

Appendix P
Transportation Technical Analysis

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TRANSPORTATION TECHNICAL REVIEW

PEDESTRIAN

The Living with the Bay (LWTB)-Stormwater Project would increase pedestrian access to each of the project components.

Smith Pond Rehabilitation Component

Pedestrian access to Smith Pond Park is via Nassau Street, Claude Street, and Maine Avenue. The park has hiking/biking trails on the east side. The existing paved path crosses Morgan Days Park from the southern limit of the northern parking lot to the paved area of the basketball courts and southern parking lot. An unmaintained and overgrown dirt path runs along the eastern shoreline of Smith Pond.

As part of this project component, a new greenway would be constructed using the existing alignments of the paved and dirt pathways and would run from the northern limits of the northern parking lot along the southern shoreline of Smith Pond, with portions of the pathway returning to the open field paved pathway. A new greenway would terminate in the south of the park at a new overlook area by the fish ladder and weir and would provide a continuous connective path from the northern limits of the site to the southern limits, connecting the three proposed overlooks (two existing and one new). The northern tip of the proposed greenway would connect to the middle northern portion of the Mill River Greenway component at Maine Avenue, and the southern tip of the proposed greenway would connect to the middle southern portion of the Mill River Greenway component at the end of Nassau Street.

The greenway, trails, and waterfront access of the project component would increase pedestrian access to Smith Pond Park.

Lister Park Improvements Component

Pedestrian access to Lister Park's Tighe Field, Centennial Field, and Bligh Field is available via surrounding access roads. Access to Tighe Field is via Merrick Road in the north, Windsor Avenue in the east, and South Village Avenue in the south. Existing access to the field is through the parking lot on the east side. There are no existing hiking/biking trails in Tighe Field. As part of this project component, a curb that complies with the Americans with Disability Act (ADA) with a detectable warning surface would replace the current non-ADA compliant walkway at the north end of the parking lot. Additionally, a new, reinforced 4-foot sidewalk between the parking lot and new bioretention basin would replace the existing walkway. Any signage related to the site would be restored at the end of construction.

Access to Centennial Field is via Chester Road in the west and South Park Avenue in the south. This field has hiking/biking trails that are primarily located along the eastern side next to the Mill River. As part of this project component, all four connections from the parking lot to either the roadway or the surrounding trails would align with the existing roadway or trails.

The overlook along Mill River to the east of the parking lot would have its decking replaced.

Access to Bligh Field is via South Park Avenue in the north and Riverside Road in the west. As part of this project component, pedestrian access would be expanded. An access ramp would be installed on the east side of the parking lot with access to the existing Mill River Overlook. The sidewalk would be removed on the southern side of South Park Avenue between Oceanview and Riverside Roads. The sidewalk removal would continue around the corner of the Riverside Road-South Park Avenue

intersection and extend south along a short portion of Riverside Road. The existing curb along South Park Avenue would be removed, and a knee wall would be installed.

On the opposite side of Riverside Road, a concrete sidewalk would be installed along the east side of Riverside Road and the south side of South Park Avenue. Four crosswalks are proposed for rehabilitation or installation, including:

- a crosswalk over South Park Avenue along Mill River to connect the existing and proposed greenways;
- a crosswalk over South Park Avenue, immediately east at the intersection with Riverside Road;
- a crosswalk over Riverside Road, west of Bligh Field; and
- a crosswalk over Riverside Road, at the southwest corner of Bligh Field and the northwest corner of the parking lot.

Additionally, a 670-linear-foot, 10-foot wide porous, asphalt greenway would be built around Bligh Field and adjacent to the river. The path would end at South Park Avenue to the north. To the south, the greenway would run parallel to the north side of the parking lot and would meet a new crosswalk proposed along Riverside Road. Additionally, the greenway path would split at the northeast corner of parking lot and provide an 85-linear-foot extension on the eastern side of the lot.

East Rockaway High School Component

Pedestrian access to the East Rockaway High School (ERHS) component is via Ocean Avenue. No additional pedestrian improvements would be made as part of this component. The site currently has no designated hiking or biking trails and is not a designated park or open space.

East, West, and North Boulevards – Stormwater Drainage Improvements Component

Pedestrian access to the Boulevards component is via East Avenue, West Avenue, and North Avenue. No additional pedestrian improvements would occur as part of this component because the site is within the public right-of-way. However, the additional flood mitigation improvements along the roadways may improve access to sidewalks during or after storm events.

Mill River Greenway Component

Pedestrian access to the Greenway component is via various roadways throughout the Villages of Hempstead, Rockville Centre, Malverne, Lynbrook, and East Rockaway. The existing four portions of the Mill River Greenway are similar in nature. The sidewalks and crosswalks throughout the project area are located primarily within residential and commercial areas, and the pathways usually lead to recreational amenities in the general area. As part of the project component, improvements would be made to four sections of the Greenway—the northern portion, the middle northern portion, the middle southern portion, and the southern portion.

Pedestrian improvements to the northern portion of the greenway include replacing two ramps along the western side of Peninsula Boulevard at the intersections of West Graham Avenue and President Street. The crosswalk at President Street would be restriped, and a section of sidewalk just south of that intersection would be replaced. In total, 123 linear feet of sidewalk would be replaced. Signs designating the path of the Mill River Greenway would be installed at intersections and crosswalks where the greenway is proposed to begin, end, or change direction. Signs would be placed at the beginning of the Mill River Greenway, at the President Street crosswalk, and at the end of the northern portion.

Pedestrian improvements to the middle northern portion of the greenway would include sidewalk replacement or reconstruction intermittently along 36 planned sections (5,304 linear feet). Longer, continuous sections of sidewalk would be replaced at the eastern side of Ocean Avenue and the northwestern side of Peninsula Boulevard. A new sidewalk would be installed along Maine Avenue. In addition, four trees would be removed along Ocean Avenue near Peninsula Boulevard to prevent further sidewalk damage. Curb ramps at most intersections throughout the middle northern portion would be replaced, and crosswalks would be striped. Signs designating the path of the Mill River Greenway would be installed at intersections and crosswalks where the greenway changes direction. Existing signs would be relocated outside the sidewalk, and new posts would be installed.

Pedestrian improvements to the middle southern portion of the greenway would include intermittently replacing or reconstructing sidewalk along 18 planned sections (683 linear feet of improved sidewalks) of the entire middle southern portion. Longer, continuous sections of sidewalk would be reconstructed or installed along the western side of North Centre Avenue between Morgan Days Lane and Sunrise Highway. New sidewalks would be installed along Nassau Street, near Smith Pond (165 linear feet). In addition, the manhole on the southern side of Merrick Road would be reset after the sidewalk is replaced. Curb ramp replacement and crosswalk striping would occur at most of the intersections throughout the middle southern portion to make the crosswalks ADA compliant. Twenty-nine curb ramps would be replaced, and striping would occur at 10 crosswalks. Signs designating the path of the Mill River Greenway would be installed at intersections and crosswalks where the greenway changes direction.

Pedestrian improvements to the southern portion would include intermittently replacing or reconstructing sidewalk along the southern portion at 41 planned sections (3,046 linear feet of improved sidewalks). Longer, continuous sections of sidewalk would be replaced the northern side of Mill River Avenue from Bayview Road to Riverside Road; the western side of Ocean Avenue from Garfield Place to Vincent Place; the southern side of Garfield Place from Clark Street to Ocean Avenue; and the western side of Atlantic Avenue from Maxwell Street to Scranton Avenue. In addition, the valves at the southern end of 5th Avenue would be reset, and the vegetation would be trimmed back from the sidewalk along Mill River Avenue after sidewalk replacement. Curb ramp replacement and crosswalk striping would occur at most of the intersections in the southern portion. Fifty curb ramps would be replaced, and 26 crosswalks would be restriped. Signs designating the path of the Mill River Greenway would be installed at intersections and crosswalks where the greenway is proposed to begin, end, or change direction.

The proposed LWTB Stormwater Project improvements to pedestrian accessibility and connectivity within the park, the fields, and the greenway would likely increase pedestrian volume in these areas compared to the future without the proposed project components. However, this increase would be distributed over time throughout the entire trail network. During construction, contractors may limit or re-route pedestrians around construction activities to continue to provide access to open park features (those not under construction/rehabilitation).

PARKING

Currently, existing parking facilities are located at the Smith Pond component, the Lister Park component, and the ERHS component. As part of the LWTB Stormwater Project, additional flood mitigation measures would be implemented at parking lots to improve access to parking after storm events, and ADA accessibility would be improved.

Smith Pond Rehabilitation Component

At the Smith Pond component, surfaces of the existing parking lots would be stripped and replaced with porous pavement systems designed to manage the 10-year storm event. Parking lots would be pitched toward Smith Pond such that events that exceed the 10-year storm capacity of the porous pavement system would drain toward the pond.

Lister Park Improvements Component

At the Lister Park's Tighe Field component, the concrete curb on the north and west sides of parking lot would be removed, and the edge of the parking lot would be restored without a curb. During rain events, this improvement would allow stormwater runoff from the parking lot to reach the bioretention basin so it can be treated prior to discharging into the Mill River. Approximately 16 pre-cast concrete bumpers would replace the curb at the head of the parking spaces to act as a barrier between cars and the end of parking stalls for parking lot safety.

At the Lister Park's Centennial Field component, the parking lot would be fully reclaimed, during which old asphalt and base materials would be pulverized, mixed with cement and water, and compacted to produce a strong, durable base. Each of the 84 parking spaces would be 9 feet by 18 feet. Two of these spaces would be ADA accessible. The existing precast concrete bumpers would be removed before construction and relocated until the parking lot is repaved, then they would be replaced. The parking lot striping and directional arrows would be repainted. Additionally, a new curb would be installed at the parking lot entrance from Chester Road.

At the Lister Park's Bligh Field component, the parking lot would go through a full-depth pavement reclamation process, in which old asphalt and base materials would be pulverized, mixed with cement and water, and compacted to produce a strong, durable base. Porous concrete pavement in parking spaces and asphalt along the circulation route of parking lot would also be installed. Each of the 53 parking spaces would be 8.5 feet by 17 feet. Two of these spaces would be ADA accessible. The parking lot striping and directional arrows would be repainted. The existing fence along the northern side of the parking lot and the existing slide gate and fence on the western side of parking lot would be removed. Wooden guardrails are proposed for the north and east sides of the parking lot on the same sides as the proposed greenway. A knee wall would be installed on the western side of the parking lot, and pole-mounted light fixtures would be placed around the lot.

East, West, and North Boulevards – Stormwater Drainage Improvements Component

At the ERHS component, the entire parking lot would be replaced with new asphalt pavement, graded to direct stormwater runoff to the proposed green infrastructure to the east, and restriped. Two spots would be gained from former no-parking zones.

Mill River Greenway Component

The greenway and trails component improvements would likely generate a small increase in auto trips compared to the future without the proposed project. Given the dispersed nature of these improvements, any increase in parking demand is anticipated to be accommodated by the existing public parking lots. Reconstruction and rehabilitation of the parking lots would have a temporary impact on parking. At Smith Pond Park and Lister Park, parking during construction would be accommodated by existing, surrounding on-street parking.