

The special meeting of the Board of Trustees was held on Monday, August 20, 2012, at Lawrence Village Hall, 196 Central Avenue, Lawrence, New York 11559.

Those members present were: Mayor Martin Oliner
Deputy Mayor C. Simon Felder
Trustee Irving Langer

Also present were: David E. Smollett, Administrator
Abraham Farber, Deputy Treasurer
A. Thomas Levin, Village Attorney

Those members absent were: Trustee Joel A. Mael
Trustee Michael A. Fragin

Mayor Oliner called the meeting to order at 9:35 PM.

NEW BUSINESS

**Item 1 – Approval of abstracts – General Fund #'s 657, 658 & #659
Recreation Fund #'s 67 & 68
Trust Fund # 244**

Board Action: Mayor Oliner moved to approve all abstracts with the exception of the following vouchers for which approval was withheld pending additional clarification of the charges:

Voucher 264 – Central Lock and Key for \$555.00

Voucher 4597 – Friendly Chem-Dry for \$2,291.93

Trustee Felder seconded. All in favor.

Mayor Oliner instructed the Village Administrator to send him copies of all purchase requisitions for pre-approval prior to placing any orders.

Item 2 – Schedule public hearing for proposed amendment to Village Code in relation to excessive noise or disturbance from construction (Proposed Amendment - Exhibit A).

Board Action: Mayor Oliner moved to hold the public hearing on proposed local law L 1203 at the next Board of Trustees meeting on September 13, 2012, 8pm at Village Hall. Trustee Langer seconded. All in favor.

Item 3 – “No Turn on Red” sign at Washington Ave & Broadway

Mayor Oliner distributed copies of a memo from Harris Schechtman of Sam Schwartz Engineers (Exhibit B attached hereto) summarizing his observations regarding

traffic issues in several Village locations including the “No Turn on Red” sign recently installed by Nassau County DPW at the southeast corner of Washington Ave & Broadway, replacing the previous “No Turn on Red When Pedestrians are Present” sign. Per the memo, the County had replaced the sign after conducting a study of the intersection and, in the opinion of Mr. Schechtman, nothing in the course of his own observations indicated that the decision was in error.

Board Action: Mayor Oliner moved to leave the sign as is. Deputy Mayor Felder seconded. All in favor.

Additional discussion ensued regarding the other locations discussed in the memo.

Item 4 – Proposed Stop sign at intersection of Hollywood Crossing and Barrett Road.

Trustee Felder described issue of traffic hazard at the intersection where Hollywood Crossing merges with Barrett Road. Vehicles travelling northbound on Hollywood Crossing pass through the intersection very quickly resulting in several near misses with vehicles passing through from Barrett Road. Currently, a Stop sign is located on Barrett Road at the intersection. Trustee Felder recommended placing an additional Stop sign at the southeast section of the intersection along Hollywood Crossing so that vehicles approaching from both streets will be forced to stop and proceed in a more coordinated, safer manner.

Board Action: Trustee Felder moved to adopt the following resolution pertaining to placement of the new Stop sign:

Resolved, that §200-47 of the Village Code is hereby amended, by adding thereto in appropriate alphabetical order the following additional stop sign location:

Hollywood Crossing North Barrett Road

and it is further

Resolved, that the Village Administrator provide for the installation of appropriate traffic warning device(s) which will warn operators of vehicles travelling north on Hollywood Crossing of the approach to the aforesaid stop sign, and it is further

Resolved, that the Village Administrator send a copy of this resolution to General Code Publishers Corp. for publication in the next Code supplement.

Mayor Oliner seconded. All in favor.

Mayor Oliner noted that in the event the administration receives comments from residents pertaining to the Stop sign, the matter will be reconsidered.

Item 5 – Kosher Caterer at LY&CC

Discussion ensued regarding details of the contract and negotiations with Michael Schick of Catering by Michael Schick. Mayor Oliner and Trustee Langer said they will continue the discussion with Mr. Schick.

Item 6 – Trees replacement on Copperbeech Lane

Mayor Oliner asked Village Administrator Smollett to document dead trees along Copperbeech Lane and provide recommendations for their replacement.

Item 7 – Subdivision of water treatment facility

Discussion ensued on the matter of the subdivision of the water treatment facility pursuant to the transfer of the plant to Nassau County. There was a consensus not to take any action at this time.

Item 8 – Traffic and parking congestion on Broadway between Lord Avenue and 878 Highway

Discussion ensued regarding the issue of traffic and parking congestion on Broadway between Lord Avenue and the 878 Highway, resulting from meetings held at various times of the day at a private home in the area.

There being no further business, Mayor Oliner moved to adjourn the meeting. Trustee Felder seconded. All in favor.

Meeting adjourned at 11:30 PM.

This is to certify that I, David E. Smollett, read the preceding minutes, and they are in all respects a full and correct record of such proceedings.

David E. Smollett, Administrator,
Clerk/Treasurer

Exhibit A – Proposed Amendment (amendments underlined)

L 1203

A local law to amend the Code of the Village of Lawrence, in relation to excessive noise or disturbance.

Section one. Section 144-5(B) of the Code of the Village of Lawrence is hereby amended, to read as follows:

“B. Any and all construction, whether with or without a building permit, occurring both inside or outside a building or structure, including excavation, demolition, alteration or repair of any building, shall be permitted only between the hours of 8:00 a.m. and 6:00 p.m., Monday through Friday, and 9:00 a.m. and 6:00 p.m. on Saturday and Sunday. Notwithstanding the foregoing, no construction, including excavation, demolition, alteration or repair of any building or structure, and whether with or without a building permit, may be conducted outside any building or structure, or inside any building or structure in such manner as to emit noise audible at the property line, on Saturday or Sunday.”

Section two. If any part of this local law shall be adjudged to be invalid by any court of competent jurisdiction, such judgment shall not affect, impair or invalidate any other part of this local law, or the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, section, chapter, or part thereof directly involved in the controversy in which such judgment shall have been rendered.

Section three. This local law shall take effect immediately upon adoption and filing pursuant to the Municipal Home Rule Law.

Item 3 - Exhibit B

From: Harris Schechtman [<mailto:hschechtman@samschwartz.com>]

Sent: Thursday, August 02, 2012 2:27 PM

To: mayoroliner@villageoflawrence.org

Cc: Jeff Smithline; Frank Filiciotto; Erich Arcement

Subject: Observations and Preliminary Thoughts -- Traffic Engineering Issues at Various Locations, Incorporated Village of Lawrence

At the request of the Village, SSE met with Mayor Oliner and Administrator David Smollett on July 27, and then performed site visits and briefings with the latter. This memo will summarize observations, initial thoughts, and follow-up staff review, by location.

BROADWAY/WASHINGTON AVENUE: The issue here concerned “No Turn On Red” signs recently installed by the County. We were informed that these replaced “No Turn On Red When Pedestrians Are Present” signs. Complaints have been received by the Village that this is causing delays and queuing for drivers who previously could complete their right turn, and that due to the queuing, some drivers are electing to turn at Walters Lane, adding traffic to that street. We observed neither condition during a brief stay. There is a large edifice for Temple Beth Shalom/Hebrew Academy in the northwest quadrant of the intersection that may have occasioned the regulatory change. Since we are told that Nassau County DPW made this change after study, efforts to restore the former regulation will face a greater burden in having to show that the decision was in error. There is nothing that immediately points to that. At a minimum, a sight distance analysis would be required.

Since the complaints are prompted by the longer green signal phase for Broadway, an alternative approach could be to determine, by counts and observation, whether current conditions might warrant reallocation of additional green-time to Washington Avenue. It was also noted that while the crossing of Broadway at the west side of the intersection is accommodated by a high visibility crosswalk, the other three crossings at this intersection have no crosswalks at all. If the motive for the upgraded regulation is greater pedestrian safety, then the Village may wish to request striping of the three other crossings.

CENTRAL AVENUE/ROUTE 878: The issue described here involves delays, throughput, bus stop location, geometry, turning movements, and inadequate storage, particularly involving southbound Route 878 and Central Avenue traffic in both directions. It is complicated by traffic signals under three separate jurisdictions (NYS DOT; Nassau County DPW; and NYC DOT) in close proximity, some less than 200’ apart. We are told that NYS DOT is already studying lengthening the southbound right turn lane.

This is a somewhat complex intersection and problem. Extensive data will be needed, either through existing sources or through collection, observations, and analysis. The cost of this study effort could be estimated for the Village based on availability of data. Upon completion of this

study, a second round of expense would likely be required for meetings/coordination/technical review/implementation with NYS DOT, NYC DOT, and Nassau County DPW.

AUERBACH LANE/BROADWAY: Two issues were brought for consideration: the feasibility of a traffic signal, and interest in converting Auerbach Lane to one-way southbound operation.

We were informed that an inquiry was made of Nassau County DPW, with an informal reply that a traffic signal might be warranted. Whether a warrants study is performed by DPW or others, data will be required for an initial decision, and, if favorable, to determine the signal phasing. Because Broadway is currently free-flowing at this location (with the nearest up and downstream traffic signals some distance away), a new signal will add constraints to some Broadway traffic. By brief observation, highest volumes are along Broadway, so the time available for green phase at the two or three crossings would be actuated based on demand. This means that drivers on cross streets who are currently controlled by stop signs may encounter longer waits to enter Broadway, particularly if No Turn On Red restrictions are deemed necessary. If traffic counts confirm what SSE believes will be low volumes on Cedar Lane and on Copper Beech Lane, those phases might only be activated by the presence of a vehicle. Pedestrian crossings could be accommodated by or might determine the length of these short green phases, since Broadway is only 28-29' wide at this location. The variety of turn movements within a 150' distance may argue for a traffic signal, particularly if residents feel that the lengthened gore at the intersection of Copper Beech and Auerbach (that SSE was previously involved with) has not sufficiently separated various movements at this intersection.

SSE believes that a signal study should consider whether there is need or sufficient incremental benefit for including Cedar Lane for signal controls. SSE also suggests that consideration be given to an alternative that would not require traffic signals. The fact that all roads at this intersection are single lane and that roadway space is available south of Broadway may make it feasible to build a roundabout at this location. Further study of the site and geometry issues would be required, and approval from Nassau County DPW would be necessary in any case.

Consideration of converting Auerbach Lane to a one-way southbound street is fraught with potential issues. Some years ago, the Village brought in SSE to look at this area because of residents' complaints of speeding by drivers using it as a shortcut to/from back Lawrence. Since Auerbach Lane is approximately 31' wide – with parking permitted – the current two-way operation is a de facto traffic calming measure. Making the street one-way will remove this impediment, and facilitate higher speeds, which may also make it more attractive to additional traffic as a bypass route. Among other potential impacts of this proposal are that:

- Auerbach Lane residents will face longer, more circuitous trips to or from their homes.

- In order to go northbound, they are likely to use either Jorgen Street or Amberly Road to cut over. These are very lightly-traveled streets today – used mainly by residents – that would see increased traffic volume.
- Both Auerbach residents going north and northbound bypass drivers displaced by the one-way conversion will seek a northbound alternative. That is likely to be Briarwood Lane or Sealy Drive, which would experience more traffic than today.

The potential impacts of this proposal on the entire neighboring streets should be considered before the Village takes action.

BROADWAY, BETWEEN LAWRENCE AVENUE AND NASSAU EXPRESSWAY: The issues described to SSE are speeding and the difficulty/safety concerns of entering or crossing Broadway from Sutton Place and from Lord Avenue. Related to the former, we were told that there are unprotected pedestrian crossings at Sutton Place on Saturdays and holidays. This segment of Broadway is one-half mile long, perfectly straight, controlled by signals at either end, paved predominantly with a generally undamaged concrete composition, approximately 42'-wide in its eastern portion, and approximately 54'-wide west of Lord Avenue. There is a solid double center line for the full length, but no other markings, except at the Nassau Expressway intersection. There are sight-line impediments east of Lord Avenue and in both directions at the south side of the Sutton Place intersection. Some key factors help to generate problematic driver behavior along Broadway. The traffic signal at Nassau Expressway has a long red phase for Broadway and is clearly seen from a distance by westbound drivers. Some drivers use this information to speed up to decrease their likelihood of missing the green signal phase. Others translate the non-delineated 21+' cross section into two lanes, and pass non-speeding drivers on the left or right side – sometimes with little clearance, or crossing the center line – without warning or expectation. In addition to the hazards they create, the presence of high-speed traffic against the curb creates a risk for drivers from the cross streets while attempting to check for oncoming traffic by inching out to improve their sight lines.

The suggestion for stop signs at the two intersections is not a preferable solution at this early stage without analysis. Stop signs should not be used to regulate speed. Under the conditions described above, they may not deter some drivers intent on making the light, and they may impart a false sense of confidence in drivers proceeding from the cross streets, as well as in pedestrians who believe drivers will always come to a complete stop. Depending on the volume of pedestrians crossing, the assessment could change, although Nassau County also allows crosswalks at locations without traffic controls. Traffic signals might be preferable, but they will require study to see if warrants are met. Based on brief observations and limited information, it does not appear likely that Lord Avenue would qualify. Neither solution alone will correct the unsafe passing and speeding that are major problems.

The most effective and feasible approach may be to apply traffic calming treatments. While the most effective of these involve permanent construction, it may be possible to achieve a positive result with low-cost solutions such as striping, signage, and/or plastic bollards and curbing. A

primary goal would be to establish only a single traffic lane in each direction, for it to be as narrow as standards permit, to locate the traffic lanes far enough from the curb to allow drivers to safely enter from the cross streets, and to establish medians as a refuge for safer pedestrian crossings. This will first require traffic data to insure that traffic volumes can be accommodated in a single lane, then a design process using the most effective treatments available, and then approval from the county.

The above assessments are the product of professional experience and peer discussions based on limited observations, background information provided by others and from SSE's prior work for the Village, little or no traffic data, and no traffic engineering analyses. They should provide general guidance in helping the Village to decide how it wants to proceed toward solutions, or if solutions are needed. SSE is prepared to discuss these further and to assist the Village in undertaking studies or proposals to address these issues.

Harris Schechtman

Vice President

Sam Schwartz Engineering, PLLC

611 Broadway | Suite 415 | New York | NY 10012

T: 212.598.9010 x 123

F: 212.598.9148

C: 516.996.3303

www.samschwartz.com