

*The premise for Glen Cove as a “new suburb” is the diversification of transportation modes and priorities.*

# 4

## Connections

Glen Cove, as a traditional suburb, is predicated on the automobile as the prime means of travel – for work, shopping, recreation, and more. Automobile ownership has consistently gone up over the decades, as each family’s adults and even teens need a car to function independently; it is no longer uncommon to see three or more cars in a home’s driveway. (See Table 3, *Car Ownership*.) From 1980 to 2000, the number of households grew by approximately 15 percent<sup>9</sup>. So did the use of a private vehicle for commuting, which went up from 80 percent to 85 percent, with the proportion driving alone also growing from 60 percent to 75 percent. National figures indicate that in the 1990s, automobile usage doubled per household, to over ten trips per day. Thus traffic has gone up far more than population.

The impact of increased car usage and dominance is manifold. Surveyed residents indicated that traffic congestion is the second worst thing about living in Glen Cove. (Taxes are considered the worst.) High traffic volumes of speeding cars, a prevalence of auto-dependent uses, a poverty of landscaping, and unsafe pedestrian and bicycle conditions characterize much of Glen Cove’s major corridors. Unseemly corridors and vehicles using local roads to bypass traffic have a negative impact on the quality of life and home values of adjoining residential areas. These conditions are due to decades of emphasis on roadway efficiency

9. In 1980, there were 8,418 households in Glen Cove and, accordingly to the 2000 Census, there were 9,734 households

over transit alternatives, economic development, streetscape, and pedestrian and bicycle amenities.

While the automobile will no doubt remain the preferred mode of transportation for an indefinite future, this

need not mean that Glen Cove reconcile itself to these problems. Glen Cove also enjoys commuter rail access, varied bus service, and the prospect of ferry service. The decades since the 1961 Master Plan have seen a revolution in roadway design that now puts greater emphasis on pedestrian and bicycle comfort and safety; on keeping thru traffic off of local streets; and on the experience of vehicle riders as they travel.

It is the purpose of this Master Plan to address these issues and diversify the City’s approach to its transportation system and improve the quality of life offered by Glen Cove. Thus the following objectives should be applied throughout the City of Glen Cove:

*Create a safe, attractive and efficient transportation network for private autos, public transit, bicycles and pedestrians.*

- 1. Maintain roadway efficiency with balanced roadway regulations.
- 2. Enhance the accessibility and convenience of public transportation options.
- 3. Improve pedestrian and bicycle amenities citywide, but especially with destinations in mind.
- 4. Improve the appearance of Glen Cove’s gateways and corridors, including selective development in commercial corridors.

**ROADS**

The overall roadway network in Glen Cove, like many suburban municipalities, is not a grid pattern of streets, but a patchwork of (1) several arterials providing access across Glen Cove and to other communities and (2) a small number of collectors primarily providing access to neighborhoods that connect to (3) hundreds of local streets serving neighborhoods and subdivisions. A number of factors,

Table 3. Car Ownership			
Year	Proportion of Households		
	Without a Car	With 1 Car	With 2+ Cars
1990	10%	30%	38%
2000	8%	30%	44%
Source: U.S. Census			

such as Glen Cove’s hilly topography, the amount of coastline, the remaining estates, and the subdivisions that emerged from other estates, contribute to the current roadway pattern. (*See Map 16, Street Network and Mass Transit.*)

This pattern is, relative to most suburban communities, superior in terms of dispersing local traffic while absorbing thru traffic. Glen Cove is at the northwest end of a peninsula. As such, it has less thru traffic than its neighbors to the south. This traffic is largely absorbed by two **arterials**: (1) Brewster Street / Forest Avenue / Glen Cove Avenue (County Route 21) and (2) Glen Cove Arterial Highway / Glen Cove Road / Pratt Boulevard, which merges with Cedar Swamp Road at the boundary of Glen Cove and Glen Head (State Route 107). These two arterials are characterized by overall high traffic volumes and speeds, and are often uncomfortable or dangerous for crossing pedestrians.

**Collector roads** then span out across Glen Cove. The collector roads display multiple characteristics and functions:

- A few can serve as shortcuts, especially Pearsall Avenue / Walnut Road.
- Some connect to the neighboring municipalities of Lattingtown, Locust Valley, Matinecock and Sea Cliff: Christopher Columbus Avenue / Sea Cliff Avenue, Duck Pond Road / Town Path, Frost Pond Road, Lattingtown Road, Old Tappan Road, Sea Cliff Avenue and Shore Road.
- A number provide access to commuter train stations: Duck Pond Road, Pearsall Avenue, Sea Cliff Avenue, Town Path, and Walnut Road.
- Others provide access to other destinations: the marinas (Shore Road), the Mansion Hotel and Conference Center (Dosoris Lane), and an important industrial district (Sea Cliff Avenue just west of Pratt Boulevard)
- The two arterials serve Downtown, as does Bridge Street / Continental Place / School Street / Village Square, and Cedar Swamp Road / Glen Street.

In addition, Cedar Swamp Road / Glen Street is technically an arterial (County Road 27), and accommodates high traffic volumes; but it is handicapped in this function by frequent curb cuts and traffic congestion. Its function lies somewhere between that of arterial and collector.



Framed within these arterials and collectors are the **local roads** with alternating patterns of grids (streets laid out at right angles) and traditional suburban subdivisions (with cul de sacs and loop streets). These roads generally function as quiet streets lined with driveways for private residences.

As these multiple functions and names indicate, Glen Cove's road network evolved over the years and as subdivisions were built out; and they fairly disperse intra-city traffic movements. Shifts in local road patterns define and contribute to a welcome sense of privacy for Glen Cove's neighborhoods, and the collectors provide important neighborhood connections.

On the other hand, the two major arterials divide and isolate neighborhoods and pose potential safety issues for pedestrians and bicyclists. In addition, the two arterials as well as Cedar Swamp Road / Glen Street have become so vehicle-oriented in terms of adjoining development that they have become unattractive and detract from property values in adjoining neighborhoods. These roadway corridors also act as gateways to Glen Cove and Downtown, and as such shape the image and value of both. While these roadways serve a necessary means of traffic circulation, the importance of providing an inviting, landscaped and pedestrian-friendly environment should not be overlooked. Major corridors and Downtown gateways are described below:

- **Brewster Street / Glen Cove Avenue** is a commercial corridor leading from Sea Cliff north into Downtown. The portion of Brewster Street / Glen Cove Avenue just south of the Pratt Boulevard intersection contains some underutilized parcels that could be considered an Area of Change due to their location near Downtown and the waterfront.
- **Brewster Street / Forest Avenue** acts as a northern gateway to Downtown that experiences high traffic volume, and then continues as an east-west commercial corridor with high traffic volume and portions of strip retail development. The roadway generally contains limited landscaping and difficult pedestrian crossings. *(Note for simplicity, these two parts of County Route 21 are usually discussed independently, but are referred to as County Route 21 when discussed in their entirety as a single corridor or arterial.)*
- **Cedar Swamp Road / Glen Street** is a commercial corridor that splits from

Pratt Boulevard and provides a southern entrance into Downtown. Considering the presence of the Glen Street train station, Cedar Swamp Road / Glen Street represents a potential Area of Change. *(Note for simplicity, Cedar Swamp Road and Glen Street are discussed independently, but are referred to as County Route 27 when discussed in their entirety as a single collector road.)*

- **Glen Cove Arterial Highway / Glen Cove Road / Pratt Boulevard** (Route 107), as the primary gateway leading into Glen Cove and Downtown, experiences heavy traffic. The intersection of Pratt Boulevard and Bridge Street is one of the busiest in Glen Cove. As with Cedar Swamp Road and other significant Glen Cove corridors, this arterial is not pedestrian-friendly. Portions of the arterial are landscaped, but the gateway into Downtown could be enhanced with more landscape and streetscape improvements. *(Note for simplicity this arterial is hereafter referred to as Pratt Boulevard.)*

Commuting and driving to all manner of destination does not end at Glen Cove's boundaries, of course. Glen Cove is located at the end of a peninsula. *(Refer to Map 1, Location.)* While this means less thru traffic on local streets, it also means that residents must cross Northern Boulevard (Route 25A) to head to highways, jobs, and major shopping; and it would seem that each major intersection with Northern Boulevard involves frustrating back-ups and bottlenecks. This is perhaps the greatest traffic congestion problem faced by Glen Cove residents, and entirely outside of the purview of the City government.

This surmise is supported by the Residents Survey, in which 50 percent of the respondents indicated that traffic getting in and out of Glen Cove was poor, while only 28 percent indicated that traffic was also poor on local streets. Perhaps because traffic is bearable inside Glen Cove though not outside, traffic ranked second as the overall worst thing about living in Glen Cove; whereas in many Nassau County municipalities to the south it would likely rank first. As discussed next, this points to the potential for transit to serve as part of the solution to the regional congestion problem that residents rightly focus on.

## PUBLIC TRANSPORTATION

Public transportation is of most value for focused longer-distance commutation and travel (which tend toward common destinations, such as urban centers), than for dispersed shorter-distance trips (which tend toward varied destinations, such as in connection shopping and shuttling of kids). Glen Cove has commuter rail, as well as both commuter and local bus service.

Glen Cove residents do not rely on public transportation to nearly the degree that their neighbors in other Nassau County communities do. Only 10 percent of the respondents to the Residents Survey identified transit as their means of getting to and from work, even though 65 percent rated the convenience of local transit as “fair” or “good” or “very good”. Based on the 2000 Census, 8 percent of Glen Cove residents use transit to commute to work, which compares to 15 percent of Nassau County residents.

The most important type of transit service in the Metropolitan New York area is generally considered to be **commuter rail** to New York City. Glen Cove has three train stations on the Oyster Bay Branch of the Long Island Railroad (LIRR), which provides travel between Glen Cove and Manhattan. (*Refer to Map 16, Street Network and Mass Transit, on page 68.*) This service requires transfer at either at the Jamaica Station in Queens County, or in one case in Mineola in Nassau County. On weekdays for commuters, the LIRR operates six trains to and from New York City during both the morning and afternoon rush hours, every half hour. For the remainder of the weekdays as well as for weekends, train service in each direction operates approximately every full hour or second hour up until approximately 10:00 p.m. / 11:00 p.m. This is fairly consistent with the service offered most New York City suburbs; the difference is that the travel times between Glen Cove and Manhattan can be as long as 70 minutes, which compares to the region’s commuting norm of approximately 40 minutes. (Nationally, the norm is somewhere around 35 minutes, and has remained in the half-hour range for decades, indicating that this travel time is what most people have come to view as reasonable.) Although train service to Mineola, a nearby employment center, is quite short, train service to Manhattan is inherently limited in value, unless ridership grows to the point where express trains could be provided. This poses a “chicken and

egg” problem given that present ridership does not justify that feature, from the LIRR’s point of view.

There is promise, however. First, the City has already embarked on an effort to restore improved, high-speed ferry service at Glen Cove Creek that could go to three possible high-employment centers: LaGuardia Airport and Manhattan, in addition to the long-term prospect of Stamford. Second, Nassau County has proposed light rail service on the Oyster Bay Branch, which could go to two high-employment centers: Mineola and Roosevelt Field. These services would place all of these employment centers within the preferred half-hour or shorter travel times.

Glen Cove also has commuter and local bus service operated by the Metropolitan Transit Authority (MTA) and Long Island Bus (which may be merged into the MTA). The City also operates two local shuttle bus routes serving citizens of Glen Cove. Details are as follows:

- **Regional Bus.** The MTA operates two regional bus routes serving Glen Cove. The **N20 / N21 bus** operates between Downtown Glen Cove and Flushing Queens via Northern Boulevard, with a travel time of approximately one hour. Buses depart from Downtown approximately once every hour, except for the peak weekday afternoon travel period (3:30 p.m. to 6:30 p.m.). On weekdays, the service operates between 5:30 a.m. and 9:45 p.m.; on Saturdays between 6:30 a.m. and 9:00 p.m.; and on Sundays between 7:30 a.m. and 9:00 p.m. (except the last bus from Flushing leaves at 7:30 p.m.).

The **N27 bus** operates between downtown Glen Cove and Hempstead / Roosevelt Field, with a travel time of approximately 50 minutes to Hempstead and 30 minutes to Roosevelt Field. Buses depart from Downtown Glen Cove approximately every hour, except for the morning and afternoon peaks (7:00 a.m. to 9:00 a.m., and 3:30 p.m. to 6:30 p.m.), when additional buses are brought into service. On weekdays, the service operates between 5:30 a.m. and 7:30 p.m., on Saturdays, between 7:00 a.m. and 7:30 p.m., and on Sundays, between 9:30 a.m. and 7:30 p.m.



- **Local Bus.** The City operates two fixed local shuttle bus routes. The first is a **Commuter Bus** with morning and afternoon runs between Downtown Glen Cove, the Sea Cliff train station, and various employers throughout Glen Cove. The latter includes industrial employers located on Carney Street / Hazel Street and Sea Cliff Avenue, and single employers such as Glen Cove Hospital and Sunrise Assisted Living.

The **Glen Cove Loop Bus** operates four runs through Glen Cove from morning to early afternoon. The circular route includes stops at Morgan Memorial Park, various shopping locations, Glen Cove Hospital, the Glen Cove Senior Center, and the Trousdell Village Apartments.

The LIRR train service is the prime means to reduce traffic congestion. The City service is of value as an amenity to local residents and commuters traveling within Glen Cove. The MTA commuter bus service is handicapped by the long travel times to commuting locales. This liability could be offset by either frequent (e.g., every ten minute) service so that people use the service as a matter of course and never have long to wait; or by use of Rapid Bus Transit or similar approaches that reduce travel times.

## **BICYCLES AND PEDESTRIANS**

While many neighborhoods contain sidewalks, it is often unpleasant or unsafe to reach Downtown, local parks and especially local schools on foot. Nor does Glen Cove have designated bicycle lanes on its streets. Glen Cove is blessed with a number of beaches, parks, preserves and recreation areas that include wonderful amenities for pedestrians and bicyclists. However, trails are contained within specific parks or preserves and do not come close to creating a citywide network. The overall roadway system of arterials and collector streets is dominated by and geared toward automobile travel.

The Residents Survey indicated that 40 percent of Glen Covers felt that improved conditions for pedestrians would be very effective in reducing congestion; and 27 percent thought as much for bicycling. Furthermore, the importance of safe pedestrian and bicycle alternatives not only improves access, but also serves as a

form of recreation. Planning literature is now rife with examples that people are healthier in communities that provide more opportunities and reasons for walking and bicycling – with cities like New York ironically having an advantage over suburbs. These alternatives are especially important for youth and teens.

## RECOMMENDATIONS

### 1. Maintain roadway efficiency with balanced roadway regulations.

**Assure that the two major arterials serving Glen Cove work at their maximum capacity, without compromising pedestrian safety.** Pratt Boulevard functions as an arterial highway. But County Route 21 (Brewster Street / Forest Avenue / Glen Cove Avenue) is more congested, and should be redesigned as a boulevard-like roadway. Where wide enough, medians should be introduced. Where now too narrow, setbacks should be required that may later allow this possibility. (This would require a detailed survey.) The County should adopt guidelines that limit the number of non-residential curb cuts within certain distances, promote consolidated curb cuts for adjoining properties, and promote side road exits for businesses. *(See the sidebar.)*

Wherever possible and appropriate, commercially zoned property should be re-designated for residential, live / work, and offices. The object is to reduce the “friction” associated with frequent turning, indiscriminate curb cuts, etc., thus allowing traffic volumes to move more efficiently. The exception to this policy is the portion of this corridor proximate to Downtown where commercial uses remain appropriate. *(Refer to Chapter 5, Downtown.)*

**Reconsider how Cedar Swamp Road / Glen Street functions.** With Pratt Boulevard running parallel, this road now functions more as a collector than as an arterial. The City should seek County cooperation on treating this roadway differently from other roads under their jurisdiction – with a greater priority on the pedestrian experience, traffic-calming, and similar strategies that would bolster the value of the residential and commercial uses in this corridor. *(See the sidebar on the next page.)*

**Limit commercial vehicles traffic on residential thoroughfares.** The City should adopt an ordinance that limits commercial vehicles to specific roadways suitable for truck traffic in order to improve quality of life, safety and noise issues within

## BEST PRACTICES FOR ARTERIALS

Arterial roads are designed to carry large volumes of vehicular traffic between urban and / or suburban centers. The roads typically lack residential entrances directly onto the road (except in older communities) and have intersections with local streets. Often, commercial areas such as shopping centers, gas stations and other businesses are located on them.

In recent years, government agencies and transportation and environmental agencies around the country – and around the world – have developed and implemented arterial road improvement strategies. Innovative approaches have increased the road capacity creatively, improved safety, accommodated priority vehicles (including buses, car-pools, and trucks), integrated roads with their surroundings, accommodated pedestrians and cyclists, as well as transform highways into multi-modal corridors, providing user information, and generating revenue to fund road improvements. Specific improvements include limiting commercial curb-cuts, incorporating a pedestrian / cycle path, and utilizing technology / signage systems to inform drivers of alternative routes.





### REDESIGNING ARTERIALS

Springfield Avenue in Maplewood, New Jersey was a four-lane State highway that the Town successfully petitioned to have turned over to local control, add on-street parking, and reduce the travel lanes to three, one in each direction with turning lane. The roadway redesign is considered a great success. Not only is it safer for pedestrians, the roadway and parking improvements have boosted local businesses.

Glen Cove neighborhoods. Proper enforcement will be necessary to effectuate change.

**Identify and improve problem intersections.** The City should identify intersections throughout Glen Cove in which traffic congestion or vehicle-vehicle and vehicle-pedestrian conflicts are apparent. Once these areas are identified, the City should consult with the Glen Cove Police Department and traffic consultants to determine intersection improvements. (As described next, and further such improvements should place equal weight on pedestrians and bicyclists, as on vehicle drivers.)

**Employ “traffic-calming” techniques to reduce speeding and neighborhood cut-throughs (as well as to improve pedestrian and bicycle safety).** Colored / striated crosswalks should be clearly marked on all key pedestrian crossings throughout Glen Cove, starting in Downtown and at schools. Other permanent measures (such as chicanes, chokers, raised crosswalks, speed humps and speed tables) should be pursued, but always with consideration of the effects of these devices on the overall traffic pattern, driver safety, and the ability of emergency vehicles and trucks to navigate streets. As a general rule, temporary measures (such as improved striping to narrow lane widths and / or provide bike lanes) should be employed as a test before permanent measures are undertaken.

**Set clear thresholds for when traffic studies and remediation are required to ensure new development mitigates impact on congested roadways.** The City’s spring 2007 interim zoning amendments require that all major subdivisions (subdivision greater than two lots, townhouses, and multi-family dwellings) be identified as “Type I” actions under State Environmental and Quality Review (SEQR), i.e., that they be subject to analysis before possible approval. The City should

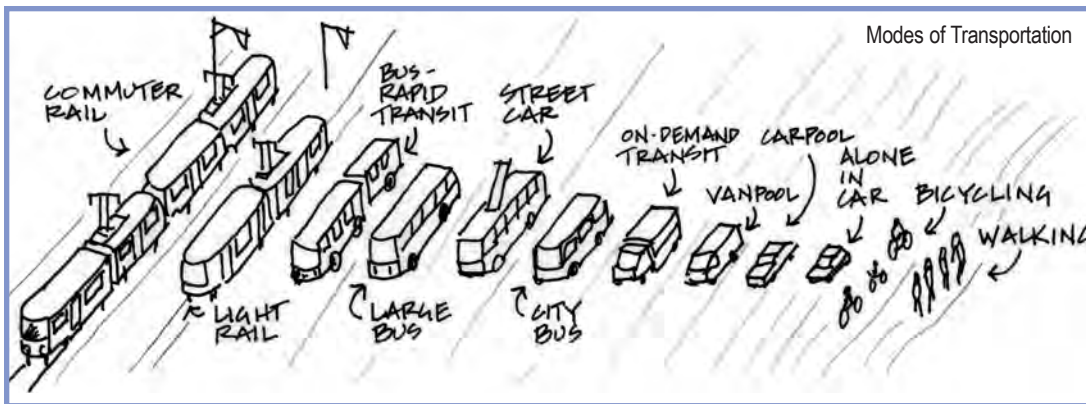
require that all such residential and also non-residential development adequately address traffic impacts within the required Environmental Impact Statement (EIS).

**As opportunity allows, simplify street names.** The multiplicity of names is confusing to all but the initiated, and detracts from the readability of Glen Cove for new residents and visitors. Each street name has its custom and constituency, and street name changes require changes of address with the U.S. Postal Service. This task should be done cautiously and circumspectly, starting with places where the City wants to promote visitors or must accommodate thru traffic – namely along one or several of the following arterials and gateway roads:

- County Route 21 (Brewster Street / Forest Avenue / Glen Cove Avenue) – perhaps to Glen Cove Avenue south of Pratt Boulevard and Forest Avenue north of Pratt Boulevard, respectful of what the arterial is named south and east of Glen Cove
- Bridge Street / School Street / Village Square – perhaps to School Street, as it is more generally referred
- County Route 21 (Cedar Swamp Road / Glen Street) – perhaps to Glen Street, as Cedar Swamp first merges and then diverges from Pratt Boulevard just south of the City boundary with Glen Head
- Garvies Point Road / Herbhill Road – ideally to Garvies Point Road, as the uniting and gateway road for new waterfront parks and development
- State Route 107 (Glen Cove Road / Glen Cove Arterial Highway / Pratt Boulevard) – ideally to Pratt Boulevard, as it is generally known.

## **2. Enhance the accessibility and convenience of public transportation options.**

**Declare that Glen Cove wants to do its part to solve a regional problem.** The combination of traffic congestion *regionally* and erratic gasoline prices *nationally* is prompting more support for transit throughout both. For more than half a century, government at all levels has invested mightily in roadways and highways; but government is now hard-pressed to simply maintain the current roadway and highway system, let alone expand it to meet growing need. Consequently, government and citizens alike are more and more willing to invest tax dollars in transit, which heretofore has received comparatively little and sporadic investment.



Within this context, the City of Glen Cove should work with its neighbors, the County, and its legislative representatives to improve transit resources. The goal should be to double Glen Cove's transit ridership over the next ten years from

8 percent to 15 percent, to be on par with Nassau County's ridership today; and thereafter to keep pace with the County's own intended shift to transit.

The focus will inevitably be on commuter services. The Residents Survey indicated that nearly 90 percent of citizens felt improved transportation to New York City could aid in the reduction of traffic congestion throughout Glen Cove. Improved transportation to Nassau County's major employment centers would do even more to reduce congestion: as of the year 2000, approximately 80 percent of all Glen Cove's working population commuted within Nassau County. (*See Table 4, Working Population.*)

**Pursue expanded commuter service to Glen Cove train stations.** The City should continue to lobby the LIRR to expand service or consider alternative methods of transportation, such as light rail, that would decrease the travel times for commuters. Of course, the City and County should lobby the LIRR to introduce more frequent, express service. But perhaps greater promise lies elsewhere.

Nassau County has proposed converting the current Oyster Bay Branch of the LIRR into more of a light-rail type of service, akin to what trolleys once provided; with frequent service between Glen Cove and Mineola, and perhaps later from there on to an intensely developed Nassau County Hub at Roosevelt Field. Such commuter service could achieve higher frequency, not just to Manhattan, but also Nassau County destinations, since Mineola is also Nassau County's transit hub. The Villages of Garden City and Mineola have expressed concerns about the traffic and other impacts of the light rail connection to the south between Mineola and



Roosevelt Field. But this wariness need not stand in the way of the light rail connection to the north between Mineola and Oyster Bay.

**Improve the commuter experience**

**with basic amenities.** The City should work with the LIRR and MTA to improve commuter amenities at all three of the local train stations, including but not limited to bicycle facilities, enhanced shelters, seating areas, and vehicle parking. The City should explore significant improvements to the Glen Street train station in connection with Transit Oriented Development (TOD) there. (This is discussed later, in connection with Cedar Swamp corridor improvements.)

Table 4: Working Population		
	Number	Percent
Total Workers	11,907	100.0%
Worked in Glen Cove	3,646	30.6%
Worked in Nassau County other than Glen Cove	5,728	48.1%
Worked Outside Nassau County	2,421	20.3%
Worked outside New York State	112	0.9%

**Continue to support development of commuter ferry service.** Glen Cove enjoys the potential for ferry service, thanks to its natural harbor at Glen Cove Creek. High-speed ferry service (recreational) was tried by Fox Navigation in 2001 to 2002, but was suspended due to low ridership: 300 of the ferry’s 400 seats were often empty. Yet ferry service is likely an eventuality given the long-term transportation challenges; and there are promising developments even now.

The City, with Federal funds administered by the New York State Department of Transportation, is proceeding with plans for a ferry terminal in connection with the Glen Cove Creek revitalization. (*Refer to Chapter 1, Glen Cove Today, and to Chapter 6, Waterfront, Parks and Natural Resources.*)

**Explore “Rapid Bus Transit” (RBT) along Pratt Boulevard and County Route 21 (Brewster Street / Forest Glen Avenue / Glen Cove Avenue), to major Nassau County employment centers.** RBT is emerging as the 21st century equivalent of early 20th century trolleys. The basic concept is to provide fewer stops, each outfitted with full amenities, such as heated sitting areas. The fare can even be collected at the stop, allowing passengers to more rapidly enter and leave the bus. Some RBT buses even have the sidewalk side of the bus open up, much like subway cars. Like trolleys, the buses can make frequent stops in one area, then run express to their destination. Many buses are given express lanes; and some RBT lines even use technol-

ogy to extend green lights to allow buses to move through traffic faster. These ideas may seem radical for now, but are gaining momentum. By definition, RBT is a regional solution. The City can do its part to explore this or other solutions that can radically improve transit in Glen Cove and Nassau County.

**Continue to provide Loop Bus service within Glen Cove.** The Loop Bus is a great asset for seniors and other residents with limited mobility. The City should continue to operate this valuable service for residents. The City may also consider expanding the hours of service of the Loop Bus to additional parks, beaches, and public places (it currently serves Morgan Park).

**Provide a Downtown jitney or extend the service and hours of the Loop Bus.** Jitneys refer to smaller buses and van pools (*refer to the sidebar on page 74*). A Downtown jitney connecting the existing train stations, Downtown and the Glen Cove Creek waterfront and its proposed ferry should be considered in connection with the Glen Isle project. (*Refer to Chapter 6, Waterfront Parks and Natural Resources.*) If the jitney is a success, it could be extended to reach municipal beaches and parks. As a municipal service, the jitney is best operated by the MTA or Nassau County, or as a public/private partnership. An additional option may be to extend the service and hours of the Loop Bus currently operated by the City. In the Residents Survey, 70 percent of Glen Cove residents indicated that improved bus service within Glen Cove would offset traffic congestion.

### **3. Improve pedestrians and bicycle amenities citywide, but especially with destinations in mind.**

**Provide adequate and safe sidewalks along corridors.** As a general rule, this should include all of the arterials and collector roads. Pedestrian crossings at major intersections should be studied to determine ways in which these can be made more pedestrian-friendly. For example, on wider roadways, it may be possible to construct landscaped medians to provide as a mid-street pedestrian refuge area.

**Emphasize pedestrian linkages from Downtown westward to Pratt Memorial Park and the Glen Cove Creek; and from Downtown southward along Glen Cove Avenue.** These connections should go forward with proposed develop-

## TRAFFIC CALMING

Traffic calming, the idea is not to reduce the ability of local roadways to handle traffic flow, but to consider traffic calming measures (see appendix for examples) and alternative modes of transportation in future planning efforts and when approving new development. The objective is to provide a street system in which roadways are able to handle vehicle capacity, but drivers are cautious and aware of pedestrian and bicyclists. Examples from top to bottom: signage, reduced radius corner, mid-block median island, corner curb extension viewed from the street, curb extension viewed from the sidewalk.

ments and roadway improvements, not just as mitigation of the traffic impacts of these developments, but part and parcel of their intention to foster a more successful Downtown and waterfront. These improvements include continuous sidewalks buffered from traffic, pedestrian improvements at key intersections, pedestrian-scaled lighting, wayfinding signage, and more. (Refer to Chapter 5, *Downtown*, and to Chapter 6, *Waterfront, Parks and Natural Resources*.)

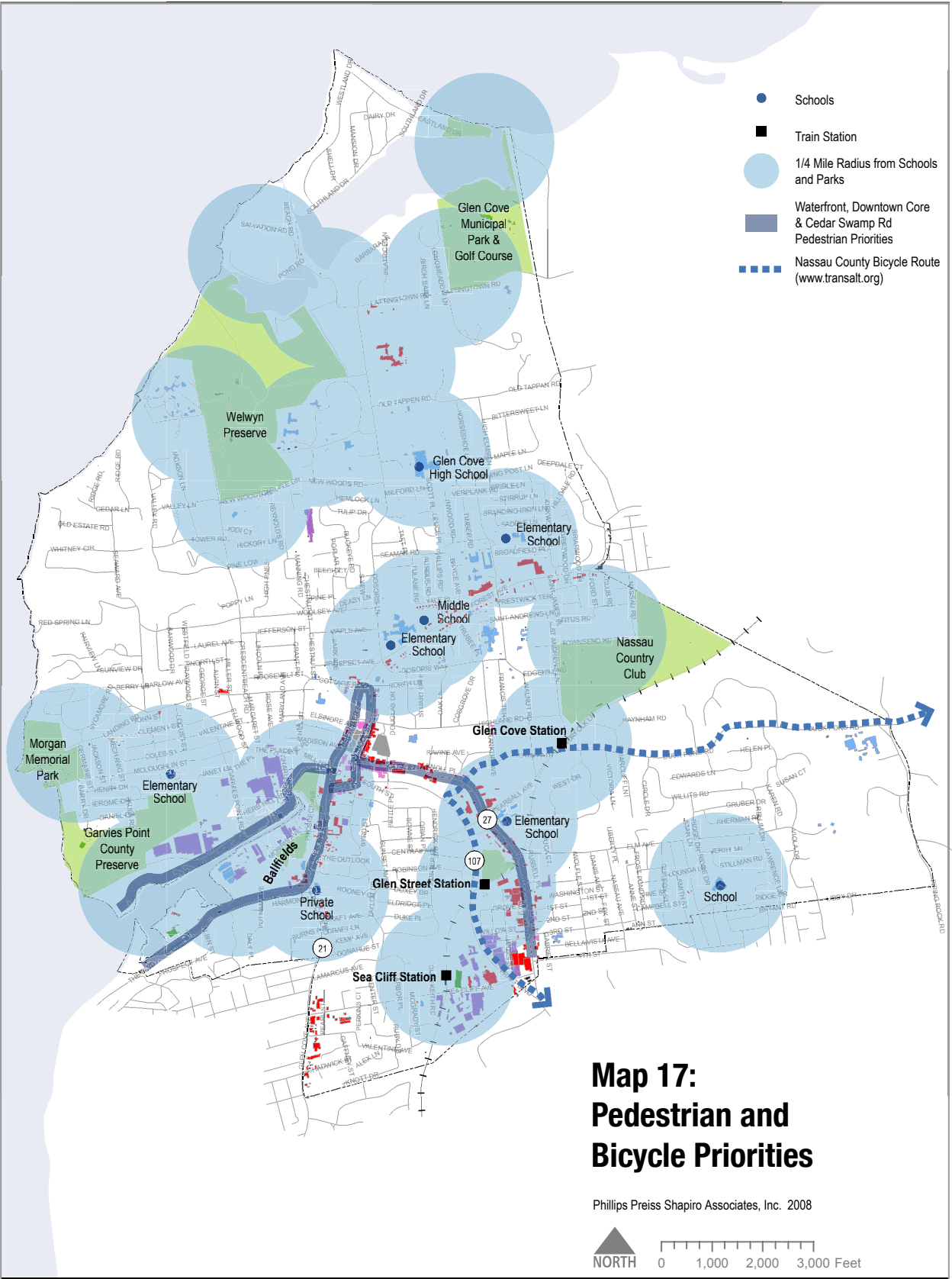
**Improve the pedestrian environment around schools, and between schools and adjacent neighborhoods.** All crosswalks in the vicinity of schools should be clearly marked to increase driver awareness and the safety of all school age children in Glen Cove. The various traffic calming techniques described in the previous item should be employed. Similarly, the pedestrian environment around train stations, and any future Rapid Bus Transit stops should be improved.

**Require new development to meet street / sidewalk standards.** All new development should provide adequate streets that meet municipal subdivision regulations in order to ensure adequate access for emergency vehicles and to provide continuity with existing development, and to provide sidewalks that connect and integrate into the existing network of sidewalks. Zoning amendments made to the City Code in Spring 2007 support this recommendation, and require new streets to meet municipal right-of-way standards.

**Patiently work toward a pedestrian network of sidewalks and trails.** It took decades to build up the current roadway infrastructure, and it will take decades to layer on top of it a pedestrian network. (See Map 17, *Pedestrian and Bicycle Priorities*.) These include gradual and strategic improvements to a network of open spaces along and where necessary proximate to the waterfront, including but not limited to the Glen Cove Creek area. (Refer to Chapter 6, *Waterfront, Parks and Natural Resources*.) This







effort also requires that the City and County ensure that all sidewalks on major walking routes remain in good condition, and that they enforce all local ordinances that require sidewalks to be kept clear of overgrown trees or shrubs.

**Patiently work toward a bicycle network of shared or dedicated use (“bicycle lanes” and “bicycle paths,” respectively).** As a point of departure, the City should look to the bicycle routes indicated by the County (*refer to Map 17, Pedestrian and Bicycle Priorities, on prior page*), as well as in current bicycling literature. The aim is to identify the safest and most effective routes to provide better access to parks and other important destinations including Downtown, the train stations, and especially parks and schools, as well as other local destinations. The trail and / or paths should also link to other Gold Coast destinations as well as the Nassau County bicycle road network. Note that bicycle lanes not only enhance safety and access, they are also a means of traffic calming. The long-term goal is to develop an interconnected, ubiquitous circuit of bicycle lanes and paths that blanket Glen Cove, such that bicycling is a realistic alternative.

**Prepare a bicycle plan for Pratt Boulevard and Route 21 (Brewster Street / Forest Avenue / Glen Cove Avenue).** Glen Cove’s two arterials at once accommodate the greatest volume of vehicular traffic and are also the major routes for bicyclists who wish to traverse the city. County and State support should be sought in improving these two corridors for bicycling, which ideally would have dedicated bicycle paths for safety reasons. This is likely to be intermittent, and created in conjunction with adjoining development and / or roadway reconfigurations.

**Enhance bicycle racks in Downtown and at parks, schools, and transit stops,** including the proposed ferry terminal and any Rapid Bus Transit stops, in addition to the three train stations. The City should promote the use and installation of bike racks in connection with any apartment development, as well.

#### **4. Improve the appearance of Glen Cove’s gateways and corridors, including selective development in commercial corridors.**

**Incrementally, pursue the public “greening” of corridors and parking areas.** As a rule, the City should work to improve both arterials and all collector roads



**Dosoris Lane circa 1900**

through the planting of street trees and the provision of additional landscaping. These same greening techniques should be extended to public parking areas and other heavily paved areas along roadway corridors to improve their design and appearance. These improvements involve public expense, and should be timed with other roadway improvements wherever appropriate. However, these improvements should be prioritized on County Route 27 (Cedar Swamp Road, / Glen Street), Pratt Boulevard, and County Route 21 (Brewster Street / Forest Avenue / Glen Cove Avenue) – as the three main arterials serving Downtown, Glen Cove, and its major destinations.

**Employ enhanced design standards that hold the private sector to the same streetscape standards.** These design standards should be applied to private subdivisions and development throughout Glen Cove, other than minor subdivisions smaller than 13 acres for single-family homes. The responsibility to review and uphold these design regulations would fall under the jurisdiction of the proposed Architectural Review Board. *(Refer to Chapter 3, Neighborhoods.)*

**Provide additional public investment to the streetscape in distressed neighborhoods.** A few neighborhoods and areas are struggling with a number of issues. Sidewalk repair and other streetscape improvements would be a revitalization tool. Public investment would encourage private investment in neighborhoods that have distressed housing inventory. The Orchard neighborhood should be the top priority that should be coordinated with housing reinvestment and stricter enforcement. *(Refer to Chapter 3, Neighborhoods.)*

**Selectively apply zoning incentives to promote higher design standards and upgrades in the three corridors** leading into and out of Downtown and Glen Cove's destinations, namely Pratt Boulevard, County Route 21, and County Route 27. *(See the sidebar on next two pages.)* Zoning should be fairly restrictive, consistent with concerns about traffic congestion along and the appearance of the corridors. It should conform to the high expectations applying to all special permit development (as would be the case) and in connection with corridor-specific plans (as is the case in connection with the *Gateway to the Waterfront Study* and the *Cedar Swamp Road Visioning Project*). The incentive zoning should allow:



### CEDAR SWAMP ROAD CORRIDOR STUDY

The Cedar Swamp Road Corridor Study, sponsored by Nassau County and the City of Glen Cove, specifically focused on strategies that will improve the pedestrian connectivity and traffic circulation along this important gateway corridor to Glen Cove's commercial center, and secondarily to identify strategies that will improve the economic viability of the corridor. In addition, the study provided recommendations to accomplish the following:

- Improve the "sense of place"
- Improve linkages to the Downtown
- Support retail and fine dining that serve both local and regional communities
- Support cultural land uses that serve long established communities
- Improve public transit linkages and usage
- Addressing the needs of minority and low-income communities.

The study involved a public visioning meeting, presented conceptual plans for streetscape and street alignment based on the public's input at the public visioning session, and developed a conceptual plan for a plaza at the train station.

The final report puts forth an Action Plan which includes a proposed Transit Oriented Development (TOD) District at the train station, along portions of Cedar Swamp Road, and encompassing parts of the Orchard neighborhood. The County is preparing to implement the streetscape improvements component of the Action Plan by the end of 2009.

Source: Urbitran Associates (a division of DMJM Harris \AECOM)

- Family entertainment and recreation uses (e.g., miniature golf, batting cages) on Brewster Street in close proximity to Maccarone Memorial Stadium, in addition to commercial and mixed-use
- Moderate density residential on key portions of Brewster Street / Glen Cove Avenue, across from Pratt Memorial Park and the Glen Cove Public Housing project, which are two key sites
- Mixed commercial/residential uses on Bridge Street / School Street / Village Square, and on Cedar Swamp Road / Glen Street (*refer to Chapter 5, Downtown*)

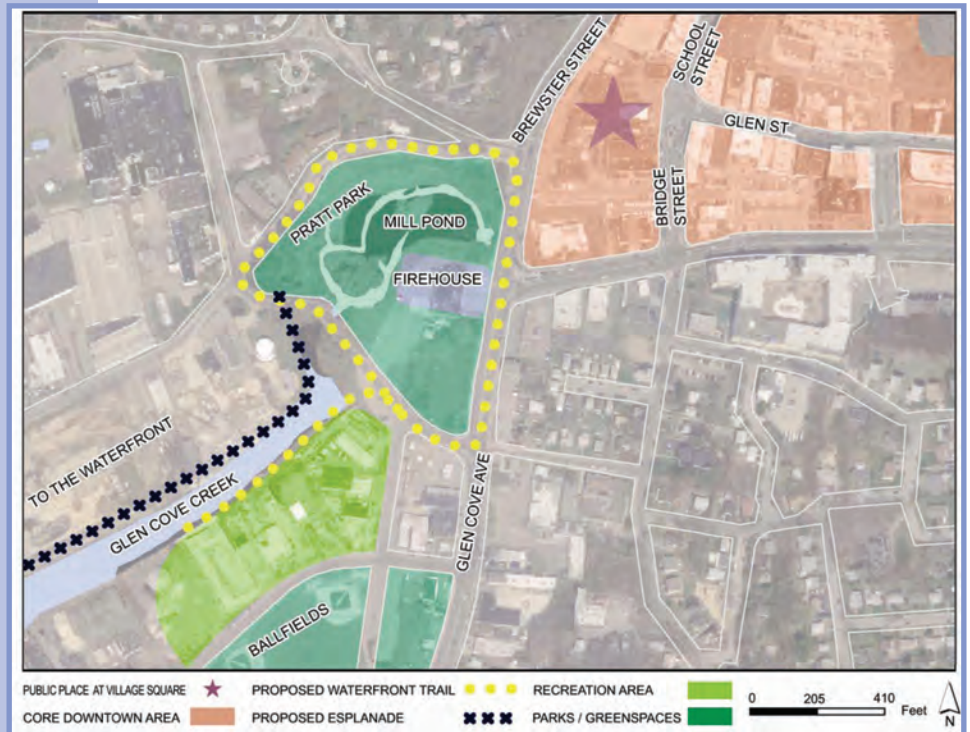


## DOWNTOWN GATEWAY REVITALIZATION PLAN

The goal of the Glen Cove Downtown Gateway Revitalization Plan project, sponsored by the Department of State Division of Coastal Resources, is to establish a stronger relationship between the City's Downtown and waterfront, and to use the strength of this renewed connection to improve vitality and economic viability in Glen Cove's Downtown commercial center.

This report identifies the opportunities and challenges in creating a 21st century gateway to the Gold Coast, Glen Cove's historic and revitalized waterfront. The report also provides technical methods to establish neo-traditional land use patterns that strengthen pedestrian and vehicular connections, and improve relationships with the waterfront and adjacent corridors.

Source: Urbitran Associates (a division of DMJM Harris \ AECOM)



- High-density office uses (in addition to industry) and ancillary retail (e.g., no more than 10 percent of the total square footage) in the Sea Cliff Avenue industrial area adjoining Glen Cove Road (Pratt Boulevard) where it meets Cedar Swamp Road.

The commercial overlay districts would encourage “Transit-Oriented Development” and “Transit Ready Development”<sup>9</sup>. Simply put, Transit Ready Development looks like Transit-Oriented Development, but is not necessarily next to a significant transit stop, such as a train station. The goal is to attract public transportation options where they do not necessarily already exist.

**Predicate all development involving incentives and special permits on meeting a checklist of improvements in which the public benefit exceeds the negative traffic and other impacts of additional development.** These standards should include the

9. Transit Ready Development typically includes mixed land uses and a diversity of housing types, a pedestrian-friendly environment with planned transit stops, public and commercial facilities designed with transit in mind and as community focal points. In addition, the development framework also considers marketing plans that take advantage of transit-supportive strategies and plan accordingly for transit lanes so streets do not have to be widened. Long-term efforts to provide reliable and affordable transit service (bus, train, etc) are also a priority.

full range of improvements throughout this Master Plan, each where and as appropriate, and in combination:

- Dedication of publicly viewed and / or accessible open space
- Sidewalk and other pedestrian improvements
- Bicycle amenities
- A high measure of landscaping and upgrades along corridors
- Greening of the roadway and parking lots
- Other construction conforming to LEED's sustainability standards (*refer to Chapter 3*)
- Dedication of historic preservation easements
- Adaptive reuse of historic and landmark buildings
- Affordable housing in excess of the prescribed proportion
- Shared parking
- Reduced parking at 1.5 or in some cases 1.0 spaces per unit in connection with Transit Oriented Development, Transit Ready Development, and senior housing
- Varied unit sizes, addressing a variety of housing needs
- Homeownership housing opportunities, particularly in connection with workforce housing.

Also wherever and whenever appropriate, the standards should include related off-site improvements: additional tree planting, nearby roadway or intersection improvements, extension of sidewalks to nearby transit nodes, bus shelters and amenities, etc. Development should be in conformance with proactive City plans, such as those generated in connection with the Cedar Swamp Road Corridor Study, and the Gateway to the Downtown Revitalization Plan. (*Refer to Chapter 2, Glen Cove Today.*)