



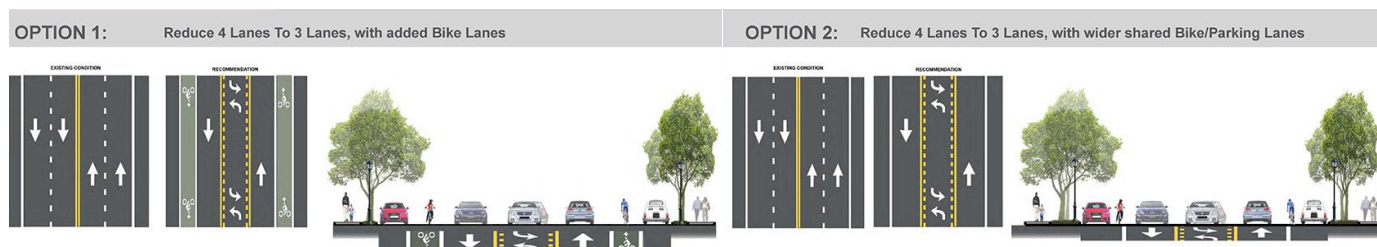
Grand Avenue Complete Streets Traffic Study: Q&A

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1 What improvements are recommended for Grand Ave?

Nassau County is **recommending** several improvements to the study corridor (Grand Avenue from Merrick Road to Stanton Avenue) to improve safety and accessibility to all modes of transportation including motorists, pedestrians, cyclists and transit users. Study recommendations include:

- a.) **Road Diet:** This traffic calming measure is to improve safety and streamline the flow of traffic and to gain space for other much needed improvements. The recommendation is to turn a small segment of Grand Avenue from two lanes in either direction, to one lane in either direction with a center left-turn lane. This would free-up the fourth existing lane, which would be modified into bike lanes (Option 1) or wider parking lanes (Option 2) on both sides as shown below. The overall roadway width would remain the same. The road diet would begin north of Merrick Road to south of Sunrise Highway and from north of Sunrise Highway to McKenna Place. The road diet would encompass less than 2/10 of a mile of roadway per segment. It is important to point out that the number of lanes along Grand Avenue at the intersections of Merrick Road and Sunrise Highway would remain to maintain existing capacity.



- b.) **Curb Bump-outs & New Crosswalks:** Extensions of the curb or bump-outs at certain intersections would be built to shorten the pedestrian crossing distance and make pedestrians and motorists more visible to one another, improving safety and operation. They would also create a road narrowing effect to curb speeding. The bump-outs will also provide more space for pedestrians, bus shelters and other street furniture, and would help beautify the corridor. Several new crosswalks and curb bump-outs are recommended throughout the study corridor. Curb bump-outs would be designed to allow for safe turning of automobiles, trucks and emergency vehicles at all intersections. Curb bump-outs would **not** result in any significant loss of on-street parking.
- c.) **Left Turn Lanes at Seaman Avenue & St. Lukes Place:** New left turn lanes are being considered at these intersections to improve circulation and reduce congestion. Some on-street parking along the west side of Grand Avenue would have to be removed to accommodate the new left turn lanes. The County is working with the Town of Hempstead and local businesses on parking management solutions.



For more information, please contact:

Legislator Laura Curran's office at 516-571-6205, or email lcurran@nassaucountyny.gov.



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1 What improvements are recommended for Grand Ave? (Continued)

- d.) **Traffic Light Synchronization:** The timing of traffic lights throughout the study corridor would be optimized and better synchronized to improve the flow of traffic. New traffic and pedestrian signal heads would be installed at certain locations.

2 How will this plan impact parking?

Where the road diet is implemented, parking lanes could *potentially* be widened, making it easier and safer for motorists to park and get in and out of their vehicles. On-street parking along the study corridor will largely remain the same, except in the area around Seaman Avenue and St. Lukes Place where the recommended left turn lanes will be added. There is **NO** proposed elimination of existing on-street parking along the road diet segments.

3 How will this plan impact traffic congestion?

The optimization and synchronization of traffic lights will help motorists to traverse more efficiently along Grand Avenue. Combined with the road diet in the downtown area, drivers will be able to maintain safer, more consistent speeds throughout the corridor. The road diet design will allow for sufficient “stacking” at Sunrise Highway and Merrick Road intersections to prevent traffic from backing up on Grand Avenue.

4 Why add a bike lane?

Out of all of the public comments we received from the first public meeting on February 24, 2015, the request for bike lanes was mentioned most frequently. With the space gained from the road diet, a bike lane could *potentially* be constructed in the downtown area of Baldwin. Studies show that those who bike and walk to businesses spend more money than those who drive!



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5 Will this project raise my taxes?

No! The project is proposed for inclusion in Nassau County's Capital Plan which funds many infrastructure and community revitalization projects throughout the County. The County also plans to apply for grants from New York State and the federal government to leverage County funds. Remember, if the Capital Plan funds are not used for this project, they will be used for capital projects in other Nassau County communities!



6 How was the community involved in the planning process?

A public input meeting explaining the study and its goals, was held on February 24th, 2015. More than 80 people were in attendance. The public was asked to provide input on the types of improvements they would like to see in the study corridor. The County's Department of Public Works and LiRo Engineers met regularly over the past year with County and Town

officials as well as local community groups, including the Baldwin Civic Association and the Baldwin Chamber of Commerce to garner local insight and feedback. The draft recommendations (based on the engineer's findings and the community's initial input), were presented at a public meeting on November 18th, 2015.

7 How can a Road Diet relate to economic development in Baldwin?

A road diet and other recommended improvements send a clear message to existing and prospective property owners, tenants and developers that Grand Avenue is a priority for reinvestment and business development. It is likely that the local real estate community will take note of the improvements as clients more frequently inquire about properties along the corridor.



The full presentation from the 11/18/15 meeting can be found on the Nassau County Planning Department Website:

<http://www.nassaucountyny.gov/2856/Planning-Department>

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