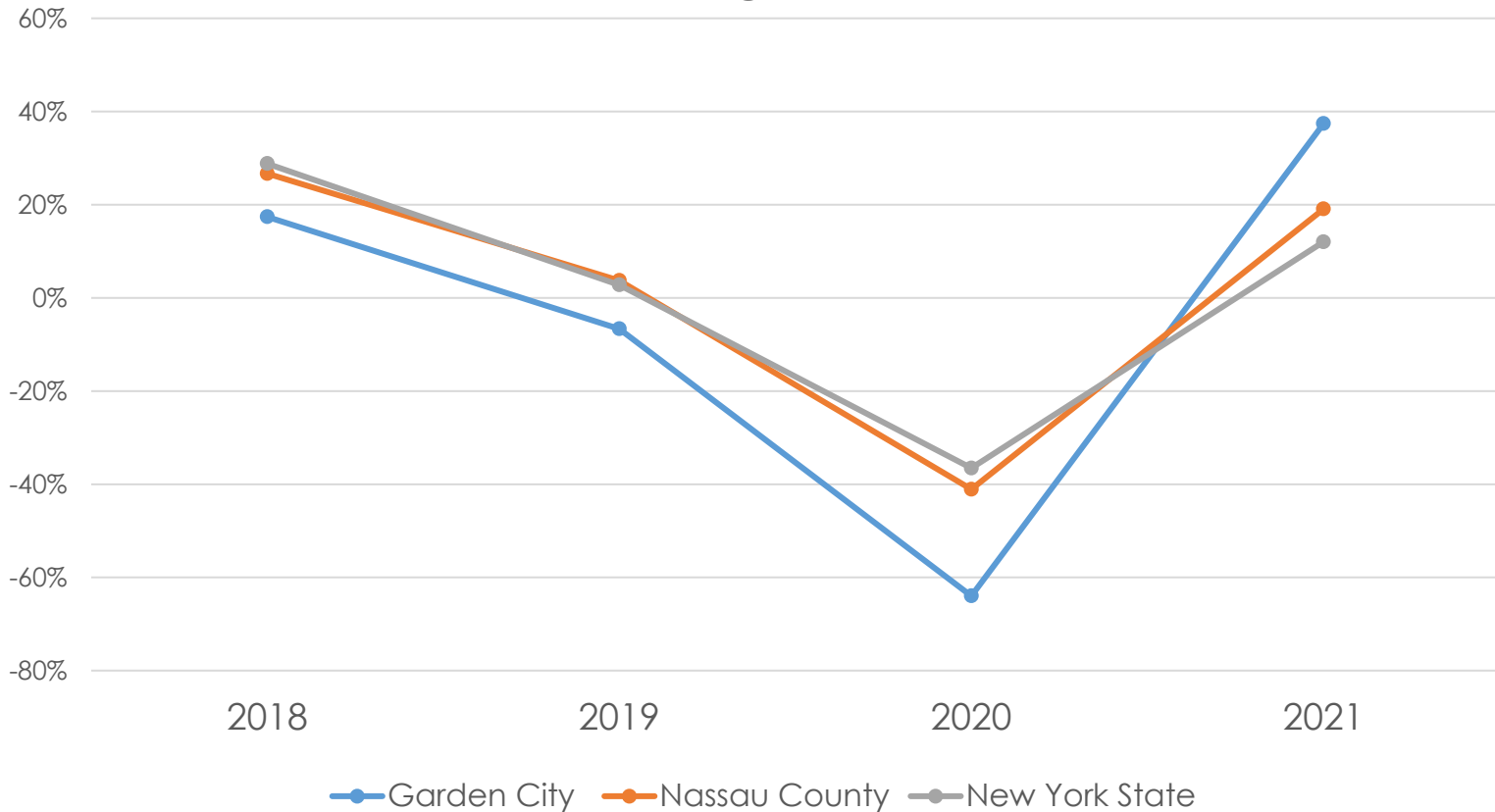
Year	2017	2018	2019	2020	2021
Garden City	822	995	933	569	909
Nassau County	29,557	40,306	41,862	29,672	36,665
New York State	309,371	434,596	447,021	327,390	372,159

Source: NYSDOT and NYS DMV

CRASHES IN COMPARISON



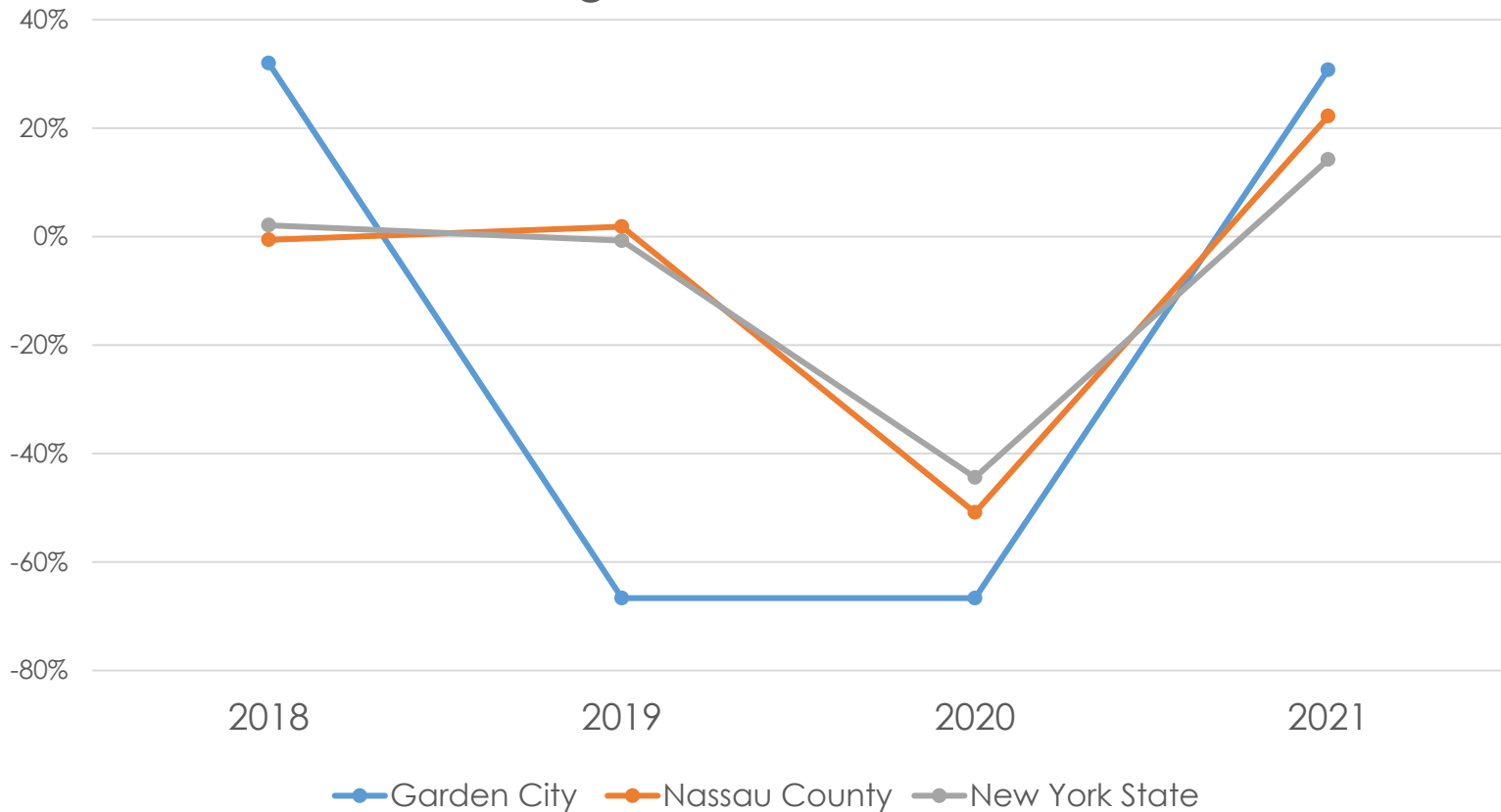
Percent Change in All Crashes



Source: NYSDOT and NYS DMV

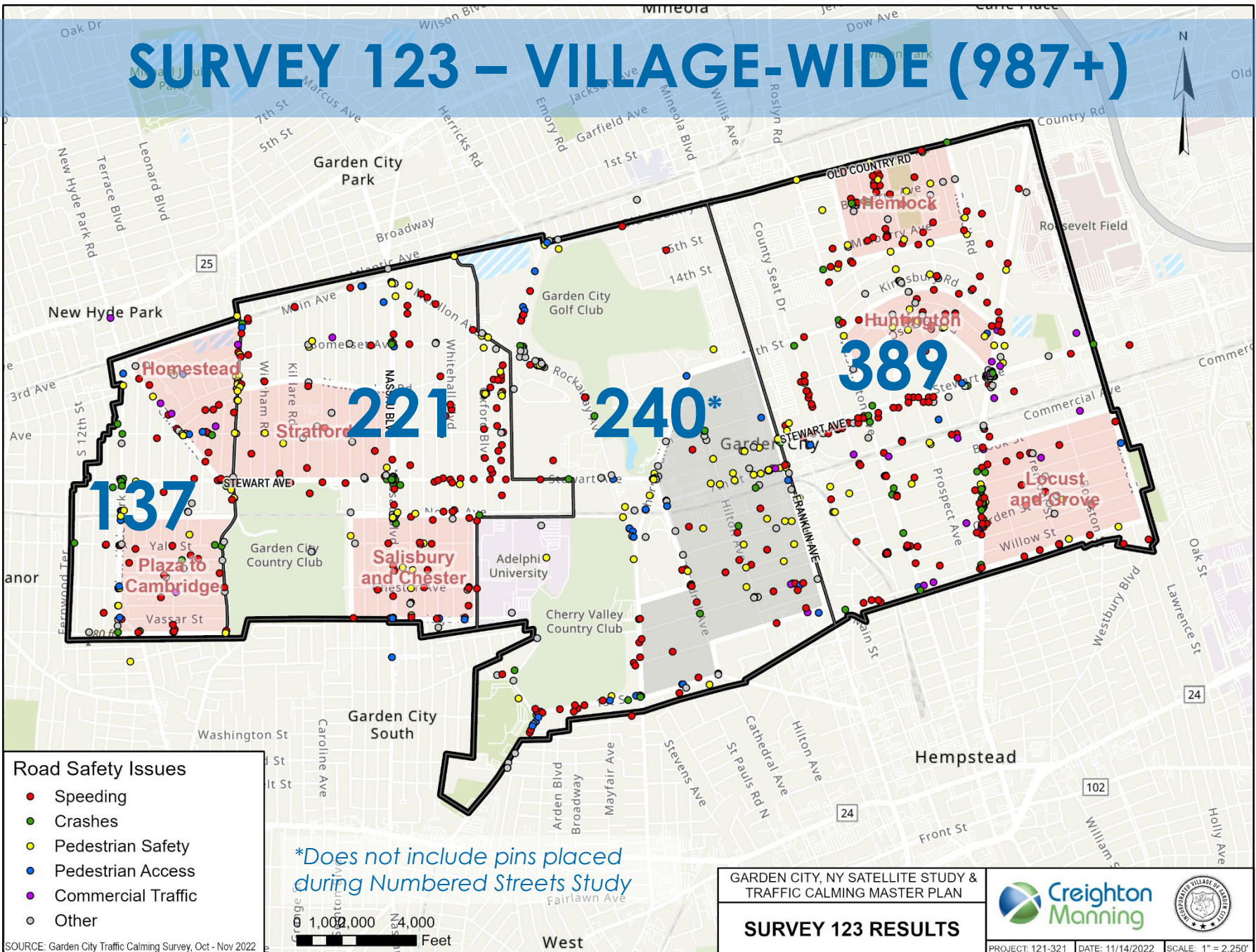
CRASHES IN COMPARISON

Percent Change in Crashes invol Pedestrians



Source: NYSDOT and NYS DMV

SURVEY 123 – VILLAGE-WIDE (987+)



Road Safety Issues

- Speeding
- Crashes
- Pedestrian Safety
- Pedestrian Access
- Commercial Traffic
- Other

**Does not include pins placed during Numbered Streets Study*

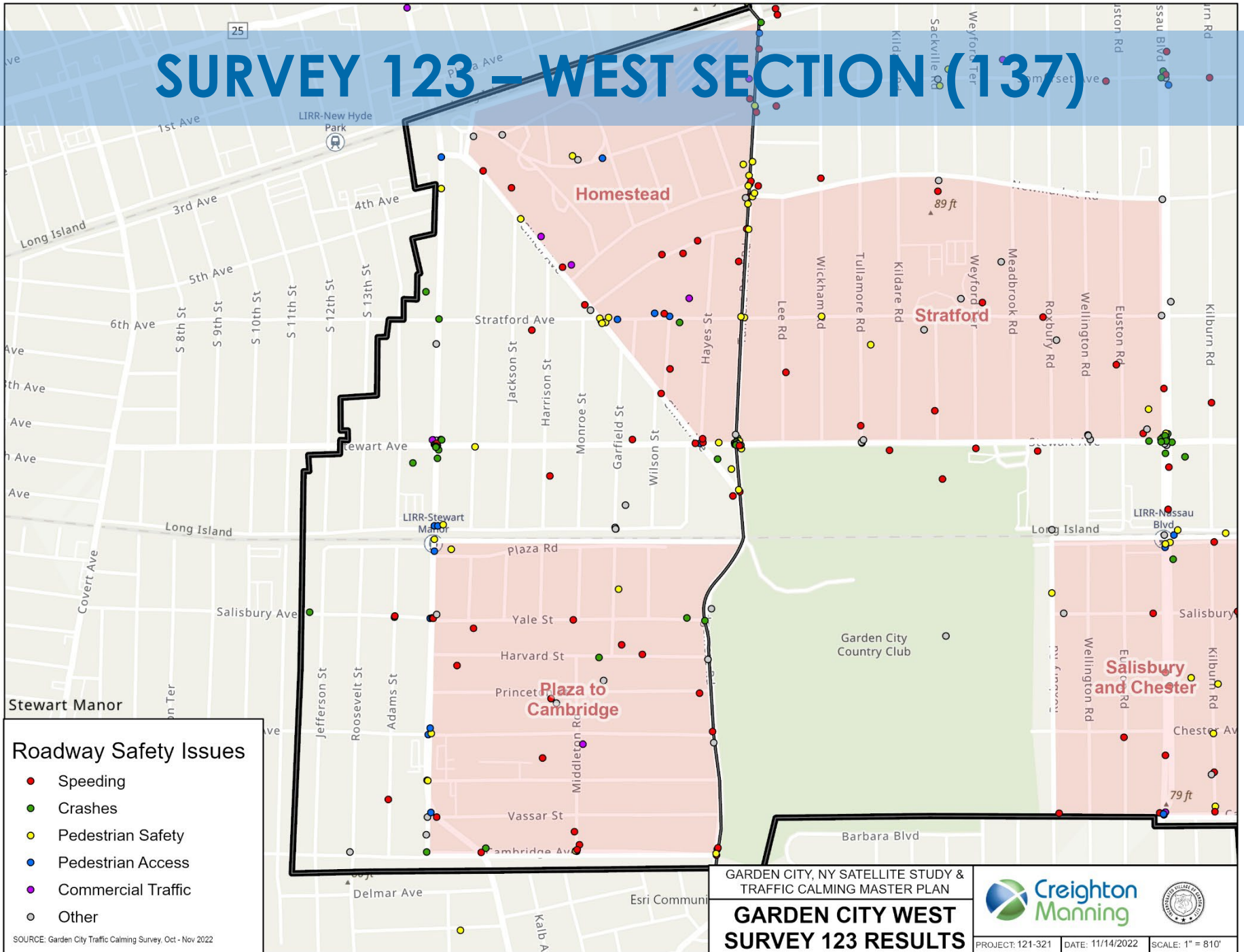


GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

SURVEY 123 RESULTS



SURVEY 123 – WEST SECTION (137)



Roadway Safety Issues

- Speeding
- Crashes
- Pedestrian Safety
- Pedestrian Access
- Commercial Traffic
- Other

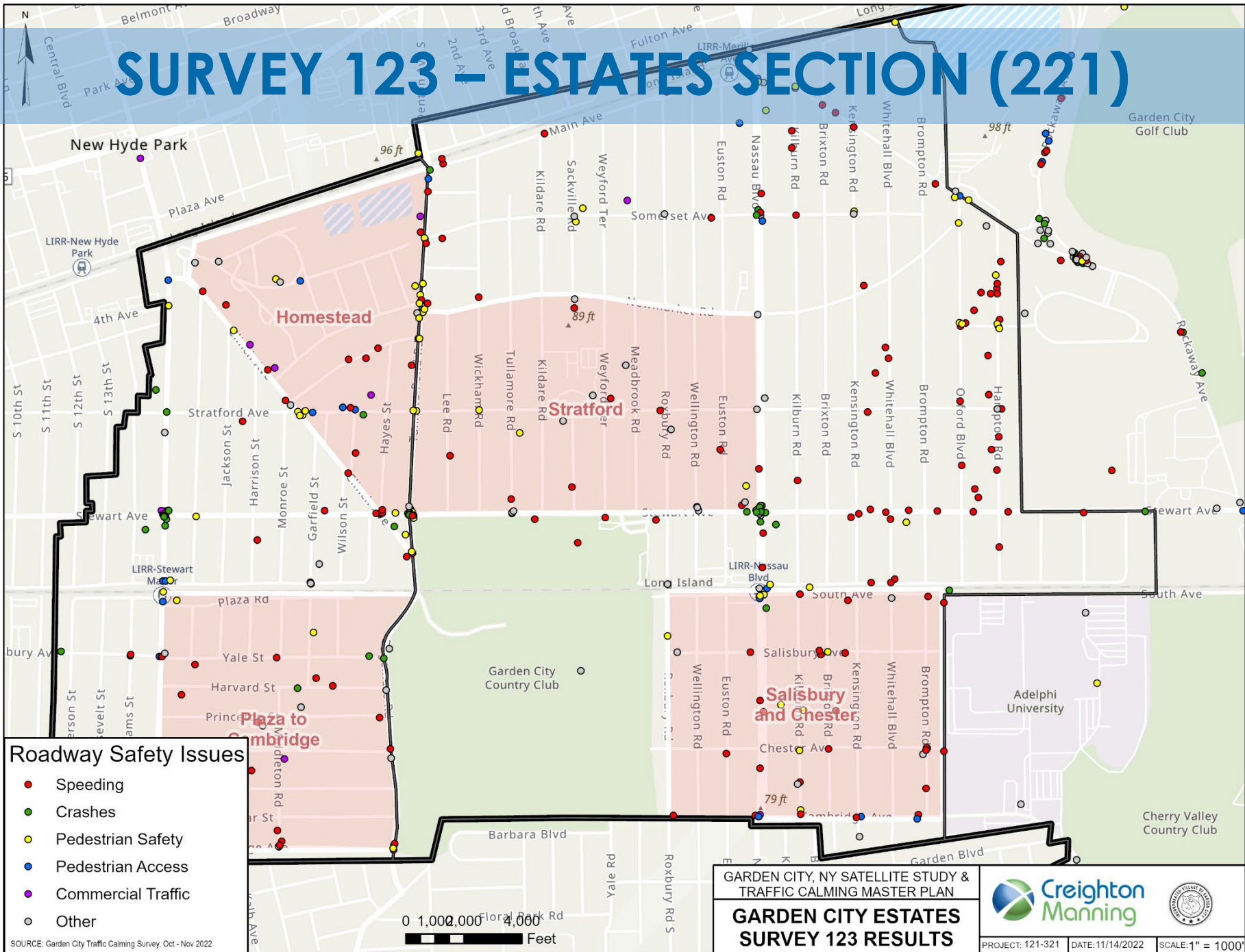
SOURCE: Garden City Traffic Calming Survey, Oct - Nov 2022

GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN
GARDEN CITY WEST SURVEY 123 RESULTS



PROJECT: 121-321 | DATE: 11/14/2022 | SCALE: 1" = 810'

SURVEY 123 – ESTATES SECTION (221)



Roadway Safety Issues

- Speeding
- Crashes
- Pedestrian Safety
- Pedestrian Access
- Commercial Traffic
- Other

SOURCE: Garden City Traffic Calming Survey, Oct - Nov 2022

0 1,000 2,000 4,000 Feet

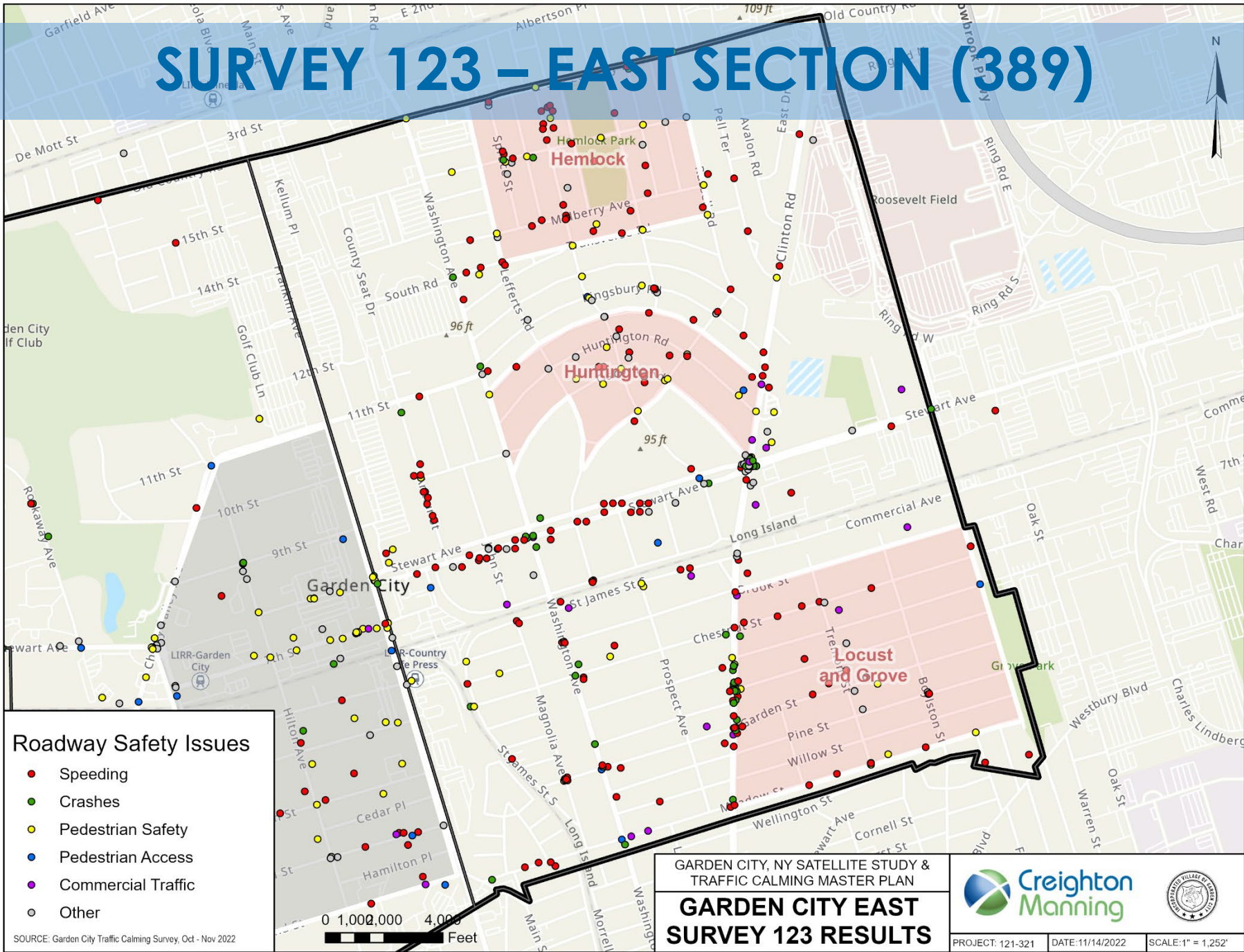
GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

GARDEN CITY ESTATES SURVEY 123 RESULTS



PROJECT: 121-321 | DATE: 11/14/2022 | SCALE: 1" = 1000'

SURVEY 123 – EAST SECTION (389)



Roadway Safety Issues

- Speeding
- Crashes
- Pedestrian Safety
- Pedestrian Access
- Commercial Traffic
- Other

0 1,000 4,000 Feet

GARDEN CITY, NY SATELLITE STUDY & TRAFFIC CALMING MASTER PLAN

GARDEN CITY EAST SURVEY 123 RESULTS



PROJECT: 121-321

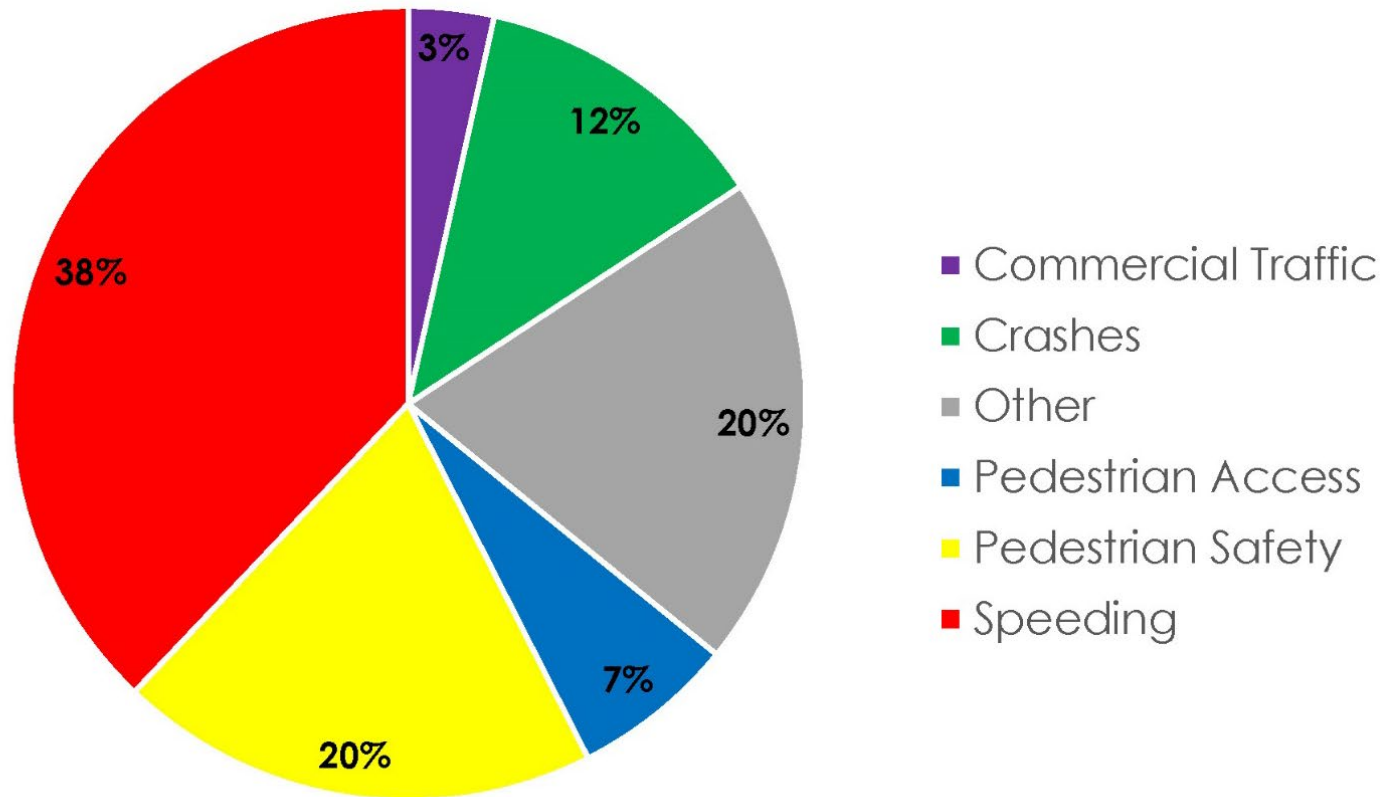
DATE: 11/14/2022

SCALE: 1" = 1,252'

SOURCE: Garden City Traffic Calming Survey, Oct - Nov 2022

SURVEY 123 – RESULTS SUMMARY

Total Survey Responses



SURVEY 123 – WEST COMMENTS

Many cars go above speed limit. In fact if you are going the speed limit the other drivers look at you as if you're crazy.

Wilson street speeding by parents after school drop off in am in pm from homestead

The cars do not stop at stop sign. [Homestead]

Have witnessed multiple accidents at the corner of Tanners Pond/ edgemere and Stewart. I also feel unsafe crossing the street.

Homestead Avenue is a long street without any stop signs which allows cars to travel at a high rate of speed without anything to impede them. Also, it seems to have become a cut thru for not only cars but box trucks and other commercial vehicles

Crosswalk needed by Stewart Manor station tracks

SURVEY 123 – EAST COMMENTS

Drivers come off of Stewart Ave down Arthur St towards the courts at very high speeds during hours of 7:30 to 9:00 am. At the same time children are walking to the bus stop located on Warton and Arthur.

Motorists are constantly running stop signs primarily on Wetherill Road at the intersection with Wyatt Rd traveling in both directions

Failure to stop at the stop sign at Meadow and Tremont.

Lack of a properly functioning intersection of two major county roads at Clinton & Stewart

*Speeding Stewart ave uncontrolled
please ask county for speed cameras*

Pedestrian and bicycle safety and avoiding car accidents from speeding cars going through stop signs as cross traffic heading to Hempstead from Old Country Road down to Stewart Ave and beyond.

Left turn signal desperately needed at intersection of Clinton St & Commercial Ave

SURVEY 123 – ESTATES COMMENTS

Cars are speeding down South avenue (seems to be Adelphi traffic). There are few stops signs to slow them down. This is a residential neighborhood with a high number of young children, and the speeding on south avenue is dangerous.

People don't stop at stop signs and speed down Stratford

1 - Nassau Blvd and Stewart southbound. No turn signal. And the turning lane should be longer. 2 - rockaway, HS and Merillon merge is a disaster.

Needs a longer “walk” time for pedestrians to cross at Nassau Blvd

Speeding, crashes and pedestrian safety

Students walking to/ from school and cars racing up and down Oxford. Also, when I walk my dog on Oxford, you need to walk on the sidewalk as cars are racing up and down Oxford.

DISCUSSION #2

- Again, we want to hear from the CAC...
- After having reviewed the material...
 - What locations are of greatest concern to you in your section / study area?

WHAT IS TRAFFIC CALMING?

The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through **improvements in non-motorist safety, mobility, and comfort**. These objectives are typically achieved by **reducing vehicle speeds or volumes on a single street or a street network**. Traffic calming measures consist of **horizontal, vertical, lane narrowing, roadside, and other features** that use **self-enforcing physical or psycho-perception means** to produce desired effects.

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- Aims to **reduce automobile speeds and traffic volumes** on neighborhood streets
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POSSIBLE TREATMENTS...



Enhanced Crosswalks

- High-visibility markings, pedestrian enhancements including neckdowns, pedestrian-activated crossing warning lights
- Signs that alert drivers to yield to pedestrians

Benefits: Delineates preferred pedestrian paths, shortens distances between crossings, makes crossings more visible



Speed Humps & Speed Cushions

- Used where AADT is <3500* / posted speed <30mph

Benefits: Can reduce speeds; cushions are traversable by emergency vehicles without slowing



* Volume and speed ranges are guide, not requirements

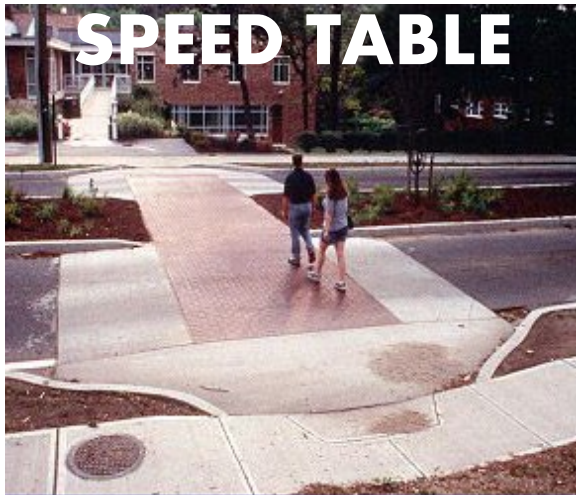
POSSIBLE TREATMENTS...



Raised Crosswalk

- Used with low traffic volumes at approaches / speeds <35mph
- 3 to 6 inches above street level

Benefits: slows motorists at crosswalks; similar to a speed table,



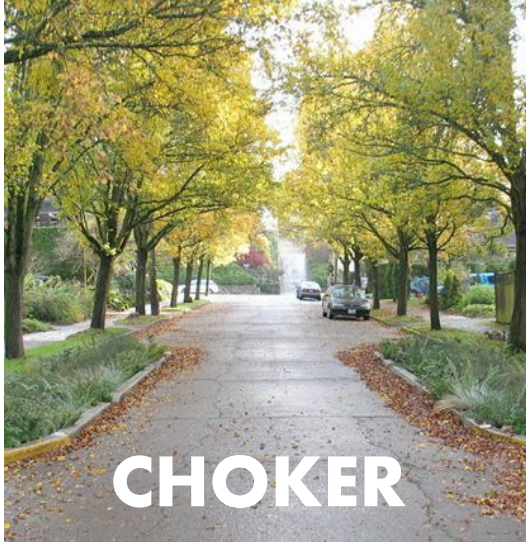
Speed Table

- Used where AADT is <3000* / posted speed <30mph

Benefits: Can reduce speeds; provides location for mid-block pedestrian crossing; similar to raised crosswalk

* Volume and speed ranges are guide, not requirements

POSSIBLE TREATMENTS...



Choker

- Used where AADT 1000-6000* / posted speed <40mph
- Called “Neckdowns” or “bulb-outs” at intersections

Benefits: Reduce speeds by restricting travel way; allows for roadside beautification



Chicane

- Used where AADT<3500* / posted speed <35mph
- Design consideration should be made for drainage and utility features

Benefits: Allows for roadside beautification; reduces speeds by introducing horizontal elements

* Volume and speed ranges are guide, not requirements

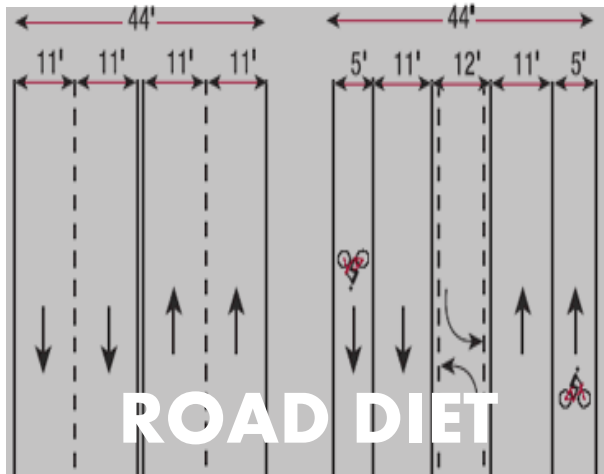
POSSIBLE TREATMENTS...



Median Island

- Used with any traffic volume / posted speed <45mph
- Also called a pedestrian island

Benefits: Can be used mid-block, reduces speeds by narrowing roadway and alerts drivers of pedestrian crossing



Road Diet

- Used where AADT <20000* / posted speed <40mph
- Most commonly used on a four lane road; converted to two lanes with a turning lane

Benefits: Can provide additional space for other modes of transportation, slows speeds by narrowing lane widths

* Volume and speed ranges are guide, not requirements

POSSIBLE TREATMENTS...



Raised Intersection

- Used with low traffic volumes at approaches / speeds <35mph
- Works well at intersections with significant pedestrian traffic

Benefits: Functions like a speed hump or speed table, slows motorists, a vertical element that alerts drivers



Traffic Circle

- Slow speeds, low traffic volumes
- Installed at a junction of two local roads

Benefits: Reduces speed by directing drivers around the circle; reduces the number of angle and turning collisions; reduces conflict points. Can have Stop or Yield signs at approaches

* *Volume and speed ranges are guide, not requirements*

POSSIBLE TREATMENTS...



Turn Restriction Signs

- Prohibits movements at specific times /days
- May shift traffic to nearby streets
- Can be effective, especially with enforcement
- Less effective than physical changes

Benefits: Reduces cut through traffic, low-cost, best if limited to certain time periods



Stop Signs

- Is a Traffic Control device; not effective for speed reduction
- Used with low/moderate traffic volumes at approaches

Benefits: low-cost, can reduce accidents

* Volume and speed ranges are guide, not requirements

OTHER POSSIBLE ACTIONS...



RED LIGHT CAMERAS

Requires state approval



SPEED CAMERAS

Requires state approval, reduced speeding by 72% in NYC



ACTIVE EDUCATION

Done in collaboration with NYSDOT



LOWER SPEED LIMITS

New law allows 25mph speed limit

DISCUSSION #3

- Again, we want to hear from the CAC...
- After having reviewed the material...
 - What treatments are you interested in seeing developed?
 - What concerns do you have?

NEXT STEPS

- Summarize the notes
- Collect more data (speeds, volumes, etc.) at specific locations
- Additional research on treatments
- Begin sketching treatments

THANK YOU

Contact Info

Creighton Manning Engineering, LLP

Michael Amabile, AICP – Project Manager



mamabile@cmellp.com



www.cmellp.com



(914) 800-9207 (office)



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.

MEETING SUMMARY – DRAFT



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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

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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 were made following review by the CAC

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 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 were made following review by the CAC