INCORPORATED VILLAGE OF GARDEN CITY
DEPARTMENT OF PUBLIC WORKS

REVISED
TRAFFIC COMMISSION AGENDA
MEETING OF DECEMBER 17, 2015

AGENDA FOR TRAFFIC COMMISSION MEETING
THURSDAY, DECEMBER 17, 2015 at 7:00 P.M.

1. Approve Minutes of November 19, 2015.

2. Formal Agenda

A. DEFERRED AGENDA

1.LETTER FROM MATTHEW AND JEANNE LUTTINGER OF 11 MERILLON AVENUE.
Mr. and Mrs. Luttinger are requesting the installation of "NO RIGHT ON RED WHEN PEDESTRIANS ARE PRESENT" signs at the Merillon Avenue and Nassau Boulevard intersection. They commute to work from the LIRR station at Merillon Ave. They have consistently noticed an increase in traffic at the intersection of Merillon Avenue and Nassau Blvd. These signs would attempt to bring back into the proper balance the rights of Village residents walking to the LIRR at Merillon Avenue. A copy of this letter was sent to the Police Department and the Estates Property Owners' Association and the POA requested that it be put on the Agenda.

DECISION: The Traffic Commission at its October 15, 2015 meeting approved the request to install a "No Right on Red When Pedestrians are Present" sign. Formal request must be made to Nassau County for approval and installation.

NOTE: Nassau County Department of Public Works was sent a letter dated October 20, 2015 requesting this sign and we are awaiting their response.

DECISION: The Traffic Commission at its November 19, 2015 meeting voted to defer this item as we are awaiting Nassau County's response to the letter that we sent them regarding this issue.

2. LETTER FROM TIM RYAN OF 17 CLINTON ROAD.
Mr. Ryan requests that the Village install "permanent" radar-based speed feedback signs on Clinton Road. Mr. Ryan states that according to the County Department of Public Works, they have two or more speed feedback signs available for Clinton Road, and he also states that the Village is either preventing, delaying or opposing the installation of the signs. The Police Department added a speed limit sign in each direction at a central location on Clinton Road between Brook and Meadow Streets. This does not require Traffic Commission approval.

DECISION: The Traffic Commission at its meeting of October 15, 2015, suggested that a letter be written to Mr. Ryan indicating that the Traffic Commission is not in favor of the large signs and would consider installing smaller solar signs and deferred this item until a definitive decision is made as to the locations where these solar signs will operate.

NOTE: We sent a letter to Mr. Ryan dated October 30, 2015 referring to the above decision.

DECISION: The Traffic Commission at its November 19, 2015 meeting voted to defer this item for Engineering to get cost estimate for solar signs for both sides of Clinton Road at Locust Street.

NOTE: Attached please find the cost estimate for solar signs for both sides of Clinton Road at Locust Street.

3.LETTER AND PROPOSAL FROM JAMES VAN SCHOICK OF 74 MEADOW STREET.

Mr..Van Schoick is requesting stop signs at the corners of Meadow Street and Lafayette Ave. and Meadow Street and Prospect Ave. He also includes a proposal that requests Roadway Lane Markings, a Mobile Speed Trailer and Increased Police Presence in the area. His letter and Proposal was sent to the Police Department and approval for this proposal to be on the Agenda came from the Eastern Property Owners' Association.

DECISION: The Traffic Commission at its November 19, 2015 meeting voted to defer this request after the Proposal submitted by the resident is reviewed. We are to look at Prospect Avenue and Meadow Street to see if there is enough room for a stop sign.

4.LETTER #1 FROM WILLIAM BELLMER AT 156 POPLAR STREET.

Mr. Bellmer states that the LIRR Bridge on Cherry Valley Avenue continues to get hit by unobservant over-height trucks. The bridge is marked for 10-foot, 4-inch clearance, which means that the actual bridge height is 11-foot, 4-inches. A prior proposal to install tell-tales in advance of the bridge was not approved. Warning chevrons attached to the edge of the bridge and flashing bridge-height signs at the sides of the roadway have not eliminated the problem, as evidenced by the damage to the chevrons. Each time an accident occurs, multiple Garden City Police are required to direct traffic and oversee debris clearance. The LIRR is also involved in determining that the bridge has not been damaged. If the actual bridge clearance were to be 14-feet, the Federal Highway Administration standard, no signs would be necessary, and no accidents would occur. Cherry Valley Avenue is a County Road. He states it should be worthwhile to ask the County to investigate whether this proposal is feasible, and if so, to implement it to finally solve this long-term problem. In addition, Mr. Bellmer states that trucks might then be able to be diverted from using Cathedral Avenue. This letter was sent to the Police Department and Central Property Owners' Association. This letter was approved to be put on the Agenda by the Central Property Owners' Association.

DECISION: Chairman Robert Bolebruch is to discuss this issue with Legislator Laura Schaefer.

NOTE: Letter was sent to Mr. Kevin Davitt of LIRR from Trustee Bolebruch stating that this matter was discussed with Legislator Laura Schaefer who referred it to the LIRR to coordinate this issue with Nassau County Department of Public Works.

5.REQUEST FROM MR. RALPH SUOZZI, VILLAGE ADMINISTRATOR.

Mr. Suozzi requests that we install a pedestrian crossing sign in front of the Garden City Senior Center on Golf Club Lane.

DECISION: The Traffic Commission at its November 19, 2015 meeting deferred this item at the request of the Central Property Owners' Association.

6.LETTER FROM PETER SAMAAN, ESQ. ABOUT ROCKAWAY AVENUE.

Mr. Samaan writes to ask for an opportunity to discuss the deplorable conditions on Rockaway Avenue, which are added to by the Garden City School buses and students at the High School, who like virtually everyone else, ignore stop signs and the posted Village speed limit and the school zone speed limit. He requests that the school corridor between the Middle School and High School and St. Paul's be made safer. This letter was forwarded to the Police Department and the Central Property Owners' Association. Trustee Bolebruch approved it to be put on the Agenda for discussion at this meeting.

DECISION: The Traffic Commission at its November 19, 2015 meeting voted to defer this item.

7. LETTER FROM CHRISTOPHER MALONEY OF HAMILTON GARDENS ON SECOND STREET.

Mr. Maloney requests permit parking for residents to park on the block. He states that Ford employees have taken over the block, they leave garbage, they loiter and most importantly they take up all of the spots in front of the apartments. He requests permit parking at least on the North side of the block, but better on both sides, similar to what is being done on Meadow Street. All Ford employees or guests of residents will have the ability to park in lots 2N or 2S down the block. This letter was forwarded to the Police Department and the Central Property Owners' Association. Trustee Bolebruch approved it to be put on the Agenda for this meeting.

DECISION: The Traffic Commission is considering the south side of Second Street toward Franklin to change the two-hour parking to unrestricted. The Department of Public Works and the Police Department are to consider 10-15 cars to be able to be parked. The Traffic Commission at its November 19, 2015 meeting voted to defer this item and also to get input from the Central Property Owners' Association.

NOTE: Letters have been sent to the three homeowners on Second Street (131 Second Street, 133 Second Street and 135 Second Street) to let them know what the Traffic Commission is considering for their block.

8. TREES REQUESTED TO BE PLANTED ALONG CATHEDRAL AVENUE.

The Parks Department and Engineering have worked on providing a map for the planting of trees on Cathedral Avenue for pedestrian safety.

9. MAKING PLATTSDALE ROAD A DEAD-END STREET.

UPDATE: TRAFFIC STUDY TO BE DONE ON AREA DURING FALL SEASON.
WILL KEEP YOU UPDATED ON AGENDA AS STUDY PROGRESSES.

DECISION: The Traffic Commission at its November 19, 2015 meeting voted to defer this item. The Department of Public Works is to get Traffic Counts on Plattsdale Road, Adams Street and Cambridge Avenue. Chairman Robert Bolebruch indicated that closing the street is not an option and was based on input from the Fire and Police Departments and that doing so would create an unsafe condition.

NOTE: E-Mail from Frank Russo to Robert Mangan, Director of Public Works.
Mr. Russo states "In light of the circumstances surrounding the Plattsdale traffic pattern change and considering the lack any evidence that justified the original change, I would like to propose a motion to the Traffic Commission to overturn their original December, 2011 vote and restore Plattsdale back into its original 2-way traffic pattern until there is unbiased evidence that a one-way pattern is the best solution for all affected parties."

B. NEW BUSINESS

1. LETTER FROM KENNETH AND MELANIE GRAHAM OF 21 CHESTNUT STREET.

Mr. and Mrs. Graham are writing to request the placement of two-hour parking restriction signs on Magnolia Avenue, north of Chestnut Street, both sides, from Chestnut Street to St. James Street South. Magnolia Avenue north of Chestnut Street is the only area in the Country Life Press section that does not have the two-hour parking restriction signs. Commuters who neither live nor work in Garden City park their cars on Magnolia Avenue daily. Also attached was a petition from their neighbors requesting the two-hour parking restriction signs on Magnolia Avenue north of Chestnut Street. They hope to have signs on all of Magnolia Avenue

to make the signage uniform in the Country Life Press section. Please note that the EPOA has approved a motion for two-hour parking restriction signs on Chestnut Street (north side of street between Washington and Magnolia) and Magnolia Avenue (north of Chestnut Street both sides to St. James Street South). The letter and petition was forwarded to the Eastern Property Owners' Association for review. Trustee Robert Bolebruch approved for this item to be on the Agenda.

2. LETTER #1 FROM WILLIAM BELLMER OF 156 POPLAR STREET.

On Stewart Avenue, eastbound at Cherry Valley Avenue are three lanes; a dedicated left-turn lane, a through lane, and a through/right-turn lane. At present the volume of eastbound traffic stacking to make a left turn can sometimes extend past the left-turn bay into the inner through lane almost to Rockaway, especially at rush hours, blocking through traffic and causing traffic to require multiple intervals to reach Cherry Valley Avenue. This situation can be alleviated by making the present through lane a combination through/left-turn interval, so that a through vehicle will not block one wanting to turn left. When the left-turn interval ends, the arrow extinguishes (does not turn red), allowing permissive left turns to continue. There is also space (because of the island on the east side of Cherry Valley Ave.) for left-turning vehicles behind it. No changes are necessary to signals or signal timing, only to lane markings. A dashed line in the intersection can guide the two turning lanes. A lane-use sign added on the island west of the intersection will be useful. As Stewart Avenue is a County road, it will be necessary to ask them for implementation. This letter was sent to the Central Property Owners' Association for review. Trustee Robert Bolebruch approved for this item to be on the Agenda.

3. LETTER #2 FROM WILLIAM BELLMER OF 156 POPLAR STREET.

Cathedral Avenue between Cherry Valley Avenue and the Hempstead boundary south of First Street presently has four lanes; two 10-foot lanes in each direction. The benefits of converting this arrangement to that of one lane in each direction with opposed center turning lanes are:

- Lane widths can be increased to 12-foot current standards.
- Lanes can be located farther from curb lines.
- Adding turning lanes at cross streets reduces interference with through traffic, provides better view of opposing traffic for those turning, reduces lane changing caused by avoidance of waiting vehicles.
- Cross traffic has fewer main road lanes to monitor prior to crossing.
- Speed is reduced due to elimination of passing ability.
- Parking can be allowed on the sides of the roadway.

The proposed work will require only pavement marking changes, with no signal changes. As Cathedral Avenue is a County road, it will be necessary to ask them for implementation. This letter was sent to the Central Property Owners' Association for review. Trustee Robert Bolebruch approved this item to be put on the Agenda.

Robert Mangan

Robert J. Mangan, P.E.
Director of Public Works

RJM:lh