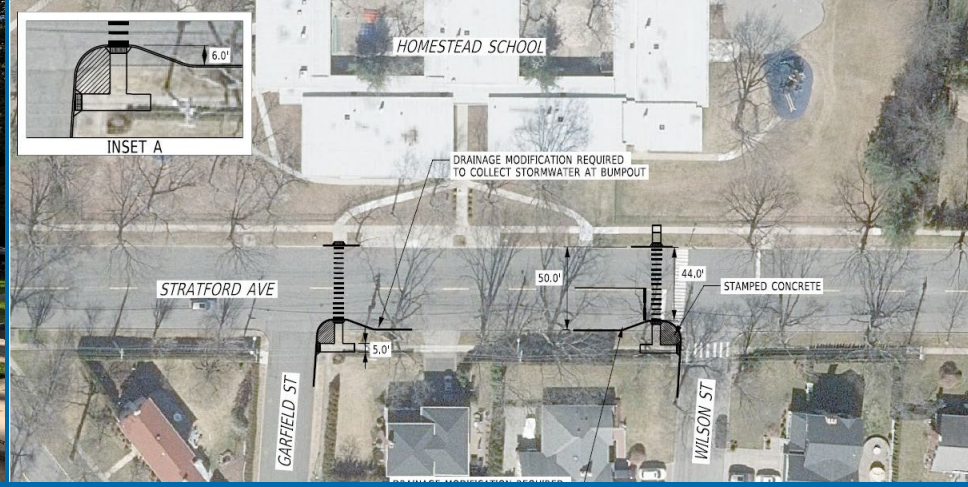


Appendix III – CAC Concept Review – Presentation and Meeting Summary



Source: Portland Green Streets

VILLAGE OF GARDEN CITY

SATELLITE STUDY AND TRAFFIC CALMING MASTER PLAN

CAC Meeting #2
March 14, 2023

AGENDA

- Project Progress Update
- Project Schedule
- Suitability Analysis
- Potential Improvement Locations
- Potential Traffic Calming Measures
- Concept Sketches
- Traffic Calming Request Protocol
- Update from Traffic Commission

PROJECT UPDATE

Since the last CAC Meeting:

- Additional Data Collection
- Suitability Analysis
- Concept Sketches
- Research on Traffic Calming Request Protocol

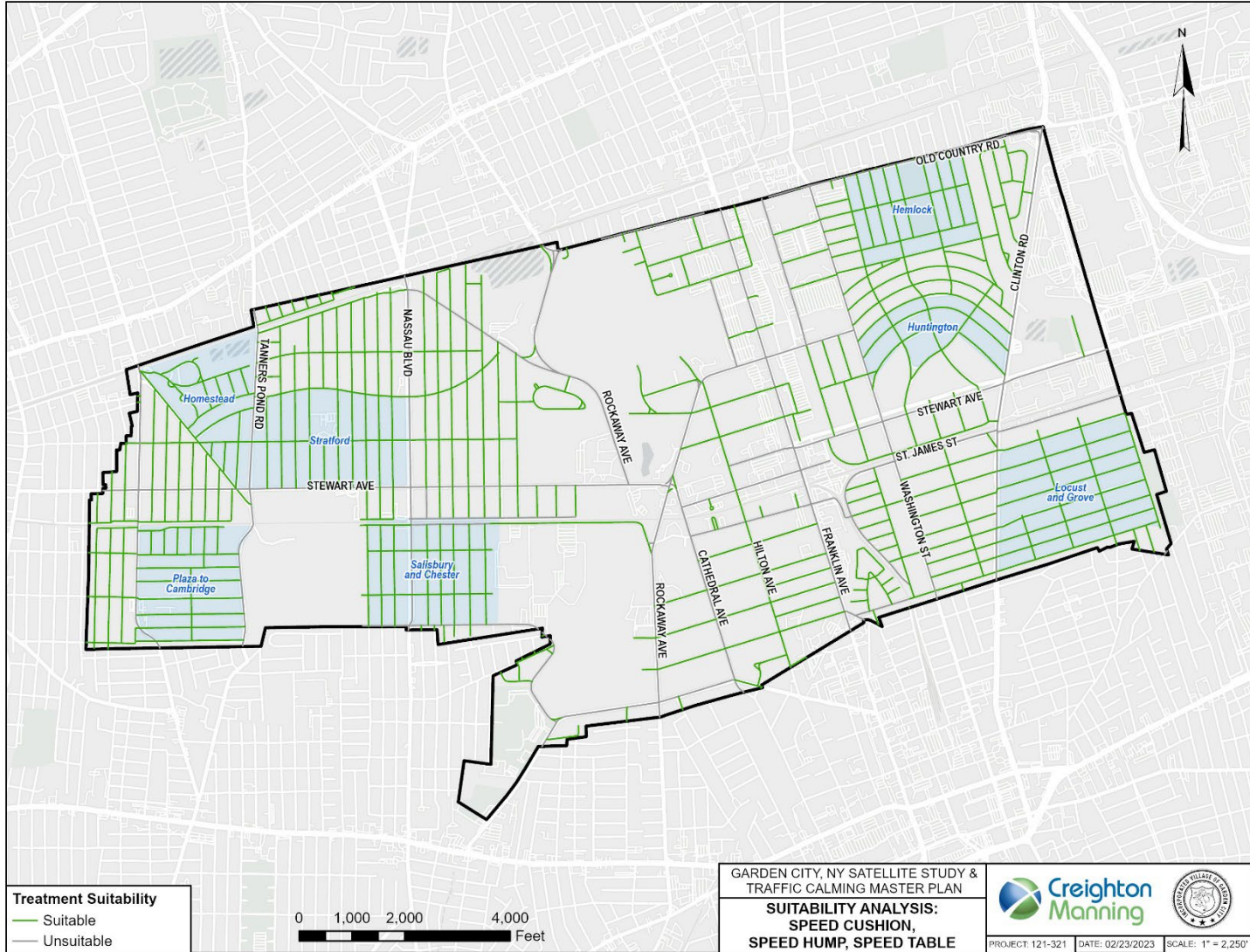
PROJECT SCHEDULE

- September – Kick Off Meeting
- October – Existing Conditions & Survey 123
- November – CAC Meeting #1
- December – Research on Treatments
- January – Additional Data Collection
- February – Suitability Analysis & Concepts
- March – CAC Meeting #2
- April – Refine Concepts
- May – Report and Presentation

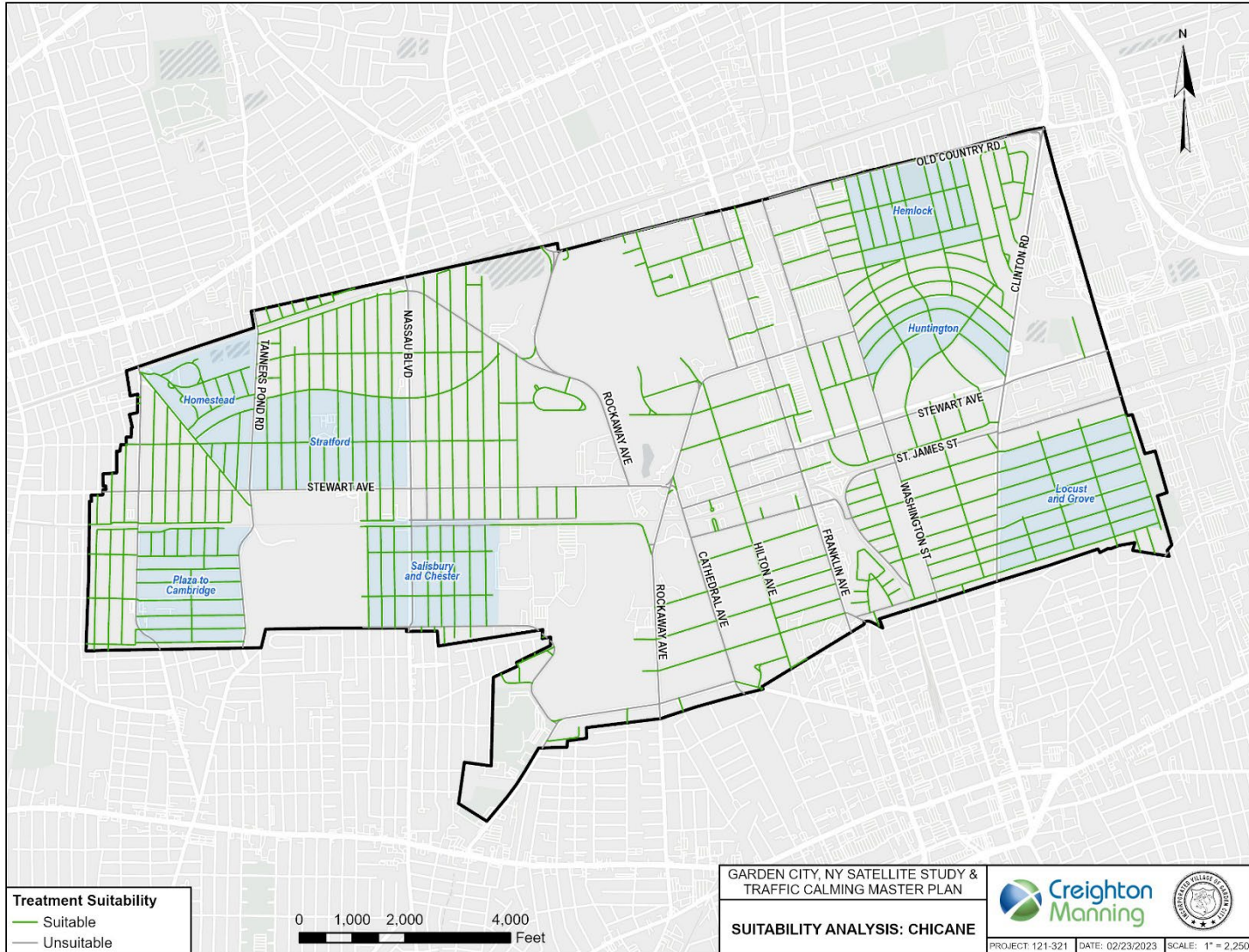
SUITABILITY ANALYSIS

- Criteria use FHWA guidance and best practice
- Traffic volumes original counts or NYSDOT data
- Maps show suitability, not planned projects
- Suitability Analysis is an initial step
- Additional criteria could be included to focus efforts or prioritize locations

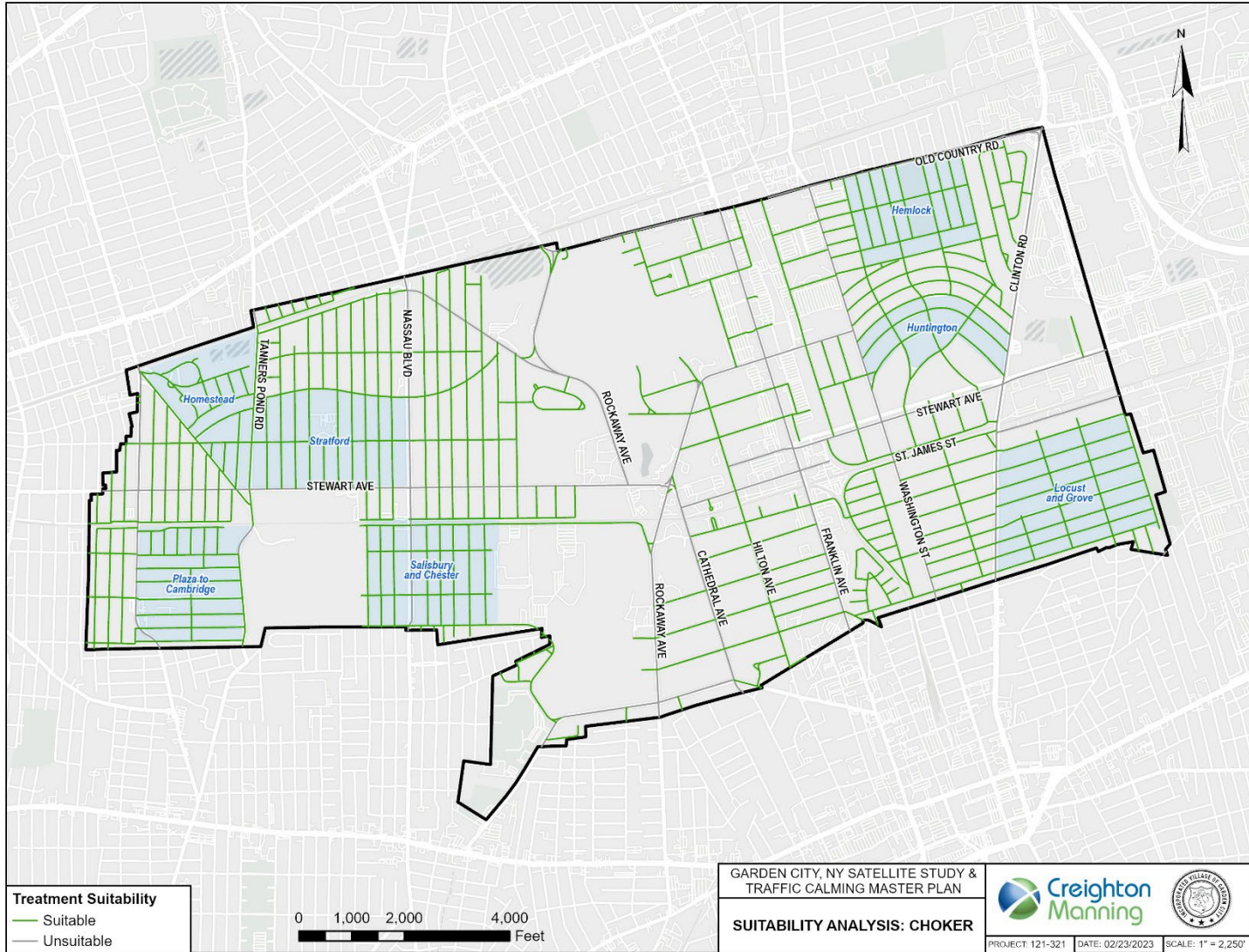
SUITABILITY ANALYSIS: SPEED CUSHION, SPEED HUMP, SPEED TABLE



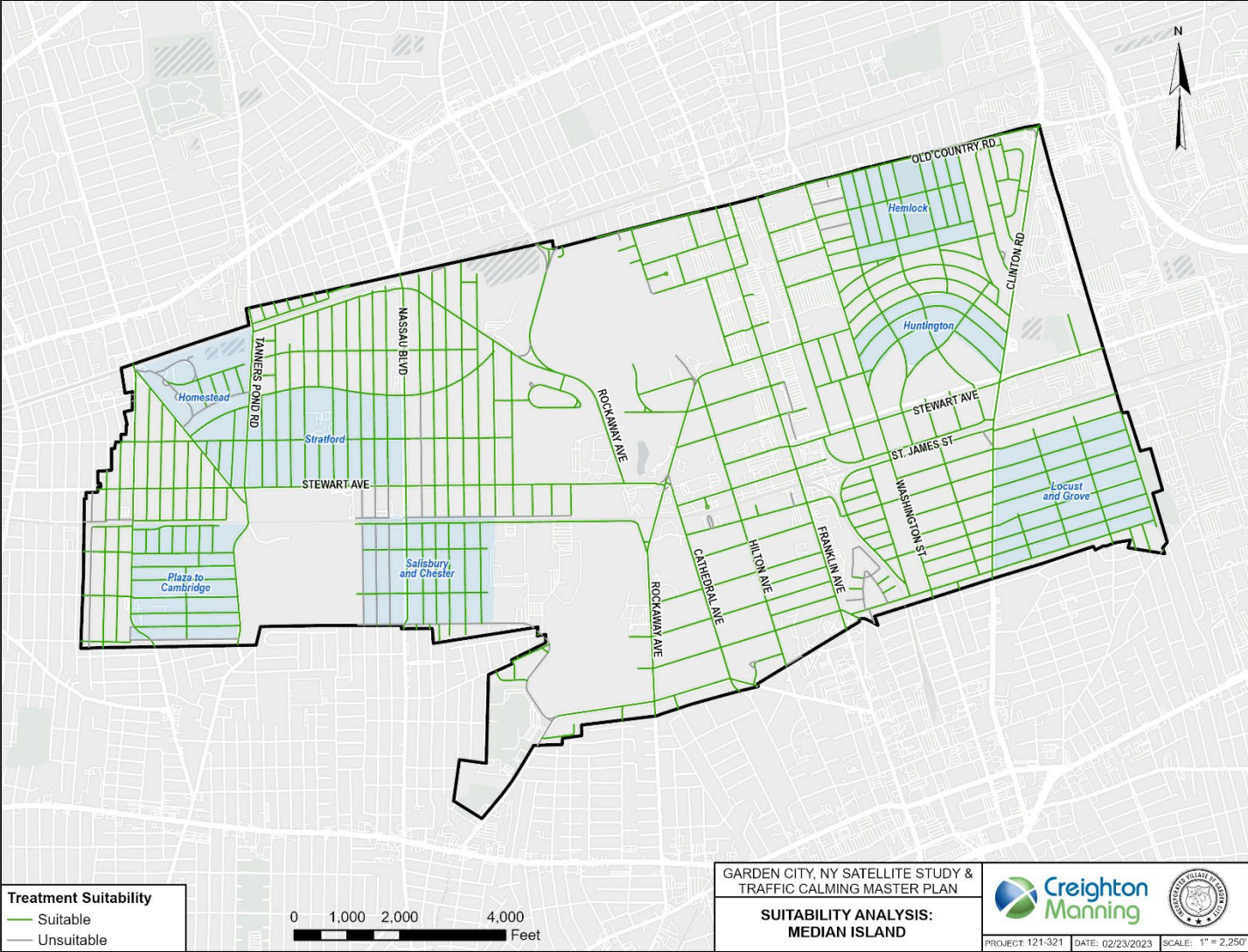
SUITABILITY ANALYSIS: CHICANE



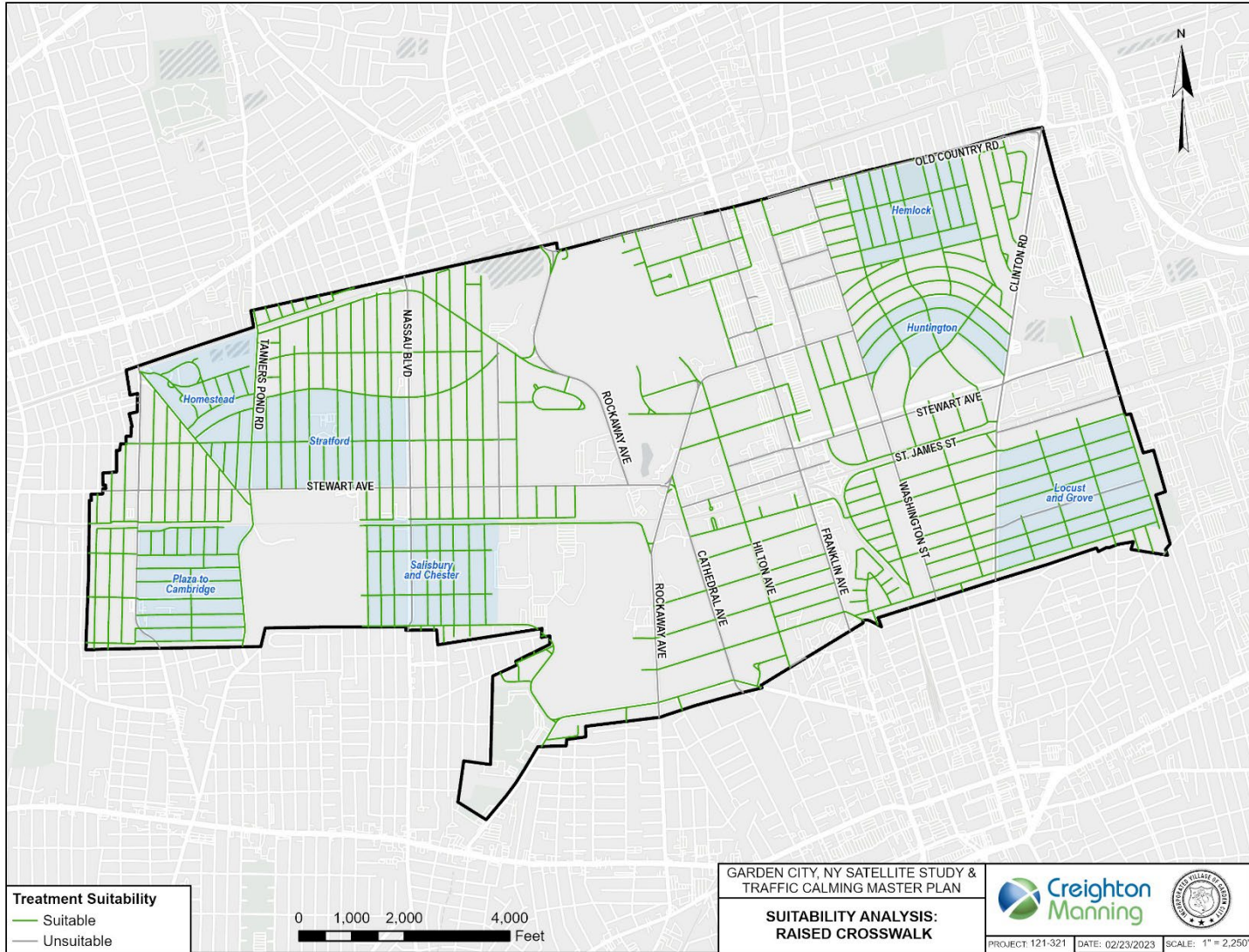
SUITABILITY ANALYSIS: BUMP OUT/CHOKER



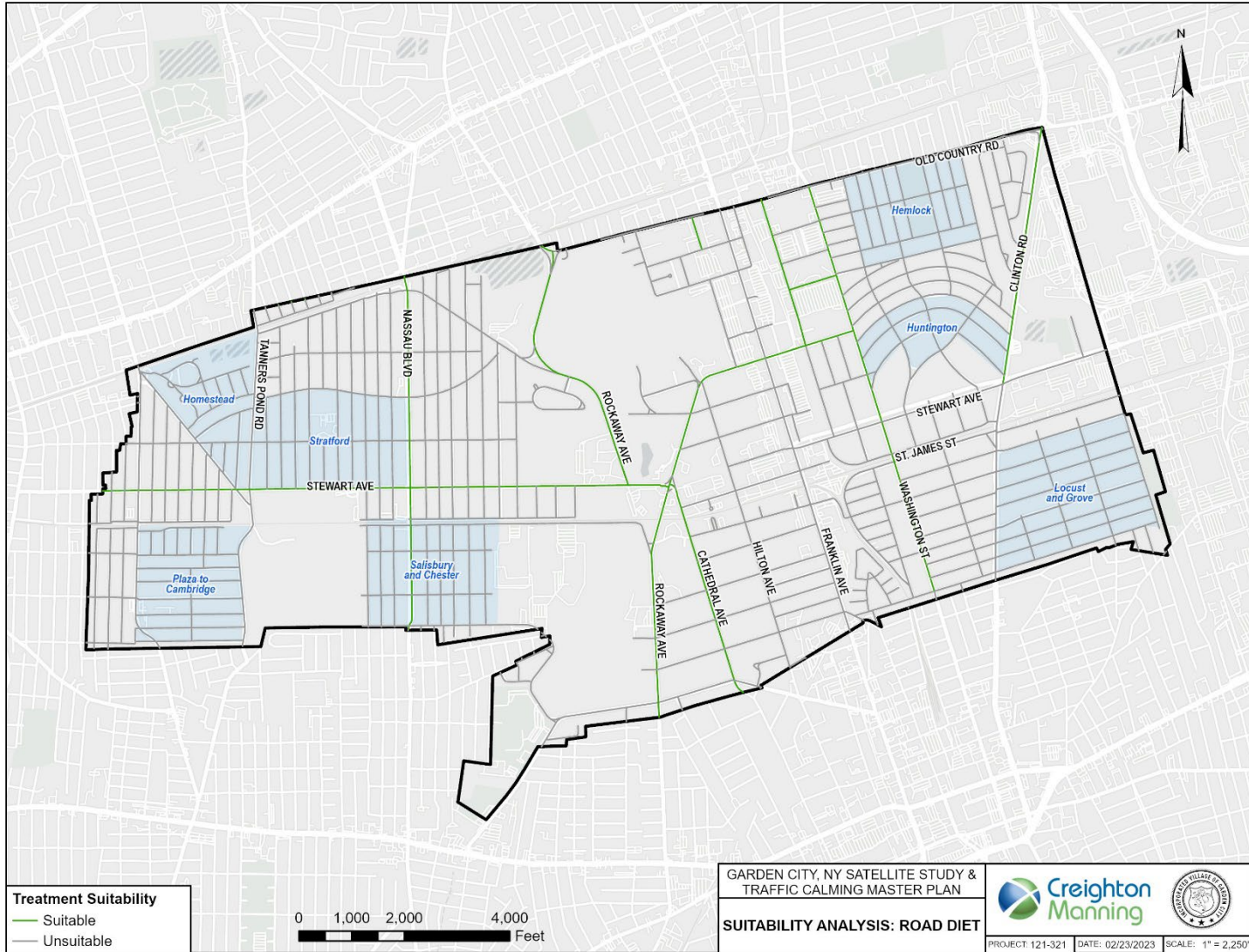
SUITABILITY ANALYSIS: MEDIAN ISLAND



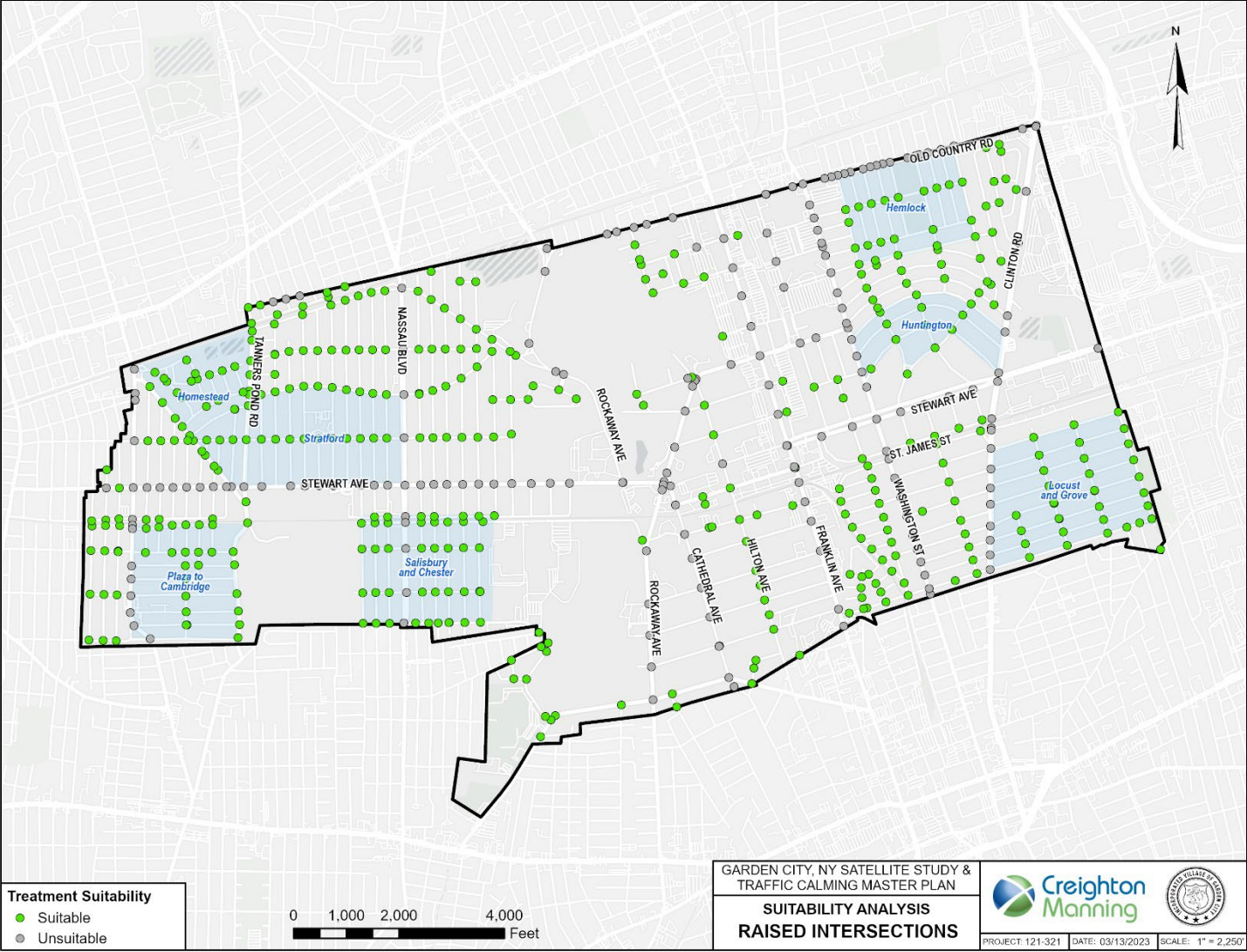
SUITABILITY ANALYSIS: RAISED CROSSWALK



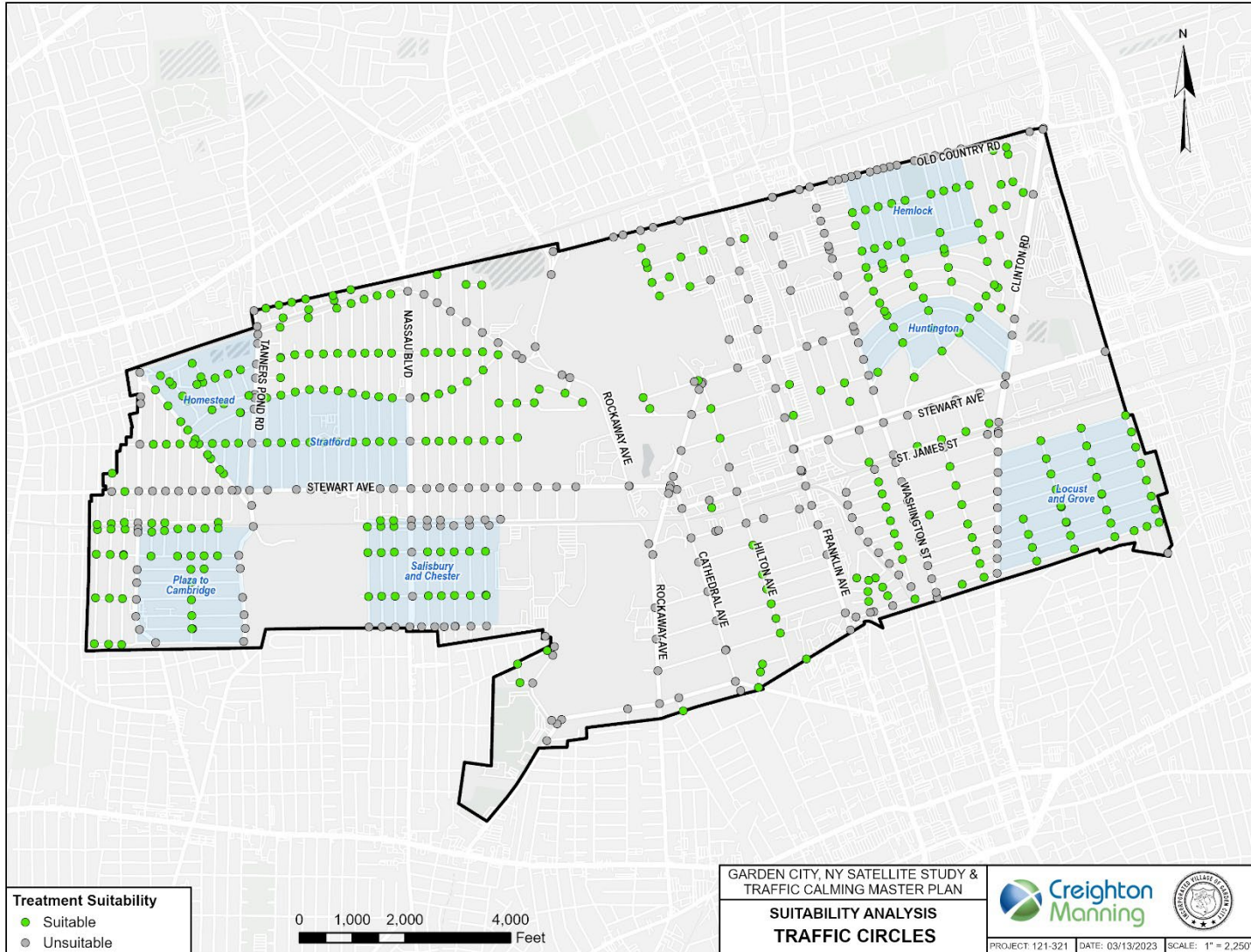
SUITABILITY ANALYSIS: ROAD DIET



SUITABILITY ANALYSIS: RAISED INTERSECTION



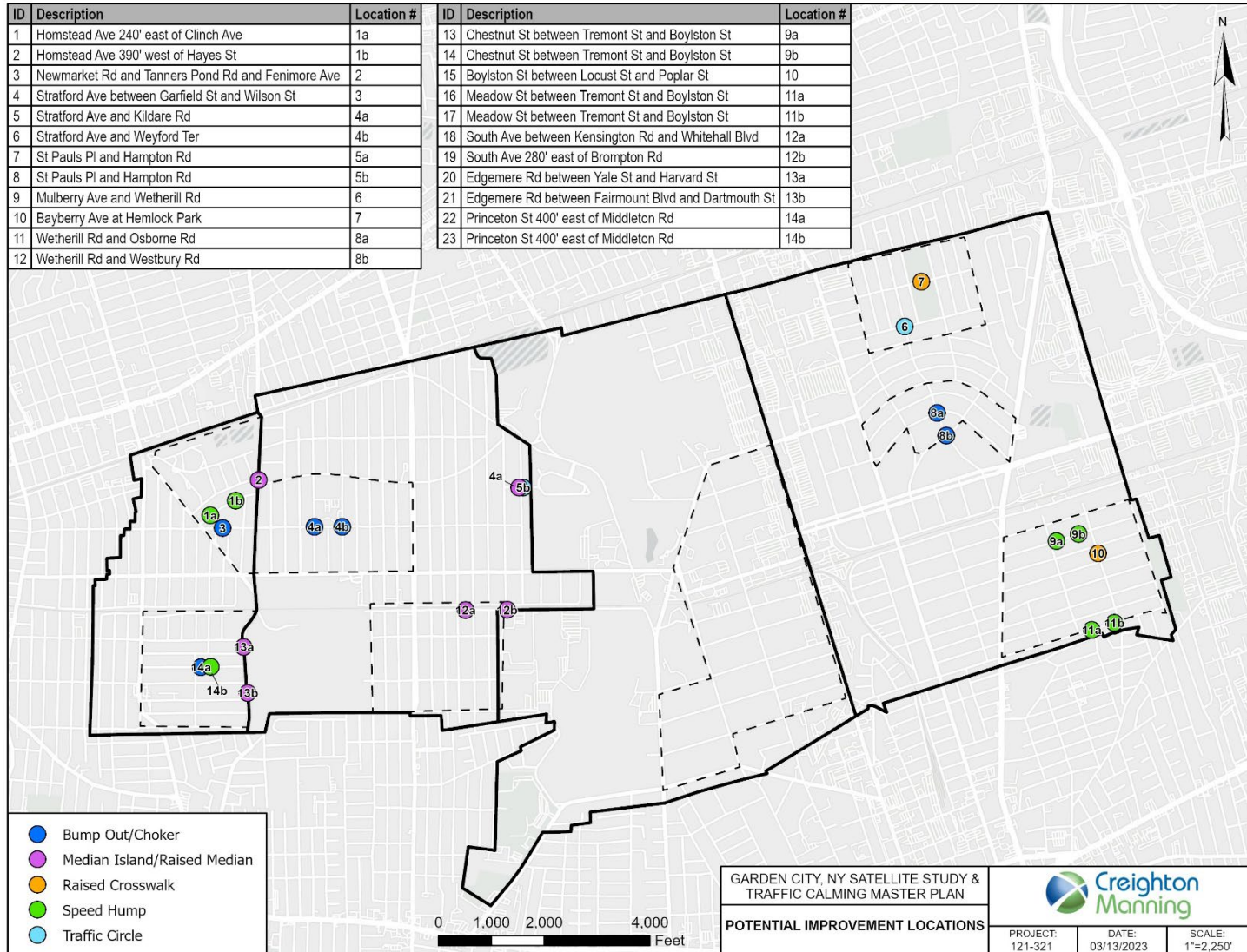
SUITABILITY ANALYSIS: TRAFFIC CIRCLES



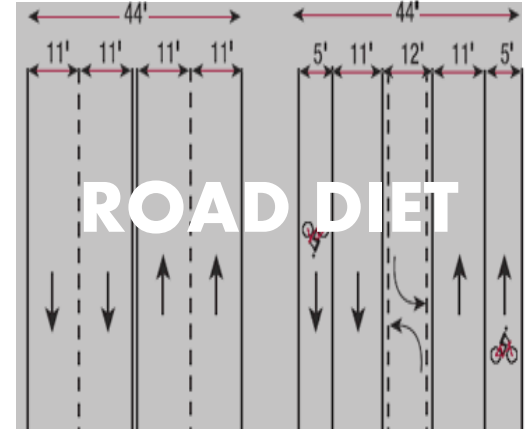
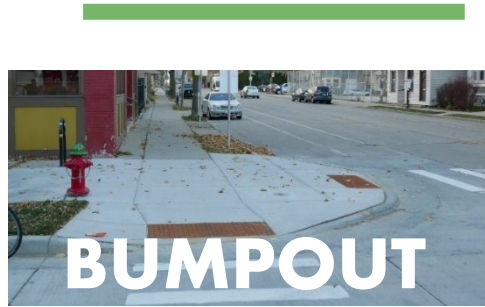
SKETCH LOCATION SELECTION CONSIDERATIONS

- Survey 123 responses
- Review of existing data
 - Crashes
 - Speeding
- Presence of schools and/or bus stops
- Professional judgement and site visits
- Feedback from the Village
 - Traffic Commission members
 - Police Commissioner

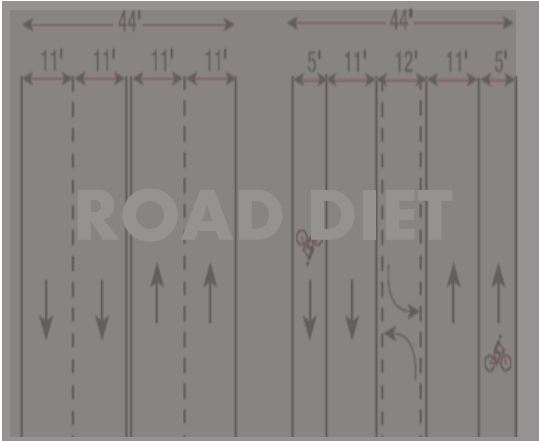
POTENTIAL IMPROVEMENT LOCATIONS



POSSIBLE TREATMENTS



TREATMENTS CHOSEN



SPEED HUMPS



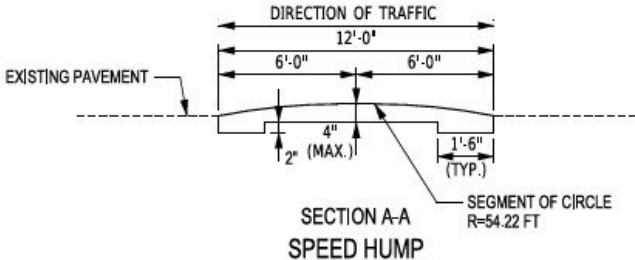
Speed Humps Used where AADT is <3500* / posted speed <30mph

Benefits: Can reduce speeds, can alert drivers, can lower speeds in areas with high pedestrian traffic, discourages reckless driving



* Volume and speed ranges are guide, not requirements

CONCEPT SKETCHES – SPEED HUMPS



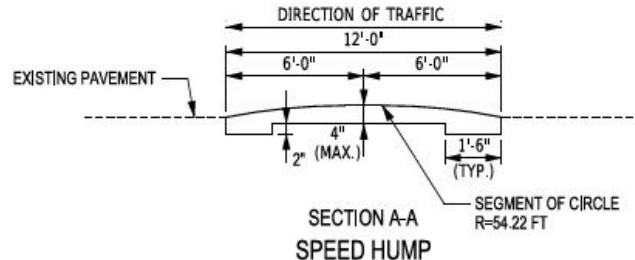
DRAFT - For discussion purposes only



East Section

Proposed Concept

CONCEPT SKETCHES – SPEED HUMPS



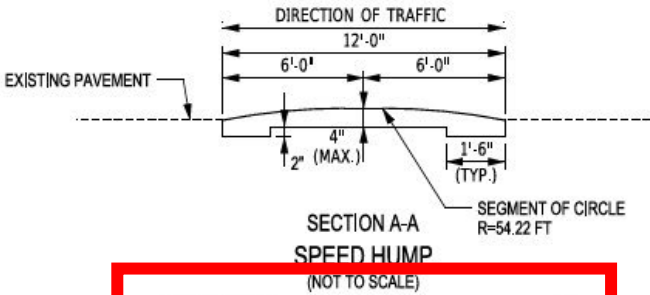
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East Section

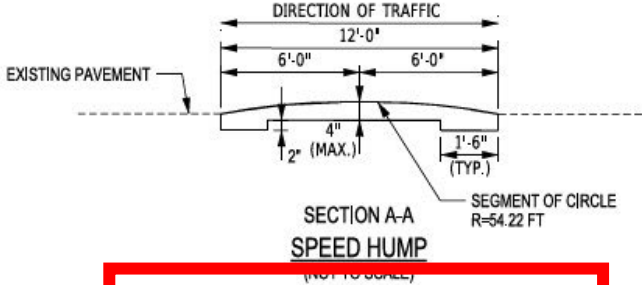
Proposed Concept

CONCEPT SKETCHES – SPEED HUMPS

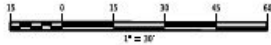


DRAFT - For discussion purposes only

CONCEPT SKETCHES – SPEED HUMPS



DRAFT - For discussion purposes only



West Section

Proposed Concept

RAISED CROSSWALK



Raised Crosswalk

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

Benefits: slows motorists at crosswalks; like a speed table

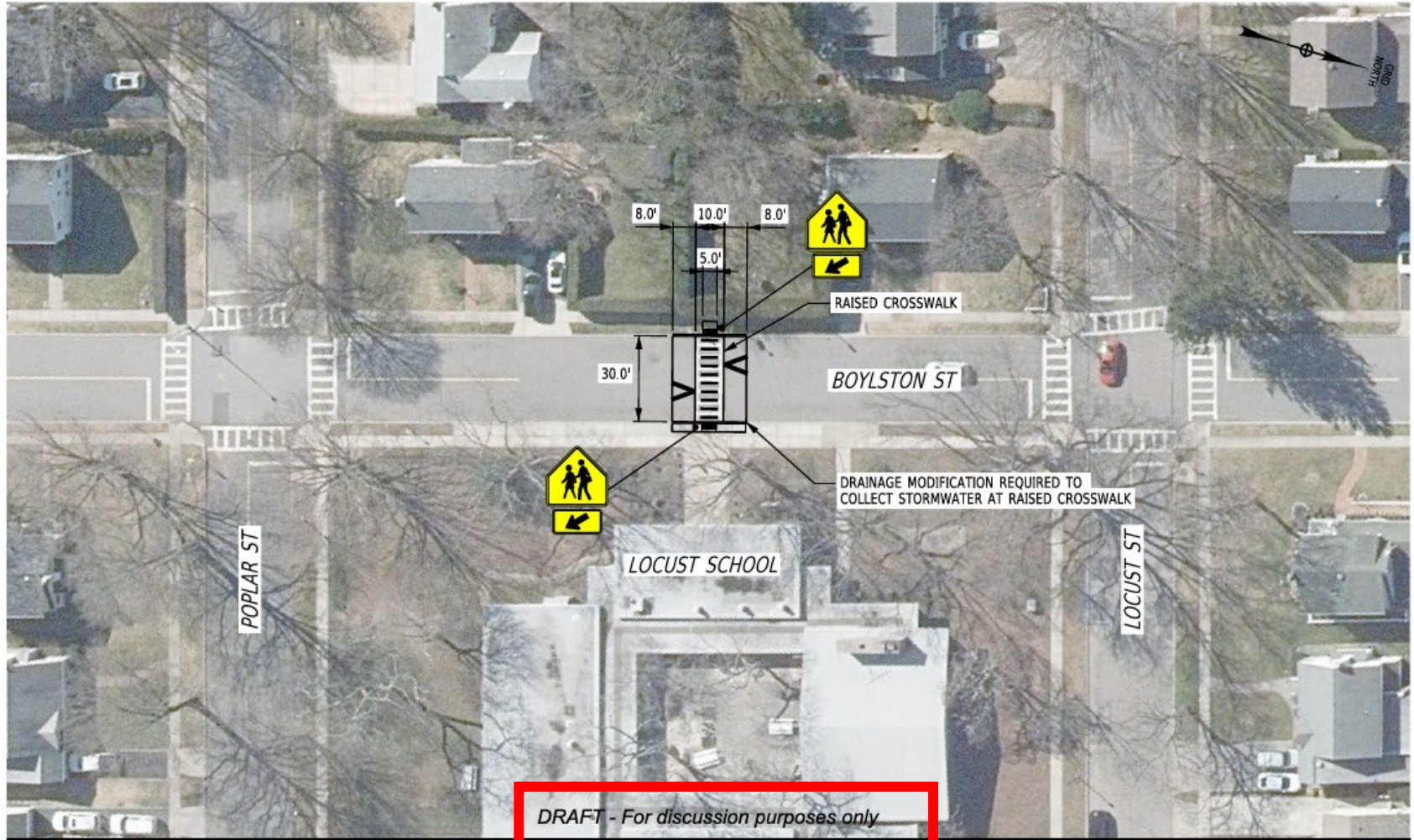


* Volume and speed ranges are guide, not requirements

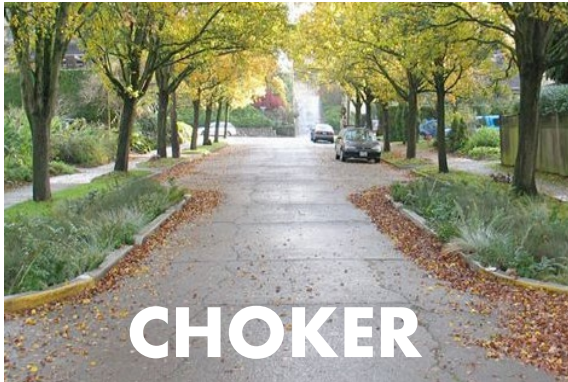
CONCEPT SKETCHES – RAISED CROSSWALK



CONCEPT SKETCHES – RAISED CROSSWALK



BUMP OUT/CHOKER



Bump Out/Choker

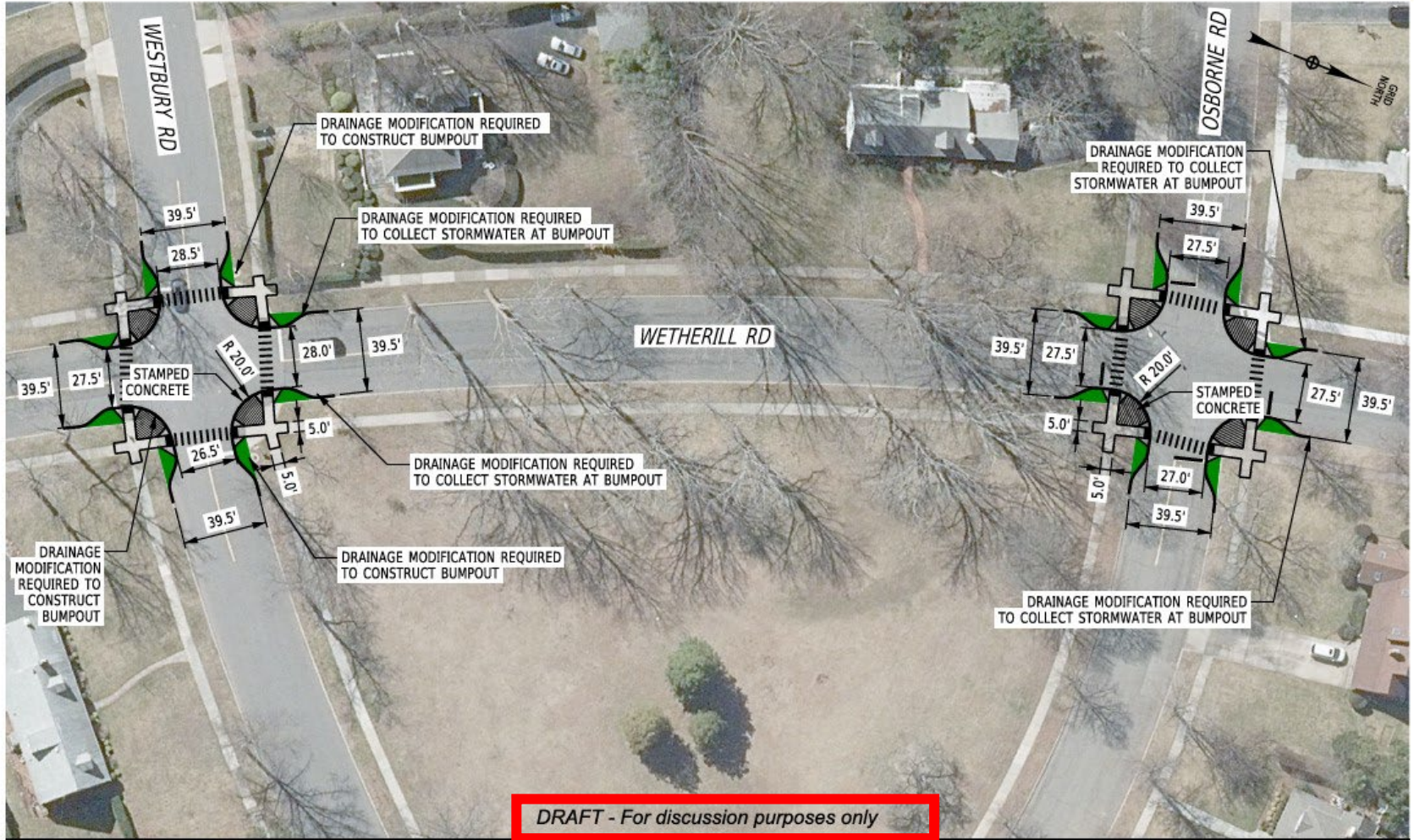
- Used where AADT 1000-6000* / posted speed <40mph
- Called "Neckdowns" or "bulb-outs" at intersections
- Called "Choker" at mid-block

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



* Volume and speed ranges are guide, not requirements

CONCEPT SKETCHES – BUMP OUT/CHOKER



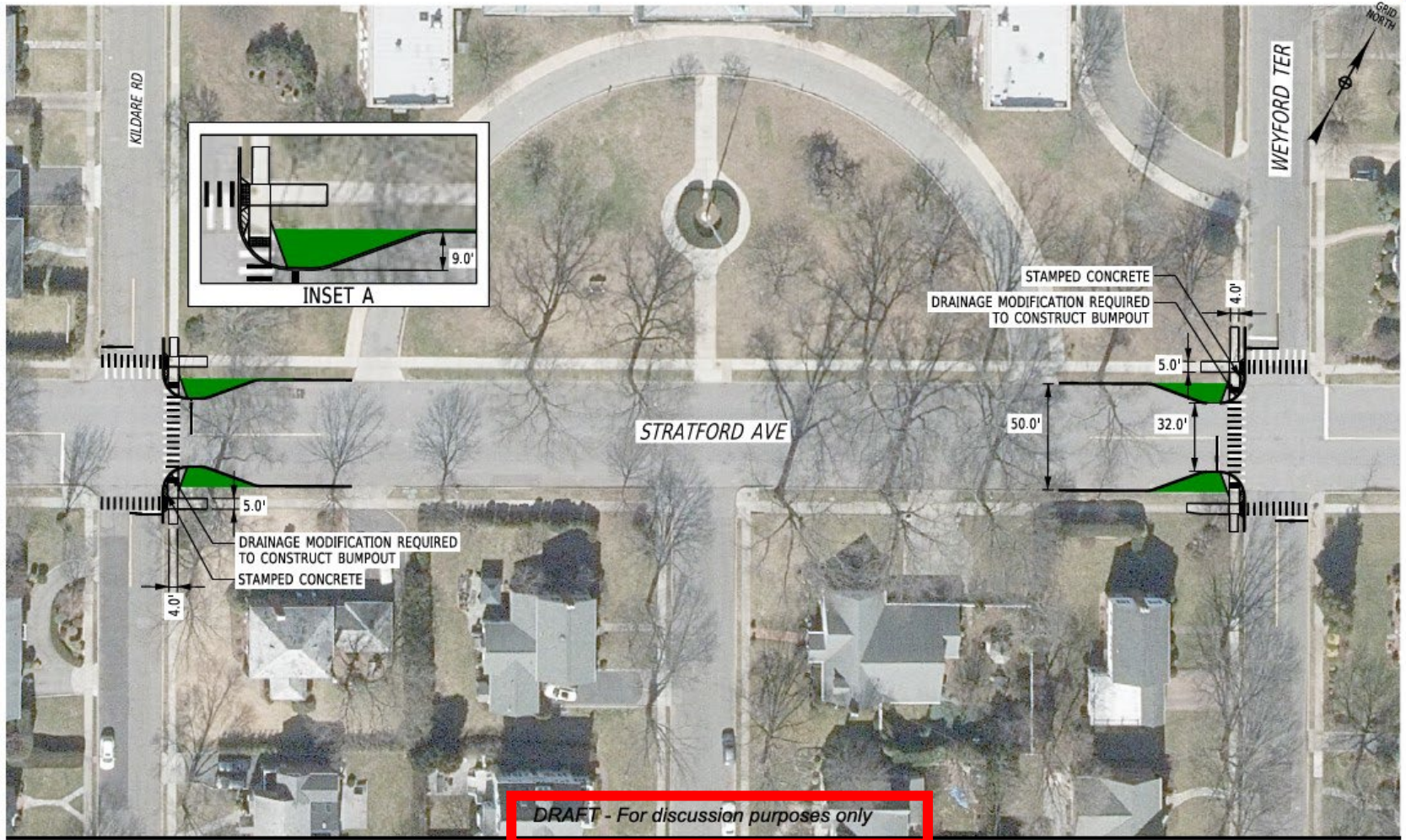
GARDEN CITY
TRAFFIC CALMING
VILLAGE OF GARDEN CITY
PROJECT: 121-321 DATE: 3/2023



East Section

Proposed Concept

CONCEPT SKETCHES – BUMP OUT/CHOKER



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GARDEN CITY
TRAFFIC CALMING
VILLAGE OF GARDEN CITY

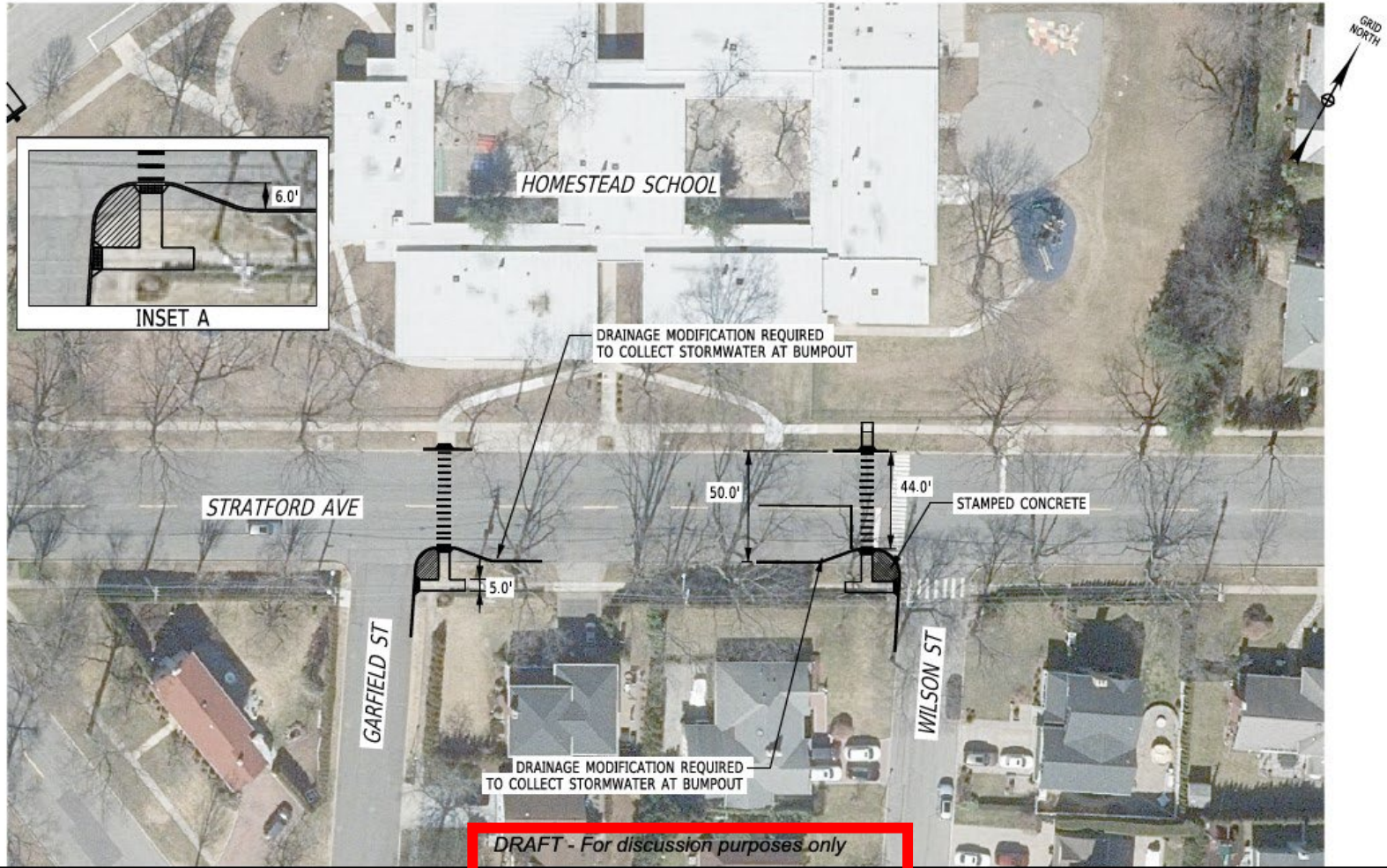
PROJECT: 121-321 DATE: 3/2023



Estates Section

Proposed Concept

CONCEPT SKETCHES – BUMP OUT/CHOKER



CONCEPT SKETCHES – BUMP OUT/CHOKER



GARDEN CITY
TRAFFIC CALMING
VILLAGE OF GARDEN CITY

PROJECT: 121-321 DATE: 3/2023



West Section

Proposed Concept

TRAFFIC CIRCLE



Traffic Circle

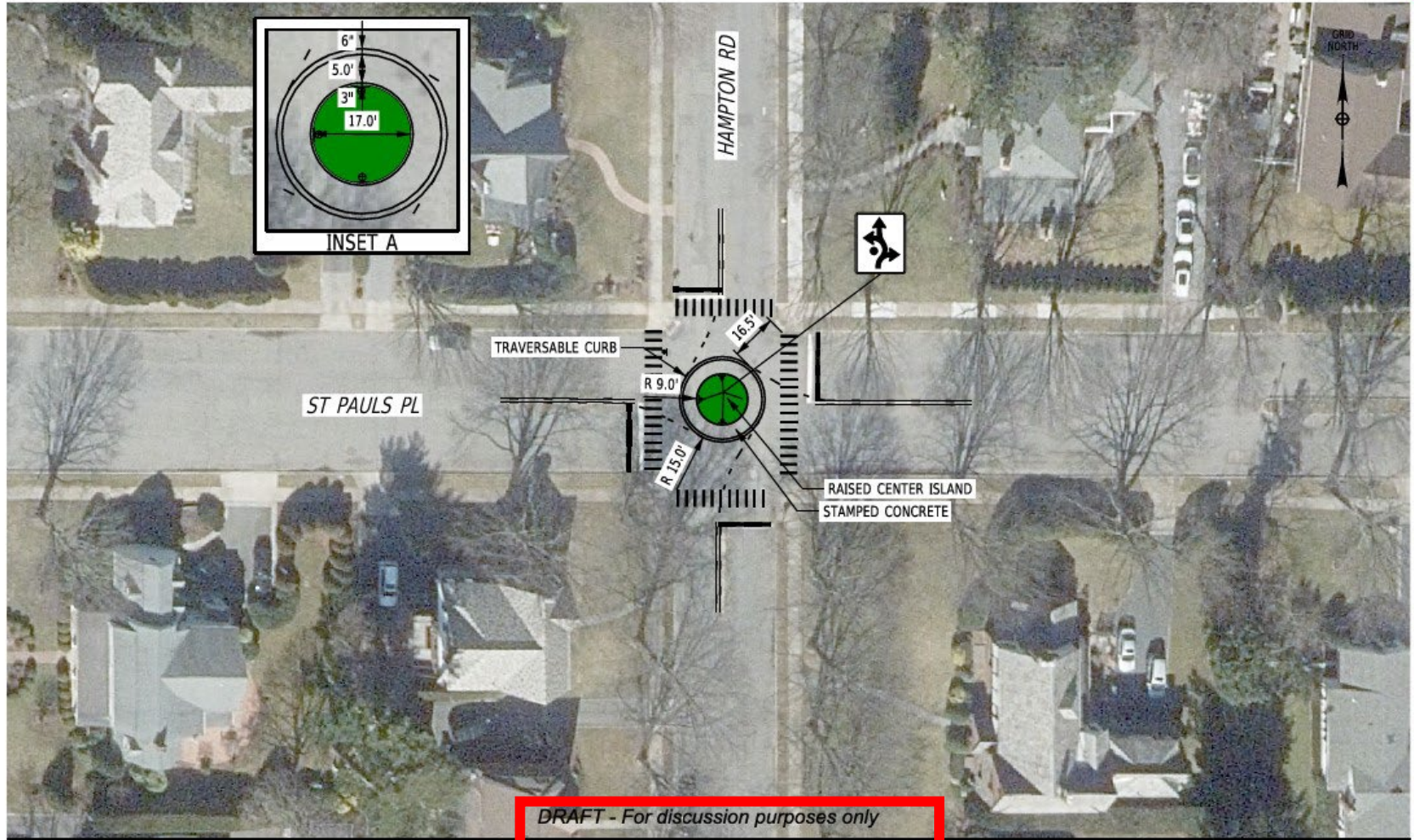
- Use where posted speed <30 , AADT on each leg is <3500
- Installed at a junction of two local roads

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

CONCEPT SKETCHES – TRAFFIC CIRCLE



GARDEN CITY
TRAFFIC CALMING
VILLAGE OF GARDEN CITY

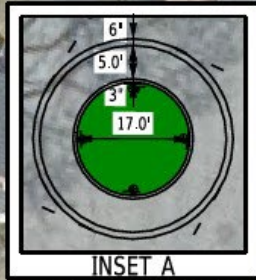
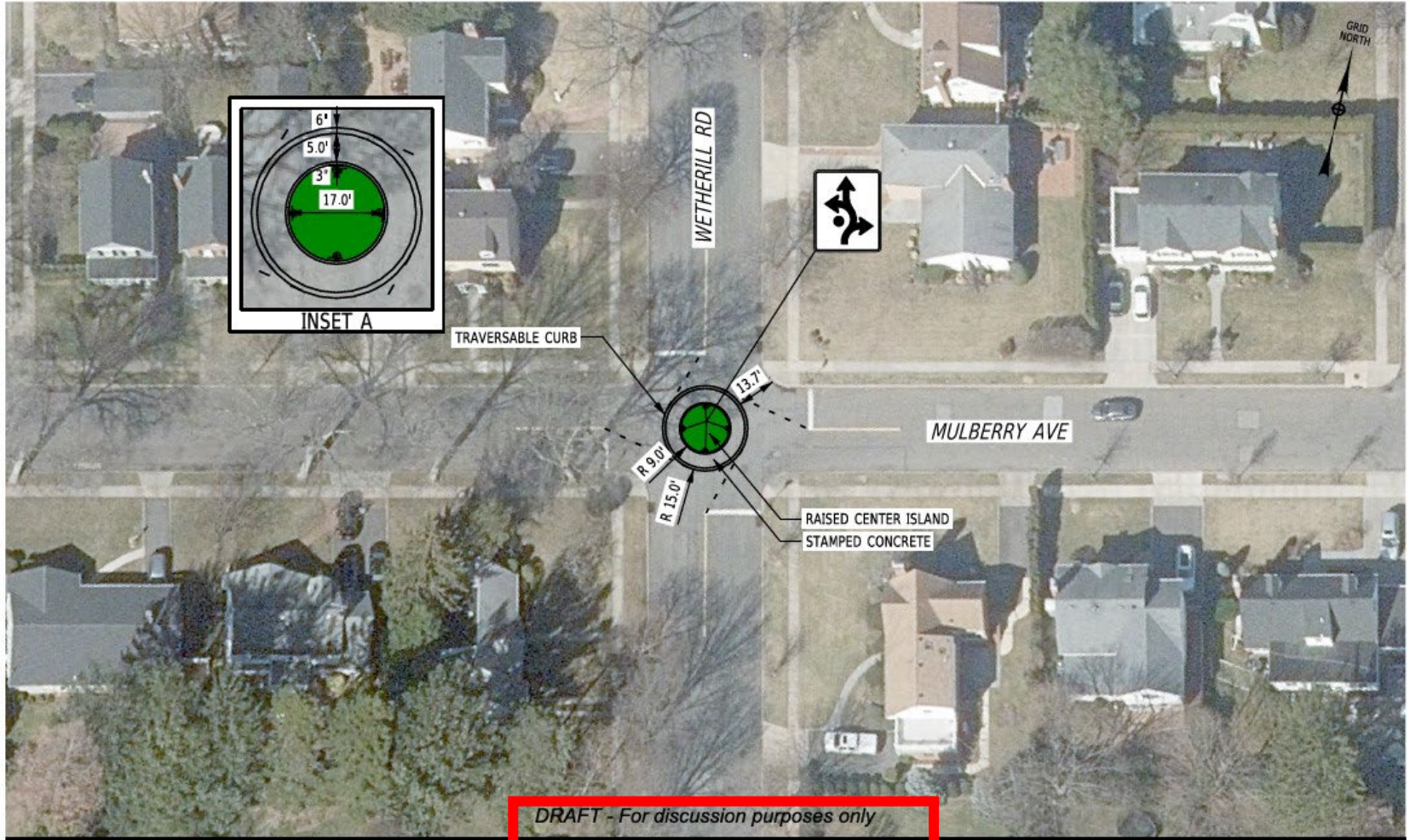
PROJECT: 121-321 DATE: 3/2023



Estates Section

Proposed Concept

CONCEPT SKETCHES – TRAFFIC CIRCLE



TRAVERSABLE CURB



RAISED CENTER ISLAND
STAMPED CONCRETE

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RAISED MEDIAN/MEDIAN ISLAND



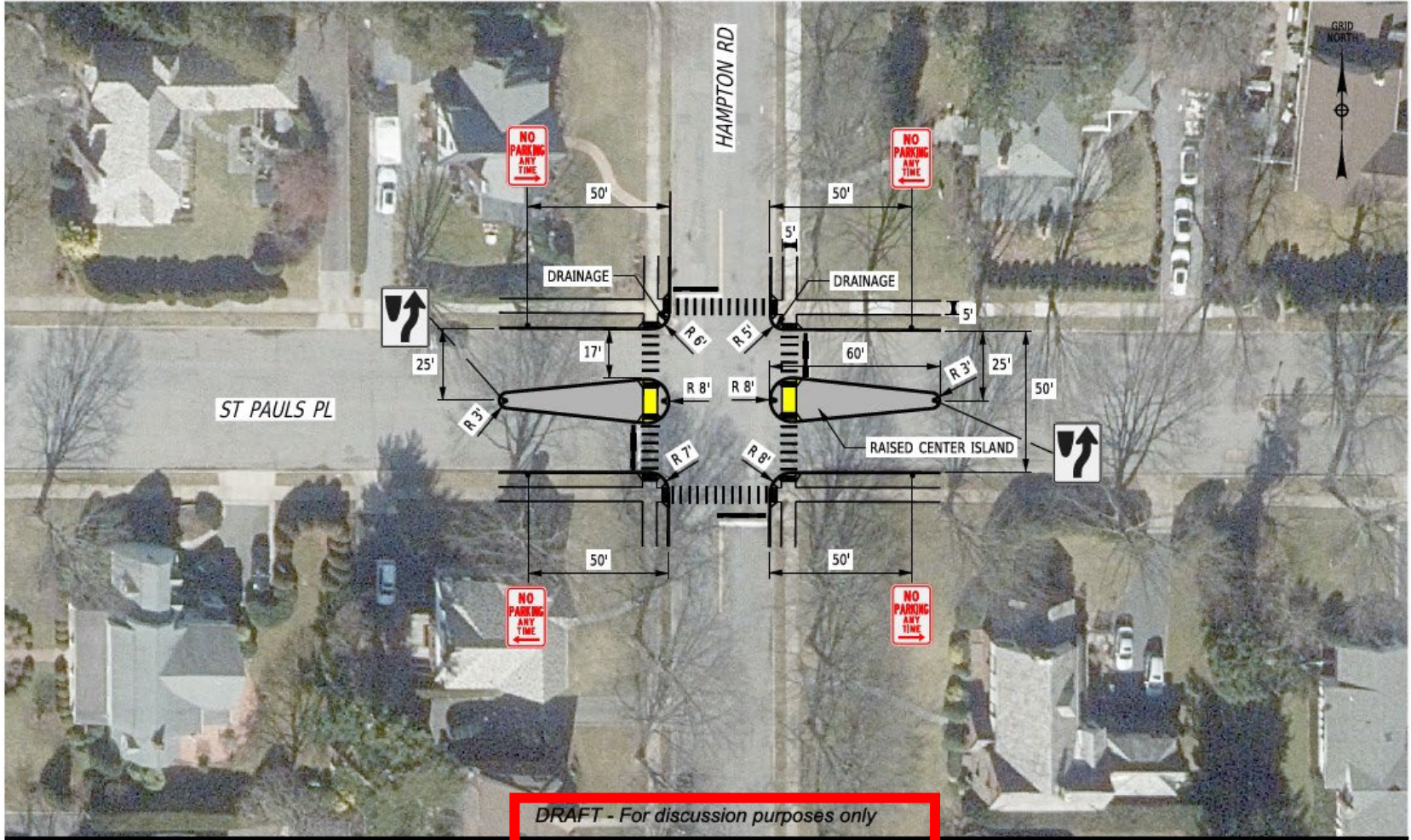
Raised Median/Median Island

- Used with any traffic volume / posted speed <45mph
- a pedestrian island is required to be 6 feet wide, also called a “median island”

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

* Volume and speed ranges are guide, not requirements

CONCEPT SKETCHES – MEDIAN ISLAND



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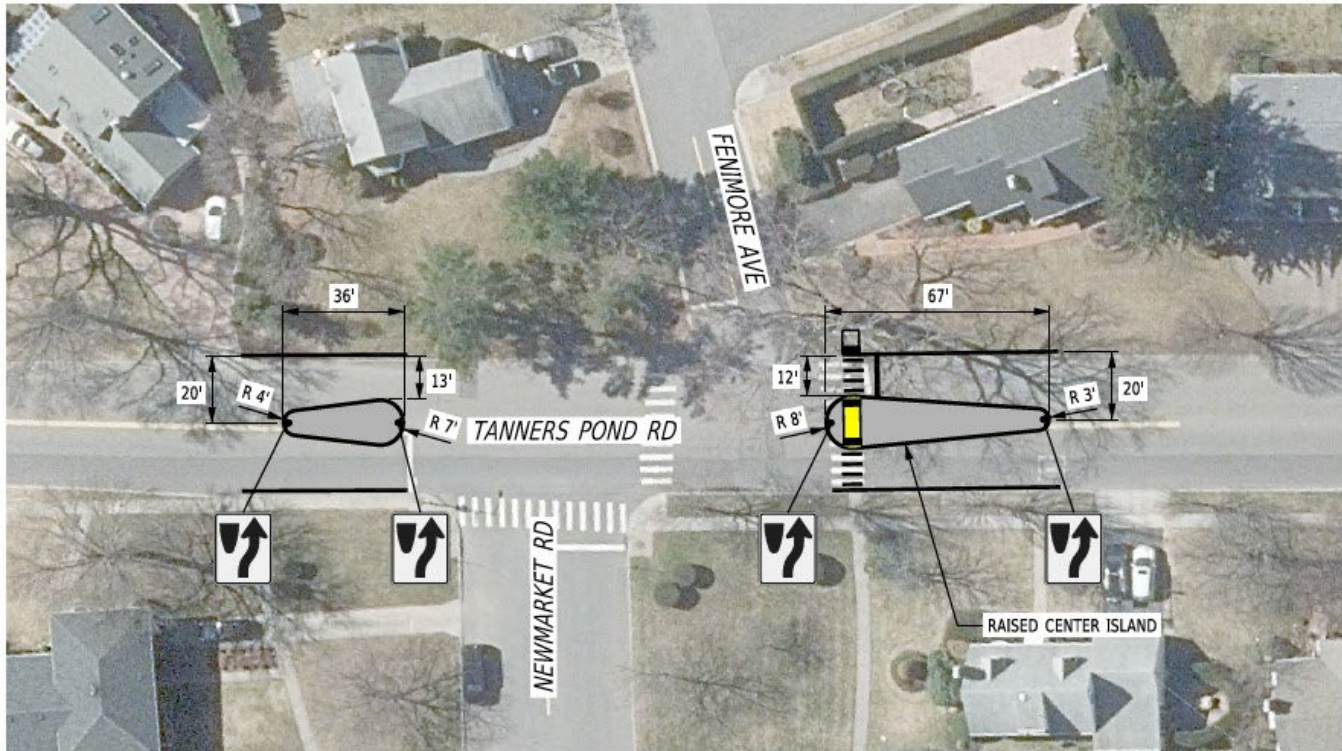
GARDEN CITY
TRAFFIC CALMING
VILLAGE OF GARDEN CITY
PROJECT: 121-321 DATE: 3/2023



Proposed Concept

Estates Section

CONCEPT SKETCHES – MEDIAN ISLAND



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CONCEPT SKETCHES – MEDIAN ISLAND



GARDEN CITY
TRAFFIC CALMING
VILLAGE OF GARDEN CITY
PROJECT: 121-321 DATE: 3/2023



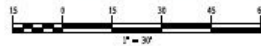
Estates Section

Proposed Concept

CONCEPT SKETCHES – MEDIAN ISLAND



GARDEN CITY
TRAFFIC CALMING
VILLAGE OF GARDEN CITY
PROJECT: 121-321 DATE: 3/2023



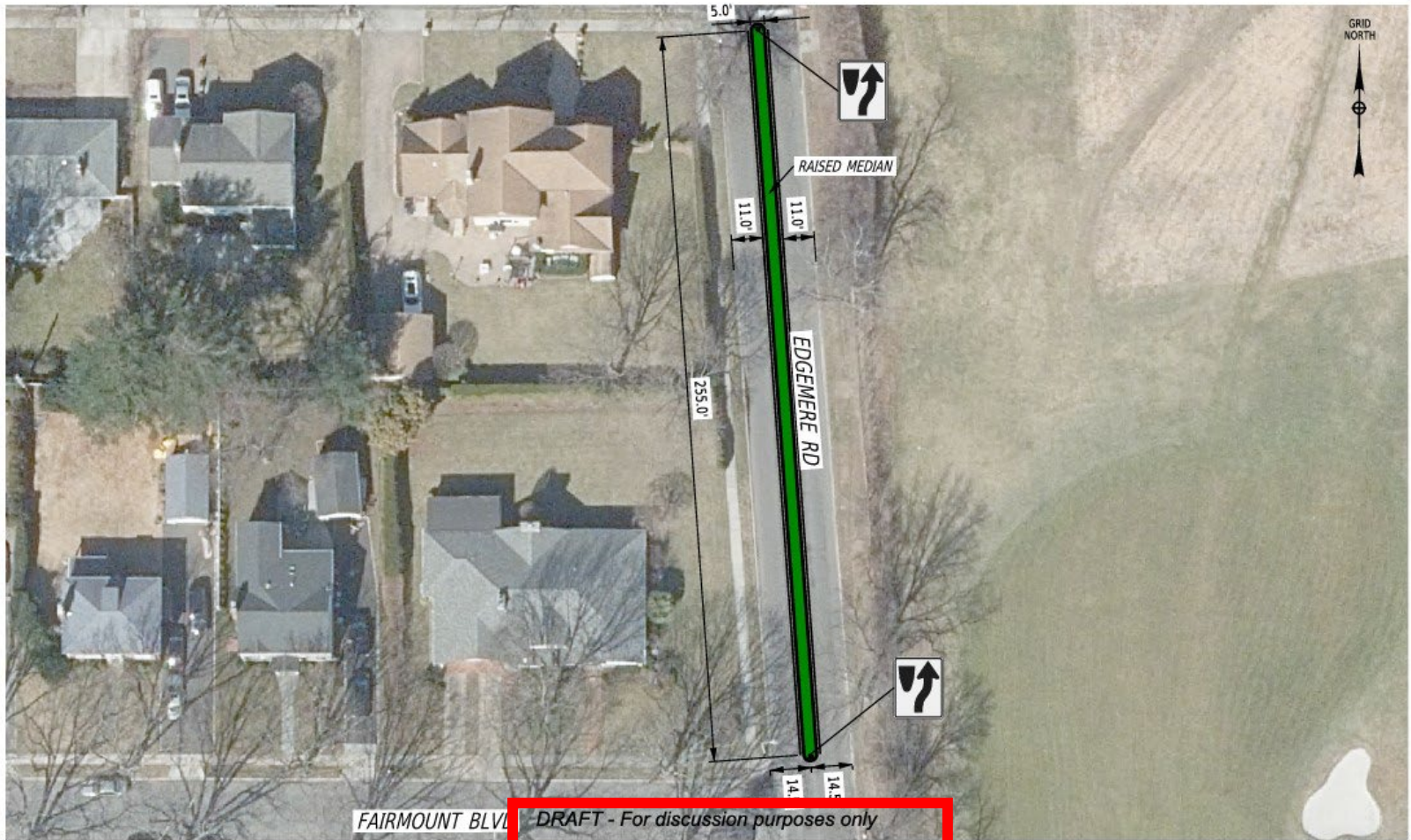
Estates Section

Proposed Concept

CONCEPT SKETCHES – MEDIAN ISLAND



CONCEPT SKETCHES – MEDIAN ISLAND



West Section

TRAFFIC CALMING REQUEST PROTOCOL

- Reviewed examples (City of Albany, Village of Bronxville, Town of Rotterdam)
- Technical criteria include:
 - Speed, volume, crash history
 - Geometry, sight distance, grade
 - Other engineering factors
- Other criteria required for implementation:
 - Petitions from residents (X% on the street, X% directly adjacent to treatment)
 - Petitions for removal
- Similar to be considered in this plan

VILLAGE-WIDE SPEED LIMIT REDUCTION

- Legislation (A.1007-A/S.2021-A) Authorizes Municipalities to Reduce Speed Limits to 25 Miles Per Hour
- CM recently completed a speed study for the Village of Tivoli, New York, supporting their desire to reduce speed limit to 25mph
- To determine appropriateness of lowering the village speed limit traffic data was evaluated on speeds and speeding, but also crashes, volumes, roadside development, parking and other characteristics
- The Village has requested a proposal from CM to conduct a similar study
- The goal is to determine appropriateness and make recommendations based on NYSDOT guidance and industry standards

TRAFFIC COMMISSION UPDATE

- Stewart Avenue
- Clinton Road
- Temporary Speed Humps
- County Projects (Rockaway / Merrillon)
- Village Wide Speed Limit Reduction Study

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: March 13, 2023, 6:00pm-7:30pm

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

Purpose: Community Advisory Committee (CAC) – East Section Sketch Concept Review

Location: Hybrid In Person (Garden City Public Library - 60 7th Street, 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
Ralph Suozzi, Village Administrator
Ken Jackson, Police Commissioner
John Borroni, PE, Public Works
Michael Amabile, AICP, Creighton Manning

Zoom

Melissa Boccia
Angela Belford-Boyce
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.

Project Update

CM gave the following updates on the project:

- CM completed the additional traffic data has been collected
- CM has developed a suitability analysis matrix to help identify locations that would be feasible for a traffic calming measure
- CM has developed concept sketches of various calming measures at locations that were identified using the suitability criteria
- CM conducted research on protocols that other municipalities use to request traffic calming
- CM will refine the concept sketches following this meeting
- CM will prepare a report to be presented in May 2023

Suitability Analysis

- CM staff discussed the intention, development, and application of a suitability analysis tool.
- The suitability analysis is intended to help identify locations and applicable treatments for traffic calming

- The suitability analysis criteria was developed based on guidance and best practices from:
 - Federal Highway Administration (FHWA)
 - National Association of City Transportation Officials (NACTO)
 - Institute of Transportation Engineers (ITE)
- While there are a variety of metrics that can be used for determining suitability, CM utilized the following three criteria when developing the suitability analysis:
 1. Maximum Volumes
 - Sources of this data included:
 - Counts conducted by CM
 - 2019 Counts conducted by New York State Department of Transportation (NYSDOT)
 - 2019 Counts estimated by NYSDOT using historical data
 - Fall 2019 Replica Data
 2. Number of Lanes
 3. Roadway Width
- CM prepared Suitability Maps that identified locations where various traffic calming treatments could be implemented including:
 - *Speed Humps*: suitability on many streets in the Village, there is a volume threshold, guidance around grade, but the Village is very flat
 - *Chicanes*: could add linear sight distance, may want to consider
 - *Bump Out/Choker*: bump outs are used at ends of blocks, chokers used midblock
 - *Median Island*: some streets in the Village already have this and is suitable in a lot of the Village due to the wide streets
 - *Raised Crosswalks*: Village is exploring this treatment on 7th Street, adds a vertical element to the crosswalk
 - *Road Diet*: not proposing any road diets right now, but can be explored on larger streets
 - *Raised Intersection*: not used in the Village, but could work in theory
 - *Traffic Circles*: neighborhood scaled, can go in wide/large intersections, incorporate signage

Presentation of Concepts

- CM explained the considerations when selecting sketch locations. These considerations included:
 - Results of suitability analysis
 - Survey 123 responses
 - Review of criteria not considered in suitability analysis such as prevalence of crashes
 - Presence of schools and school bus stops
 - Professional judgement and site visits
 - Feedback from the village (Traffic Commission, Police Commissioner, CAC Members)
- CM presented their Potential Improvement Location Map and pointed out the locations that would be located within the East Section
- CM reminded the CAC members that these sketches were example concepts and that traffic calming measures are best implemented in packages or series and not just as “one-offs”
- CM presented the concept sketches prepared for locations within the East Section:
 - *Speed Humps on Chestnut St Between Tremont St and Boylston St*
 - CM comments:
 - The recommended offsets for the installation of speed humps including: 125-ft from signalized intersection, 25-ft from unsignalized intersection, and 5-ft driveways
 - This treatment isn’t necessarily for reducing volumes, but for calming traffic
 - That according to our Survey 123 pins there were complaints about speeding in the area

- CAC comments:
 - Volumes are lower near that area east of Clinton Rd
 - Volumes may be higher during activities in the nearby park
 - On the east side of Clinton Rd all the streets are dead ends and therefore treatments may be better suited on the west side of Clinton Rd
 - Police Commissioner stated that the nearby school may be a good reason to have the speed hump and that many people like to use Chestnut St because it has a traffic light at Clinton Ave
- *Speed Hump on Meadow St Between Tremont St and Boylston St*
 - CM comments:
 - Based on feedback for the previous concept, CM acknowledged that this treatment may be better on the west side of Clinton Rd
 - Based on discussion from the participants that these treatments are most successful when implemented on other adjacent streets as part of a system
 - CAC comments:
 - No notable feedback from CAC members
- *Raised Crosswalk on Bayberry Ave at Hemlock Elementary School*
 - CM comments:
 - Allows pedestrians to be more visible
 - Similar to a speed hump
 - Will likely result in the removal of two parking spots
 - Design considerations will need to be taken in regards to drainage
 - CAC comments:
 - Residents would like to have a delineated no parking area with striping
 - Best practice should be to try to line up treatments with fire hydrants in order to reduce the impact to existing available parking
 - When discussing parking on Bayberry Ave, it was determined that only school buses are allowed to park along the north side of Bayberry Ave
- *Raise Crosswalk on Boylston St at Locust Elementary School*
 - CM comments:
 - Calm traffic and improve crosswalks in front of the school
 - Design considerations will need to be taken in regards to drainage
 - CAC comments:
 - No notable feedback form CAC members
- *Bump Out at Wetherill Rd/Osbourne Rd and Wetherill Rd/Westbury Rd*
 - CM comments:
 - Explained that it will slow drivers down as they come to the stop signs
 - Explained that these can be gateway treatments
 - Helps with pedestrian visibility
 - Design considerations will need to be taken in regards to drainage
 - CAC comments:
 - There was a bump out built on Main Ave
 - CM should provide sketch a bump out on the other corner of triangle park (Westbury Rd/Osbourne Rd)
 - Residents explained that stop signs are blown north of Wetherill Rd

- CM should explore treatments further north on Wetherill Rd
 - Pattern of stop signs on Wetherill Rd, treatment should complement stop signs
 - Residents inquired if CM could draw a variation with the traffic circle
 - Residents mentioned that it could be tested out with paint, CM agreed and added that bollards could also be used in a temporary way
 - Maintain similar traffic control treatments at these intersections
- **Traffic Circle at Mulberry Ave/Wetherill Rd**
 - **CM comments:**
 - Traffic circle would provide a mountable curb and apron for oversteering of buses, ladder trucks, and box-truck style delivery vehicles
 - Treatment would include applicable striping and signage
 - Can function like a 4-way stop controlled intersection or 4-way yield controlled intersection
 - **CAC comments:**
 - Has to have proper signage
 - This treatment could work well with a raised crosswalk at Bayberry Ave near the Hemlock Park
- CM briefly reviewed treatments being considered in the other sections including raised median/median islands on Edgmere Rd, South Ave, and Tanners Pond Rd

Traffic Calming Request Protocol

- CM explained how other municipalities have gone about requesting traffic calming measures and the recommended best practices for implementation
- CM reviewed examples in the City of Albany, Village of Bronxville, and Town of Rotterdam. Some municipalities create thresholds and procedures that allow for review by different agencies and stakeholders while other municipalities require petitions from residents.
- CM explained that they can't set up the protocol for the Village; however, the Village should strongly consider creating a request protocol to help manage requests and create a procedure
- **CAC comments:**
 - A member asked how long does a traffic request process take from start to finish.
 - **CM Response:** CM can reach out to a representative of the Village of Bronxville
 - A member asked if crash history is used in this process or in our suitability analysis
 - **CM Response:** Crash data can be used in these processes but was not used as much in our analysis, CM looked at the concentration of crash data in our secondary analysis. This process shouldn't be based purely on crashes, it should use specific type of crashes to help guide
 - A member wanted to know how much support should be required to a treatment to be considered. A member mentioned 60%. Another member mentioned the precedent that 75% of residents must be in support for a block party to happen
 - A member wondered what "on the street" meant in terms of who can petition
 - Members agreed that some people won't ever be happy
 - A member mentioned looking into the Village of Babylon speed hump installation procedure
 - In general members would like to look for more feedback

Village-Wide Speed Limit Reduction

- CM explained how the State of New York has authorized municipalities to reduce speed limits from 30 mph to 25 mph
- CM is currently helping the Village of Tivoli to lower their speed limit to 25 mph
- The Village should consider lowering the speed limit. However, CM cannot confirm that it is possible Village-wide, as an engineering study is required.

MEETING SUMMARY

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Date / Time: March 13, 2023, 7:30pm-9:00pm

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

Purpose: Community Advisory Committee (CAC) – Estates Section Sketch Concept Review

Location: Hybrid In Person (Garden City Public Library – 60 7th Street, 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
Ralph Suozzi, Village Administrator
Ken Jackson, Police Commissioner
John Borroni, PE, Public Works
Danielle Miller
Maurine Sullivan
John Sullivan
Craig Piscone
Rose Powers
Carl ???
Maureen Leggett
John Cantwell?
Michael Amabile, AICP, Creighton Manning

Zoom

Effie Campbell
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.

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- CM has developed concept sketches of various calming measures at locations that were identified using the suitability criteria
- CM conducted research on protocols that other municipalities use to request traffic calming

- CM will refine the concept sketches following this meeting
- CM will prepare a report to be presented in May 2023

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- CM staff discussed the intention, development, and application of a suitability analysis tool.
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 - *Chicanes*: horizontal element, linear sight distance may need to be considered
 - *Bump Out/Choker*: narrows roadway, bump outs used at the end of blocks, chokers used midblock
 - *Median Island*: used to narrow roadways and slows speed, some streets in the Village already have and is suitable in a lot of the Village due to the wide streets
 - *Raised Crosswalks*: elevates pedestrians, Village is exploring this treatment on 7th Street, adds a vertical element to the crosswalk
 - *Road Diet*: not proposing any right now, but important to be aware of and push for on the county roads
 - *Raised intersections*: around downtowns and schools, not proposed in the Village, but could work in some places
 - *Traffic Circles*: neighborhood scale, can go in wide/large intersections, accompanied by signage

Presentation of Concepts

- CM explained the considerations when selecting sketch locations. These considerations included:
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 - Survey 123 responses
 - Review of criteria not considered in suitability analysis such as prevalence of crashes
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 - Professional judgement and site visits
 - Feedback from the village (Traffic Commission, Police Commissioner, CAC Members)
- CM presented their Potential Improvement Location Map and pointed out the locations that would be located within the East Section
- CM reminded the CAC members that these sketches were example concepts and that traffic calming measures are best implemented in packages or series and not just as “one-offs”

- CM reminded the CAC of the calming measures considered and the measures chosen to sketch within the village.
- CM explained the difference between horizontal and vertical elements. Vertical elements force drivers to slow down because their vehicle must traverse a “bump”. Horizontal elements force drivers to slow down because their vehicle must traverse adjustments in roadway alignments.
- A resident expressed aggravation about the lack of maintenance of plantings within the median islands and traffic circles. They look good for a few months or a year, but then they begin to look run down and the more you add the more it is to maintain. The gardened and landscaped portions get abandoned.
- The residents had a conversation about the confusion around traffic circles and if there needs to be signs and how cars and busses maneuver the element. CM reiterated that this element is mountable for larger vehicles including buses and ladder trucks.

- CM presented the concept sketches prepared for locations within the Estates Section:
 - *Traffic Circle at St Pauls Pl and Hampton Rd*
 - CM comments:
 - Focused on slowing speeds in the area
 - CAC comments:
 - Resident believes it looks dangerous and is not safe for pedestrians
 - Village does not prefer the traffic circle, they feel it doesn’t maximize pedestrian safety
 - A resident was surprised to see a traffic circle at Hampton Rd and St Pauls Pl
 - Would like to look at other treatments on Oxford Blvd and Hampton Rd
 - A resident requested a stop sign on St Pauls Pl and Stratford Ave
 - *Median Island at Hampton Rd and St Pauls Pl*
 - CAC comments:
 - Would like a stop sign at Oxford Blvd because it is used a cut through
 - Felt that stamped concrete doesn’t look very attractive
 - Asked about adding a turn restriction for making right turns on Merillon Ave
 - CM comments:
 - CM will look for more treatments on Oxford Blvd and Hampton Rd
 - *Median Island on Tanners Pond Rd between Fenimore Ave and Newmark Rd*
 - CM comments:
 - Explained that could use bump outs at this location
 - Recommend putting a landing on the corner
 - Will look into whether speed humps could work on Tanners Pond Rd
 - CAC comments:
 - Speeds on Tanners Pond Rd make it difficult for people entering the intersection
 - *Median Island on South Ave - B/W Kensington Rd and Whitehall Blvd | B/W Brompton Rd and Adelphi Parking Lot Driveway*
 - CM comments:
 - Approach to narrowing the roadway
 - Identified as a speeding zone with crashes
 - The roadway is 30-feet wide
 - Speed humps are not suitable here due to volumes
 - CAC comments:
 - Concerned about lane widths and width of road
 - Worried about separated lanes making speeds worse

- **Bump Outs on Stratford Ave at Stratford Ave/Weyford Terr and Stratford Ave/Kildaire Rd**
 - CM comments:
 - Visual impact leads to slowing traffic
 - Currently the roadway is 50-feet wide
 - Would not inhibit pick ups and drop offs at the school
 - Helpful for pedestrian safety by making them more visible and shortening crossing distance
 - Residents could be the culprit of the speeding
 - CAC comments:
 - No notable feedback from CAC members
- CM briefly reviewed treatments being considered in the other sections of the Village including speed humps. CM explained considerations when placing speed humps:
 - They are best built in series
 - Must be 125 feet from signalized intersection
 - 25 feet from unsignalized intersection
 - Kept away from driveways
 - There is no maximum width for speed humps
- Police Commissioner mentioned that people tend to speed on Oxford Blvd near Merillon Ave. This could be a potential location for a speed hump. Hampton Rd is similar.
- Residents acknowledged that maintenance of medians were better when the Village did the maintenance and not when it was contracted out
- In response to an inquiry on how temporary speed humps are installed, CM explained that dowels are installed into the road and those lock into the segments of speed humps. The width of the hump can be adjusted as the units are modular. The installation process takes one day.

Traffic Calming Request Protocol

- CM explained how other municipalities have gone about requesting traffic calming measures and the recommended best practices for implementation
- CM reviewed examples in the City of Albany, Village of Bronxville, and Town of Rotterdam. Some municipalities create thresholds and procedures that allow for review by different agencies and stakeholders while other municipalities require petitions from residents.
- CM explained that they can't set up the protocol for the Village; however, the Village should strongly consider creating a request protocol to help manage requests and create a procedure
- CM mentioned that some municipalities create thresholds and procedures that allow for review by different agencies and stakeholders
- CAC Comments:
 - Wondered if there could be a trial period or temporary versions of treatments
 - 2/3 of the community should support an initiative, but it depends on where it is located

Village-Wide Speed Limit Reduction

- CM explained how the State of New York has authorized municipalities to reduce speed limits from 30 mph to 25 mph
- CM is currently helping the Village of Tivoli to lower their speed limit to 25 mph
- The Village should consider lowering the speed limit. However, CM cannot confirm that it is possible Village-wide, as an engineering study is required.

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: March 14, 2023, 6:00pm-7:30pm

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

Purpose: Community Advisory Committee (CAC) – West Section Sketch Concept Review

Location: Hybrid In Person (Garden City Village Hall – 351 Stewart Ave 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
Ken Jackson, Police Commissioner
John Borroni, PE, Public Works
Bill Cuomo
Michael Amabile, AICP, Creighton Manning

Zoom

Brian Edelson
Paul Colbert
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.

Project Update

CM gave the following updates on the project:

- CM completed the additional traffic data has been collected
- CM has developed a suitability analysis matrix to help identify locations that would be feasible for a traffic calming measure
- CM has developed concept sketches of various calming measures at locations that were identified using the suitability criteria
- CM conducted research on protocols that other municipalities use to request traffic calming
- CM will refine the concept sketches following this meeting
- CM will prepare a report to be presented in May 2023

Suitability Analysis

- CM staff discussed the intention, development, and application of a suitability analysis tool.
- The suitability analysis is intended to help identify locations and applicable treatments for traffic calming
- The suitability analysis criteria was developed based on guidance and best practices from:
 - Federal Highway Administration (FHWA)
 - National Association of City Transportation Officials (NACTO)
 - Institute of Transportation Engineers (ITE)
- While there are a variety of metrics that can be used for determining suitability, CM utilized the following three criteria when developing the suitability analysis:

1. Maximum Volumes
 - Sources of this data included:
 - Counts conducted by CM
 - 2019 Counts conducted by New York State Department of Transportation (NYSDOT)
 - 2019 Counts estimated by NYSDOT using historical data
 - Fall 2019 Replica Data
2. Number of Lanes
3. Roadway Width
- CM prepared Suitability Maps that identified locations where various traffic calming treatments could be implemented including:
 - *Speed Hump*: would work on many streets in the Village, there is a volume threshold, guidance around grad, but the Village is very flat
 - *Chicane*: horizontal elements force drivers to slow down, may want to consider linear sight distance
 - *Bump outs/Choker*: narrow the roadway forcing drivers to slow, bump outs are used at ends of blocks, chokers used midblock
 - *Median island*: narrows the lanes from the middle to slow drivers
 - *Raised Crosswalk*: elevates pedestrians in the intersection, adds a vertical element that can slow drivers, Village is exploring this treatment on 7th Street
 - *Road Diet*: not proposing any road diets right now, could be explored on larger, county roads
 - *Raised intersection*: not used in the Village, good for downtowns and higher pedestrian areas
 - *Traffic circles*: narrows roadway by putting an element right in the middle of intersections (not a roundabout), neighborhood scaled, can go in wide/large intersections, incorporate signage

Presentation of Concepts

- CM explained the considerations when selecting sketch locations. These considerations included:
 - Results of suitability analysis
 - Survey 123 responses
 - Review of criteria not considered in suitability analysis such as prevalence of crashes
 - Presence of schools and school bus stops
 - Professional judgement and site visits
 - Feedback from the village (Traffic Commission, Police Commissioner, CAC Members)
- CM presented their Potential Improvement Location Map and pointed out the locations that would be located within the West Section
- CM reminded the CAC members that these sketches were example concepts and that traffic calming measures are best implemented in packages or series and not just as “one-offs”
- A resident asked how CM will finalize the choices and which treatments to use
- CM stated that they are using feedback from the CAC’s as one of the final pieces of information in finalizing the treatments
- CM also reminded the residents that there will be a procedure created by the Village to request calming measures
- A resident mentioned that Level of Service can be used when measuring the effectiveness of measures and mentioned a more psychological approach to calming traffic; calm the driver
- CM presented the concept sketches prepared for locations within the West Section:
 - *Speed Humps on Homestead Ave between Clinch Ave and Hayes St*
 - CM comments:
 - Acts as a gateway treatment
 - Kept at least 5 feet from driveways
 - Can be installed at locations that already prohibit curbside parking

- CAC comments:
 - No notable feedback from CAC members

- *Princeton St Speed Hump between Middleton Rd and Edgemere*
 - CM comments:
 - Avoided nearby driveways
 - CAC comments:
 - No notable feedback from CAC members

- *Bump Outs on Stratford Ave at the Homestead School*
 - CM comments:
 - Functions as a gateway treatment
 - Improves the crosswalk at Wilson St
 - Narrows the road to alert drivers
 - CAC comments:
 - No notable comments from CAC members

- *Bump Out at Princeton St/Middleton Rd and Choker on Princeton St*
 - CM comments:
 - Explained that vehicles parked would not impede traffic flow
 - Will run autoturn to confirm curb radii can accommodate buses and other large vehicles.
 - Can be made smaller (at least 10 feet long)
 - Works as a system with the bump out treatment at the intersection and the choker treatment at mid block
 - Princeton was selected for this example because of the volume and width as well as Survey 123 pins mentioning speeding
 - Another option is to have two chokers in the middle of the segment evenly spaced from each other
 - CAC comments:
 - Is there enough room for two way traffic? CM response – Yes, the choker still allows for two 11-ft lanes
 - Is it rare or less effective to have a choker in the middle of the block, could you have two in the middle of the segment?
 - Concern about possibility of accident when turning onto Princeton St, chokers mid-block could alleviate this issue
 - Concern about reducing on-street parking. People will be defensive about losing “their” on-street spot
 - Concern about being able to back out of their driveways with chokers opposite their driveway
 - Concern about whether drivers are going to avoid using Princeton St and use other roads instead

- *Median Island on Tanners Pond Rd at Newmarket Rd and Fenimore Ave*
 - CM comments:
 - Median island will narrow the road and potentially lower speeds
 - Bump out may be more effective and speed humps along Tanners Pond Rd would be more desirable, CM is looking into these concepts

- CAC comments:
 - Plantings on the island would be nice as an entrance to the village off of Jericho Turnpike
 - Suggested low maintenance planting or artificial grass
 - Concern about objects on the island that could be damaged or inhibit sight lines, like a hydrant or unauthorized signs
- *Median Island on Edgemere Rd*
 - CM comments:
 - No driveways would be impeded
 - Narrows roadway, promoting drivers to slow down
 - CAC comments:
 - Wondered if there were visuals that could show what it would look like
 - Concerned the road was too narrow to put an island in
 - Concerned that school busses may not be able to make the turn on Yale St
 - Speeders on this road mainly go north-south and wouldn't be deterred by medians
 - A resident asked about this treatment being installed on Yale St. CM did not want to impede driveways. After some discussion, it became evident that the member was referring to a request for a stop sign on Yale at Edgemere.
- CM asked the CAC for their thoughts on Traffic Circles and Raised Crosswalks
 - Fairmont St and Chester Ave, raised crosswalk going north to south, near New Hyde Park Rd
 - Raised crosswalk crossing Fairmount St at New Hyde Park Rd
 - CAC Commented: why a traffic circle wouldn't work for Tanners Pond Rd and New Market Rd and Fenimore Ave
 - CM response: Configuration of roadway is not conducive to it

Traffic Calming Request Protocol

- CM explained how other municipalities have gone about requesting traffic calming measures and the recommended best practices for implementation
- CM reviewed examples in the City of Albany, Village of Bronxville, and Town of Rotterdam. Some municipalities create thresholds and procedures that allow for review by different agencies and stakeholders while other municipalities require petitions from residents.
- CM explained that they can't set up the protocol for the Village; however, the Village should strongly consider creating a request protocol to help manage requests and create a procedure
 - How many people should need to support a traffic calming measure to implement it
 - Resident: it has to be viable and then residents can decide
 - First check suitability and analyze, then go to residents
 - 75% of people must agree to have a block party, 75% seems reasonable for this
 - Traffic commission could have the final say
 - Depends on where the objectors are located in regard to the placement of the calming measure
 - Temporary versions of these treatments can be installed as a pilot, similar to the speed humps

Village-Wide Speed Limit Reduction

- CM explained how the State of New York has authorized municipalities to reduce speed limits from 30 mph to 25 mph
- CM is currently helping the Village of Tivoli to lower their speed limit to 25 mph

- The Village should consider lowering the speed limit. However, CM cannot confirm that it is possible Village-wide, as an engineering study is required.

Traffic Commission Update

- Considering a Stewart Ave calming, narrowing, road diet
- Considering a village wide speed limit reduction study
- Temporary speed humps will be delivered in the next month or two

Prepared by: Josh Koh, Junior Planner | Reviewed by: Michael Amabile, AICP, Project Manager | Revisions were made following review by the CAC