



# WALKING AUDIT FOR THE CITY OF GLEN COVE

PREPARED BY VISION LONG ISLAND FOR AARP  
SPRING 2020

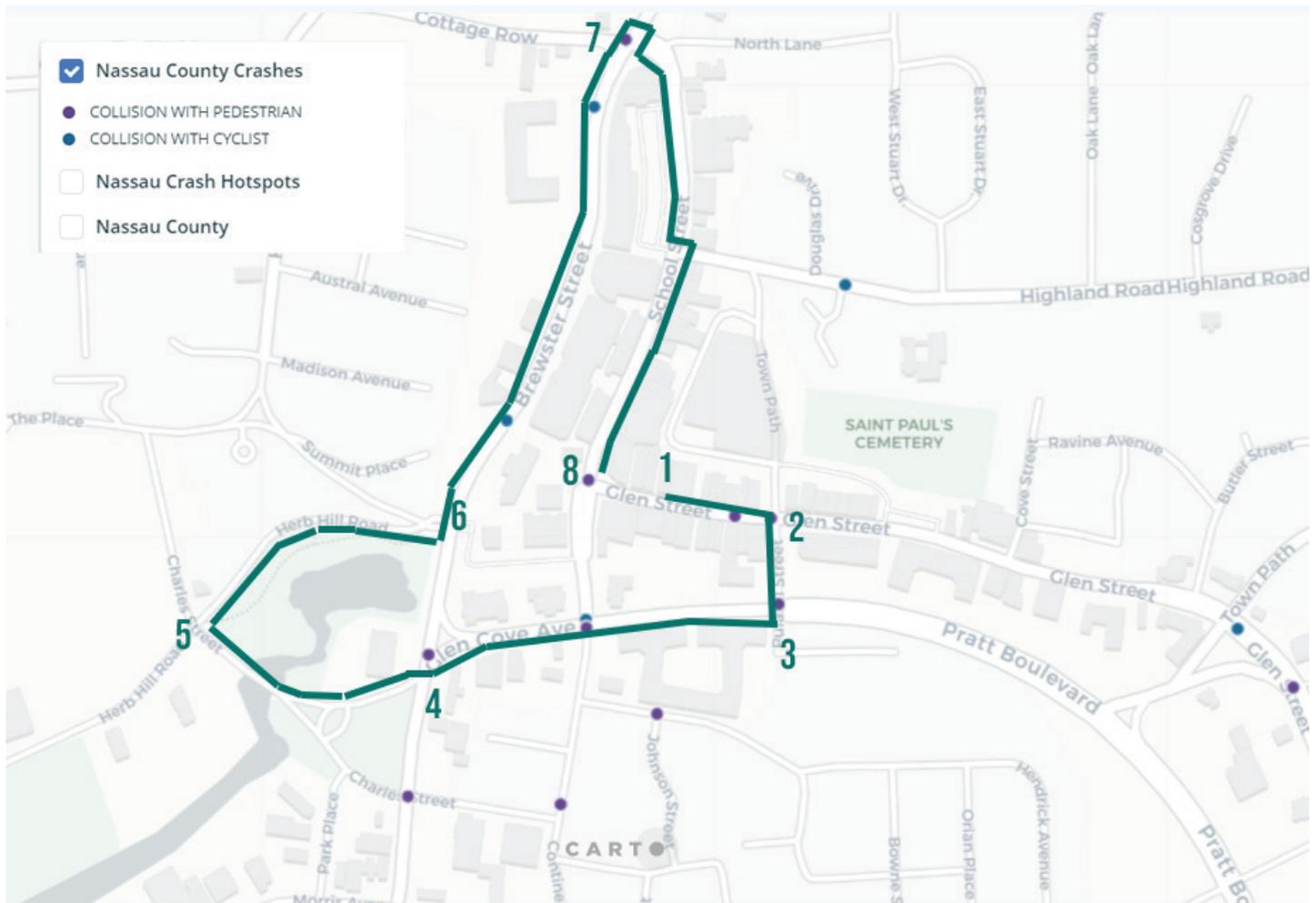


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## GLEN COVE

The City of Glen Cove has been recently designated an “Age Friendly Community.” In order to improve the safety and walkability of the city, a walk audit was conducted to assess current conditions and develop recommendations for improvements. In addition to the city’s “Age Friendly” status, it is undergoing a revitalization effort with new mixed use and multi-family developments recently constructed and currently under construction to bring more people and potential shoppers into the core downtown area. This additional foot traffic is also a factor in recommendations for pedestrian and other safety improvements.



### WALK AUDIT OBSERVATIONS:

The walking audit in Glen Cove covered several main roads in the downtown area. The primary focus of the Audit was the primary shopping streets such as Glen Street and School Street, as well as some of the busier roads such as Pratt Boulevard and Brewster Street that separate the core downtown area from many of the nearby multifamily developments and residential neighborhoods. The audit was conducted on Tuesday, July 9 at 10 am. The group which included Deputy Mayor and staff of the City of Glen Cove, Vision Long Island staff and several AARP volunteers started at the City Hall. After the main walk, several participants visited the Senior Center further east on Glen Street to observe the conditions in that location.

1. The group started at City Hall and headed east towards Pulaski Street. Glen Street traffic moved relatively calmly. Sidewalks were narrow, but in decent condition, however there were no street trees to provide shade, particularly on the north side of the road which is not shaded by the buildings on the south side. Crossings are

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between 225 and 300 feet apart which is adequate.

2. The group crossed Glen Street at Pulaski. The crossing at Pulaski Street is 43'-6" from curb to curb. There are push buttons for pedestrians to cross the street, but no walk/don't walk signals in either direction. In addition, the curb cut seems to be oriented more for people crossing Pulaski than for those crossing Glen which causes people using the curb cut to go into Pulaski in order to get onto the sidewalk. The crosswalk across Pulaski Street is approximately 60' long and though there is a median on both portions of Pulaski, the median does not extend far enough to provide a refuge island for pedestrians.



Pratt Boulevard and Glen Cove Avenue

3. The group continued down Pulaski Street to the crossing at Pratt Boulevard next to the Avalon apartments. The crossing is 73' from curb to curb and the crossing signal gave 18 seconds to cross once the "walk" signal changed to the countdown timer which is about 4 feet per second. The crossing signal on the south side of the intersection was both obscured by trees and not working. The median in the center of the road did not provide a pedestrian refuge. Traffic speeds along Pratt Boulevard were high though drivers seemed to slow down when they saw the group and the speed gun. Travel lanes in this area were 11'.



Herb Hill Road and Charles Street

become a busy intersection for both vehicles and people is completed. The slip lane also allows for faster turns make it easier for drivers. The group then turned right on park rather than take the sidewalk along Herb Hill. The path through the park was noticeably more comfortable than other sidewalks around downtown.

6. The intersection of Herb Hill, Mill Hill and Brewster Street is complicated in difficult to navigate. The crosswalk striping was faded away in many locations and motorists were travelling quickly. There is a small island in the middle of where Herb Hill and Mill Hill meet, however the island is too small to provide pedestrian refuge and creates a confusing and potentially dangerous situation. It is 68' from curb to curb with no crossing signal for the north-south crossing, only for the east-west crossing on the north

4. Walking along Pratt Boulevard toward Glen Cove Avenue sidewalks were of minimal width and not adequate for the size of our group. There were only a few street trees for shade. At the intersection of Glen Cove Avenue, there are no crosswalks to get to the other side of the road even though the library and post office are adjacent to the intersection. The closest crosswalks are a block away to the north (over 300') and two blocks away to the south (over 700'). The distance from curb to curb is 97 feet

5. The intersection at Herb Hill Road and Charles Street had faded road markings and large curb radii that allow for faster right hand turns than is safe. There wasn't much traffic during our time there, but it is anticipated to become a busy intersection for both vehicles and people on bikes and on foot once construction of Garvies Point and gives pedestrians a more complicated crossing to Herb Hill Road and took the pedestrian path through the



Path through Pratt Park



Herb Hill Road, Mill Hill Road and Brewster Street

side of the intersection. The entrance to Panera also appeared to be wider than necessary. The entrance to the new development under construction was not yet built at the time of the walk. The group continued north along Brewster past several multi-family buildings. The sidewalk was narrow and had only a few shade trees.

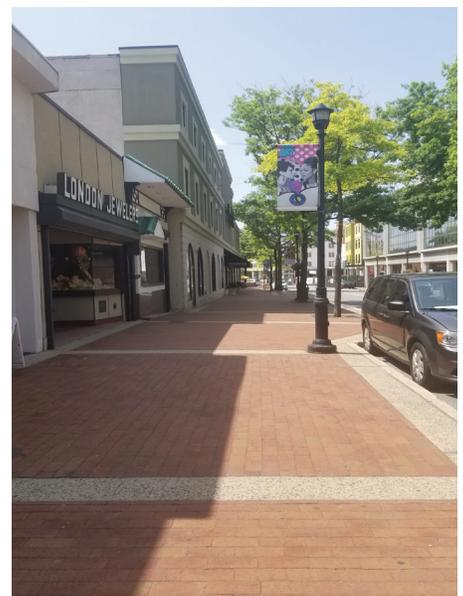
7. At the intersection with Cottage Row, the crossings were 75' and 76' long with 25 seconds given to cross. There was a slip lane to make a right onto Brewster from Cottage and no crosswalk on the south side of the intersection. The island dividing School Street at the intersection did not extend far enough to provide a pedestrian refuge. The group then continued down School Street towards Glen. The sidewalk in front of the shopping center was narrow and the hedge and sign and utility poles encroached into the pedestrian



School Street in front of shopping center

space making it difficult or impossible for those in a wheelchair or pushing a stroller. At Highland Road, the group crossed to the other side. The crossings were 44 feet across School Street and 31 feet across Highland. Both locations were given 13 seconds to cross.

8. The group continued south on School Street to the intersection of Glen Street. The construction on the west side made it impossible to cross the street, but it was observed that the intersection had an incredibly large turning radius making the intersection very wide.



School Street approaching Glen Street

9. After the main walk audit ended, several participants visited the Senior Center further east on Glen Street to observe conditions there. There was a 36' long crossing near the center to the parking lot across the street. Further east where Glen Street becomes a county road, it widens significantly and there is a very challenging intersection to cross at Town Path. The crosswalk striping was faded and the slip lane to head east on Glen Street from Town Path allows cars to turn at high speeds. There was 80 feet from curb to curb across Glen Street and 56 and 60 feet across the western portion of Town Path, there was no crossing on the east side of the intersection. At the slip lane, there is a 20 foot crossing with faded striping and the stop sign is at the far side of the crossing. There is no protection for pedestrians crossing at that location. There is a grocery store and pharmacy in this area that are frequented by senior residents without a safe way to walk to them, the crossings at Town Path and Pearsal Avenue are approximately 850 apart.

9. After the main walk audit

ended, several participants visited the Senior Center further east on Glen Street to observe conditions there.



Glen Street and Town Path

## RECOMMENDATIONS:

At Glen Cove Avenue and Brewster Street, crosswalks should be added across Brewster Street to allow crossings between new development west of Brewster and library and post office on the east side. In addition, tighten the curb radius at southeast corner and consider elimination of slip lanes to turn right onto Brewster and replace with conventional right turn lanes. Finally, consider tightening the curb radius at southwest corner of Charles Street to shorten crossing distance for pedestrians and calm traffic heading north. Consider inclusion of a bike lane to facilitate non-motorized travel between Garvies Point Development and downtown Glen Cove



Pratt Boulevard and Glen Cove Avenue

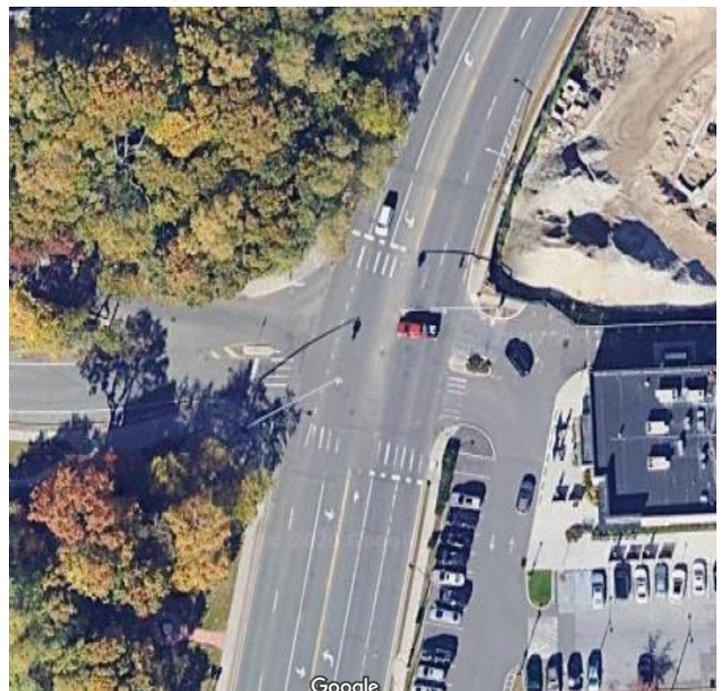
Given the high traffic volumes, number of turning movements and skewed geometry of this intersection, it will likely never be comfortable for pedestrians to cross however, currently it is impossible to get across Brewster. The timing of lights in the area should be investigated to see if it is possible to coordinate them to require less stacking at each intersection which increases the number of lanes needed to store all of the vehicles. This will allow more flexibility in reducing the amount of space dedicated to motor vehicles. In the mean time, reducing the speeds that drivers pass through the intersection and make turns will improve safety for those on foot.



Herb Hill Road and Charles Street

traffic lights at Brewster are far enough away that they don't back up into the roundabout. A Dutch style roundabout with separated bike lanes through the roundabout will make it even safer if designed properly.

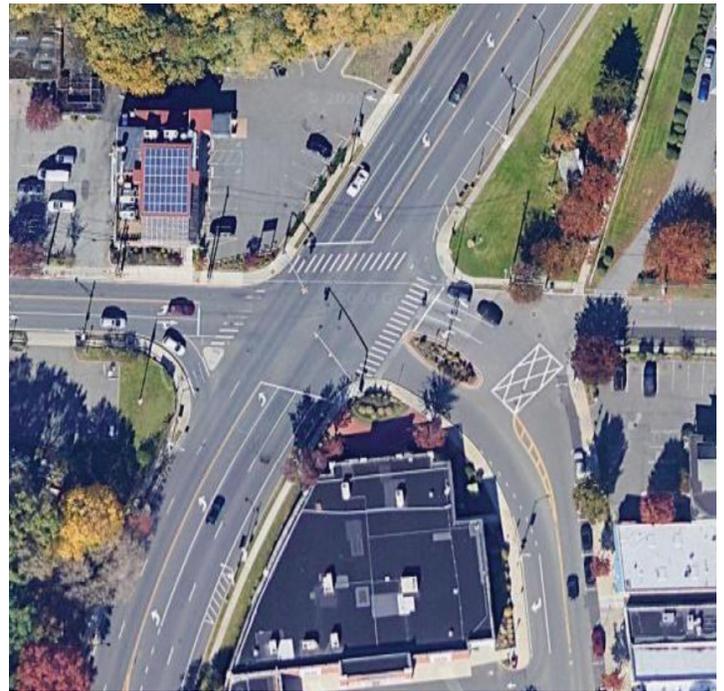
At the intersection of Herb Hill and Brewster, the intersection needs to be simplified to reduce potential conflict points. Mill Hill should separate from Herb Hill away from the intersection with Brewster. This will allow the crossing at Herb Hill to be much shorter and safer. Since this point is a critical connection between



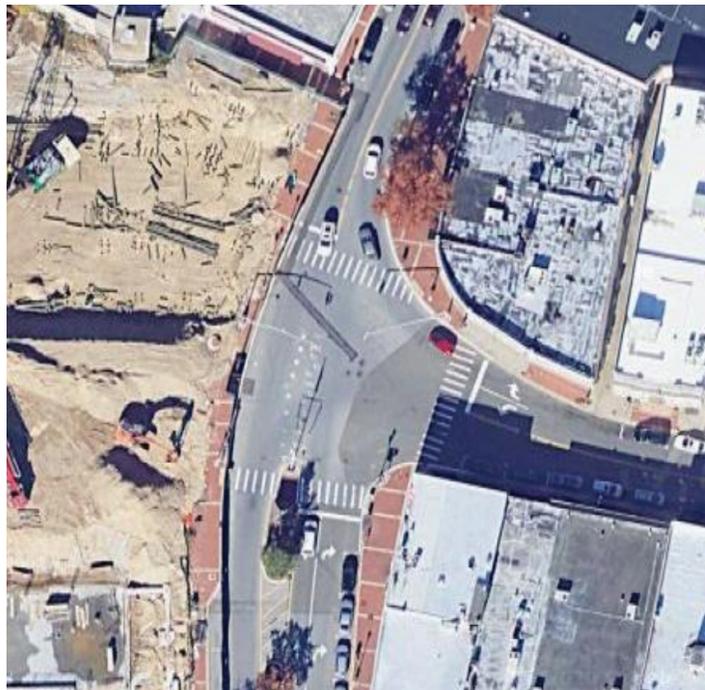
Herb Hill Road, Mill Hill Road and Brewster Street

Garvies Point and downtown, pedestrian and cycling connections through this intersection and up to School Street need to be made as safe and comfortable for those on foot or bikes in order to encourage non automobile travel between the two areas.

Further north at the School Street intersection, the slip lane allowing vehicles to make unrestricted right hand turns onto Brewster should be eliminated, the turning radius reduced, and a crosswalk should be installed on the southern side of the intersection to allow seniors and others living in apartments on the west side of Brewster more direct access to shops and services on



Brewster Street, Cottage Row and School Street



Glen Street and School Street

hedge should be trimmed back to allow more space along the sidewalk.

At the main intersection of School Street and Glen Street, the overly wide intersection can be narrowed with bulbouts at the southeast corner and reducing the turning radius at the northeast corner to slow drivers down when making right hand turns. There may also be room for a mini traffic circle in the middle of the intersection to further slow turning vehicles, reduce asphalt surface and beautify the center of town.

At Glen Street, where the pedestrian alleys cross next to City Hall, bulb outs/curb extensions can help to expand sidewalk space and provide room for street trees while shortening the crossing distance for pedestrians. At the intersection with Pulaski, bulbouts and extending the median to provide a refuge will shorten crossing



Glen Street and Town Path

distances as slow the speed of turning cars.

Further east on Glen Street, where it becomes a county road at Town Path, a roundabout may be possible to calm traffic as it enters the downtown area. If this is not feasible, the curb radii should be reduced at the intersection and crosswalks striped on all sides of the intersection. The other branch of Town Path that runs along the south side of the triangle should be narrowed to reduce speeding and make it easier to cross. The slip lane to head south on Glen Street should be eliminated and pedestrian crossing signs should be added at the crosswalk. If parking is needed along the south side of the triangle it should be striped to visually narrow the road.

## GENERAL RECOMMENDATIONS

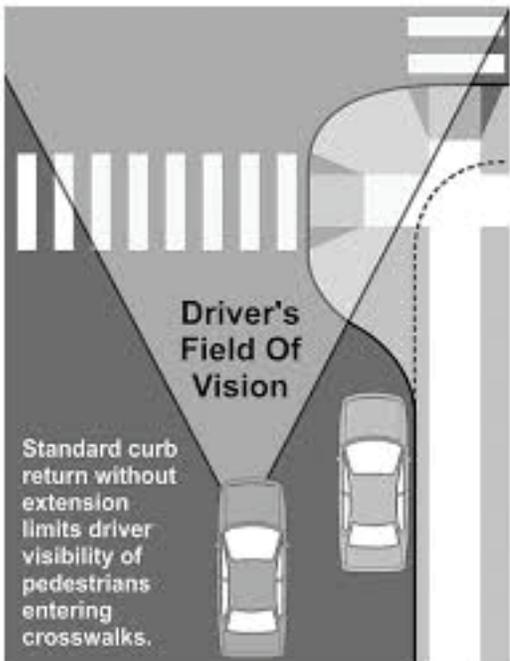
Some modifications that can help to improve safety and the pedestrian experience throughout downtown Glen Cove are lighting, street trees, reduced speed limits and facilities such as benches. In the core downtown area where a high number of pedestrians are expected and encouraged, a speed limit of 20mph is more appropriate. Lower speed improves the ability of drivers to see pedestrians and stop in time to avoid crashes. In additions pedestrians hit at lower speeds are significantly more likely to survive the crash.

In order for street trees to be effective for traffic calming and improvement of pedestrian safety and comfort, species should be chosen that provide a canopy over the sidewalk and street. If there are no overhead powerlines present, larger varieties should be used to provide the maximum canopy and shade. They should be planted between storefronts whenever possible to minimize blocking the signage of stores. The species should begin branching high enough to not encroach on pedestrian space on the sidewalk and not be hit by trucks in the street.



Street trees providing shade and traffic calming

Elements such as bus stops and crosswalks should be coordinated so that those riding the bus can conveniently use the crosswalk without having to travel out of their way to cross the street. Pedestrian comfort and convenience should be a higher priority than the speed drivers can get through the downtown on their way to somewhere else.



Adequate lighting is also important for both nighttime safety and perception of safety within the downtown. Lights should be at pedestrian level (not overhead highway lighting) and located in front of crosswalks to illuminate, not silhouette those trying to cross the street (from the perspective of the driver). They should be spaced frequently enough along the sidewalk and street to avoid dark spots where pedestrians would not be seen by drivers.

Finally, travel lanes should not be striped wider than necessary as it encourages faster driving. In the core parts of downtown, 10 foot lanes are sufficient, in other areas, 11 feet may be appropriate. Twelve foot lanes are generally too wide and encourage speeding.

Unfortunately there is not much data available regarding traffic volumes on minor streets in the area, so recommendations may

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need to be modified if actual volumes are significantly different than estimated/assumed volumes. The several large intersections surrounding the core downtown area are most in need of modification to improve safety, walkability and connectivity between downtown and the surrounding neighborhoods. Other more minor changes may be sufficient for some of the smaller roads and intersections. Since large intersection changes may be too expensive to implement quickly, interim changes with paint, plastic bollards and other low cost materials can be used to improve safety until funding is available for more substantial improvements. The photo shows the transformation of an intersection with paint and planters.



Lower cost intersection modification with paint and planters

For more information and best practices:

NACTO Urban Street Design Guide: <https://nacto.org/publication/urban-street-design-guide/>

Street tree benefits: [http://www.walkable.org/download/22\\_benefits.pdf](http://www.walkable.org/download/22_benefits.pdf)