

Oyster Bay: Your Town, Your Future

Concepts developed
by the people
of Oyster Bay
June 22-25, 2001



Oyster Bay: Your Town, Your Future

Charrette Report

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Oyster Bay Main Street Association

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This report was prepared for the Oyster Bay Main Street Association by Walkable Communities, Inc. For background information on details found in this report contact Dan Burden, Director, 904-454-3304. Walkable Communities, Inc. provides more information at website: www.walkable.org

Disclaimer

The contents of this report represent the knowledge, experience, and expertise of the citizens and authors in providing ideas and concepts to improve safety, access, mobility and livability through streetscaping, transit, walking, bicycling enhancements and other traffic management strategies. This report does not constitute a standard, specification, or regulation, and is not intended to be used as a basis for establishing civil liability. The decision to use any particular measure should be made on the basis of engineering studies of the location. This report is not a substitute for sound engineering judgment. Adherence to the principles found in this report can lead to an overall improvement in neighborhood and community livability.

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Section I:

Summary

This report presents the vision and recommendations resulting from a four-day community-wide planning event sponsored by the Oyster Bay Main Street Association during June, 2001. The event's purpose was to find ways to reverse the slow deterioration of the downtown core in the hamlet. The event included numerous opportunities for the public to express concerns, identify needs, and offer ideas to enhance the future of the community. Beautification, preservation, waterfront access, parking, and traffic flow were among the top priorities for those present.

The Action Plan in Section V, provides recommendations compatible with these concerns. These include:

- Connect the waterfront to the hamlet at Audrey Avenue; provide waterfront trails
- Initiate incentive programs to stimulate commercial investment and historic preservation
- Provide mixed-use buildings to meet housing and commercial space demands
- Install roundabouts, raised medians, and bulb outs to improve traffic flow and reduce speeds
- Implement and enforce parking management practices to maximize available parking

All development should consider the environmental impact and preserve the pristine water as well as the oyster beds.

Some recommendations will take longer than others to implement. Many are concepts that require additional analyses and research. However, action should begin immediately in order to take advantage of the excitement developed during the process. Beautification can begin with simple actions taken by citizens and merchant. A clean up day should be conducted within six weeks. Simultaneously, steps should be taken to move toward preliminary plans for construction projects.

A vision without action is a dream. The community must take action now to realize the dreams set forth during the process.

Section II: Background

The central business district of the Oyster Bay hamlet is the heart of the community. Residents recall an era when this core was vibrant and filled with stores that provided the basic necessities of life, from shoes to bread.

The Town of Oyster Bay is located in eastern Nassau County on Long Island, New York and is home for about 291,000 residents in 33 communities. The Oyster Bay hamlet is home to approximately 12,000 of the Town's residents. The hamlet is represented by Supervisor John Venditto and represented on various Town committees, but has no separate enforcement or governing bodies.

This report documents the proceedings and outcome for a series of town planning events conducted between June 22 and June 25, 2001, in the hamlet of Oyster Bay. The public was encouraged to attend the events in order to voice their concerns, identify their needs, and suggest solutions to form the future of the hamlet.

Hamlet residents have been involved in other planning efforts over the years, a strong indicator of how much they value their quality of life. In 1975, the Townscape Revitalization Guide was prepared for the Society for Preservation of Long Island Antiquities and the Oyster Bay Chamber of Commerce. This plan and others along the way have not been fully implemented.

The continued decline of the commercial core in the hamlet and the recent acquisition of multiple properties by Island Properties, LLC, renewed interest in adopting a comprehensive plan for development in the hamlet. A survey conducted by Island Properties to gauge community opinion on development concerns such as shopping and the down-

In April, 2001, the Main Street Association invited Dan Burden, director of Walkable Communities, Inc., to discuss the revitalization of the downtown core. The group was excited by what they heard, and eager for others in the community to get involved and be part of visioning the town's future.



“Sixty percent of profits from locally owned businesses remain to circulate in the local economy, while only six percent of the profits from a large superstore remain in the town where the store is located.”

Center for Livable Places

town area, traffic, and the waterfront yielded a 24% return. Survey results revealed opinions that closely parallel concerns expressed by members of the hamlet during the ‘Your Town, Your Future’ charrette events.

The Town of Oyster Bay has hired Frederick P. Clark Associates to develop a master plan for the Oyster Bay hamlet and ‘Vision 2020,’ a comprehensive master plan for the Town. The hamlet plan was in draft form at the time of the ‘Your Town, Your Future’ event. The plan focuses on ten areas:

1. Quality of Life
2. Community Appearance
3. Future Development/Redevelopment
4. Business Development
5. Housing
6. Open Space and Environmental Resources
7. Waterfront
8. Parks and Recreation
9. Community Services and Facilities
10. Transportation

The public participated in numerous small meetings and two large public workshops held November 15, 2000 and April 18, 2001. These meetings provided input for strategies to implement hamlet goals and objectives. Many of the concepts developed from community input during the ‘Your Town, Your Future’ support implementation strategies included in the draft Oyster Bay Hamlet Plan. Section V, Action Plan, includes side bar notes highlighting goals in which the participants’ suggestions and consultant recommendations from the ‘Your Town, Your Future’ event parallel strategies in the pending plan. These two documents complement each other by providing very specific input from participants that will be useful as the implementation strategies are undertaken.

The event created the momentum within the hamlet that is needed to turn dreams into reality. Hundreds of people contributed to the outcome. The future belongs to the people of Oyster Bay. Their dreams are reflected in the following pages, and their energy will turn the dreams into reality.





Section III: Community Vision

The term 'charrette' is used to describe a process that invites the public to participate in the development of a conceptual plan that addresses their priorities. The Oyster Bay charrette was organized by the Main Street Association to encourage all citizens to speak out on issues and offer their ideas during events held over a four day period. This section contains an overview of the events and the outcome shaped by over 300 participants. Detailed minutes of the events are included in the Appendices.

Focus Groups

The first event conducted was a series of focus groups. The purpose of a focus group is to bring people with a common interest together to share their concerns early in the planning process. Their input ensures that all issues are considered as the vision and plan develops. The five focus groups conducted on Friday, June 22, 2001 in the Oyster Bay Library Community Room were:

- 9:00 a.m. The Business Perspective
- 10:30 a.m. Seniors' and Residents' Ideas
- 12:00 noon Government Officials' Concerns
- 1:30 p.m. Young People's Hopes and Dreams
- 3:00 p.m. Community Organizations





By the end of the day, a number of shared concerns had emerged. These included:

- Traffic congestion is increasing.
- Parking spaces are not readily available.
- The variety of goods and services available downtown has diminished.
- Walkers and bicyclists feel unsafe.
- Youth need more gathering places, mobility and activities.
- The downtown core is perceived as eroding.
- The historical heritage of the hamlet is an untapped asset.
- Water quality and bay activities should be protected.
- Scarce housing limits options for both newcomers and current residents.
- There should be some public transit for locals.
- Traffic and code enforcement is inadequate.

Interactive Workshop

Participants of the focus groups as well as the general public were invited to voice their opinions about the values and vision for the future of the hamlet at an evening workshop on the same day. The audience was first invited to write a description of how they would like the Oyster Bay hamlet to be twenty years from now. Several members of the audience read their statements aloud. Statements representative of the sentiments expressed include:

“A town for children, but one where your basic needs can be met without having to drive out of town.”

“A mixed-income, diverse community with a downtown that illustrates the intricate and deep history of the town – shops, homes, restaurants, kids and seniors on the streets – my daily needs are available here.”

“Oyster Bay hamlet has an expanded waterfront park with a walkable business district with useful stores, not upscale ones. It has a diverse population with all age levels, income levels, and ethnic diversity.”

“Quaint coastal town with ‘front-cover’ restaurants in which all the people have access to the waterfront, including bike and walking trails allowing access from downtown; commerce along South Street to the water.”

This activity was followed with an exercise in which the audience wrote one word expressing a core community value on each of five sticky notes. They then affixed the notes to the wall, sorting them into categories with similar values.

A presentation featuring photos of Oyster Bay and similar communities in other areas covered the following points:

- It's your future; nobody else is in charge.
- The purpose and methods used in charrette style workshops.
- Unique qualities and character of the Oyster Bay hamlet.
- Principles that impact livability of communities.

Following the presentation the audience was invited to help facilitators list the items they wanted included in the vision plan. Each member of the audience received 14 dots to use to indicate their preferences. The top ten items and the number of votes received were:

1. Waterfront promenade - 48
2. Waterfront walking trail - 43
3. General cleanup of downtown - 40
4. Consistent historical feel - 40
5. Trees and flowers - 40
6. Waterfront access - 40
7. Mix of stores - 36
8. Affordable housing - 33
9. No hotel - 32
10. Underground utilities - 30



Overall, the voting emphasized general community cleanup and beautification, preservation and enhancement of the historical character of Oyster Bay, and improvements that encourage foot and bicycle access to the downtown and waterfront area.

Walking Audits

On Saturday, June 23, people met and walked in five different areas of town:

- Downtown Business District
- Waterfront
- East Main Street
- South Street
- Lexington Avenue

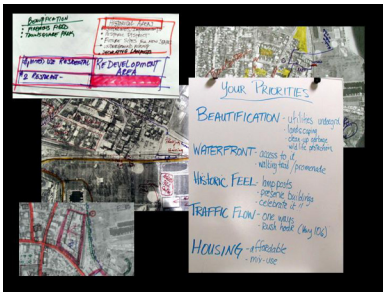
Walkers identified the attributes and deficiencies along the way. Presentations after the walks are described in detail in the appendices, but in general they pointed out the following community needs:

- Better directional signing.
- More signs of welcome, including benches, access, and trees.
- More parking, shopping, and walking areas.
- Clean, beautiful, and well maintained public spaces.
- Walking and bicycling facilities.
- Underground utility wires.

Each group defined one top priority for their area:

- Downtown Business District: Parking
- Waterfront: Signage and access
- East Main Street: Speed and traffic management
- South Street: Gateway entrance to hamlet
- Lexington Avenue: Lower traffic speeds



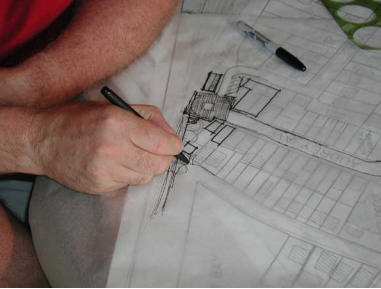


Vision Statement

During the course of the various activities, participants painted a vision of the Oyster Bay hamlet of the future. The opinions, ideas, and statements of many were combined by the consultant into a statement that summarizes how people described the future of their town:

Oyster Bay hamlet is a friendly, family oriented community with a thriving town center and a pristine bay that supports a working waterfront and diverse recreational opportunities. The historic significance and pride of the community is evident in the beautiful landscapes and buildings. The transportation system supports parking, smooth vehicle traffic flow, trail connections, and convenient crossings for all users.

Their vision addressed their most pressing concern: that this wonderful hamlet be preserved and enhanced as the years pass.



Concept Development

At this stage the public had provided ample input for consultants to begin to conceptualize the ideas. For two days, June 23 and June 24, consultants worked to develop presentation materials that portray the aspirations of the community.

Input provided during the events was compiled, reviewed, and evaluated. Numerous site visits and field reviews were conducted and background material was reviewed.

The feasibility of ideas that emerged during the process was examined and gradually conceptual sketches that incorporate the community's ideas were developed.



Oyster Bay in the 21st Century: Your Town, Your Future

On Monday, June 25, a presentation to the public highlighted the efforts and results of the charrette event. The presentation included photos of the various events, the top concerns expressed, and the concepts that emerged from the process. Section V, Action Plan, explains the concepts developed to address the concerns and needs expressed during the process and recommends actions for implementation of the vision.



Section IV:

Walkable Community Principles

“There is a central quality which is the root criterion of life and spirit in a man, a town, a building, or a wilderness....this quality can only come to life in us when it exists within the world that we are part of.”

The Timeless Way of Building,
Christopher Alexander

The principles that follow were reflected in training presentations conducted during the event. These are general principles that are pertinent to the development of walkable places in many cities, followed by additional detail regarding street design.

The principles for creating walkable communities are not new. Many older cities are excellent examples of planning and design that encourage walking. Many people love to visit great cities such as New York City, San Francisco, and Boston because they are vibrant, joyful, and alive with people. These exciting cities experience high levels of traffic congestion, but they also enjoy high levels of pedestrian use.

But somewhere along the path to the present, accommodating vehicles became a priority so demanding that the new ways of building place evolved. Pedestrians, if accommodated at all, were treated as impediments to traffic flow. Streets grew wider, with more lanes. Access to goods and services without a vehicle became difficult, if not impossible.

In many cases, beautiful old neighborhoods were pierced by wide, sterile strips of asphalt. People moved. Neighborhoods deteriorated. The tax base eroded and the street no longer paid for itself. Fewer people walked. Pride of place disappeared.

New Community Emphasis

Now communities are seeking a different emphasis. The lesson lies in the past: properly designed streets foster community. Since streets make up nearly 90% of our public space, the impact of traffic and street design on community values is being re-evaluated. Communities want issues of public safety and security, community cohesion, environmental compatibility, preservation of historic and cultural resources and visual quality considered when streets are developed.



Context Sensitive Design

The engineering community is responding by evaluating street designs within the context of the needs of communities. This approach has been labeled ‘Context Sensitive Design’ by many professionals, and is promoted by federal agencies and many states. The term defines an approach to transportation decision-making that is:

- Visionary - How will things look and work in the future
- Considerate of community values
- Addresses the interaction between highway and adjacent areas

Context sensitive design is not a new set of street standards to be applied in certain situations. It is a mindset that encourages the design of transportation facilities as places for people that are representative of the values of the community, and that are in harmony with the surrounding landscape and land use. The flexibility to achieve this people-friendly design exists already within the standards and guidance used by engineers.



Design Principles

The pages that follow discuss the principles of planning and designing for walkable communities. It is through careful selection of the elements of the street and attention to detail that truly wonderful, walkable places are created.

Principle #1 - Walking Distance

In a walkable community, a range of residential, leisure, commercial and educational activities focus around a one-quarter mile radius. Most people will walk up to ¼ mile for errands, visiting or other purposes. In attractive areas, walking distances will extend up to half mile and more. Land use must be managed to create a variety of attractions in one place, i.e. village centers. To keep these spaces alive, vital and fun, it is essential to mix activities. Often many activities are combined in one building or block

Principle #2 - Reduced Speed

Roadway speeds must be moderate (20-25 mph are most common). Landscaping (street trees) and medians, combined with bike lanes and on-street parking, help convert formerly wide, multi-lane roads into more tame, people-focused places. These treatments effectively convert high-speed roadways into quieter places, supportive of walking and bicycling without impacting curbs, gutters and drainage facilities. On two-lane roads speeds are set by prudent, rather than impulsive drivers. For additional detail see ([www.walkable.org/Road Diets](http://www.walkable.org/Road%20Diets)).

Principle #3 - Landscaped Edges and Walkways

Sidewalks are needed on both sides of streets. Wide sidewalks in downtown areas are essential to support transit and walking. In village areas, landscaping is needed on both sides of each sidewalk to buffer walkways from streets and parking areas. Parking lots should be buffered and hidden using attractive visual landscaped screens. Fences should be minimized or eliminated. The combination of low shrubs and raised borders screens large gray areas of parking lot asphalt, and enhances security. Low shrubs and open landscaping are important in maintaining space with no hiding places.

Principle #4 – Well-Connected, Easy Crossings

Walkable neighborhoods or urban centers require high levels of connectivity and ease in crossing streets safely. For variety, route choice and ease of travel, pedestrians need many connections. Pedestrians will walk up to 150 feet out of the way to find good points to cross main streets. Therefore, organized crossings are needed each 300 feet along main street environments. Medians and curb extensions help define safe, visible and inviting crossings that will be well used.



When main streets are overly wide with high speed/volume traffic, refuge islands and medians are needed to assist pedestrian crossings. Medians can be orchestrated in many locations to help reduce the number of conflicts that pedestrians must identify and avoid. Pedestrians should not be required to stand unprotected in center lanes to wait for gaps in traffic. When driveways and demand of left turning vehicles is high, then refuge island design can be applied.

Principle #5 - Design for Basic Human Needs

Successful places of any size or scale address a complement of five basic human needs:

1. Security
2. Convenience
3. Efficiency
4. Comfort
5. Welcome

Security

The feeling of personal security takes many forms. The most important ingredient is the presence of people. Many “eyes on the street” are needed. These “eyes” are provided from nearby buildings, by abundance of human activity, through open landscaping and other design. Blank walls and typical building setbacks weaken the feeling of security.

Noisy, congested, fume-filled streets lead to erosion of the presence of people and enjoyable place. Street design to induce low speeds and steady movement of traffic is critical to interactive place.

Convenience

To be useful and functional, streets should provide access to most of the commercial needs of community residents and visitors. Once cars are parked, there should be no need to climb back into them for more shopping or other errands.



People working in retail shops should be welcomed to own residences in the immediate neighborhood and walk or ride bicycles to their work places. The original town center has historic and compact form, allowing high levels of walking and bicycling convenience. In recent years many people have moved from the central town area, creating long and inefficient patterns of travel.

Efficiency

People seek ways to make efficient use of their time and money. Affordable pricing hinges on maximizing use of land, buildings and place. Wide spacing and full separation between land uses, poorly located parking and transit stops and other elements of isolation lead to low efficiency. Walking efficiency is fully dependent on short distances between multiple vendors and services. More compact land use achieves missing efficiency. This efficiency can be clustered in pedestrian pockets, tight combinations of public space, shops, work places and residential areas.

Comfort

Comfort for the motoring public is largely met in climate controlled, lumbar supported, sound dampened car environments. Goods are carried in trunks of cars. Trash is temporarily stored in litter-bags, and restrooms are often toe-upon-accelerator away. In sharp contrast, pedestrians find their needs met through shady streets with wind breaks, convenient placement of stores, green buffers to the speed of cars and emptiness of parking lots, occasional benches for sitting, litter canisters, and clean, conveniently placed rest rooms, water fountains, gardens and other quality details of built urban environments.





Welcome

Welcome is achieved when people are invited to attractive, relaxing places through close attention to detail. Gateway entries, colorful buildings and awnings, well kept walkways, public art, and nicely landscaped streets are building blocks of welcome. Festive activities, diversity, choice, quality smells and sounds, low traffic speeds, clean, well-kept environments add to welcome. Screening utility vaults, dumpsters, parking lots and other elements that offend the senses are also important factors in welcoming people to the area.

Add benches, low-level lighting, bike racks, decorative features and other amenities to build welcoming environments. The investment is repaid through increased business, tourism, pride and community spirit. Senses of place and belonging are only achieved by adding the extra cost to projects. Streets should be viewed as living rooms or front porches. Neglect the furniture, decorative trim and the house loses much of its value. The same is true of main streets.

Street Elements

Street elements that impact walkability include sidewalks, planter strips, parking, bike lanes, travel lanes and medians. Poorly conceived, constructed and maintained streets degrade communities and lessen their walkability. Well conceived, constructed and maintained streets heighten our sense of pride, pleasure and responsibility for our towns, leading to their ultimate success as places for investment, work, festivals, fun, association and play.

Sidewalks

Sidewalks are essential to provide for all forms of transportation, as well as play and social interaction. Sidewalks are our towns' and cities' primary public space. Sidewalks should be placed on both sides of streets to eliminate the danger of frequent street crossings. Sidewalks become more important as traffic volumes and speeds increase. In most communities, sidewalks are warranted where volumes exceed 500 or more vehicles per day or where speeds exceed 20 mph. Short, well designed streets with speeds of 20 mph or less and 300 or fewer cars per day may not require sidewalks.

“Pedestrians are the lifeblood of our urban areas, especially in the downtown and other retail areas. In general, the most successful shopping sections are those that provide the most comfort and pleasure for pedestrians.”

A Policy on Geometric Design of Highways and Streets, 1994

American Association of State Highway Officials



Width: Sidewalk widths can vary. The minimum width for a sidewalk is 5.0 feet. Six feet is required when walkways are attached to curbs. Lesser width creates discomfort for two people walking side-by-side. Sidewalk width should be increased within 1/8 mile of schools, significant parks, commercial areas, prominent transit locations, medical buildings and other popular gathering or walking places. Shopping districts require sidewalk widths of 8-16 feet or more for greater volumes.

Location: Sidewalks should be buffered from motorized traffic in most locations. Buffers are created through planter strips, on-street parking, bike lanes, or a combination of these tools. Monolithic sidewalks, in which the curb and sidewalk are combined, are uncomfortable for people because there is no separation from the travel lane.

Materials: Sidewalks materials can vary. Concrete is the most popular, often lasting 50-80 years with light maintenance. Concrete can also be colored, patterned, or otherwise textured in ways that do not negatively impact wheelchairs, and other uses. Bricks, paver stones and asphalt are three other popular materials. Each of these materials can last decades, if properly placed, designed and treated. Materials can be varied to create a unique personality or character for the neighborhood.

Edges, ledges, walls: Sidewalks need edges on each side. Typically the property edge is a grassy area, but can also be a retaining wall, line of shrubs, low, transparent fence, or other physical element. Street-side edges can also be grass, or a full planter strip.

In urban or retail areas, a buffer is needed between the sidewalk and the front of buildings. The width of this space should be a minimum of two feet, which allows space for window shoppers, opening doors and sidewalk enhancements such as flower planters and retail displays.



Planter Strips

Planter strips bring streets to life with the beauty of landscape and space for attractive street furniture, utilities, lighting, and amenities. Ideally, planter strips are a mirrored pair creating balance and harmony to a streetscape. Planter strips provide space off the sidewalk for traffic signing, fire hydrants, utility boxes and other operational street elements. Planter strips provide sufficient setback of sidewalks to help with ADA issues at each crossing point. In cold climates planter strips become a valuable place to store plowed snow. Planter strips also can help assure adequate sight triangles at intersections and driveways.



Lighting

People walking along the street seek strong linear lines during the day and a steady flood of low angle light at night. Street lamps provide both services. Street lamps enhance many themes, conveying a mood reflective of a modern downtown, historic neighborhood, revitalized industrial area, mountain or beach community.

The attractive night street is made up of three lighting elements. The first is the combined pedestrian-scale and higher vehicle luminaires. These lights are placed to provide low, warm radiant light creating a continuous lit corridor.

The second source of lighting should be theme lighting. This often includes lights focused on building edges, crowns, entryways or other locations celebrating buildings and plaza space. Trees can also be lit.

The third source of lighting is the warm, radiant glow of lights from ground level shops. These lights are set on timers, and should remain lit until a designated hour, such as midnight on week nights, or 2:00 a.m. on weekends. The combination of these three sources of light create welcoming, secure night conditions inviting evening walks. Increase presence of people making use of corridors for night walking and gathering adds real security, and hence, social interaction, vitality and economic success.





Sitting Places

Frequent opportunities for walkers to sit and rest should be provided. The older the population, the more closely sitting places should be arranged. They can include both formal sitting areas, such as benches, and informal areas, such as pleasant ledges, sills and other multi-use street elements. Sitting places should include lighting, trash receptacles, shade and other amenities.



Trees

Trees in planter strips or tree wells outside the walking path are often spaced 30-50 feet apart, and set back 4-6 feet from the street edge. A nonmountable curb is needed in most urban settings, and is essential when trees, utilities or other fixed objects are used in the planter strip. Healthy trees require wide and long planter strips. A six-foot wide planter strip accommodates most tree species and allows for landmark trees.



Other Landscaping

Shrubs and other plant materials create seasonal or year round color, edging and attraction to a walkway. Native, draught resistant or xeriscaping species should be emphasized to minimize maintenance costs and issues. In many locations, especially at corners and driveways, low growth groundcover (2.5 feet or less) is preferred. Perennials to add splashes of color can enhance many small areas and gateways.

Utilities

Many communities, and most downtowns, now choose to underground utilities in order to have full canopies, minimize power disruption as a result of storms, and to increase the visual detail of the street. Above ground utilities are most often set in planter strips, especially if sidewalks are placed at the back of the public right of way. Many issues surround telephone, cable and power utilities. The most essential issue is to minimize their impact on the visual quality of a street. Utilities can be relocated to alleys, back lots, or utility corridors.

If utility lines cannot be moved, attention should be given to the type of trees that are planted beneath, and the pruning care that the trees receive. Medium size trees with irregular branching habits should be chosen over large formally branched trees (honey locust versus linden). The irregular branching habit allows the selective pruning of branches for proper clearances without ruining the overall branching habit of the tree. Utility wires in canopy locations can also be sleeved to reduce friction. Utilities can also be raised to a height where a good tree canopy can hide their negative appearance.

Parking

America has gone through a full cycle of using and removing on-street parking. Most urban spaces were designed to not only move autos and people, but to also store their cars in convenient locations. Parked cars on streets create important physical separations between motorists and people walking in neighborhoods, in school areas, parks and downtowns. Although parking was often removed in downtowns to add more traffic carrying capacity, many towns are now choosing to replace these same lanes with on street parking. This is often possible when new traffic patterns are agreed upon, bypass roads or freeways are built, plants have been closed or other changes have been made.

Location: On-street parking minimizes the taking of land for off-street parking, therefore reducing water runoff, and allowing the continuous fabric of buildings needed for a successful central town. Parking bays, whether marked with “t’s” or full lines are most often set at the back of curb. In some downtown arrangements, such as Ft Collins, Colorado, center of street locations are also workable. Curb extensions with protected tree wells every two parking bays can be used to increase landscaped areas on the street.

Width: Parallel parking spaces are set at 8 foot widths. When bike lanes are added, the combined space is usually set at 13 feet. In these cases parking should be reduced to 7 feet. In some rare cases, when combined with bike lanes, parking lanes are reduced to six feet, while bike lanes are increased to 7 feet.

Parallel or Diagonal: Some drivers are uncomfortable with parallel parking. Parallel parking requires a higher level of driving skill to maneuver into a space, and requires the driver to open the door and step into traffic.



Diagonal parking increases parking on streets with a limited number of driveways from 25-60%. Although the exiting driver is protected, backing out of the space into the traffic lane is often difficult, especially for elderly drivers who have difficulty looking to the rear. Reverse-in diagonal parking is proving to be an easier way to park in many towns.



Bike Lanes

Bike lanes or paved shoulders add sight distance, provide forgiveness to the errant driver, create a temporary storage area for cars while emergency responders go by, and a myriad of other benefits.

Width: Bike lanes are 6 feet wide from the curb face to the center of a 6-8" wide lane stripe. Lesser dimensions are permitted in some circumstances. If the lane is less than 4.0 feet, it should not be labeled a bike lane. Widths of 2.0 feet are better than no edge space at all.

Materials: Bike lanes are either made of the same material, depth and base as the travel lane, or may be of a different material to create color contrast as shown in the photo on the left. In some cases, paved shoulders are a lesser depth of base material, then reinforced to full depth and base at intersections. Contrasting materials create a visual tightening of the roadway, which has been shown to reduce speeding in some settings.



Travel Lane(s)

Roadway travel lanes must move traffic at uniform speeds, provide flexibility in movement, and provide good, non-slip surfaces. A single urban travel lane can manage 15,000 vehicles daily (1500 in peak hour) to 20,000 vehicles (1800 in peak hour). Interruptions caused by driveways, crossover traffic and intersection traffic greatly reduce carrying capacity of a roadway lane, but can be mitigated by medians and other traffic management techniques.

Width: Communities seeking to reduce speeding and risk to drivers, pedestrians and bicyclists are learning to reduce urban roadway lane widths in appropriate locations. Reductions from the typical 12.0 feet to 11.0 foot lane width may provide space for bike lanes, wider sidewalks or wider planter strips. But these lane width reductions have no effect on reducing speeding. Lane reductions to 10.0 feet create some reductions in speeding, which enhances stopping sight distance. Lane reductions are often made when bike lanes are added, which give large trucks added turning space needed for driveways and intersections. In some cases, 9.0 foot lanes are appropriate, or necessary, especially in low speed environments.

Speed: Increasing numbers of neighborhood and communities are insisting that roadway lanes not reward speeders. The combination of lane widths and other geometrics and operations that create comfort for a 30 mph speed also maximize roadway capacity. Higher speeds reduce capacity (more separation is needed between cars). The tendency to build in an "extra margin of safety" by creating a design speed 10 mph higher than the posted speed results in motorists feeling comfortable and therefore driving 10 mph faster than is safe. This misunderstanding of cause and effect increases noise, risk to drivers, pedestrians and bicyclists.



Medians and Turning Pockets

Medians provide essential buffers between opposing lanes of traffic and can increase the carrying capacity of individual lanes by 30%. They do this by restricting the friction of crossover traffic and lane stoppages at turning points. At major driveways left turn pockets are provided in the median. This enables management of access points along the road so that full access is provided at the major generator and partial-to-no left turn access is provided at lesser driveway. Medians provide pedestrians with safe refuge as they cross streets, allow space for street beautification and gateway treatments, and eliminate aggressive behaviors such as inappropriate passing.

Width: Median widths vary and are often determined by the left-over space in the right of way when all other needs have been met. Medians of 4-8 feet are satisfactory for most pedestrian needs. An 8 foot median is considered sufficient for the planting of many species of trees, and provides the requisite setback to meet engineering clearance standards. Trees in medians and planter strips should be under trimmed 8.0 feet if there is a significant volume of trucks.

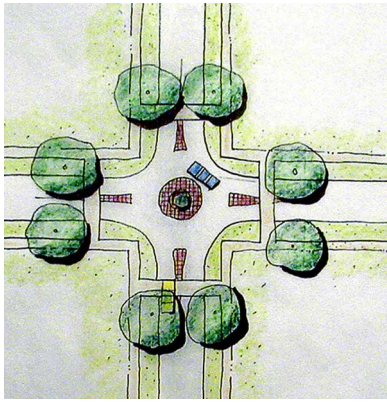
Height: Medians are typically designed with a curb height of 6 inches. In some cases low walls or low hedging is used to channel pedestrian crossings to the most appropriate locations. And in some cases, such as near Dupont Circle in Washington, DC, curbs are dropped to permit informal pedestrian crossings. Another height variation is used on 148th Street in Bellevue, Washington to aid emergency responders. The curb is flattened, a stable surface is developed, and grass is grown through the material to permit large fire engines to cross. Visually, motorists see the median as a blockage, adding to access control.

Bulb Outs

Bulb outs are extensions of the curbing that reduce lane width. Bulb outs shorten the crossing distance for pedestrians. Bulb outs at intersection also slow turning traffic, provide added space for street amenities, protect parked vehicles, and improve sight lines.



A good example of bulb outs.



This drawing depicts a mini-roundabout retrofitted into a typical intersection. The type of installation is often used to replace all way stop signs.

Roundabouts

Roundabouts are designed to allow traffic to travel between 15 and 20 mph through an intersection. The driver circulating in the roundabout has the right-of-way, so entering traffic yields. Drivers enter just as they would turn right from a driveway – wait for a gap and enter. At traffic signals vehicles are sometimes delayed even when there is no traffic on the cross street. This inefficiency is eliminated at roundabouts, which can generally improve the capacity of an intersection by 30%. Removal of traffic signals at roundabout sites saves maintenance costs of between \$3,000 and \$4,000 per year.

Pedestrian crossings are placed one car length away from the circulating traffic to ensure the driver’s attention is focused on the pedestrian, not the turning movement. This also encourages pedestrians to cross behind vehicles entering the roundabout. The splitter island, the triangular island at the entry to the roundabout, often creates a refuge for the pedestrian waiting for a crossing gap.

Roundabouts offer the opportunity to provide attractive entries and focal points. The center island, and splitter islands are often landscaped.



Larger roundabouts, such as this example from Gainsville, Florida, may require right-of-way acquisition. Many variables influence the diameter of the roundabout, including the type and size of vehicles that must be accommodated. The photo and the drawing above show the effective use of splitter islands, the triangular island at the entry to the roundabout. Note that crosswalks are set back from the entry point of the roundabout.

Landscaping

Trees should be selected based on urban landscaping guidelines and spaced to create a rich canopy. In addition to the linear treatment of trees, emphasis ground cover and cluster tree plantings should be placed near corners, especially at each bulbout. Selection and placement of trees and plant materials will be made to maximize summer shade, minimize maintenance, and assure appropriate sight triangles at entry points.

In general, trees should be spaced between 30 and 50 feet apart, depending upon species selection. A diversity of species is envisioned. Tree selections will consider the need to see and appreciate historic buildings and appropriate scale retail store advertising. More exacting spacing cannot be figured until other features are identified in an engineering and landscaping study. Features influencing spacing of trees include underground utilities and vaults, fire hydrants, sight distances at corners, store fronts and other important views and vistas.

The term ‘sight triangle’ refers to the unobstructed sight distance along both approaches of both roads at an intersection. Drivers approaching the intersection must be able to see each other in time to prevent a collision.



Effective landscaping is both functional and welcoming. This Sparks, Nevada,, sidewalk is in the commercial core of the downtown area.

Section V: Action Plan

Oyster Bay hamlet is a friendly, family oriented community with a thriving town center and a pristine bay that supports a working waterfront and diverse recreational opportunities. The historic significance and pride of the community is evident in the beautiful landscapes and buildings.

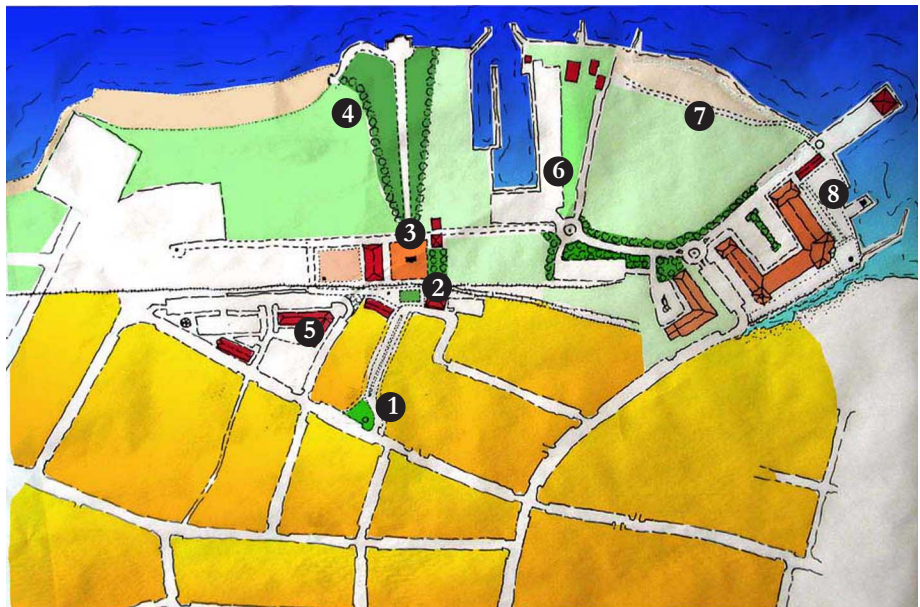
The plan participants shaped for Oyster Bay is simple: make a good place into a great place. The community's assets are vast. First, of course, are the people. It would be easy to sit back and just enjoy the delightful place that is Oyster Bay. It already has a pristine bay, a waterfront park, historical buildings, community buildings such as the Doubleday-Babcock Senior Center and the Oyster Bay -East Norwich Public Library, and retail businesses downtown.

Instead, people sensed a need to protect and enhance these assets. They saw an opportunity to fine tune their hamlet. They carved time from busy schedules to come to the charrette and work side by side with their neighbors to protect the future of their town. Each came with ideas about personal likes and desires, but also with a sense of the need to transcend daily necessity and create the harmony of true community. Hamlet residents want a community in which they can enjoy their leisure hours, raise their children to be independent and self sufficient, or retire in a comfortable home that is the right size for them.

The sketches and notations people made on their maps during the design session illustrated ideas to create the hamlet they envisioned. Town centers, waterfront connections, public spaces, new housing, walking and bicycling trails, and numerous other activity centers were depicted. An abundance of ideas to resolve concerns, emphasize hamlet attributes, and provide activities that bring people together emerged.

The privately owned oil tank area is shown in this conceptual drawing as a developed site that enhances public access to the park and waterfront. The community input provided during the charrette is valuable insight into the long term possibilities to make this site another outstanding asset.

1. Town Hall Area
2. Train Station
3. Park Drop Off Site
4. Roosevelt Park
5. Firemen's Field
6. Marina Area
7. Waterfront Trail
8. Commander Oil Site



These ideas were compiled and reviewed by the consultant team to create a conceptual plan to realize these dreams. The conceptual drawing on the previous page depicts the essential elements that support the vision. The downtown is connected to the waterfront at Audrey Avenue. A drop off site at the redesigned park entrance and train station area provides convenient access for vehicles. Improvements to Fireman’s Field preserve the historic use for competitive activities, yet also provide housing within walking distance of the waterfront and downtown core. The Commander Oil site is depicted with mixed use buildings that feature ground floor commerce and recreational businesses with residential units above. The promenade at this site is connected to the shared use trail along the waterfront.

More information on these concepts is provided in the following pages, but it is important to keep in mind that more research will be required before preliminary plans for major investments can be made. More information on the concepts depicted and other elements of the vision such as traffic are discussed under the following headings:

- Community Cohesion
- Waterfront
- Transportation
- Environment

Each topic area includes bullet points summarizing community input, a description of existing conditions and recommendations.



Community Cohesion

Hamlet Plan Goal:
“Ensure that downtown Oyster Bay is economically vibrant by capitalizing on its resources and assets, enhancing its amenities and strengthening the business environment.”



People want to shop, relax, and socialize in Oyster Bay. In fact, a review of focus group comments reveals that much of the discussion centered on issues revolving around the desire for a strong sense of community. Many of the ideas contributed during public input sessions reflected a desire for activities that minimize travel away from the community and offer opportunities for the young and the retired to remain or settle in the area. This section is arranged into categories related to the issues surrounding community cohesion.

Shopping, Services, and Activities

Restoring a village atmosphere was a central theme to the ideas and issues discussed during the event. People want to be able to park, then walk to multiple destinations, purchasing goods, services, and meals along the way. The dark areas of the map on the left show the commercial core of Oyster Bay. Small parcels face well defined streets with two and three story buildings in front and shared parking in the back. There has been some remodeling of older buildings, but the original architecture is still apparent in the more visible areas of the hamlet.

Participant Concerns and Needs

- Basic shopping needs cannot be obtained in the hamlet center.
- Shops and stores need to be diverse, attractive, and interesting.
- Medical Center access by foot or trolley needed.
- Provide cultural and night time activities: jazz club, teen nightclub, cultural center.
- Bring in movie theaters, art galleries, restaurants, farmers market.
- Provide gathering places for the young: fencing center, skateboard park, winter sledding area.
- Illuminate activity areas for night time use.

The number of people visible in a downtown core are a measure of the health of the commercial area. The Oyster Bay hamlet already has many of the elements needed to have an outstanding downtown.



The National Main Street Center of the National Trust for Historic Preservation designed the Main Street program to improve all aspects of downtown districts.

The Main Street approach has rekindled entrepreneurship, downtown cooperation and civic concern in towns and cities across the nation. More information about the national organization is available at their website, www.mainst.org.

Existing Conditions

Currently in Oyster Bay there are several hundred businesses operating mostly on the ground level of commercial streets. Although this level of activity is much higher than what is typically found in comparable sized communities, citizens were concerned that some of the basic needs of daily life were no longer available. This is a common problem faced by every community throughout America related to the change in merchandising strategies that are used in today's market. While it is not possible to return to a previous time where small grocery stores and corner markets serviced a small town, Oyster Bay can focus its business efforts and take full advantage of niche markets that are not serviced by the larger retailers and businesses. The citizens' desire to have grocery and clothing stores shows that there is a market opportunity to provide such services in Oyster Bay in an effective way.

Recommendations

Merchants should join the Oyster Bay Main Street Association and work together to market the downtown area. An association of this type should promote incentive programs or other tried and proven strategies to stimulate investment and increase foot traffic in the hamlet commercial area. Such organizations sometimes prepare business retention plans which explain the type of business, their ideal location, and the type of incentives in detail. Such a plan could be extremely valuable as businesses can use it to make decisions about locations and to get financing. A merchant's association or civic group needs to take the lead in making sure existing codes, including parking requirements, zoning, and building codes are reviewed. Obstacles that hamper efforts to relocate business in the downtown area must be remedied.

The Main Street Association should develop a list of desired new retail and community focused business that will add to convenience of one stop shopping. As the waterfront and public spaces improve, there will be opportunity to add new, small ma-and-pa-sized operations, from skate and bike rentals to appropriate scale food services and visitor services. Retail should also be oriented to serve as an incubator of new businesses.

Incentive programs are often tied to the renovation and reuse of historic structures. This process can be very expensive as it often requires major renovations to bring buildings up to codes and provide accessibility according to the Americans with Disabilities Act (ADA). For this reason, the business success of Oyster Bay will depend on support by nonprofit and business associations to assist current and potential businesses.





Training tower at Firemen's Field. This site has been used for competitive training activities by firemen for many years. Those activities need not be precluded by the addition of housing units and a new parking lot configuration. The area can accommodate all uses and also be much more aesthetically pleasing.

Housing

Availability of affordable housing is one obstacle to business success. Often older communities have great difficulty attracting entry-level employees for service industries because housing is not available. This problem is compounded by the fact that often the communities are built out and do not have many opportunities for new construction and older buildings are not the right match for today's market.

Participant Concerns and Needs

- Seniors unable to relocate from large homes.
- Children of residents cannot locate housing in the area.
- Service workers do not have access to affordable housing.
- Housing for all income levels needed.
- Growth should not adversely impact the environment.

Existing Conditions

Community input indicated housing opportunities in Oyster Bay are very limited for people at all income levels. Focus groups said some people rent beds in homes, while others in large homes would like to relocate to more compact residences near the downtown core but are unable to find suitable housing.

Recommendations

The opportunity to build new areas with housing within walking distance of the business core of Oyster Bay exists only in two sites: the waterfront and the train station / Fireman's Field. Appropriate master planning can help ensure that new projects solve the hamlet's problems and are also compatible with the existing development. Architectural features consistent with the character of the hamlet will enhance this area and tie it to the heart of the hamlet. Mixed use buildings at the Commander Oil site can provide additional housing units.

The conceptual plan in the inset drawing shows how part of Fireman's Field that is the closest to the village area may be redeveloped with row houses or small single family houses. The idea is to provide additional housing for people who work in the hamlet and to create a safer and more attractive street for people who may want to park in the station parking lot and walk to the center of the hamlet. This development can be more or less extensive, depending on the future parking demands in the hamlet. See page 35 for additional housing style possibilities.





Waterfront

The waterfront and its relationship to the hamlet is a key element in the vision the participants developed for the hamlet of Oyster Bay. The waterfront area discussed during the charrette started on the eastern edge at Whites Creek, and continued through the industrial working waterfront, the marinas, and the park. A community-based plan for the Western Waterfront, beginning at the Jakobsen Shipyard, was finalized in 1998.

Participant Concerns and Needs

- Clean and beautify the waterfront
- Improve visual and physical access to and along the waterfront
- Preserve water quality and the oyster industry
- Utilize the park and waterfront for youth, cultural, and recreational activities.
- Convert oil tank area to retail or other more public use

Existing Conditions

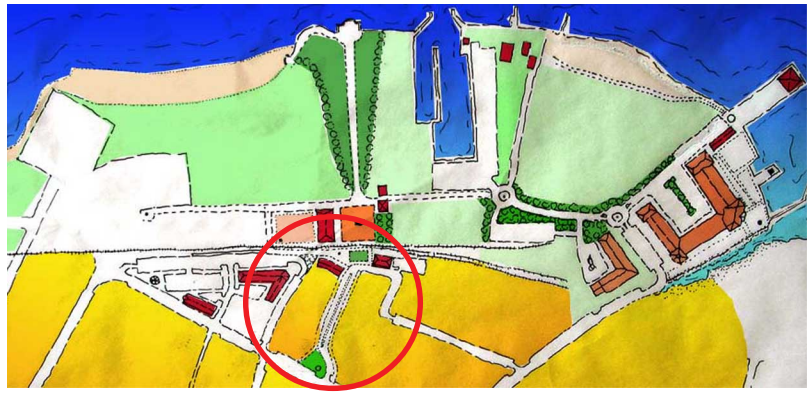
A primary concern for participants was the lack of connection between the hamlet and the waterfront. Access is obscure and land use divides the waterfront into distinct and separate areas. The industrial and working waterfront area consists of Commander Oil, the Oyster company, the Oyster Bay Sewage Treatment Plant and other smaller uses such as the landscape nursery, body shop, etc., which provide no physical or visual connection to the waterfront. The recreational waterfront consists of Roosevelt Memorial Park, which is both a passive and active recreation facility. The yacht club and marina support boating activities on the bay. The undeveloped natural coastline of the waterfront consists primarily of Whites Creek.

Recommendations

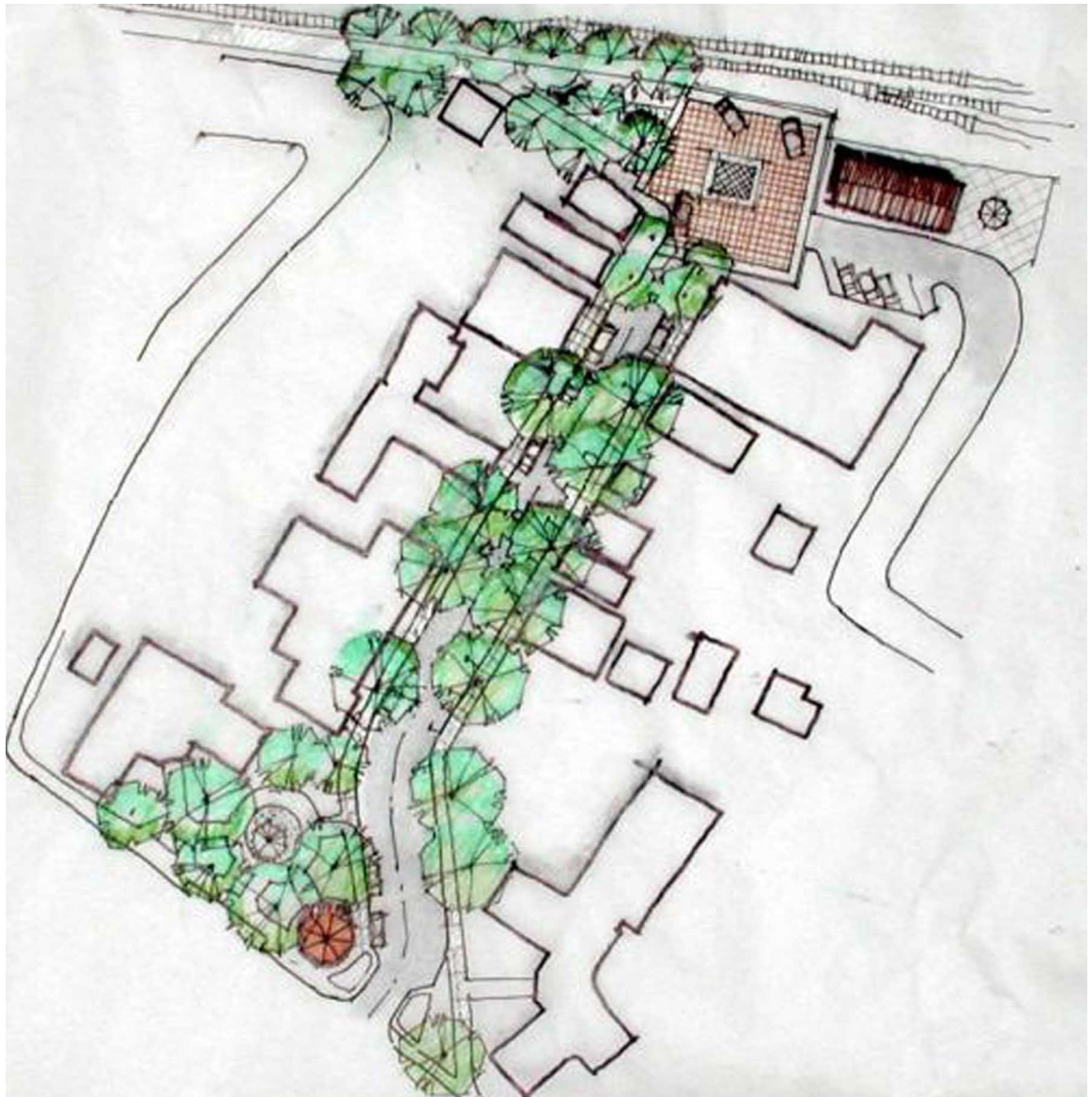
Provide a strong visual and physical connection between the waterfront and the hamlet. Vistas should be open so that the water is clearly visible from the entrance to the park. Graphics on the following pages illustrate this recommendation.

Hamlet Plan Goal:

**Protect water quality,
habitat and marine
life.....and establish
connections between the
downtown and waterfront.**

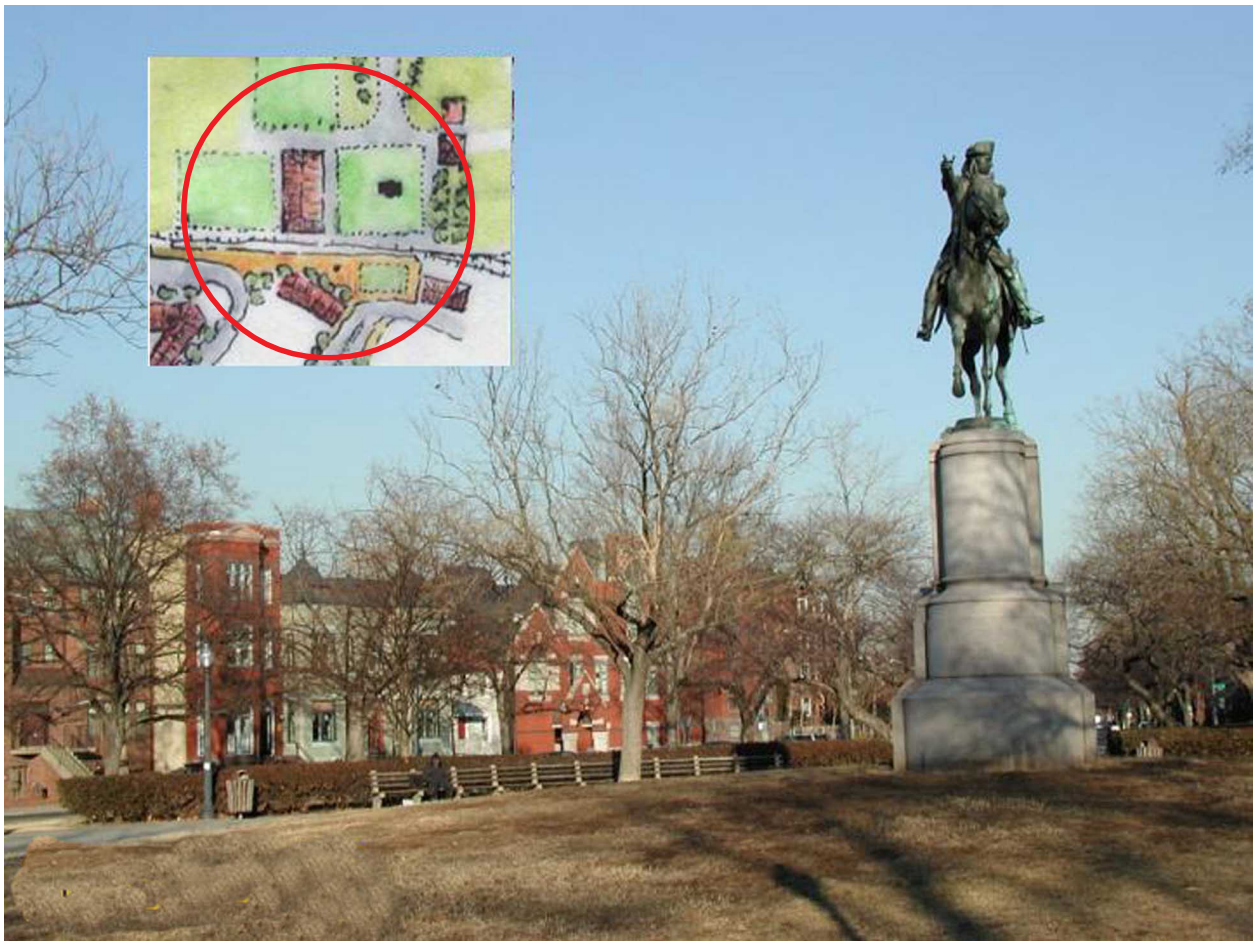


The rendering above shows a conceptual plan for the waterfront. In the sketch below, proposed Audrey Avenue development between the Town Hall and U.S. Post Office provides the visual and physical link between these two areas. The sketch on the next page shows a conceptual plan for the terminus of Audrey Avenue at the train station and park entrance.



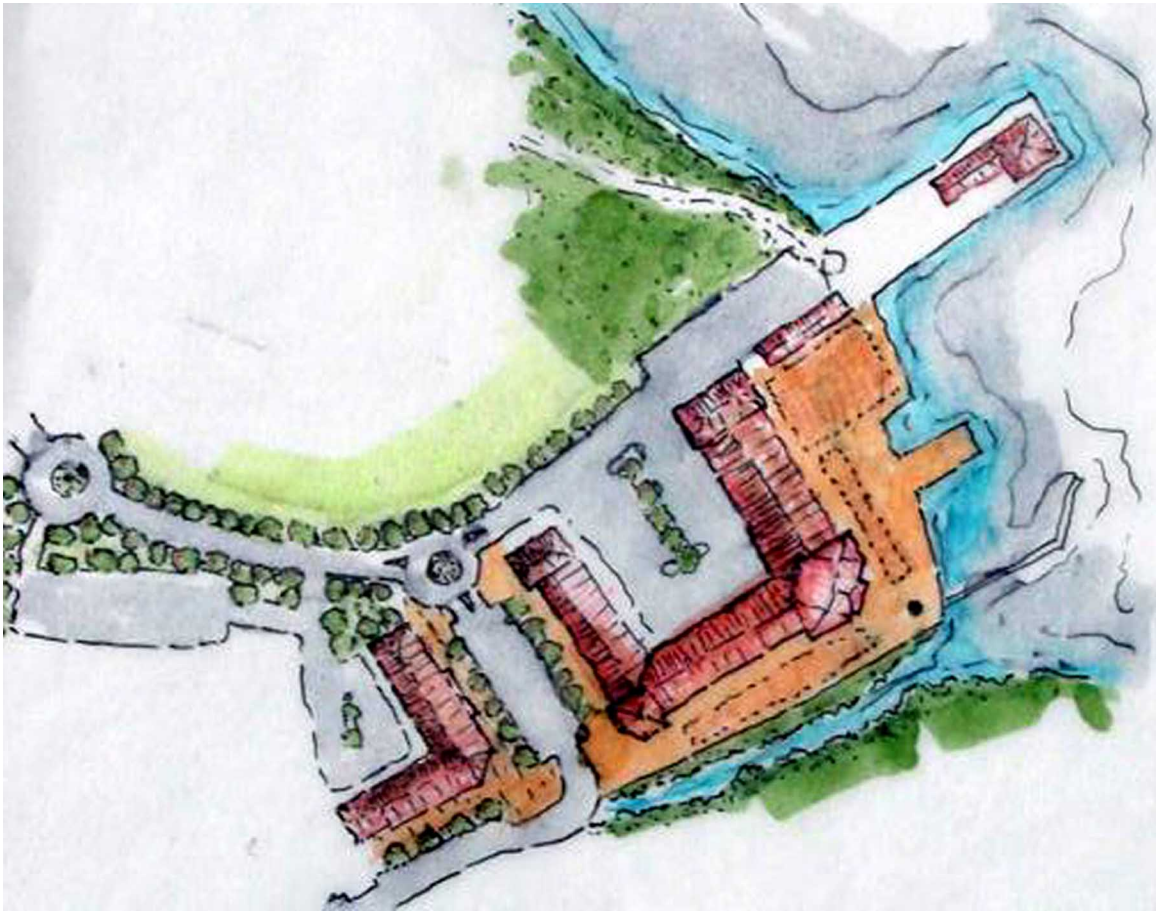


Inset shows conceptual plan for the terminus of Audrey Avenue at the train station and park entrance. The photo suggests the appearance of the completed project.



The conceptual design for Audrey Avenue enhances the public space available and creates a centerpiece for the downtown area. Housing such as that above and on the right becomes an additional asset to the community by meeting the needs of residents and supplying the ‘eyes’ on the public space that help make it secure and safe.





Mixed-use development is shown on the Commander Oil terminal site. Limit development to the area within the currently hardened shore line in order to preserve the natural environment and beauty of White's Creek. This privately owned site has the potential to meet many of the needs identified during the charrette. A mixed-use building with ground floor commercial could provide space for a restaurant, recreational equipment sales and rentals, a farmer's market, and other retail enterprises. Residences over the commercial space would provide living space close to the heart of the hamlet and help meet the demand for additional housing.



Inset shows conceptual plan for a mixed-use development at the Commander Oil Sit. The photo suggests the appearance of the completed project. The ground floor is available for commercial enterprises while the upper levels are suitable for housing.



The oyster company is very important to the heritage of the hamlet and needs to be preserved. The working waterfront can also become a unique asset in a slightly different role than historically. As public access is enhanced, these interesting sites will be discovered as people walk or bicycle past them. The working waterfront will regain its symbolic importance in town. Promote uses on the waterfront that are water dependent or enhanced by the presence of water.



The existing walks in the park will be extended along the water in the form of a nature trail that is very sensitive to existing environmental conditions and will link to the proposed promenade around the future mixed use building. In addition, existing walks and bicycle paths in the park that link the ball fields to the passive recreation areas and picnic areas will also be connected to the new entrance to the park and to the part of the hamlet heart by providing the missing links.



The railroad needs to mitigate the noise and exhaust pollution. The diesel storage yard is immediately adjacent to very active picnic areas in the park, rendering the picnic facilities undesirable because of idling engines and diesel fumes. A sound barrier would improve the quality of experience in sections of the park near the tracks. When planning picnic areas within the park, consideration should be given to the impact of the diesel trains.

Transportation

Hamlet Plan Goal:
Maintain and improve the function of the roadway network, enhance traffic circulation in compliance with regulations, improve pedestrian safety, and accommodate parking needs.

The transportation network impacts every aspect of life in the hamlet. Access to goods and services, leisure activities, and work centers is vital to sustaining the vibrant community envisioned by participants. This section begins with overall street system issues, then covers key sites in more detail. The walkable community principles in Section IV offer additional information on various treatments.

Recommendations are based on concepts developed by charrette participants and refined by the consultant team. These concepts have been evaluated using the data provided during the process, but it is important to note that the charrette process develops vision and concepts, not preliminary plans. Further engineering study will be required before project selection and costs can be finalized.

Participant Concerns and Needs

- Traffic congestion is increasing.
- Speeds are too fast.
- Temporary stop signs are confusing.
- Improve traffic flow, but reduce speeds.
- Parking spaces close to destinations are scarce.
- Signs are confusing; wayfinding is difficult afoot and in cars.
- Drivers do not stop for people in crosswalks.
- Sidewalks are discontinuous and need maintenance.
- No public transit.
- There are no bicycle facilities.
- More walking and bicycling connections are needed.



Traffic Flow

Existing Conditions:



Improving traffic flow, enhancing the walking environment, and improving accessibility to convenient parking were top priorities for charrette participants. The street system supports on-street parking, one lane of travel in each direction, and signals or stop signs at many intersections. Travel lane widths vary from 8 to 15 feet. The 8 foot lanes are used at intersections and wider lanes are used along the length of most streets. Participants stated that delivery trucks often block passage on downtown streets.

Stop signs are being used at a number of locations in Oyster Bay as speed control devices. This is prohibited under the Manual on Uniform Traffic Control Devices (MUTCD), which sets national standards defining the conditions under which stop signs may be used. All way stop control requires a minimum of 500 cars entering the intersection per hour for any 8 hours. Based on the traffic counts, many of the current all way stop control locations are well below this minimum requirement.



Recommendations:

Adopt traffic management practices that incorporate traffic calming treatments. In the past, stop controls have been used for speed control because no other techniques were available. There are now over twenty-five traffic calming treatments available that provide better speed control and safer intersections than stop controls. Roundabouts and traffic calming circles control intersections while promoting lower speeds and a smooth flow of traffic. The high speed, severe injury crashes caused by drivers disregarding stop controls and colliding with vehicles that are legally proceeding through intersections are eliminated.

Stop signs are not intended to control speed.

Narrow lanes tend to cause drivers to travel slower than they would in the wide lanes. By narrowing the streets with medians, bulb outs, and lanes that marked at ten feet, or eleven feet on major roads, drivers will be encouraged to drive slower. Planting trees in the bulb outs and medians will reduce the visual openness of the road and create a confined feeling in drivers that can also help to slow vehicles.





Bicycling

Existing Conditions

The Oyster Bay hamlet is very compact. Most residential areas are clustered within a half mile of the center of the hamlet. This distance is well within the average ride for a bicyclist and bicycling within the hamlet for utilitarian purposes is likely. Currently there are no separate or designated facilities for bicyclists. There are no parking racks; bicycles were observed parked against road signs. Bicycling and other forms of wheeled recreation appears to be very popular in Roosevelt Memorial Park. Large numbers of recreational bicyclists have been observed riding in surrounding areas, especially on the weekends.

Recommendations

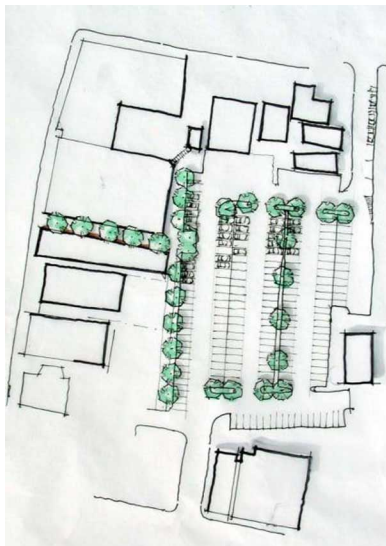
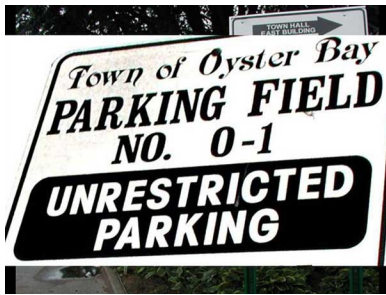
On streets where there is adequate width, bike lanes are useful to visually narrow the road and provide dedicated space for bicyclists. However, there is no need to provide exclusive space for bicyclists within the hamlet center where speeds are low enough that bicyclists can travel comfortably with traffic.

Oyster Bay has opportunities for creation of bicycle paths to link the residential areas and the bay front park. Any improvements in Roosevelt Memorial Park should include consideration of the needs of bicyclists, scooters, and skaters.

Bicycle racks should be provided at convenient access points for destinations and to keep sidewalks unobstructed. The style and placement of racks affects their usefulness. Curb extension areas are generally good sites because the bicycle rack is removed from the normal walking traffic flow and there is adequate room.



Paths separated from the streets are preferred by many bicyclists. Paths are nearly always shared with skaters and walkers, and should be designed with these varied users in mind.



Parking

Existing Conditions:

The Oyster Bay parking system has some excellent features:

- Parking is evenly spread throughout the business area.
- Parking lots are relatively small.
- Parking lots are behind buildings and not visible from the street.
- On-street parking is a standard feature along commercial streets.

However, parking is poorly regulated and managed. Off-street parking lots and many on-street parking spaces are generally filled by 9 a.m., often with workers employed at city offices and commercial establishments. Parking is limited because the hamlet is fully built out and the buildings are occupied.

Recommendations

Fortunately, the Oyster Bay hamlet has not demolished its landmarks to ease parking. Surface parking lots create drab, uninviting space that detracts from the vitality of a community. At some point in the future a parking garage with a retail ground floor may become an option, but our recommendation at this time is to improve management of the current parking fields and on-street parking.

Identify parking zones in which time is limited to 15 minutes, one hour, two hours, or long term parking, depending on the proximity to activity centers. Develop a parking enforcement zone and create a funding mechanism for a code enforcement position.

The pavement area where the fireman compete can be redesigned to have perpendicular parking on both sides (currently on one side only). During business hours, commuters including city hall employees could use the field. Evenings and weekends, visitors and park patrons can park here. At the time of the fire-fighting competition, parking will be

prohibited so the space can be used for the contests.

The sidewalks from the redesigned parking lots to the existing streets need to be enhanced to provide a safe and clean environment that will be acceptable to commuters and city hall workers.

Walking Environment

Existing Conditions

Pedestrian signal heads are provided at some intersections. Push buttons to actuate the walk cycle are often located, as one participant stated, in ‘illogical’ places. Traffic signal faces are difficult for pedestrians to see at locations lacking pedestrian signals. Marked crosswalks are generally located at or near intersections. Many participants felt speeds were too high for the safety and comfort of pedestrians. Connections to walkable destinations are often obscure, poorly lit, or nonexistent.

Recommendations

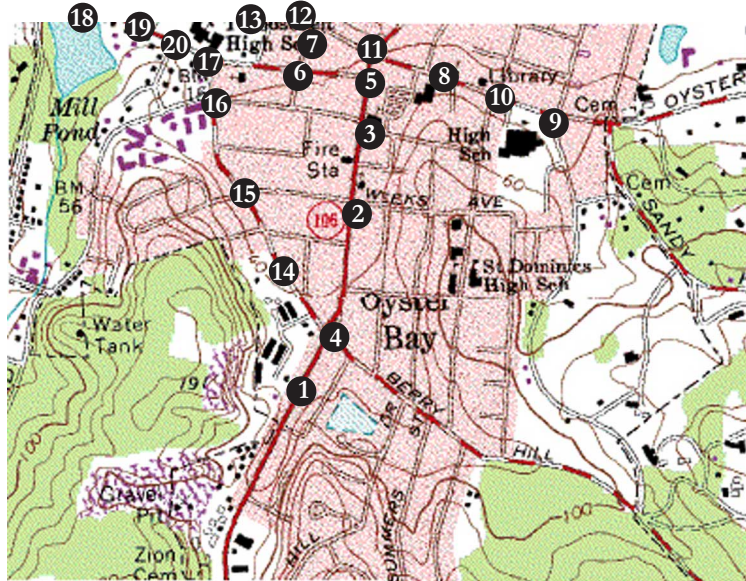
Missing sections of sidewalk should be installed. Walkable community principles discussed in Section IV provide guidelines on width, placement, separation, and other details. Pedestrian scale lighting should be installed in walkway areas.

Develop a maintenance program to replace broken and cracked sidewalks, to install ramps compliant with the Americans with Disabilities Act (ADA), and to prune landscape materials that encroach on the sidewalk.

Install bulb outs, pedestrian signal heads, crosswalks, and other site specific improvements as described in the following text. Amenities such as benches, street trees, and water fountains should be provided in accordance with the principles defined in Section IV.



Street System



The review of participant issues and concepts focused on the streets near the heart of the hamlet. The segments that follow offer details by corridor and/or intersection.

1. Pine Hollow Road (Route 106)
2. South Street: Lexington to West Main
3. South Street/Summit Street Intersection
4. South Street/Berry Hill Road/Lexington Intersection
5. South Street/West Main Street Intersection
6. West Main Street/Spring Street Intersection
7. Spring Street
8. East Main Street
9. East Main Street/McCouns Lane Intersection
10. East Main/Florence Street Intersection
11. East Main Street/Audrey Avenue at South Street
12. Audrey Avenue
13. Shore Avenue/Maxwell Avenue Intersection
14. Lexington Avenue
15. Lexington Avenue/Tooker Avenue Intersection
16. Lexington Avenue at Orchard Street and Mill River Road
17. Lexington Avenue/West Main Street Intersection
18. West Shore Drive
19. West Shore Drive/Bayside Avenue Intersection
20. West Shore Drive/Larabee Avenue Intersection



1. Pine Hollow Road

Existing Conditions

Although this road is not in the core of the downtown district, participants discussed the importance of this roadway because it brings travelers to the area envisioned as a gateway. This section of Rt. 106 varies as it progresses. Current land use patterns vary along the street, resulting in aesthetically unappealing areas and challenging walking conditions. The narrow cross section at Berry Hill Road widens to a divided road with a painted median as it passes through the hamlet limits.

Recommendations

Approaching Oyster Bay Hamlet along Rt. 106 north of Berry Hill Road, install a raised median to improve the aesthetics, control traffic and make it easier for pedestrians to cross. All existing painted medians should be replaced with raised medians.

2. South Street: Lexington to West Main

Existing Conditions

This section of the road has narrow sidewalks, very limited or nonexistent planter strips, parallel on-street parking on both sides of the road, and two very wide lanes. During field reviews people were observed crossing the street to stand on the double yellow lines, where they waited for a gap in traffic to allow them to complete their crossing. There are very few trees on this section of the road. Traffic volumes are between 400-500 vehicles per hour in each direction, which is less than 1/3 the capacity of this type of road.

Recommendations

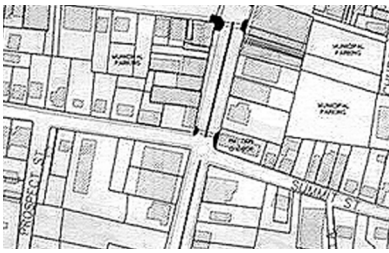
Construct a raised median from Berry Hill Road north to West Main Street to provide space for landscaping to improve the aesthetics of the roadway and provide people crossing the road with a refuge area between travel lanes. Where median width is adequate, tree plantings are recommended. Trees alert drivers to the fact they are entering a downtown environment where slower speeds are appropriate.

Provide a median opening at each cross street. Turning widths are inadequate to allow drivers to make u-turns, so openings in the median need to be provided at each driveway. This will decrease the amount of median strip that is constructed and the number of trees that can be planted within the median.

Bulb outs are recommended at side streets. Planting of trees along the edges of South Street in the bulb outs or in the planter strip will help complement the trees in the median, shorten pedestrian crossing distances, and slow turning vehicles.



Short medians of varying width can be installed on many hamlet streets.



3. South Street/Summit Street Intersection

Existing Conditions

Many people were observed crossing at this location during field reviews, indicating a need for improved facilities.

Recommendation

Provide bulb outs and a pedestrian crossing in conjunction with the median on South Street north of Summit Street.

4. South Street:

Berry Hill Road and Lexington Avenue

Existing Conditions

This is a four-way skewed intersection. A skewed intersection is one in which the legs of the intersection do not intersect the next at 90 degrees. The drainage is poor, particularly on Berry Hill Road. The traffic signals were recently upgraded and pedestrian devices added, but the level of service (LOS) is F during peak hours (see table below). The visibility for vehicles turning right from the north to the west is poor. Complaints regarding visibility when making a left turn from South Street north onto Berry Hill Road were expressed during the charrette. People on the walking audit reported conflicts because drivers turn left into the crosswalk during the walk cycle.

This intersection is the most appropriate location for the creation of a gateway into Oyster Bay hamlet. Berry Hill Road and Lexington Avenue is a defining line between strip commercial and main street style development.

Level of Service (LOS)

This phrase describes a measurement used to predict how well the intersection will perform under various types of traffic control. Six categories are used to represent the average delay in seconds per vehicle that is using or expected to use the intersection.

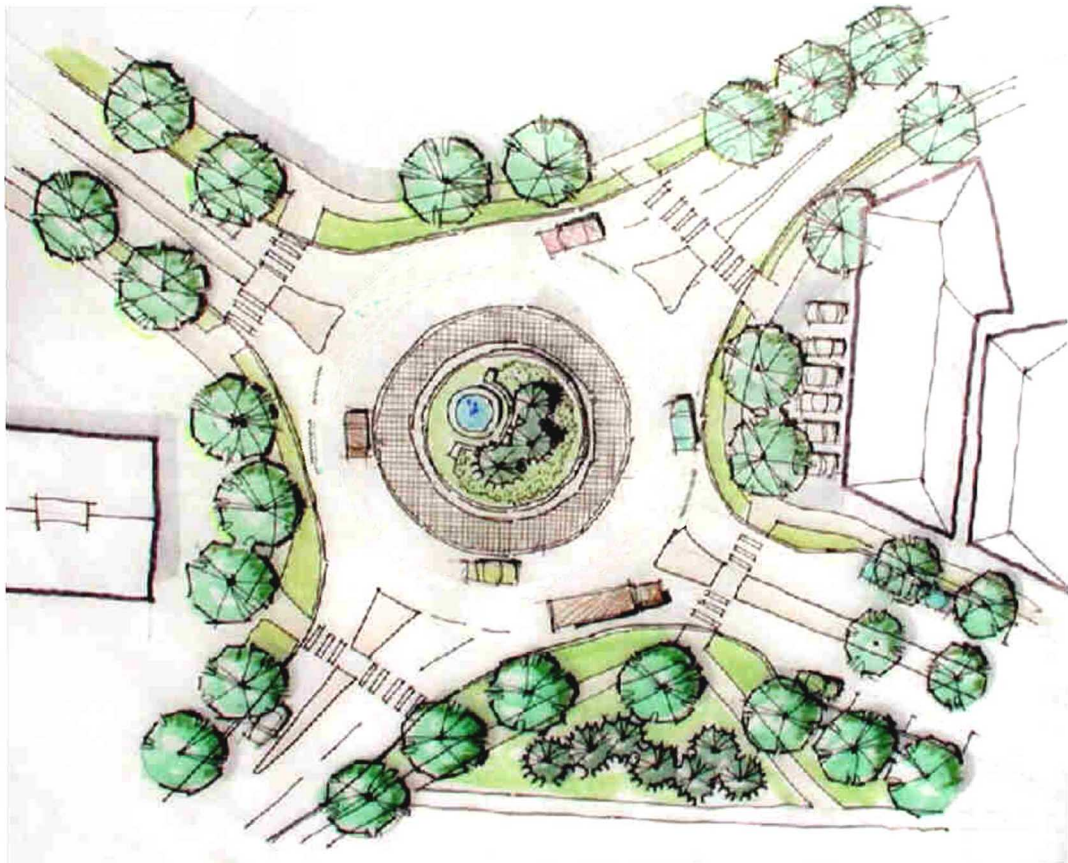
LOS A	0 - 5 seconds
LOS B	5 - 15 seconds
LOS C	15 - 30 seconds
LOS D	30 - 40 seconds
LOS E	40 - 50 seconds
LOS F	50 + seconds

Recommendation

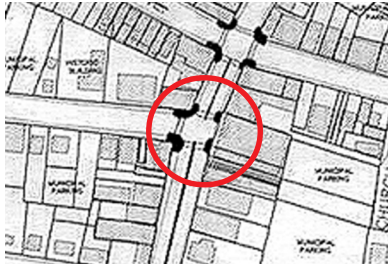
The participants' suggestion for a roundabout at this site is our recommended treatment. However, it will require the acquisition of right of way on each corner of the intersection. A one lane roundabout with a right turn lane on Lexington Avenue would accommodate existing traffic at a LOS C during the evening peak period. A one lane roundabout that retains the separate right turn lane from Berry Hill Road to South Street would improve the LOS to B. Modification of the right turn lane to move traffic through the roundabout would allow the dedicated movement but provide more space for landscaping and eliminate the hazardous merge of the right turn lane onto South Street.

A roundabout at this intersection creates an opportunity for the gateway into Oyster Bay hamlet as envisioned by participants. Benefits of the gateway roundabout include:

- Identification of the Oyster Bay hamlet
- Slows traffic before it enters the main street area
- Improve drainage at this intersection
- Increase vehicle capacity
- Improve LOS from F to C or B
- Crash reduction
- Easier street crossings for walkers
- Landscape opportunities



Other options are available, but in order to improve the LOS of this intersection with a signalized system, Rt. 106 must be widened to four lanes on the approach. Some widening of Berry Hill Road and Lexington Avenue would also be required. This intersection improvement would require a considerable amount of right-of-way along the widened roads. The conflict reported between turning vehicles and people in the crosswalk should be reviewed and corrected as soon as possible.

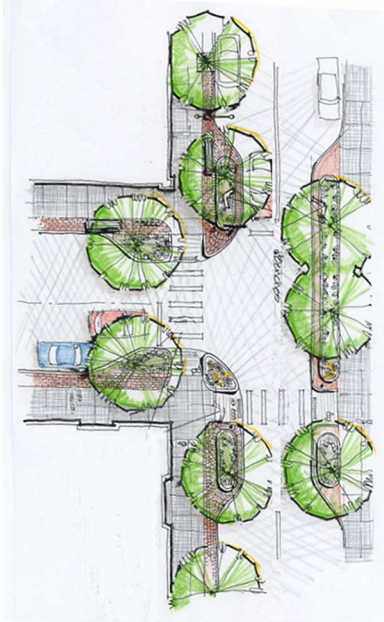


5. South Street/ West Main Street Intersection

Existing Conditions

This signalized “T” intersection is quite wide. It has small corner radii with no curb ramps for the disabled. Parking is permitted along the top of the T within the intersection. The presence of this signal causes a backup of traffic that has turned left from East Main Street and Audrey Avenue because storage space for the vehicles is limited by the short block length. Ninety-five percent of the traffic turning left from West Main onto South Street turns right on East Main Street.

The sketch shows how bulb outs can calm traffic at “T” intersections. The addition of landscaping completes the enhancement of safety and beauty while expediting traffic flow.



Recommendation

After reviewing several options, the recommendation is to remove the traffic signal at this intersection to enable vehicles that turn left from East Main Street and right from Audrey Avenue to proceed south uninterrupted. This will eliminate the current ‘stacking’ problem. Vehicles that are currently turning left from West Main can either wait for adequate gaps at the unsignalized intersection or change their route to turn at Spring Street, turn right onto Audrey Avenue, and proceed straight across South Street onto East Main. Outside of the peak periods, there appears to be adequate gaps for the left turn at West Main Street to be made without undue delay. During the peak periods the delay may be significant and the Spring to Audrey route would be more convenient.

The addition of bulb outs and a raised median on South Street in conjunction will shorten the crossing distance for walkers and make it easier to cross without the signal. Removal of the signals may decrease the delay for people walking. They could cross whenever there is a gap in traffic adequate to cross the width of one lane of traffic, or less than five seconds.

Some participants suggested the use of one-way streets to mitigate congestion. Usually one-way streets are not an effective strategy. In this case, traffic on Audrey Avenue would be forced to make a right turn onto Spring Street, a left onto West Main Street, another left onto South Street, then a right onto East Main Street. These vehicles would not have access to the businesses on Audrey Avenue between Spring and South Streets.

There are 171 vehicles turning left from West Main Street onto South Street during the afternoon peak between 4 and 5 p.m. (Frederick P. Clark Associates, Oyster Bay Hamlet Study). There is inadequate storage space between East and West Main Streets to accommodate this traffic volume. If West Main Street was converted to one-way operation, the 121 vehicles that currently go from Audrey Avenue to East Main Street and the 6 vehicles that turn left from Audrey onto South Street are added to the existing West Main left turn volume. The congestion that currently exists would worsen due to this increase in traffic, but could be mitigated to some extent by eliminating the on-street parking on the east side of South Street between West and East Main Streets and creating two northbound lanes in this area. This defeats the purpose of gaining parking space with one-way operation. If parking is to be maintained, an alternative is to narrow the lanes on South Street between east and West Main Streets. There could be an increase in crashes caused when drivers open their doors because drivers in this narrow lane next to the parking will have no freedom of movement.

Conversion of West Main Street to one-way eastbound would also restrict access to properties for drivers northbound on South Street who could no longer turn left onto West Main Street. They will have to either go past West Main Street and go around the block via Audrey Avenue or turn left into Orchard Street and go around the block via Spring Street.

The right turn from West Main onto South Street would increase from 146 vehicles to 220 vehicles. The increased congestion would be compounded by the fact that no right turn on red is allowed at this corner. The diversion of eastbound traffic from Audrey Avenue to West Main Street will increase travel time and distance and delays because of the number of signalized intersections drivers must pass through.

6. West Main Street/ Spring Street Intersection

Existing Conditions

Currently this is a signalized intersection that caters to low traffic volumes. The pedestrian facilities are less than desirable.

Recommendation

Removal of this signal is recommended because of low traffic volumes. As observed and explained under the Audrey Avenue segment, drivers will avoid the delay at signals and turn through an unsignalized intersection if gaps in traffic are adequate. Driver behavior at the post office demonstrates adequate gaps in the traffic stream to render the signal unnecessary.

In addition, a small roundabout should be installed at this location. The existing traffic volumes are at less than 1/3 of the capacity of a small roundabout, therefore the roundabout would operate at a level of service of B, with almost no delay to any driver. The walking environment will benefit from reduced crossing distances and slower speeds.

7. Spring Street

Existing Conditions

Spring Street between West Main and Audrey Avenue is approximately 40 feet wide with parallel parking on both sides.

Recommendations

Suggestions to make this street one-way in order to create angled parking on both sides of the street were examined, but the street's proximity to the Post Office and Town Hall area makes it a key component in effective downtown traffic circulation and access. Our recommendation is to retain two way operation.

It is feasible to install 45 degree angle parking on the east side of Spring Street and retain parallel parking on the west side with two nine foot lanes. This configuration will yield some net gain of parking spaces over parallel parking. It is very important to design the angled parking so that vehicles do not back over pedestrian crossings or into Audrey Avenue. Reverse-in parking should be considered. See Section IV for additional information regarding parking considerations.

8. East Main Street

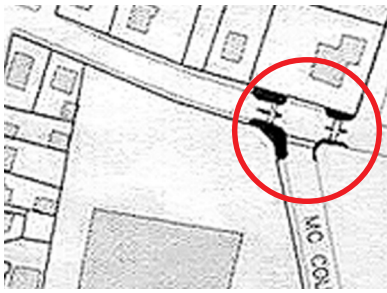
Existing Conditions

This is a two lane street with parking on both sides, sidewalks and planter strips, and low traffic volumes. Several groups raised the issue of bikeways. Participants complained that drivers do not yield to people in the crosswalk west of the Doubleday-Babcock Senior Center. A 30 m.p.h. speed limit sign located at the crossing was cited by many as a factor that encourages speeds too high for the area.

Recommendation

Relocate the pedestrian crossing to the front of the Doubleday-Babcock Senior Center. Add bulb outs on both sides of the street and provide a median in the middle so that the vehicle lanes are narrowed to ten feet. This reduces the crossing distance and provides a place people can wait to be sure vehicles in the opposing lane will stop. Moving the crossing away from its current location reduces conflicts from vehicles exiting Church Street and turning across the crosswalk.





9. East Main Street/ McCouns Lane Intersection

Existing Conditions

McCouns Lane intersects East Main Street at an angle. There is a part time stop control at this intersection. Such installations were prohibited by the MUTCD many years ago because they create confusion. Walking audit participants reported that buses line up on East Main Street with motors idling and that the noise and pollution is not appreciated by the neighbors.

Recommendation

Remove the part time stop control. Provide bulb outs on both sides of the road with a median strip in the middle to narrow the lane width to ten feet. Buses should be relocated onto the school site.

10. East Main/Florence Street Intersection

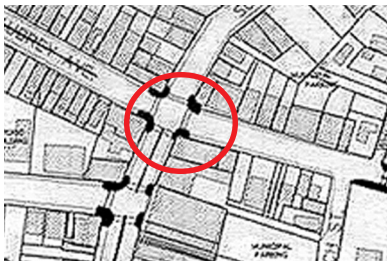
Existing Conditions

Walking audit participants reported that the current crosswalk does not provide a direct link to a destination point. It is not convenient to the library.

Recommendation

Remove crosswalk from the corner of Florence Street and relocate markings to be in front of the library. Install bulb outs and medians in the manner described for the crossing at the Babcock Senior Center.





11. East Main Street/Audrey Avenue at South Street

Existing Conditions

This is a signalized four-way intersection with through and left turn lanes on East Main Street and Audrey Avenue. Parking is too close to the intersection and crosswalk locations were placed based on drainage inlets rather than the best place for people to cross. There are no pedestrian signal heads at this intersection.

Recommendations

Install pedestrian signal heads and bulb outs on the corners. One Saturday design group recommended a roundabout at this location. That would require significant acquisition of right-of-way. No major change is recommended because currently this intersection is operating efficiently for vehicle traffic.

This signal should be set to automatically provide a walk interval during every signal cycle in the hours walking is likely to occur. Requiring the walker to actuate the signal with a push button in the urban core is contrary to the goal of greater walkability. Often signals such as this are converted to flashing red/yellow during late evening and early morning hours. This minimizes the number of times a driver may be delayed by a red light to accommodate a walk interval when no vehicles or walkers are present.

Bulb outs are recommended on all corners to eliminate illegal parking, provide additional space for street furniture, and provide the opportunity to improve the quality of pedestrian ramps. Use a modified bulb out design on the south east corner to prohibit vehicles from parking on the corner, but allow the right turn movement.

Pedestrians must have a clear view of the signal face.



Bulbouts (a type of curb extension) provide a number of benefits. These include reducing the speed of traffic, providing shorter crossing distances for pedestrians, and increasing visibility of pedestrians waiting to cross.



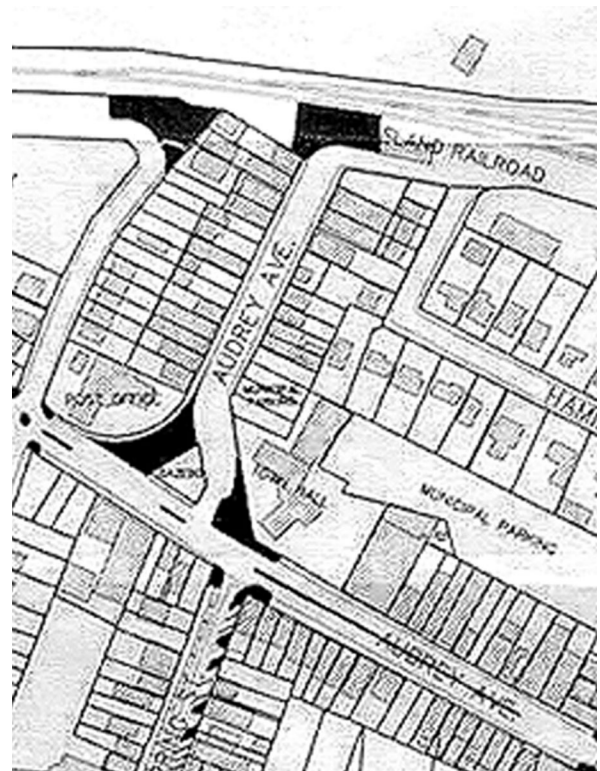
12. Audrey Avenue

Existing Conditions

Audrey Avenue splits into two parts between City Hall and the Post Office, forming a 'Y' where a gazebo is located. There is a traffic signal at Audrey Avenue and Spring Street. Currently there is angled parking on the western side of the Y that serves short term parking needs for the Post Office. Participants reported that there have been numerous crashes since the angled parking was installed.

It is difficult for drivers to reverse out of an angled parking bay on a straight road because the vehicles next to them block their view of oncoming vehicles. For drivers reversing out of angled parking on a curve such as that in front of the post office, sight lines are almost non-existent because the outside curve decreases visibility. The sight line of a driver proceeding around the curve is also limited, making it difficult for either driver to see the other vehicle.

In the afternoon peak between 4 and 5 p.m., 20 vehicles turn left from Audrey Avenue to go east and five exit Audrey Avenue to Spring Street. Within the same time period, 39 vehicles turn left and 34 turn right from the unsignalized portion of the Y. It is unusual for more drivers to turn from an unsignalized intersection rather than selecting the signalized option. The behavior pattern demonstrates that there are sufficient gaps on Audrey Avenue/Shore Road to allow drivers to turn left or right without the assistance of a traffic signal. It is obvious drivers find it more convenient to exit without waiting for the signal to change.

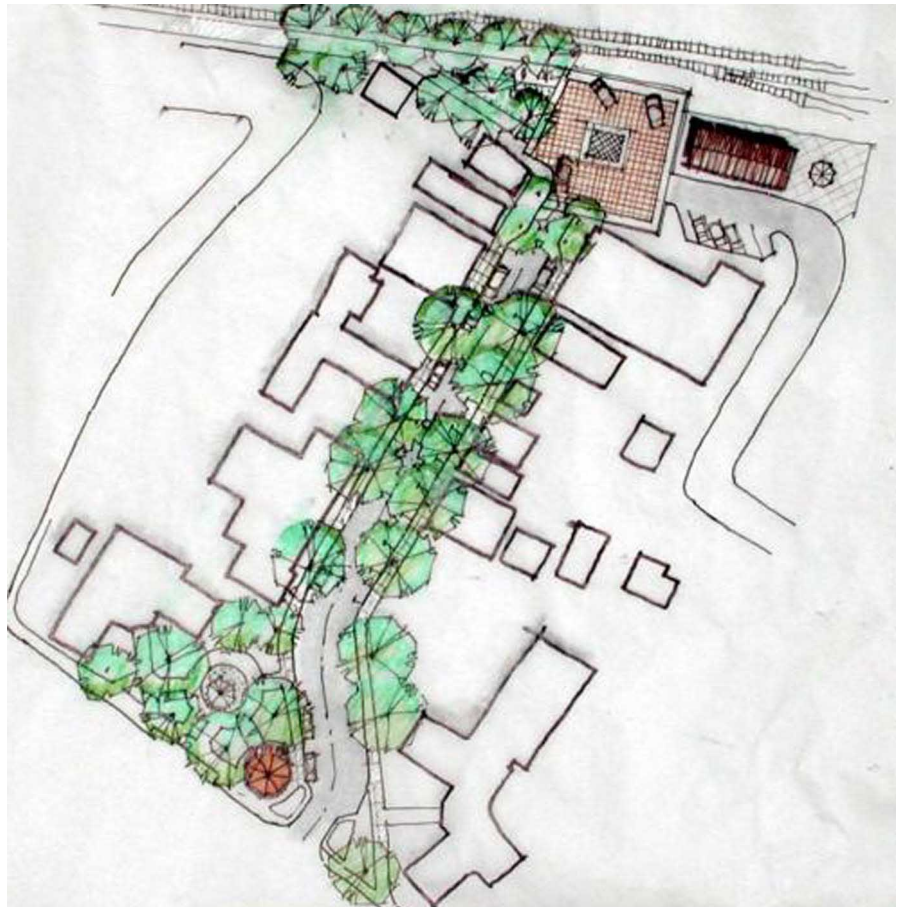


Recommendations

Close the road along the western side of the triangle. The parking spaces lost can be replaced on Shore Road.

On the Town Hall side of the Y, square the intersection to facilitate the right turn from Audrey Avenue to the west as shown in the drawing below and remove the traffic signal. Data in the Frederick P. Clark draft report indicates traffic volume at the intersection does not meet standard traffic signal requirements. Driver preference for turning from the unsignalized portion also indicates a signal is not needed.

Provide raised medians along Audrey Avenue. Width is limited, so medians will be narrow, but they are still very effective in providing refuge for those crossing the street. The medians will be a slight inconvenience for vehicles because of the limited turning options, but the vision of the community was to encourage walking.



The sketch of Audrey Avenue shows how one leg of the 'Y' can be eliminated and how the alignment in between Town Hall and the U.S. Post Office can be made perpendicular. The public park area near the gazebo is increased.

13. Shore Avenue/ Maxwell Avenue Intersection

Existing Conditions

Audrey Avenue becomes Shore Avenue at the gazebo. Just beyond the name change is an intersection with Maxwell Avenue that is controlled by an all way stop sign. A near miss collision was observed on Friday afternoon caused by drivers confused by the intersection. Many kids wait for school buses at this site.



Recommendation

Replace all way stop control with a small roundabout and bulb outs. This will eliminate the confusion that occurs now and physically slow vehicles at the intersection. The bulb outs will move the vehicles away from the children and reduce the pedestrian crossing distance. The photo at the right shows the type of intersection envisioned.



16. Lexington Avenue at Orchard Street and Mill River Road

Existing Conditions

At this intersection Orchard Street and Mill River Road are completely offset, creating a very awkward intersection. Signals were installed at some point to control traffic. On the north leg of Lexington Avenue there is a right turn only lane. Vehicles that turn left from Lexington Avenue onto Orchard Street during the green phase on Lexington Avenue can block south bound traffic for a considerable amount of time, depending on the volume of opposing traffic. The traffic volumes on Orchard Street and Mill River Road are so low it is difficult to justify retention of the signals at this intersection.

Recommendations

Two options are offered for this location:

1. Remove signals. This would improve the flow on Lexington Avenue and increase the delay to traffic on Orchard Street and on Mill River Road. The delay turning left or right from the two side streets is likely to increase without the assistance of a traffic signal, but gaps will be available. Traffic wishing to proceed south on Lexington would have the option of turning right, proceeding to the roundabout at West Main Street, and continuing in a south bound direction.
2. The preferred treatment is to signalize the intersection of Mill River Road and Lexington Avenue only. This will reduce the blockage to Lexington Avenue traffic, which will reduce the queuing north along Lexington Avenue and around the corner onto West Main Street. Vehicles are less likely to queue across the crosswalk at Lexington Avenue and West Main Street when the vehicle queue on Lexington Avenue is reduced.

17. Lexington Avenue/West Main Street Intersection

Existing Conditions

This is a “T” intersection with Lexington Avenue skewed at an angle to West Main Street with an angled school driveway onto West Main Street. The intersection is signalized with a continuous green arrow from West Main to Lexington Avenue. Pedestrian crosswalks exist on the east and south sides of the intersection. A low bridge on West Shore Drive prevents large trucks from entering this area.

Recommendation

A roundabout at this intersection was suggested by participants in the Saturday design session. It is feasible, provided some small areas of right-of-way are acquired and large tractor trailers turning left from Lexington Avenue to West Main Street and from West Main Street to Lexington Avenue do not have to be accommodated.

If a roundabout is constructed, the school driveway will become a leg of the roundabout, making it easier to drop off and pick up students. To minimize right-of-way needs this roundabout is designed to accommodate school buses, but the limitations on large trucks created by the railroad underpass eliminates the need to accommodate larger vehicles.

If it is not feasible to acquire the right-of-way and to limit the size of trucks that must turn at this intersection, the existing signals must be retained. If this is the case, pedestrian signals and push buttons at both ends of both crosswalks should be added. Construction of a well designed right turn island on the southwest corner would help slow vehicles and provide pedestrians with a refuge as they cross Lexington Avenue.

The roundabout pictured below is adjacent to a school in Montpelier, VT. Visibility of students waiting to cross is excellent. The short crossing distances and curb extenesions make this a safer intersection while facilitating smooth traffic flow.



The roundabout photo above shows how the curb has been extended to deflect entering traffic. A well-designed roundabout includes this element because of its effectiveness in lowering speeds.

18. West Shore Drive

Existing Conditions

This two lane road has on street parking, sidewalks, and some trees in planter strips. The sidewalks and parking lanes terminate on the western end of West Shore Drive at Mill Pond. The installation of guard rail on West Shore Drive opposite the pond has eliminated pedestrian and bicycle travel in this area.

Recommendation

Construct a cantilevered bicycle pedestrian trail along West Shore Drive to Lake Avenue. Formalized parking on Lake Avenue would add to the usefulness of this area as a recreational asset. The Town of Oyster Bay road maintenance garages were mentioned by participants as a potential site for parking.

Participants mentioned that the intersection of Lake Avenue, Mill Hill Road, West Shore Drive is an intersection that could benefit from some redesign, but review and analysis of this location was beyond the scope of work in this report.

19. West Shore Drive/ Bayside Avenue Intersection

Existing Conditions

This intersection was signalized to provide access to the Jakobsen Shipyard. The shipyard has closed and the signal no longer appears warranted.

Recommendation

Conduct an engineering study to determine if the vehicle use at this site meets standard traffic signal volume requirements (warrants). Remove the signal if these warrants are not met.

20. West Shore Drive and Larabee Avenue

Existing Conditions

This is a signalized intersection where at least one push button is totally unrelated to the crosswalk and no pedestrian signal heads are provided. There is a dirt path on the west side of Larabee Avenue. Vehicles observed crossing West Shore Drive or trying to make a left turn out of Larabee Avenue had significant delays in waiting for the traffic signal to respond.

Recommendations

A warrant study should be undertaken to validate the signal installation at this intersection. Field study observations revealed that the major movement from Larabee Avenue is right onto West Shore Drive west. This right turn can be made with a minimal delay because of the number of gaps between vehicles on West Shore Drive.

If the signals meet warrants, the signals should be upgraded to include a full set of pedestrian facilities, including push buttons located next to the crosswalk and pedestrian signal heads. The signal should be retimed to be responsive to pedestrian and vehicle demands. If the signals do not meet the warrants but a signalized pedestrian crossing to the Roosevelt School is needed, consideration should be given to a mid-block signalized pedestrian crossing between Larabee Avenue and Lexington Avenue. The crossing should incorporate a median and bulb outs on both sides of West Shore Drive, as shown in the photo below.



“People are often drawn to places that offer rich experiences: beautiful landscapes, glittering theater districts, tranquil neighborhoods. But changes made over the years to such places which fail to consider the experiential impact produced by physical alterations can turn pearls into paste and convert the real into a mirage.”
-The Experience of Place
 Tony Hiss

Environment

In this section environment is discussed in the context of the natural environment as well as the visual aesthetics and character of the community. In-depth study of the natural environment is beyond the scope of this report, but all development should be sensitive to the issues discussed during the charrette.

Participant Concerns and Needs

- Preserve water quality in the bay
- Preserve wildlife
- Preserve natural environment

Existing Conditions

The groundwater level is so high beneath the hamlet that surface water is discharged directly to the streams that enter the bay, causing sedimentation and transport of nutrients and other deleterious material directly to the bay.

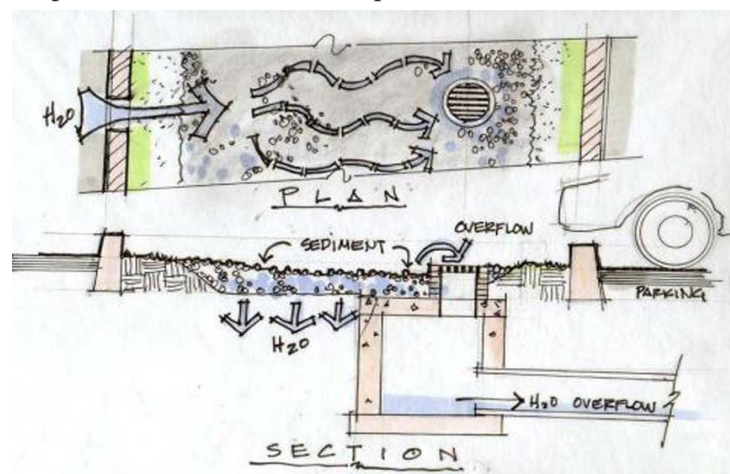
Recommendations

Capture storm water runoff and place it in systems that will allow the sediment to settle prior to discharging into streams. Develop a shallow retention and recharge system as projects are implemented. Most of the sediment is carried from impermeable surfaces by the first ½ inch of precipitation, so a system that removes the first flush of runoff returns the greatest reduction of sediment to discharged water. Surface percolation should be increased whenever possible.

Intercept surface runoff from large asphalt pavement parking lots direct it to an island detention system where it will infiltrate into the ground or overflow into a positive drainage system. Remove unnecessary paved surfaces throughout the community and replace with turf or other landscaping. Use planters flush with the sidewalk at curb extensions so water runoff goes into the planted areas, or use planter edges with breaks that permit water to enter the planter area.

Hamlet Plan Goal:

Preserve existing open space, acquire new properties for preservation and recreation, as well as to protect the water supply, groundwater recharge areas, wildlife habitats and other significant environmental assets of the community.



This sketch illustrates how surface water runoff can be captured, preventing sediment from being washed to the bay.

Historic Preservation

Hamlet Plan Goal:

Preserve the historic attributes, enhance the physical appearance and maintain the community character of the hamlet.

It was evident during all of the charrette events that residents of the Oyster Bay area are proud of their heritage and eager to preserve and showcase community assets.

Participant Issues, Concerns, and Concepts

- Historical aspects of the hamlet should be preserved and promoted
- Allow bed and breakfast inns in historic buildings
- Preserve maritime history
- Establish an Architectural Review Board

Existing Conditions

One of the main issues discussed by the citizens was the preservation of historic buildings and the affect they have on the quaint and charming hamlet of Oyster Bay. This is a fairly typical concern in older communities where the quality of architecture has often not kept up with the times. There are three factors at work. First, there is deferred maintenance that results in buildings that fall into disrepair. Second, there is insensitive renovation that completely alters the appearance of beloved landmarks in town. Third, there may also be demolition. Fortunately this is not a big problem in Oyster Bay where the historic fabric has remained fairly intact.

Recommendations

Enhance code enforcement efforts through the township. The appearance of the hamlet could change significantly by enforcing maintenance codes. Since the hamlet is not incorporated this may be fairly difficult. Most incorporated towns have the advantage that they are able to enforce high standard of cleanliness and repair through code enforcements. Therefore the citizens should encourage town officials to enhance enforcement.



Establish architectural guidelines based on local historic landmarks. Design guidelines will have a very useful role in guiding the quality of renovations through time towards a harmonious and appropriate look for Oyster Bay. In addition such guidelines should be used to regulate new development that may occur in the waterfront and other very visible sites. It is preferable that such development is based on historic precedents.

Establish incentives for facade renovations through Main Street or similar programs.

Encourage education and information programs such as historic walks, activity books for children, and public lectures about the history of Oyster Bay.



Beautification efforts, such as repairing broken windows, painting, and general clean up can yield benefits much larger than the effort invested.

Beautification

The overall appearance of the hamlet is easily impacted by the negligence of a few, or the lack of attention to detail. Small offenses can accumulate if a good ‘spring cleaning’ isn’t done occasionally.

Participant Concerns and Needs

- General clean up of downtown
- Underground utilities
- Develop uniform signage
- More trees, flowers, and landscaping



The photo above shows a jumble of overhead wires and an unsightly pole. In addition to their esthetic appeal, underground utilities are more reliable and less costly to maintain. The photo at the right is a simulated view after removal of overhead wires.





Existing Conditions

Although the hamlet core remains charming and quaint, there is some clutter in the core area and near the primary entrance on Rt. 106. There are many beautifully restored buildings, but there are also some poorly maintained properties. Regulatory signing is often clustered on single poles with seemingly conflicting instructions. Signs directing drivers to destinations of interest, such as parking and historical features, are few and far between, and signs to orient walkers are nonexistent. Signing on storefronts varies, but lacks a consistent theme. Some sidewalk signs were displayed in walking paths. Many participants pointed out the unsightly appearance of overhead utility wires.

Recommendations

The street design improvements provides many opportunities for adding landscaping in an orderly and consistent design including trees of the same species on either side of the road. A landscape plan should be developed by a qualified landscape architect or urban forester.

An organized clean up effort comparable to the Keep America Beautiful should be considered. The Main Street Association or some other organization may wish to organize this, or the community may wish to investigate the Keep America Beautiful program.

The hamlet may want to establish sign guidelines that are compatible with the scale of historic buildings. In addition, a hamlet logo based on oysters or some other appropriate symbol may be used to better identify the community.

Utilities should be moved to the back of the buildings in the parking lots. It may be feasible to underground some of the utilities. A qualified engineer should prepare an undergrounding plan so that costs can be estimated. The hamlet can then decide how much it is willing to invest to mitigate the negative impact of overhead utility lines.

The photos above show various types of street lighting available for downtown beautification. The sign at right shows how sign guidelines can help identify the community while clearly indicating the existence and location of public parking. A good resource for community signing systems can be found at www.guidancepathways.com.



Next Steps

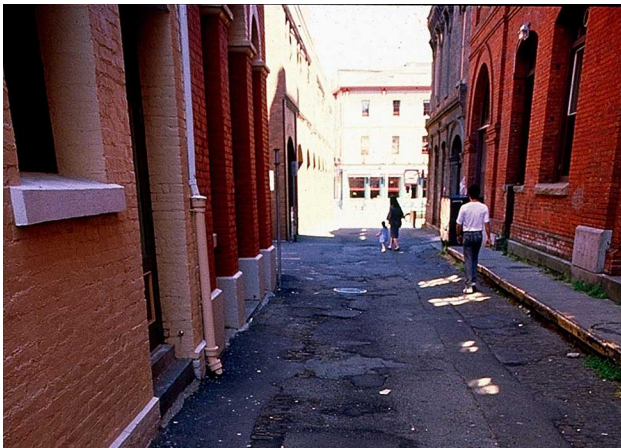
Begin with the end in mind.
The Seven Habits of Highly Effective People
Stephen Covey

The first step toward implementing the vision should be a cleanup day held within six weeks of the charrette event. Community organizations can work together to make this event a celebration in which everyone contributes something toward the creation of a beautiful place. Small changes, such as repairing broken windows or cleaning up unsightly areas, planting or painting, will make an immediate difference and begin to create the inviting, welcoming place participants described in their vision. Civic groups can participate in programs to provide amenities, such as additional sitting places, trash receptacles, water fountains, and trees.

Beautification is not about waiting for budgets to be approved and capital investment programs to be developed. It is about citizens coming together to achieve the common goal of making the Oyster Bay hamlet a beautiful, friendly, welcoming place. The basic elements already exist in the hamlet. It is only the finishing touches that are needed now, and these are readily available without huge dollar investments.

This method has been very successful in other areas. The Hillsborough Street neighborhood in Raleigh, North Carolina, transformed their area with a neighborhood cleanup day. This type of activity inspires community members and rekindles community pride. Awards can be given for ‘Most Improved Property’ or other categories that recognize outstanding contributions.

As demonstrated by these before and after photos of a Victoria, B.C. alley, minor repairs and a little tender care will transform unfriendly places into warm, inviting spots to accent the charm already present in Oyster Bay.



The Main Street Association or other merchant groups can retain experts such as Robert Gibbs to demonstrate effective merchandising methods. Robert will walk the commercial core and quickly explain display changes that prompt increased sales.

There are many next steps, including some more time consuming than those described. Begin now, with cleanup and merchandising efforts. Simultaneously, work with Town staff to ensure that other plans and current projects are harmonious with the vision, and that any changes in regulations or ordinances enhance implementation. Don't allow any loss of momentum. Develop a list of projects based on the recommendation in this document. This requires additional research involving cost, engineering factors, related construction and/or maintenance plans in the community, and other variables, but begin now, keeping the end in mind.

Appendices

Focus Groups

Friday, June 22, 2001

Public Library Community Room

Focus groups were conducted to encourage citizens from various sectors within the hamlet to express their concerns, issues, and ideas. Dan Burden, Director of Walkable Communities, Inc., served as facilitator for the sessions. He explained to each group as they entered that the purpose of a focus group is to listen to those in the community who know the area and issues well. Participants were advised that notes would be taken, but the name of the speaker would not be recorded. This ensures that everyone present feels comfortable about expressing their view point.

At the beginning of each focus group session, Dan asked the participants to introduce themselves and tell what they hoped for as an outcome of this event. The answers are summarized below.

9:00 a.m. The Business Perspective

- Bring back a real sense of community. Bring something back for kids to understand history; bring back family feel.
- Hear some voices. Sense of community left when people left their businesses and retail turned into offices.
- What brings people here is that it is eclectic.
- Would like to see where Oyster Bay starts and ends linked together. Retail from Boys and Girls Club to Pine Hollow has never really been a part of town.
- Traffic congestion in Pine Hollow area is increasing; especially getting into town.
- Staff of Oyster Bay Township; here to listen.
- Interested in the market; aesthetics don't change the market. If we could accomplish everything we set forth, how would that impact the market? That is the decider of all things. What's the draw besides being pretty?
- Would like a large bronze statue in the Busy Bee triangle. We don't take advantage of our presidential history.
- Been in Village 42 years; the concern at this meeting is businesses. Island Properties has purchased empty storefronts [which are still empty]. I am eager for businesses to move in soon.
- Traffic congestion and parking are major problems. Studies show we don't need more parking but this proprietor can no longer park need her business. It takes ten minutes or so to find a spot, even though she is willing to walk ten minutes or so.
- Pine Hollow area not thought of as part of the town, but the traffic that comes in; where are they going?
- Would like to see some sort of air zoning to limit heights. Currently the limit is 35 feet.

- Keep marina small; concerned about pollution in the bay.
- Would like to shop here; lives in E. Norwich but feels part of Oyster Bay. Seems like Pine Hollow is the orphan child; unless you do something about that ugly stretch of highway it will be an impediment to getting people downtown. Pine Hollow corridor begins at the Hess Station.
- Make the town feel safe; light it well; provide diverse shopping opportunities.
- Some progress has been made; some buildings upgraded. Some business are indifferent to the consumer; there is no incentive to improve the appearance of store; no investment in the community. Those who are attempting to improve attract me as a shopper.
- Water quality is a primary concern because their product is grown in the bay. Two primary problems: increased runoff from the hamlet (Whites Creek and Mill Pond); roads done right mean less runoff. Second problem is the sewage treatment plant. There is a huge area in front of it that must be closed all the time, not because it isn't doing a good job, but because the volume of water of area that is being released from the plant ; if volume becomes greater, the area that is closed must be increased to allow for containment of raw sewage in a disaster. Possibility that sewage could be pumped somewhere else; if there was no flow into the bay there wouldn't be a problem. Population increases flow; if more of the bay closes they can't stay in business.
- Parking and big trucks. Homestead Restaurant has a big truck that triple parks. If you are there at delivery time you cannot get by. There is a rear entrance but not sure if it is useful.
- There is no delivery schedule.
- People in town hall use up entire parking lot. One person asked if anyone had parked in Fireman's Field and walked to shopping. Not fair to single out one group.
- Love Northport and Huntington at night; Oyster Bay closes up in the evening. Would like to see opportunities for culture and activities at night.
- Courtesy is needed; who is going to tell property owners what is expected, like where to store garbage, where employees should park.
- More shops; more attractive shops; windows that make you want to look in. I don't sense that the business people take any pride in what they look like.
- Here to observe and listen; agree with everything said. Think there is a lot of pride here, but merchants need someone to lead them in the right direction.
- Hamlet will survive, but it would be nice to see it thrive.
- Parking and the downgrading of the downtown and east west corridor is a concern. Live close enough to walk places and it is usually easy to cross streets.
- We have lots of laws in Oyster Bay, but you cannot find any police to enforce them. Parking at the assisted living center, the equipment is being run at 4 a.m. and running. Diesel fumes and noise are a problem. Police are not doing their job. Underneath the building is supposed to be parking but it is not being used for that.
- Parking is the main problem. Tired of hearing about it and hope something actually happens. When I travel people tell me they've heard about the beauty of Oyster Bay. I wasn't impressed with downtown 40 years ago when I first moved here, but I did shop there. We need beautiful shops. An art gallery would be good. I don't know where all the cars have come from on 106 into the hamlet from 9 a.m. to 11 a.m.; coming home there is a traffic jam beginning at 3 p.m. Would love to know what is generating the traffic because there aren't new homes in the area.

Dan explained that across the nation, the land use decisions that have been made are prompting people to get in their cars more. People are now asking to have their downtowns become places where they can walk and purchase some of their needs.

- Considering a relocation to Audrey Avenue. The problem is town hall makes it so hard for new businesses. It takes nine months to comply. She needs a variance for parking.
- Agree with what others have said and would love to come downtown to shop.
- When I first moved here I could park at the grocery store and do my other shopping. When the grocery store closed in 1980 it changed the shopping experience. It was more of a community with a store.
- Oyster Bay is surrounded by affluent areas. The stores we do have need to be revamped.
- We need a movie theater. There is so much going on in Huntington because they have an anchor in the theater.
- Parking is a problem, although they [the speaker] do rent some spaces and are very strict with employees. Some other business vehicles are visible in public parking spots.
- Would like to see all these things but in a way that the town isn't choked with traffic and parking impossible. We need to permit more volume without further congestion.
- This is a family town, but we seem to be in satellites. Part of the problem is the distribution of parking. Suggest we have a trolley to service Fireman's Field.
- Teddy Roosevelt and the harbor are gold mines. We have to get to a 'can do' attitude instead of a complaint time. There seems to be a desire to get away from the strip malls. We would like to see a town center. Where is the sign that says what's going on in town?
- Two high schools and a middle school; no skateboard
- Walkway from west beach
- Clean up waterfront.
- Easy access to waterfront.
- The town park is restricted to the residents because the people in the town wanted that. Years ago there were two beaches, one for residents and one for nonresidents.
- Been here 47 years; Raynham Hall is an improvement. Agree with everything that has been said. Shopping has deteriorated. There is no place to walk to.
- Was a businessman for 22 years; been here 45 years. (since 1956) When I moved here Oyster Bay had more industry.
- Would like to see Oyster Bay become a great place to be where you can walk around at night. Hope we can get consensus on what we all want so development can begin.
- Optimistic because there are so many good people and so much good energy. But our town doesn't foster community. We need to bring us all together.
- Commander Oil Truck. Recently one screeched to a halt at 40 mph to stop in the middle of the street to buy a cup of coffee.
- Regularly feel like we have crosswalk problems.
- Oyster Bay is a business incubator but people may not realize it. Several examples were named, including Allied businesses, that has outgrown the community.
- The Hispanic Community also want their needs met, including goods and gathering places.
- One person received a parking ticket today for parking during street cleaning in the early morning.
- There is no code enforcement, like the fact neon is illegal.

- Public transportation is needed starting at the train station, stops at Broadway Mall, stops at Pine Hollow.
- Heritage tourism. They do have some visitors from out of town and they want to know where these people are getting information.
- There is no hotel within the heart of the village, so we don't get listed in travel guides.
- Oyster Bay used to have hotels down by the water but they all burned down. The Oyster Bay Manor was eventually taken over as a senior citizens' center, but the rooms were really taken by people working in town.
- We need a beautiful Bed and Breakfast in town.
- Would not want to see a bus coming into town.
- A bus route into surrounding areas used to exist where they ran a big bus but it was shut down because it wasn't used.
- We want to enhance this area for those who live here, not for those from outside the area.
- One participant said that philosophy won't support businesses, but another person said that two of the newer eateries have demonstrated that locals are enough.

10:30 Seniors and Residents

- Great sense of history in this town. Would like to open a business in town and retire here.
- Enjoy the safety in walking. Concerned with the increase in traffic. Will this area continue to be safe?
- Would like to see more benches and rest areas that increase the walking compatibility of the area.
- Looking for affordable housing for seniors (small apartments). Looking for a townhouse or small apartment that can be purchased on a fixed income.
- Love the water and the amenities in the community, but housing problem is restrictive to moving here.
- Director of Community development from the Township is here to observe.
- Would like benches for walkers. Nothing happening at the cannon; no activities taking place (string quartets) and no benches. No place for people to go and sit and watch life taking place (kids and people doing things). The benches are in front of stores and not somewhere you would want to sit and watch life going on.
- Affordable housing – apartments do not have good parking, bad stairs and difficult for seniors to live in.
- Teddy Roosevelt is such an asset to Oyster Bay, but the town does not use it as a draw to bring people in.
- Town died when Food Town left and the development of the Pine Hollow store created no reason for people to come into town.
- Island Property has purchased a large area of land, which is good for the town as a whole and will hopefully change multiple areas of the town in a concerted area.
- People who have small businesses want to have walking businesses. Suggest that Pine Hollow accommodate larger businesses.
- Oyster Bay has no place for people to stay overnight. Senior is looking for easy access; we are selling the large houses and have no place to move to.
- Resident of East Norich – we need to think outside of just Oyster Bay and if we think about only this area then there is a chance of not considering all options.

- There have been numerous focus groups and forums. When are we going to make a change?
- Commander Oil presents a great risk to the harbor and it will possibly move in the future.
- Mixture in development. Can we include affordable housing in any redevelopment? Need to be careful in how you build this, not just low-income housing but include a mixture of businesses (hotel, luxury housing). This town needs a mixture of luxury housing with affordable housing with hotels so that the isolated housing problems will not happen. This will allow revitalization of the waterfront.
- Attracted to Oyster Bay by friends and open space. Moved from a farm where the taxes were unaffordable. This hamlet is a charming village that is used for shopping, bookstore, gas. Large shopping and medical facilities are found in Huntington. A large supporter of dense housing so as to preserve open spaces.
- Would like to see a post office that does not require a large waiting time.
- Medical building is not provided here, but people are getting to the age where they cannot drive to another community.
- Would like to see the city to return to having some of the wonderful things of the past - more small shops and soda fountains and welcome to the street corners at night. People used to walk a lot more and they knew the names of the streets.
- Shopping malls have taken people away and the businesses left. The new businesses that replaced them were poor. This is a rich town and we need to cater to those people. We missed the boat with the development of the waterfront.
- We need to get the involvement of the town, the state. The officials need to listen to what the community wants.
- Parking on both sides of the streets makes driving really difficult. Turning onto certain streets is hard as you block the intersection. The volume of traffic is too much for the size of the roads.
- Bicyclists do not feel safe.
- Live here and love the area. Hess station and 106 – it is difficult to make a safe left hand turn. You cannot see on-coming traffic.
- Movie theatre and dances were provided [in the past]. No center for the young people to use.
- Would like to see more green spaces and small town feel of the community.
- Cannot buy items from small shops, along one street and within walking distance of the each other.
- Poor enforcement of laws – graffiti, parking, cutting trees.
- Cannot get to Bayville and it would be nice to have the ability to walk and cycle there. A beautiful pier in Bayville is a nice attraction point for people to visit. The pier needs to be fixed up.
- Seniors love to walk in the town. Need to make the changes happen.

Dan Burden discussed the fact that planning had occurred in the past, but that people seemed more enthused about the potential this time. He then asked, “What is different about this time around? Why do you hope that the changes will happen?”

- More interaction of people this time around and more people are enthusiastic. More money is not available.
- Sidewalks in the downtown area are dirty and not easy to walk on. Traffic is moving too quickly to cross the road safely. Parking areas are ugly and not safe, these needs to improve.

- Do not want to combine Oyster Bay and East Norwich. Do not like strip malls. Traffic is terrible, parking is terrible. Multiple proposals will allow the change in the community to happen now. I want my town back.
- Small apartments are being proposed. Some will be sold, while others will be rented. Changes also proposed for the Legion.
- See a paradox – want a vibrant town with more shops, but people don't want more people in the area. How do you accomplish this?
- Town should be more kid friendly.
- Teachers of the students cannot afford to live here – we need to create affordable housing for them.
- Moved to a quieter area and have volunteered for a number of years prior to moving here.
- Charles Wang has generated this energy to making change in the community
- Need to have a health center with a pool and a weight room
- Moved to Oyster Bay because it was a balance of quiet north shore community and proximity to New York city.
- Chose a house where the kids could walk to the library and where an older adult could walk to many of her activities. Have doctors in town for her whole family.
- Traffic is too fast for small children to cross the street alone.
- Wake up call from Mr. Wang has kick started this process. He creates a space for the community to speak and then he listens. Also a steering committee is a working with the town planner to create a community that works.
- You can't live your life without your car. A walk-in health center would be very important.
- Moving of the food store created a change in the layout of the town.
- Traffic problems exist.
- Fear of high-density building and would prefer to see up-scale building.
- Add bike racks to different areas to town to accommodate cyclists
- W. Main Street is now a though fare. Traffic is moving too quickly for him to take his pre-school child across the road.
- 15mph speed limit in town – ENFORCE IT (voiced for the whole group)
- Streets are not hospitable for seniors and children.
- Rotary club has a bench project going on and is looking for invitations as to where to put them.
- Moved to Oyster Bay in retirement into a small apartment in one of the larger houses. This type of apartment is not available easily.
- Breaking up large homes into small areas for apartments is possible, if the town is willing to assist with laws.
- Parking is ridiculous and the police do not enforce the speed limits. People double-park.
- Why is the waterfront hidden?
- Historical part of town and community of the town need to be encouraged. It exists and we need to continue it.
- Make it easy for people to move into town – affordable places are the issue.
- Add one-way streets and improve the entrance into the city.
- Landscape along the waterfront is terrible – empty lots, garbage dumps. Move the parking away from the waterfront.
- Moved to East Norwich as the area is built up and there are no building surprises. That is important.

- Couldn't find a place to live so he did not sell his house.
- Good medical hospital 10 minutes away therefore do not support building a new place – use the one in Glen Cove.
- Group jointly responded that they want a medical facility not a hospital. Somewhere a group of doctors would be located that people could walk to.
- Consider giving people tax rebates for allowing them to re-design their house to incorporate an apartment.
- Use senior citizens and retired police and pay them with tax credits.
- Removed diagonal parking in the 60s – bring it back
- Quick traffic into town, slow down when you are in town. Then there is space between the town and the waterfront.
- Would like to see a health center.
- What type of vision are we creating? Gambling boat, Cabot cove or beautify the town.
- First thing is to address the problems we have.
- East Norwich and Oyster Bay are linked. Removal of the food store to East Norwich meant that the community left with it.
- Once had skating rinks and bowling alleys, these now gone.
- Rental units in private homes are only for single people with no animals.
- Housing is not affordable. Children who grew up here cannot afford to move back.
- Harmony Heights is an example of opening the community to seniors and lower income people and having a positive experience.
- Hispanic community rents bed space not as apartments. We need these people to do the jobs for us but we are not creating spaces for them to live in.

12:00 Government Officials' Concerns

What do you hope for as an outcome from the Charette?

- Most of the shopping takes place in Oyster Bay; develop a downtown area that offers more of a variety of shops. Clothing stores, gourmet specialty stores (cheese).
- Do not change the scenic area or working area of the Bay. Many of the residents enjoy using the area as a recreation facility.
- Improve the traffic patterns.
- Do not remove the blue collar businesses.
- Do not lose the elements of a community by building the highways and malls. Try to revitalize the community feel.
- Many communities in this area are in similar situations in the change that is taking place. Interested in applying this type of planning to take place in other communities – revitalizing the downtown areas. This should be used as a model for other surrounding communities. Many of the other surrounding communities have the same concerns.
- Hope that all the government levels work together for the benefit of Oyster Bay.
- Would vote for the person who best articulates the type of community that the voter wishes.
- Enjoys the suburban lifestyle. Continue constructive progress without changing the suburban lifestyle.
- Sewer treatment plant – could the officials please think of dividing the plant so that oysters can

still be grown in Oyster Bay?

- Boating restrictions are enforced in other areas. Monitoring of the boat traffic is very important.
- Policing situation needs attention. The police will respond to calls, but do a poor job in traffic monitoring. A patrol officer would help getting people across the street. Police presence in the town is not continuous.
- No cops are on bikes and not usually walking.
- Commissioner of Nassau County in the Transportation area is attending this session to listen and offer input as to whether the suggestions are possible.
- Interested in knowing how the officials will include the youth and revitalize the community.
- Suggestion to have a teen lounge for 16 to 21 year olds – interested in hearing what the municipal official will do to accommodate this.

How many people live or work within 5 minutes to work? 8 people

How many people walked to the meeting? 2

Why do people feel comfortable walking in this community?

- Very hilly
- Where are you going and what are you doing? Shopping restricts people as they do not want to carry their groceries.
- People are in a rush - rushing here and there.
- No extra curricular activities in town – greater distances to events

Has traffic increased in this town?

- People have more vehicles – maybe up to 5 in a family.

What is driving people into their cars more?

- Measure of society.
- Financially affordable.
- Everyone is going in different directions and parents are giving the children to get there themselves.
- Changes in lifestyle require people to drive home from school, drive to soccer practice.
- People are protecting their children more. Fear from what you see on TV.
- We like other people to come into our community, but on the other hand we don't want them.

Would it be a challenge to put a roundabout in?

- Not very pedestrian friendly. The roundabout must be able to accommodate the walkers.
- Roundabouts must be of the correct size to accommodate the vehicle size.

People have asked for a sense of entrance into the community. How flexible is it to use trees and streetscaping?

- Planters may be issues.
- Intersections that reduce the number of lanes may be of a concern if this causes congestion.
- Traffic control is needed and in forms that are not just adding lights.
- Zoning does not allow retail downstairs and apartments.

- The Double Day crossing is an issue. Maybe move the speed limit sign to an area that does not distract drivers. The sign was probably there before the pedestrian crossing was added.
- Plea to government officials to take this process and make it a reality. Can the rules be used to make the process work and if they do not work can we consider changing them.
- Fold-up stop signs – used sometimes in the day and not in other. This is a good trip-up item for drivers.
- Portable radar trailers that display the speed of passing vehicles are used in free flow areas and are effective at making people aware of their speed. These are good to remind to people of their speeds, but are not enforcement tools.
- Liability concerns are large here. Once a county has been notified of a problem, they need to respond or the county will be liable. If the rules require a particular solution and another one is used then the county may be liable.

Would people like speed control even though it makes them slow down?

- Yes.
- We have been posting speed limit signs that are unrealistic. We have been asking people to travel at unrealistic speeds. If you sign for 100 mph then people will not travel at this speed as they do not feel safe.
- Consider diagonal parking on Pine Hollow Road. Gain to community to have more parking. Gain to everyone with an increase in business.
- Parking is not available on the street. People want to park, go quickly to the shops then jump back in their cars.
- There are apartments near the Stop and Shop, but people cannot walk to the store, as there is no sidewalk.
- Behind Townsend square it has been suggested that a two level garage be added, provided it is not too conspicuous.
- Traffic and flow of vehicles - shift in perspective from moving the car efficiently to one of how to move walkers, wheelchairs and strollers. Talk of legislation and a need to change some of the State legislation. Interested in knowing what type of legislation is required to facilitate this process.
- As there are no national standards on all the traffic calming adjustments, cities are reluctant to implement them as the liability issue is not fully addressed.

1:30 p.m. Young People's Hopes and Dreams

What are the things that are working and what is not working?

- Remove the places where kids go to smoke (corner by Anstice).
- Need a restaurant where teenagers can go. A place where we the teens are not asked to move the back of the restaurant.
- South Street café, Ninos, Van Gough's.
- Looking for places that 'just' teens can go (Grade 7 to 12).
- No movie theatre here.
- Like the small community feel to the town. We see each other all the time, so create a place where we can meet out friends.
- Fencing center is needed and the Fencing Center of Long Island is looking for a home.

- Hard to go to Broadway to see a movie. Add a movie theatre. Maybe in a storefront area (where Daffodil was). So it would be easy for us to get to (Most of the youth could walk to downtown or to Pine Hollow).
- After school there is something to do.
- After 8:30 – 9 pm there is nothing to do. Maybe if places stayed open later (10 pm on Friday or Saturday night) then we would have something to do.
- A place like the park would be great. A place outside with benches that would allow 15 year olds a place to go.
- Movie theatre would be nice, but it is expensive.
- Huntington has stores that stay open near movie theaters so people are outside walking around which is what we want.
- Boys and Girls – teens want a separate place to hang out and they like to walk from one place to another.
- Once people can drive they leave and go to other malls.
- How much do you want to mix with different age groups? Feedback was that mostly people from grade 8-10 would go.
- Gillians has a dance floor, arcade and restaurant that is great for teens. Under 21 have to leave after 9 pm.
- Teens asked if they would go to a restaurant that changes throughout the day and has bands at night.
- In the past - we did a lot of walking. We would walk to the town square, go to the soda fountain. We used public transportation as most families could not afford a car.
- Bike areas to avoid:
 - Mill River Rd., Shore Rd., Berry Hill Rd., downtown area
 - Sidewalk at 106 and Stop n' Shop
- Best thing is that Oyster Bay is a small town (small, nice, safe). It needs an attraction for the people of the town. Teen hangout place (\$4-5) where everything inside is free.
- Support of the school district was given by the Assistant superintendent.
- Oyster Bay and East Norwich are joint communities – so the solution should involve both communities

What about creating a space that is joint for seniors/ youth and is both outdoor and indoor?

- Youth feel that the seniors would be more annoyed with the youth than vice versa.
- Loud music would be difficult for the seniors

Boardwalk on the beach – would you be interested in going there?

- Yes – if there is something to do.
- Being small may be a drawback as there is not enough space for the boardwalk in this small community.
- Organize some sports events; hoop it up; music and contests; baseball tournaments
- The facilities are available – let's use them.

Is the park difficult to get to?

- Not from the school.
- Visit Northport. They have a boardwalk, gazebo, shuffleboard. It is open until 11pm.
- If you are going out for a reason (real shopping) you would never stay in Oyster Bay.

How would you use the Bay for water sports or activities?

- Will use the Bay for water sports if you do not have to get into it.
- Commander Oil always has oil leaks.
- Rowing club is available, but the school does not support us.
- Town keeps changing the place of the residence for the rowers.
- Financial issues may be the reason that the rowing program is not supported financially by the Board.
- The beach should be lit, as the more it is lit, the fewer problems there will be.

Would you welcome the opportunity to work with your town council?

- Great to have more youth involved in decision making
- Yes, some would like to. Teenagers are a large part of this town and incorporating teenagers in the decision-making would enhance the process.
- To encourage us then it is important to be taken seriously; not to dismiss the ideas.
- Soccer leagues are important and need to be publicized for public viewing.
- Publicize PAL to younger kids – it is getting smaller.
- Open up different sports to the younger kids.
- Summer recreational programs for kids are good – let us know about it.
- Close off part of the beach or swimming pool for young kids.
- Two hockey rinks are available, but people don't use them.
- Can Sagamore hill be opened up for sledding, or close one of the streets?

Is there any one thing that needs to be done?

- Keystone - Youth Leadership Club is available for contributions.
- Don't want to get too big.
- Use the waterfront more for the youth.
- People feel more comfortable going to the park rather than BOB.
- Start small – try stuff in the park.
- Incorporate everything around the water – build a beach place.
- Weight room, Basketball court, bike path on Shore Rd. and Stop n' Shop.
- Vernon trails need to be cleaned up a bit – to encourage people to use them and not smoke up and drink.

Would you come back and have a family here?

- Sure.

If students were given a chance to run a place (they are the Board) would they do it?

- Yes.

3:00 p.m. Community Organizations

- You know there is water – but you can't see it?
- Dream is to open that area up without having tourists overrunning the area
- Bring the bay into downtown. Make the connection between Oyster Bay and the rest of the town (street furniture included)
- Visitors ask ...how can I get to see that water? It is really difficult and it is hard to give directions (turn at the Pizzeria)

- Looking for ways to give back to the community in whatever manner is appropriate
- Oyster festival will be taking place August 13 and 14 this year – bigger and better
- Lack of parking and nothing for kids to do at night – feedback being heard regarding the town
- Protection of and health of Oyster Bay is a really important component to development and business expansion
- Looking for more civic activities for people to do on a monthly basis
- Hoping that there will be many people attending the sessions to make some changes
- Awareness of the western waterfront is important as the eastern waterfront
- Interested in discussing the development of housing

Dan Burden: If there were to be any changes to the town in the next 20 years, what are the things that we should be concerned with? What are the steps you would like to see?

- Beekman Beach - Water quality is poorer due to run off, mill ponds, more chemicals on lawns, more pets
- Swimming lessons should be offered at one of the beaches
- To encourage kids to be part of sailing then the swimming lessons are very important
- Swimming facilities and eating facilities will be provided in a better format this year
- Overall the Oyster Bay is very good
- Any development in the hamlet as a whole is going to add to the stress of the water treatment plant, especially development at the waterfront
- Shellfish beds in the proximity of the sewage plant cannot be used. This reserved area will most likely expand if the amount of material sent to the sewage plant increases
- 90% of New York state's shellfish crop is from Oyster Bay

Dan Burden: How much development can the Bay support?

- Catch basins are not working well
- Mill Pond is gaining more sediment
- Lots of studies have been done on the needs of bay
- Improve the storm drain systems if the roads are being lifted

What is the best kind of growth (assuming 20% growth in 20 years)?

- Low density
- Will allow scenic vistas between
- Respect the marine history
- Water dependent – docking for boats
- Not opposed to restaurant on the waterfront, but needs to be built with minimum environmental impacts
- Growth is not controlled
- Historical entry into Oyster Bay is ruined
- No Architectural Review Board of building
- \$250 fine for taking down one of the historical buildings
- Discussion as to why Oyster Bay has so few (36) landmark sites in comparison to 400 in Huntington. Huntington has a priority at the legislature. No driving force is coming from Oyster Bay.
- People may be more willing to accept the responsibility of historical significant buildings.

Dan Burden: Define what is nice and what is tacky in the downtown. What do you want to see in the downtown?

- Busy Bee – an entrance way into Oyster Bay. Statue of Teddy Roosevelt on a rearing horse
- Removal of tanks will allow 50-room historical hotel/ restaurant
- Beach club and a pool
- Bike trails
- Center for teenagers
- Coherent and consistent signage in the downtown area that leads people from one area to another
- Adaptive re-use of historical buildings
- Oyster shell on all the signs makes the connection to the water
- Waterfront center will give sailing programs, seniors, kids getting wet – money is being focused here so let's take advantage of it
- South Street should lead to the water
- Certain amount of the land should be given to gardens
- Art/ movie house similar to the one in Huntington
- Better signs – something similar to 4 blue/gold signs that have been redone
- I want my town back
- Signs for way finding.
- Ice cream/ candy store
- Jazz club
- Rental for kayaks, bicycles, sailboats and canoes with small eatery
- Tuxedo shop
- Gap/ light retail
- Teen nightclub
- Sagamore Yacht club should continue
- End of Audrey Ave. (old train station area) should be fixed up and should be blocked off
- Weekly farmers market
- Beautification of gardens (traditional plant area)
- Greenhouse program with free plants for residents
- Victorian housing design aspects
- Amphitheatre made of grass
- Make the whole Bay useable – don't chop it up
- Skating park for kids
 - Open all the time and lit at night
 - Safe, secure
 - Part of the neighborhood
- Disadvantaged kids need to have a voice
- Develop a good sailing program will hopefully attract the kids
- Restaurant stand is needed to sustain the waterfront activities
- Row of trees on Audrey Ave between Audrey and Fireman's Park
- Guidelines for parking should have trees
- Housing for people who do not make large salaries in a small scale in the Victorian style
- Storefronts are not friendly – do not know what is in the stores when you walk by
- Put all wiring underground or draw the wiring so that it really represents reality

Interactive Workshop

Oyster Bay in the 21st Century – Visions and Values

June 22, 7 – 9:30 p.m.

St. Dominic's Parish

Bill Sheeline welcomed the group and gave a brief overview of the background leading up to the charrette. He thanked numerous individuals and entities that have been supportive in the effort, including the Rotary Club, Friends of the Bay, and Sustainable Long Island. He explained that there are many ways to approach solutions to problems and that Dan Burden of Walkable Communities had been invited to facilitate the process.

Dan Burden then welcomed the group and introduced the team members. Dan asked everyone in the audience to write on a 3 x 5 card what the Oyster Bay what their dream of twenty years from now would be. Several members of the audience read their visions:

- Get my village back like the forties and fifties but grown with the times.
- A more friendly pedestrian hamlet; a few clothing stores, artisan galleries and diverse selection of food.
- A town like the one where I grew up in Ohio, with a wide variety of ages, cultural backgrounds, and commerce.
- Clean beaches with healthy water quality; a place where I don't need to lock my car and people are friendly.
- I yearn for the town where I grew up in the fifties. Think of good things to get people downtown.
- Nice looking low income housing and connections. Fix buildings where Hispanic people live.
- Would like to see utilities underground; a walkable village with necessities like a green grocer; a usable waterfront.
- A thriving educational, cultural center that offers painting classes, a cultural club; integrate elderly with youth.
- Small, sleepy town where kids can grow up and everyone knows everyone and is friendly. Necessary stores mixed in with the unique stores.

Members of the audience noted on their 3 x 5 cards how they heard about the event tonight and what triggered their desire to attend and turned in the cards.

The next activity involved writing one value on each of the five self-adhesive note papers

distributed to the audience. The audience then affixed the notes to the wall, sorting them into broad categories. At the end of the evening the notes were collected and tabulated. The list that follows shows the values listed and the number of times the word appeared on the wall.

Safe – 61
Friendly – 54
Clean – 37
Quaint/ charming – 26
Historic – 16
Shops – 13
Waterfront – 12
Walkable – 12
Cultural – 10
Quiet – 9
Green – 9

Following this activity Dan demonstrated by asking for a show of hands how many of the participants were long-time Oyster Bay residents. Many have resided in the area more than fifty years.

A presentation featuring photos of Oyster Bay and similar communities in other areas covered the following points:

It's your future; nobody else is in charge.
The purpose and methods used in charrette style workshops.
Current conditions in Oyster Bay that are unique and show character.
Slides and photos featuring principles that impact livability of communities.

At this point the audience was invited to tell what items they wanted included in the vision plan. Participants then used dots to vote for the items they felt were most important. Please see the list on the following page.

Overall, the voting indicated a priority for general community cleanup and beautification, preservation and enhancement of the historical character of Oyster Bay, and improvements that allow foot and bicycle access to the downtown and waterfront area.

The audience was invited to attend the Saturday events and the meeting was adjourned.

Description	Votes	Transportation	Waterfront	Community	Environment
Promenade	48		48		
Walking trail	43		43		
General clean up of downtown	40				40
Consistent historical feel	40				40
Trees and flowers	40				40
Access to waterfront	40		40		
Mix of stores	36			36	
Affordable housing	33			33	
No hotel	32		32		
Underground utilities	30				30
One way streets	28	28			
Gateway entrance	26			26	
More cultural activities	26			26	
Bike Lanes	26	26			
Restaurant	26			26	
Reduce Speeding	25	25			
Clean up Commander Oil site	24				24
Restrict municipal parking	22	22			
Rest Room	22		22		
Improve traffic flow	21	21			
Landscaping	20				20
Dedicated left turn;106 to Berry Hill	19		19		
Protect wildlife	19				19
Historic lamp posts	18				18
Promote heritage	18			18	
Mix of housing	18			18	
Safe place for children downtown	18			18	
No discharge zone	18				18
Farmer's Market	17			17	
Eliminate oil tankers	17	17			
Wider Sidewalks	17	17			
Create Architectural Review Board	16				16
Trolley	16	16			
Establish town center	15			15	
Refurbish Waterfront	15		15		
Uniform signage	13				13
Improve traffic flow on 106 @ rush hour	12	12	12		
Pesticides	9				9
Police enforcement of parking	9	9			
Sitting areas	4				4
Strong landmark laws	4				4
Indoor swimming pool	4			4	
Totals	944	212	200	237	295

Saturday, June 23, 2001

Walking Audit Presentations

Five groups met on Saturday morning at five different sites to view streets within the hamlet. In each group volunteers assumed the role of an 80 year-old, an 8-year old, and a disabled person to ensure that these perspectives of the environment were considered. When the groups reconvened in the Community Room of the First Presbyterian Church and discussed the observations made during the walking audit. At the end of each presentation, facilitator Scott Lewendon asked the groups to tell what one thing they would most like to have accomplished in the vicinity of their tour area. A summary of each group's discussion follows.

The Waterfront

This tour attracted the most people, with 50-60 participating. The group added a role of a new visitor in the area to their agenda because the waterfront is a local attraction. They began their tour at Commander Oil at the end of South Street, and many present said it was the first time they had been through that area of the waterfront. Observations included:

- No signage in town to welcome visitors and guide them to the park.
- Very industrial and not accommodating to walkers.
- Can't see water or figure out how to get there.
- No benches, no walkways, no sidewalks.
- Confusing at park access: ADA access terrible.
- Entrance is poorly marked.
- Once in the park it is fairly well done, but the most beautiful spot is now a parking lot: It would be nice if that was on the train side.
- The trains and diesel are not pleasant.
- Not friendly and welcoming.
- Scary past Commander Oil.
- Walked down to Flowers; use of premium land at the waterfront is very industrial; perhaps some landscaping could be done. Mixed usage: old trailer homes, no sidewalk.

One issue they would like to have resolved this weekend: signage, access to the waterfront in general.

Downtown Business District

- This group stated they spent most of their time discussing parking, which is a fundamental issue for the downtown area.
- Observed plenty of parking but it is not managed.
- Underground utility wires or move them to backs of buildings and houses.
- Use any street reconstruction opportunities for removing utilities.
- Provide diversity of shopping.
- Solution is to get more people downtown; that is what the merchants need.
- Make downtown more attractive.
- Fireman's field has been seen as a 'save all' for the parking situation, but if they ever get the

diesel train to run straight through without changing at Jamaica, the use of the parking lot would increase. It would be good to utilize this parking area, but what happens when St. Roco comes and sets up all week and uses the space?

One issue they would like to have resolved this weekend: Parking

East Main Street

- Cleanup and maintenance of sidewalks; currently buckling, uneven, need to be redone.
- Traffic management at high school and near where the Babcock Center is and the village begins.
- Signage is a problem; there are conflicts where people should yield and don't (Bowling for seniors)
- Heavily traveled by pedestrians and bicycles.
- Parking lot off of White Street used for seniors to park needs to be repaved and have more lighting.
- In the alley way two or three stores down between Smith Optical and the laundry, there is a parking lot there that is somewhat hidden.
- The entrance to parking between Townsend Square is a great area for a common area with flowers and trees. Provide access to community center [in the parking lot area].
- More planters, benches, beautification of area, trash cans; uniform signs.
- Stores could use sprucing up.
- Provide an incentive program for store owners to improve store fronts: perhaps paint and small amounts of cash.
- There are no garbage cans.

One issue they would like to have resolved this weekend: Speed and traffic management are their primary concern.

South Street

- Walked as far as the sidewalk continued.
- Attractive entrance to Oyster Bay needed no matter what else we do. Current entrance is junky, dirty. Busy Bee section should be the gateway to Oyster Bay and we know it is going to change, so it could become the gateway with a statue of Teddy Roosevelt that clearly announces where people are. Looked at that intersection for a possible roundabout to slow traffic down as they enter town. People don't stop now, even for the two strollers with our group. Cannot see cars coming when you are in the crosswalk. Clean up triangle.
- Put utility wires underground. Please show slides with and without wires during presentations so people will notice how much they impact the area. Eliminate poles.
- Old Hallet Chevrolet site: envisioned a couple of possibly Victorian architecture buildings on either side of American Legion hall. The sidewalks needs work at this site; need curb cuts and handicap parking.
- Benches need to be available.
- Water fountains needed.
- Trash cans with small openings at the top to limit the size of garbage that can be disposed.

- Center of town for parking is the old food town parking lot. A parking garage in the Food Town parking lot might be useful.
- The roadway between Townsend Square and cleaners that was converted to pedestrian should be reopened as an entrance to the parking lot.
- From BMW to the gateway also needs to be cleaned up.
- Hess Station: convert to charming and quaint building like the one in Montrose Point. It is a Cape Cod house style with wood fences.

One issue they would like to have resolved this weekend: the gateway.

Lexington Avenue

- Pedestrian crossing at West Main and Lexington is abominable. No [pedestrian] sign from the northwest corner across the street. Right turn arrow never turns off.
- Walking up Lexington, the trees were overgrow and low hanging.
- Poor sidewalk maintenance along the length of the route.
- On Mill River the sidewalk vanished and it was hard to cross to street – no crosswalk and a blind corner.
- There were traffic lights in places that didn't seem to make much sense, in particular one a block beyond the school toward Bayview that didn't seem to make much sense.
- Sections with no sidewalks.
- School entrance could be moved on Larabie near tennis courts to alleviate some congestion at the corner.
- Push buttons for walk signs are so far from the crosswalks there is no logical connection from the to the spot you are trying to cross.
- Parking violations near corner obstruct visibility; need enforcement.

One issue they would like to have resolved this weekend: Lower traffic speeds on W. Main and Lexington Avenue. The speed limit is posted at 35 mph, but speeds seem 45 mph.

Planning and Design Session

The next event was a presentation of photos and slides describing methods to address many of the issues that were raised during focus group, the evening session, and the walking audit. A copy of the Power Point slides are provided with this report. The principles covered in the slides are discussed in Section IV.

Michael Wallwork discussed traffic flow, beginning with a photo of a delivery vehicles blocking both lanes of traffic on South Street. He then explained how he watches vehicles in the street environment to see exactly what is happening to create the problem and showed slides of several sites he had studied and possible solutions.

Included in his discussion was an overview of how intersections could be designed to better serve cars and those walking by using bulb outs and short raised median islands. There are ways to do this inexpensively without disturbing existing drainage. He also explained that stop signs are not effective in lowering speeds of traffic because drivers tend to speed up between signs to make up for lost time. He showed slides of various treatments and discussed the spacing required to slow vehicles to desired speeds.

Dan Burden and Ramon Trias discussed the parking issue, pointing out that integration of places for bicycles and walking helps reduce parking needs. More parking available on public streets means less off-street, which reduces water runoff, etc.

A lunch break followed this session.

Design Studio – ‘Let’s map our future’

Following the lunch break, participants were divided into groups to study area maps, discuss issues, and suggest possibilities. A summary of the presentation of each group follows.

Table One

This group began by assessing modes of transportation used by people entering Oyster Bay, including pedestrians, bicyclists, autos, and boats. They labeled these areas on their map and noted attractions. Their presentation included the following points:

- A year round jitney or trolley should be environmentally friendly and operate year round to provide service to residents, not just tourists.
- Open up some of the parking lots so the space is more people friendly.
- Modify the intersection at the Hess Station.
- Provide pocket parks.
- Construct an arts and crafts center at waterfront in unused industrial buildings.
- Connect west to east across the waterfront, perhaps with an attraction for kids such as a miniature railroad.
- Change the entrance to park by using the wonderful area with post office and town hall; the beautiful old railroad station would become a plus.
- Waterfront: 20 years from now the oil tanks won’t be there; it is a good place for seafood restaurant.
- Improve lighting and signing.
- Form a group that cares for park.
- Buffer waste treatment facility with a green house using volunteers.
- Beautification of this area: contribute to maintenance of the town.
- Provide bike racks as sites marked on their map.
- Provide kayak and bike rentals by the old power station building connect to waterfront.
- Public bathrooms needed at waterfront.
- Lockers and showers near the sailing school could help turn students into customers visiting the rest of the town.
- Their map indicates potential ways for vehicles to enter waterfront.
- Direct tourists to Sagamore Hill using a welcome center near the Hess Station so they could be diverted away from town.
- Parking garage with upscale historic style building at Fireman’s Field; use area for mixed income housing.
- Lexington Avenue serves as a bypass for those traveling to Bayview; traffic calming needed there.

- Be proactive with old railroad cars: they could become museums, restaurants, or Bed and Breakfast inns.
- Slow cars as you enter business district on 106 and South Street.
- Behind Townsend Street should be a village green type of area.
- Look at crosswalks and paths for additional connections to neighborhoods and downtown.
- West Main has no connection; some can't access Senior Center
- Benches along walking routes.
- Slow traffic with narrower roads.
- Bathrooms, benches, showers must be done carefully to discourage undesirable loitering. Have youth visible to seniors.
- Bike paths around the park to the power station building, Beekman Beach.
- A dog run in the park for those with common interest
- Enhance lighting by post office and the small alleyway that runs to the parking lot.
- Many parking areas around town need lighting and signing.
- Signing: unique, tasteful, distinct, historical.
- Infill as needed with historically harmonious facades.
- By the post office, use meters with courtesy time for the first 15 minutes but an extended time available; compatible with small friendly village attitude.
- Use bulb outs at intersections.
- Whatever natural assets are there should be made more visible.
- Too few garbage cans; try some that kids decorate.

Table 2

- Coming into town along South Street from the BMW dealer to the Boys and Girls Club is a commercial area that is run down. Start to improve that by putting affordable housing there.
- Construct a roundabout with a fountain at Lexington and South Berry Hill.
- Tear down the Busy Bee Coast Gas station and replace with a pocket park, raised garden and sign.
- Coming north on South Street into town, at Adam and Audrey, narrow the street and widen sidewalks to spur activity such as sidewalk cafés. Some have attempted this now and walks are too narrow.
- Provide youth center at site of Bernstein's Hardware Store, which is closing now.
- Need to bring a super market into town and put it in Townsend Square. Existing business are desirable, but if the opportunity becomes available.
- Passageway at Townsend Square: add landscaping benches, trellis w/ flowers.
- Improve parking lot in back of Townsend Square and foster businesses facing the parking lot.
- Add signs to improve destination and wayfinding
- Make some of the streets one way: Audrey one way west to Spring; going east on West Main Street.
- Made note of the commercial and residential strip between Double Day Babock: several historic buildings that we want to improve and preserve.
- Post office area: Enhance asset of this triangle and draw people to the waterfront park by making Audrey Avenue a pedestrian mall and making this our town center. Benches along the mall and housing upgrades along this street for residential and commercial would make it enticing for people to walk into the park. Further west, café/news stand corner of parking

- lot; get Long Island Railroad to improve and increase service to Oyster Bay.
- Landscape Firemans Field parking and provide connections.
- Orange markings on their map indicates major routes for car and walking traffic. More trees on South Street toward Waterfront; preserve area along South Street that is mostly residential; preserve existing commercial; in fill when possible.
- In the area formerly Commander Oil build mixed used housing/commercial, but be mindful of impact on the bay. Whites Creek is right there. Area needs bike/walk path; be wary of any negative impact.
- Turn the Island Properties building near Commander Oil into a cultural center.
- Small restaurant at Commander Oil site with shop for renting kayaks, canoes, and bicycles.
- Create paths along South Street coming into town and along major routes.
- Continuous bikeway / walkway along the waterfront connecting to western waterfront
- Clean up railroad yards; provide mixed use housing/commercial in this area.

Table 3

- This group identified two centers of town. There is a commercial center at the corner where Snouders Drug is located (W Main and South). Another center is located at the eastern waterfront at Commander Oil site for visitors and access to water.
- Move waterfront to town: Built structures at Commander Oil would be public space even if buildings were constructed; they would be u shaped.
- Cultural center in the Commander Oil garage.
- Use the existing parking area for mixed used development.
- Additional housing on Hamilton Avenue; mixed used retail, commercial, residential.
- Parking lots: make them more inviting. Lot behind Book Mark and East Main stores could be some sort of courtyard where people could walk out and similar effect in other parking lots.
- Get rid of water district building eventually and open it up for green space.
- Lot behind Townsend Square: landscaped courtyard effect; some disagreement about driving access through there or just pedestrian access.
- Must be mindful of those on side streets in planning access to not divert traffic.
- Behind Italian American club there is another parking lot that is public but few know it is there.
- Traffic flow: envisioned one way on Audrey and sites as identified on their map.
- Add angled parking where feasible.
- Roundabout Gateway: Roosevelt school roundabout; landscaping.
- Note new bus proposal.
- Lexington Avenue: difficult for pedestrians because of speeds; provide bulb outs, sidewalk improvements.
- Beach and park: Audrey becomes a gateway into park; at the end where people say it is dangerous there could be a turn around; not an active road.
- Inside park provide an active athletic center and pool by the tennis courts.
- Bike lanes: Provide path down Cove Road, White Street down around waterfront; have a loop that connects marina to Larabee.
- Return Band Shell to beach area.
- They support the trolley concept.

- Better lighting at park including tennis and basketball court.
- Adjacent to Commander Oil; use pier for fishing and excursion boats.
- The little park by the post office with the gazebo needs to be more inviting. Add benches.
- Bed and breakfast near water, but no more than 50 rooms.
- Improve concession stand in Roosevelt Park for rooftop dining and more desirable food.
- Ensure Oyster business is not compromised.

Table 4

- This group focused on the historic aspect of Oyster Bay. They marked main streets and historic buildings, and recommended creating an historic district with architectural guidelines. Other suggestions included:
 - Underground wires.
 - Decorative landscaping and lampposts on main access street South Street, East and West Main Streets, and Audrey Avenue.
 - Access to waterfront was a focus for them.
 - Provide a better way to get in and out of the park.
 - Since the railroad goes along the park and makes a lot of noise, create a buffer zone on one side by creating a new road. Enter from Bay Street by Commander Oil. The new road goes along fence with diagonal parking all the way to the west end of the avenue for a connection. This introduces a protected way for autos to enter the park and the landscaping shields the railroad.
 - Turn the parking lot at end of boat basin turned into park space and extend the lot on one side.
 - Move picnic pavilions away from railroad and access a view to the water.
 - At Audrey Avenue create another auto crossing using a roundabout to the park drive. Create more of an auto access to north section of park; no consensus on this issue.
 - Provide indoor swimming pool; recreation building between existing parking lot and current ball field. There is an unused area that is suitable.
 - Create bike/walk path from Commander Oil and South Street along the waterfront in front of the sewage treatment plant; somehow cross Oyster Company docks and hook into other side. Path would connect to the lot across from Commander, hook to Florence Park on Melbourne Street and hook to White Street to come up at Babcock Center. Redevelop Commander Oil site with small restaurant and retail.
 - Extend downtown farther on South Street.
 - Would like oyster company to continue.
 - Second redevelopment area: Hamilton Avenue south of the railroad is an excellent area to create affordable housing/retail mix.
 - Closer to the railroad create a parking garage with retail on lower level; this would create noise buffer for adjacent residents.
 - Provide roundabouts at Lexington, West Main in front of Roosevelt Elementary; Gateway at Busy Bee w/roundabout. Eliminate Busy Bee and make it an attractive entrance into the downtown area. For historical and traffic flow: new signs.
 - Provide skateboard park in the downtown park area.

Table 5

- This group stated their first approach was traffic flow. Group decided one way streets didn't work except on Spring and West Main to encourage traffic to move eastbound onto Audrey then to the intersection at South. At West Main Street create a right turn only movement to discourage congestion further north.
- Provide a roundabout in front of Roosevelt School and one at Hess Station Gateway/ create pocket park there.
- Slow traffic on South Street with bulb outs; lower speed limit in village area downtown to 15mph.
- At the waterfront, access is created with a path from South Street through the Town Hall parking lot, squeezing through the Town Hall Village down Audrey, and tied into current access to park.
- Path from Firemans Field covered if necessary to encourage public employee parking.
- Assumed technology would allow remove sewage treatment plant and some other method would be available for handling the oil stored in Commander Oil tank. Commander garage would become a culture center. Youth would like this for a fencing center.
- Bury utility wires. Grow better trees with wires underground.
- Improve streetscape downtown by eliminating occasional parking spaces and adding landscaped bulb outs.
- Pilings in waterfront from Jacobsen Shipyard site: construct pier with nice fish restaurant and promenade for dancing.
- Establish a map of historic sites; determine which buildings are of historic value. Create a historic walk. Conduct walks where people are invited to view these sites.
- Allow bed and breakfast inns. Wonder stretch along East Main which houses Townsend house and others that would make extraordinary bed and breakfasts.
- Make town friendly with benches, wider sidewalks, better lighting.
- Cohesive, compatible, standardization in terms of what and could not be done to facades and buildings. Warm look to town.
- Parking: redesign lots; greater use of Firemans Field.
- Promenade from east to west from Flowers Pier across waterfront to new pier.
- Housing: code should allow or require residential housing on every new business building.

Dan closed the meeting and explained this work would be turned over to the team. Work will progress until the Monday evening event, at which time a presentation will be made. Dan will return in sixty days for a final presentation after the report is written. He pointed out this has been an outstanding charrette, well organized by Katie, Bill and others. The group was commended for using common sense to develop ideas that will be very helpful in creating

Final Presentation

Monday, June 25, 2001

7:00 p.m.

Bill Sheeline of the Main Street Association Board opened the public meeting on Monday evening by welcoming the audience. He thanked Supervisor John Venditto, who attended the Saturday design workshop and sent a staff member to this final presentation. He also thanked David Lamb,

President of the Main Street Association and numerous others, including:

Jerritt Gluck
Marie Knight
Jack Bernstein
Sustainable Long Island
Community Foundation

He then introduced Ramon Trias, of Walkable Communities, who began his presentation by thanking the Koenig family, Angela, Julian, and Liz, for their hospitality during the team stay at their home.

Ramon projected images were projected on a large screen and explained that many of the things that make a good community are already in Oyster Bay. “We look for the things in a place that make it good, and the elements of history that shaped the town. We saw many beautiful things and a great sense of community, which is clear by the lengthy list of people Bill thanked in his introduction.”

“The basic elements of pedestrianism are already there, including many linkages. There are also some contrasts between, for example, well landscaped and barren parking lots. The number of signs that regulate parking are a clear indicator that parking is a very big issue in the parking.”

“Other issues for people include aesthetics such as overhead power lines. Many of these issues surfaced during the various events, such as the focus groups.” Ramon reviewed many of the priority issues that arose during the process.

He explained how input from the community was used to develop the drawings that represent the concepts selected for the vision. Aerial photos were shown to show how different segments of the hamlet developed at different times, resulting in poor connections between the segments.

Ramon continued. “The parking issue is a serious issue. The Town of Oyster Bay has done a very good job with parking, but there are opportunities for improvement.” He explained how the revising layouts of parking lots can add some parking space and the lot can also be modified to improve drainage. Scott Lewendon, another Walkable Communities consultant, discussed a drawing of the Townsend Square parking lot, explaining that six trees and islands could be installed and still gain ten spaces. Good lighting and linkages would also add security to this area. There is concern about storm water runoff from the large asphalt fields. The redesigned lots make some incremental improvements in drainage. The storm water runoff from the parking lots probably discharges directly into the bay now. The design concepts show how to capture and treat the first flush of rain. He also explained that the placement of the parking lots that are scattered throughout the hamlet are an asset for the community, but there is a need for a better signing system.

Ramon showed a photo of Huntington, Long Island, to demonstrate that some of the issues in Oyster Bay also exist there.

There are some street projects that can be done to improve traffic flow. Ramon briefly explained the elements displayed in the photo and said that all of these are fairly small projects that can be done one at a time or all at once. At this level the changes are fairly simply to implement. He then showed a

conceptual drawing of a roundabout at the Hess station and said it would act as a gateway. He mentioned traffic calming as method to address other issues expressed by the community.

Drawings of concepts that would redesign the waterfront area were then shown. This plan allows the community to select which of the ideas they want to implement to fulfill their vision of improving the waterfront. In the design shown for Audrey street, an improved alignment would provide a linkage between the heart of the community with the most important public space, Roosevelt Memorial Park. The old train station offers an opportunity for development of complementary space. The elements already exist on Audrey Avenue, including the gazebo.

Some practical changes can be made in the interim. For example, the train noise and diesel at the park and better access along the waterfront. The scale and style of the housing shown are compatible with the Oyster Bay hamlet. He also pointed out Oyster Bay is built out, which is good from the aspect of being stable, but there may be a possibility to place housing at the site in the drawing.

At the industrial waterfront oil field there is potential to re-create the entrance to the park. That entrance can be beautified with roundabouts and a layer of trees defining a path into the park. If time goes on and redevelopment occurs at the oil field it should be compatible with the scale and it should keep the water front public. This could become space for a farmers market, another thing people talked about. These images reflect what consultants heard about wanting high quality public spaces.

The issue of the area around the train station was discussed at length. The report will provide details of how the lot can be redesigned slightly yet still allow for the activities of the firemen when they need the space.

He ended the presentation by reminding the audience that Dan Burden will return in approximately 60 days for another presentation. Questions from the audience are presented below, with the consultant responses in italics:

Do traffic circles make it possible to get more cars through the intersection?

Yes, roundabout do allow more cars. It is also safer for pedestrians.

Would the roundabouts be only one lane going through, and not like the Jones Beach one?

Yes, these are different than the traffic circles in Jones Beach.

Are you considering recommending installing sidewalks the length of Lexington?

Yes, but that is a matter of the community setting priorities.

Regarding the eastern waterfront area, what is the land use there?

Mixed use, as proposed by participants with retail on the ground floor and residences over.

Since the people in town don't feel the parking is adequate, what is your answer to making what we have work better? *Ramon explained that what they have is very good, but it may not be well known. There could also be some opportunities for better management. For example the one hour limit isn't enforced. Two hours is more typical of a downtown.*

A participant complained that the parking is pre-empted by people not here to shop, but by some who have no interest in Oyster Bay. That is the problem that has to be addressed. *Yes, and the solution is to manage the public parking better. One way is to use the parking lot by the train station better. These are fairly small changes.*

Are you aware there is an oyster company in the eastern waterfront? *Yes, we are. Where Ramon talked about the mixed use, behind the building the oyster building would remain there and the working waterfront would be there.*

Is that same spot the same where the indoor pool is being discussed? *I am not sure of the answer to this issue.*

I never had any problems parking, although it may not be exactly in front of the store where I was going. Oyster Bay is very quaint, and I want to keep it that way.

Yes, that is what most participants were saying. The issue is how do you develop it in such a way that it meets everyone's needs.

Scott Lewendon commented: Oyster Bay is similar to many communities on Long Island. Many communities in Long Island are changing from retail to commercial. Commercial businesses require parking to be used 8 hours a day, where one parking space serves a retail user 4 times in a day. That is where the difficulty comes in. What has to be done before we start taking all the green space in Oyster Bay and turning it into parking is to manage the existing parking. It is not unreasonable for people to walk 1200 feet, or 5 minutes, to their destination. Parking near the retail center should remain short term parking. Some areas can have both long and short term spaces. Some work needs to be done to determine the needs. How much long term and short term is needed?

Are you anticipating downtown Oyster Bay becoming more commercial where more long term parking is needed? *A lot of that will be determined by market demand. But the first step is to manage the parking you have now. Ramon reminded the group that to build more parking many communities take buildings down to create parking. They later realized their communities have died, and return for advice on how to construct buildings again.*

Any plan on the buffer zone on the other side of Whites Creek? *No, we did not address this because it requires a more long term planning processing. The same principles apply.*

Bill Sheeline responded to the business mix issue. He said he heard people saying they want a return to a stronger retail environment, and that is the goal of the Main Street group. Ramon added that merchandising plays a key role in this.

President of the Civic Association said several entities are working to bring back retail stores. They are working on parking issues now, especially with the Township, and feel this can be accomplished.

A participant remarked, "A couple of things grate me: the Snouders Drugstore. I would like to see that building improved and something should be done about it. Cheap, ugly signs should be prohibited. The lower Pine Hollow road is filled with poor development."

Another lady explained there were some complications created by the heritage association requirements.

Another participant explained, “I am trying to preserve the train station, but I have been unable to get any support. The officials are not interested.” He needs the village to give their approval of the idea. *Ramon said that the building fits right in to the conceptual drawings.*

Are you suggesting any change in direction of traffic when you referred to the bump outs? *No. The bulb out just takes the sidewalk into the street and slows turning traffic.*

How do we capture a town center? *Ramon said that was the idea behind tying Audrey Avenue to the park. That is a noncommercial, civic town center. In terms of mixed used development that would be found in a town center, that can be on the waterfront. From our point of view, that was the most logical way to incorporate what was already here into a center.*

Can you describe the actual usage of the waterfront in terms of passive and active recreation? *Ramon responded the park is very nice and well used as it is. The only change is the visual connection to the town. We did not recommend significant changes in the use. In terms of nearby development, mixed use. The park meets the town in a very passive, landscaped area.*

The western waterfront will eventually develop into a very active area and it is likely the eastern waterfront will eventually be very active. Does the park relate to this for bicycle and pedestrian use? *Ramon replied that yes, the report will provide more detail on the trail connections.*

Do you see an auto connection on the north side? *Yes, through the center. Scott said the biggest challenge was the connection from downtown to the waterfront. The only place we felt that was feasible was Audrey Avenue. We believe conceptually we can make a space that would be related to the old railroad site. We see that as a real asset to the community. Ramon added that even if you cannot walk through the connection it must be visible.*

Scott explained the gazebo remains the same, but the road next to the post office is proposed to be closed off. From here you proceed north toward the end of Audrey where the old railroad station is shown. The space shows how autos can come in here, drop people off, and turn to exit. We know the Long Island Railroad has switches in the vicinity, which may complicate the crossing issue.

What do you mean by a visual connection? *Scott explained that if you stand there you can see the water.*

We are all very used to parking in front of the post office and you have closed off the angled parking. Can that be abated? *Yes.*

Is there any reason that you have ignored what I consider the gateway of Oyster Bay, although this is exciting. The right connection between East Norwich and Oyster Bay is the corridor on Rt 106 and it is the most unattractive part of town. It is very blighted. Why has this area not been included in the study? I believe people will not come to town unless this area is cleaned up. *Ramon responded this is absolutely true. A beautiful community that requires passing through third world conditions is a problem, but the issue is there is only so much ability to get things done. The issue is to set priorities.*

Is there any particularly conscious reason that was not included? *No.*

Why are so many things allowed on the sidewalks despite an ordinance?

Ramon replied that because the hamlet is not an incorporated town they are limited in code enforcement.

Is it a particular kind of asset or not that we have a rail line that stubs here? Would you think of it as an exploitable plus? *Ramon said this does create some problems because of the idling. But this is the last stop and that may be a way to make that valuable.*

So far, would you say you've discovered a big idea in all of this around which a lot can be disorganized? To me much of this is hygiene. It's hard to be against, but it is not a very big idea that we can organize around. To me, I'd like to live a long happy life here. It's not enough to be clean, but something we can get excited about. *The big idea is that you have a traditional town that is fully complete. The buildings have not been destroyed and you can fix what is wrong to make it truly beautiful. That IS a big idea. You could easily destroy that big idea by creating more parking. If you choose to not do that, you will end up with one of the nicest villages in the biggest urban areas in the world. This community has a continuous fabric of buildings.*

I think the job you've done is commendable. The large crowd is good. However, my question is there is an organization that owns over 50 properties in this community. Have you had a dialogue with them? *Ramon answered that he and Scott had not had a dialogue with them.*

Michelle from Island Properties said they have been participating in the steering committee.

The participant added, "My point was one of the slides showed elimination of the sewer district and it was on Island Properties." *Ramon said the sketches are conceptual, there is no building on the sewer plant.*

There has been a lot of discussion about parking, traffic, and the railroad. The railroad is not very effective or well used. Was there any discussion of the possibility to transfer that facility into a light rail system? *No, that is a good topic for the next phase of planning. In a community like New York the opportunities are endless.*

Are you going to send the report to everyone? *Bill Sheeline said the report will be submitted to the committees and they will seek ways to make it available to everyone in town.*

I would like these suggestions to be numbered 1,2,3,4,5 and then you can put some approximate prices on them so people can decide. *Ramon said the projects will be defined, but we do not provide the construction costs.*

Will people have a chance to vote on these things? *I don't know what the mechanics will be.*

What is our capacity for greatness? Can we as a community break the surly bonds with pettiness? Can we aspire to the kind of thinking Mr. Best alluded to? *Of course. All you have to do is focus on a slightly greater aspiration than parking. It is a big deal, but you can do so much more. Ninety percent of the communities I deal with would love to have your problems. You have a great opportunity to achieve quality.*

What is the dream? The railroad is not an end, but an opportunity. Sagamore Hill is our real asset. What will happen with proper use and inspiration is we can bring more people into Oyster Bay via railroad to enjoy history and retail opportunities. This is the dream quality. It is a larger vision that is

possible for this community to achieve. The exercise has been extraordinary, especially the Saturday design session. Think of it... a promenade along the waterfront as envisioned by those Saturday.

What do we do with it, where do we go from here, how is it useful? It was agreed upon before the charrette that what ideas came from here would be woven into the master plan the Frederick P Clark agency is developing.

A gentleman suggested that everyone in the room join the Main Street Association. If the group is large, it will have political clout and be able to get something done. If we can get people in support of something that can get something done. He thanked Dan Burden and his group and the community, adding that the kind of support they got this weekend is very unusual.

To build on the comment regarding the significance of Sagamore Hill, we might want to lobby to get the road signs changed [to redirect traffic].

The meeting adjourned after the audience was reminded that Dan Burden would offer an additional presentation in about 60 days.

Alternate Street Design, P.A.
 Michael Wallwork Registered User No. a0172
 Licence Type: Promotional, Multi Computer

Time and Date of Analysis 9:35 AM, Jul 11, 2001

Filename: D:\SIDRA Storage\Oyster Bay, NY\oyster.OUT

LEXINGTON AND SOUTH ONE LANE RBT WITH RIGHT TURN LANE LEXINGTON * OYSTER *
 AM PEAK TRAFFIC
 Intersection ID:

SIDRA US Highway Capacity Manual (1997) Version

RUN INFORMATION

* Basic Parameters:
 Intersection Type: Roundabout
 Driving on the right-hand side of the road
 aaSIDRA US Highway Capacity Manual (1997) Version
 Input data specified in US units
 Default Values File No. 11
 Peak flow period (for performance): 15 minutes
 Unit time (for volumes): 60 minutes (Total Flow Period)
 Delay definition: Stop Line delay
 Geometric delay not included
 aaSIDRA Standard Delay and Queue models used
 Level of Service based on: Delay (HCM)
 Queue definition: Back of queue, 95th_Percentile

LEXINGTON AND SOUTH ONE LANE RBT WITH RIGHT TURN LANE LEXINGTON * OYSTER *
 AM PEAK TRAFFIC
 Intersection ID:
 Roundabout

Table S.0 - TRAFFIC FLOW DATA (Flows in veh/hour as used by the program)

Mov	No.	Left		Through		Right		Flow	Peak
		LV	HV	LV	HV	LV	HV		
		West: West Approach							
12		10	1	156	3	441	9	1.00	0.90
		South: South Approach							
32		323	7	400	8	113	2	1.00	0.90
		East: East Approach							
22		211	4	158	3	105	2	1.00	0.90

North: North Approach

42	50	1	375	8	8	1	1.00	0.90
----	----	---	-----	---	---	---	------	------

Based on unit time = 60 minutes.
Flow Scale and Peak Hour Factor effects included in flow values.

LEXINGTON AND SOUTH ONE LANE RBT WITH RIGHT TURN LANE LEXINGTON * OYSTER *
AM PEAK TRAFFIC
Intersection ID:
Roundabout

Table R.0 - ROUNDABOUT BASIC PARAMETERS

Island Diam (ft)	Cent Width (ft)	Circ Diam. (ft)	Insc Circ. Lanes	No.of Entry Lanes	No.of Lane Width (ft)	Av.Ent Flow (veh/ h)	Circulating/Exiting Stream			
							%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect
West: West Approach										
64	20	104	1	2	13.00	649	2.0	649	0	N
South: South Approach										
64	20	104	1	1	13.00	220	2.0	220	0	N
East: East Approach										
64	20	104	1	1	13.00	748	2.0	748	0	N
North: North Approach										
64	20	104	1	1	13.00	707	2.0	707	0	N

LEXINGTON AND SOUTH ONE LANE RBT WITH RIGHT TURN LANE LEXINGTON * OYSTER *
AM PEAK TRAFFIC
Intersection ID:
Roundabout

Table R.1 - ROUNDABOUT GAP ACCEPTANCE PARAMETERS

Turn	Lane No.	Lane Type	Circ/ Exit Flow (pcu/h)	Intra- Bunch Headway (s)	Prop. Bunched Vehicles	Critical Gap (s)	Follow Up Headway (s)
West: West Approach							
Left	1	Subdominant	649	2.00	0.594	4.88	2.73
Thru	1	Subdominant	649	2.00	0.594	4.88	2.73
Right	2	Dominant	649	2.00	0.594	3.76	2.10

South: South Approach							
Left	1	Dominant	220	2.00	0.263	3.76	1.96
Thru	1	Dominant	220	2.00	0.263	3.76	1.96
Right	1	Dominant	220	2.00	0.263	3.76	1.96
East: East Approach							
Left	1	Dominant	748	2.00	0.646	4.33	2.46
Thru	1	Dominant	748	2.00	0.646	4.33	2.46
Right	1	Dominant	748	2.00	0.646	4.33	2.46
North: North Approach							
Left	1	Dominant	707	2.00	0.625	4.37	2.47
Thru	1	Dominant	707	2.00	0.625	4.37	2.47
Right	1	Dominant	707	2.00	0.625	4.37	2.47

LEXINGTON AND SOUTH ONE LANE RBT WITH RIGHT TURN LANE LEXINGTON * OYSTER *
AM PEAK TRAFFIC

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (/h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
West: West Approach						
12	LTR	620	1256	0.494	5.0	B
		620	1256	0.494	5.0	B
South: South Approach						
32	LTR	853	1491	0.572	1.3	B
		853	1491	0.572	1.3	B
East: East Approach						
22	LTR	483	656	0.736*	13.6	C
		483	656	0.736	13.6	C
North: North Approach						
42	LTR	443	690	0.642	9.9	C
		443	690	0.642	9.9	C
ALL VEHICLES:		2399	4386	0.736	6.3	B
INTERSECTION:		2399	4386	0.736	6.3	B

LEXINGTON AND SOUTH ONE LANE RBT WITH RIGHT TURN LANE LEXINGTON * OYSTER *
 AM PEAK TRAFFIC

Table D.3 - LANE QUEUES

No.	Deg. x	Ovrfl. Lane No	Average (veh)			Percentile (veh)					Queue Ratio
			Satn Nb1	Queue Nb2	Nb	70%	85%	90%	95%	98%	
West: West Approach											
1 LT	0.267	0.0	0.6	0.0	0.6	1.0	1.3	1.4	1.8	2.0	0.01
2 R	0.493	0.1	1.3	0.1	1.4	2.5	3.1	3.5	4.4	5.1	0.04
South: South Approach											
1 LTR	0.572	0.0	1.7	0.0	1.7	3.0	3.7	4.2	5.3	6.1	0.04
East: East Approach											
1 LTR	0.736	1.1	2.0	1.8	3.8	6.2	7.7	8.9	11.1	13.0	0.09
North: North Approach											
1 LTR	0.642	0.6	1.7	0.9	2.6	4.5	5.5	6.3	7.9	9.2	0.07

Values printed in this table are back of queue (vehicles).

- End of aaSIDRA Output -

Akcelik & Associates Pty Ltd - aaSIDRA 1.0.4

Alternate Street Design, P.A.
 Michael Wallwork Registered User No. a0172
 Licence Type: Promotional, Multi Computer

Time and Date of Analysis 9:41 AM, Jul 11,2001

Filename: D:\SIDRA Storage\Oyster Bay, NY\oysterPM.OUT

LEXINGTON/SOUTH/ROUTE 106 4.00 TO 5.00 PM * OYSTERPM
 PM PEAK ONE LANE ROUNDABOUT WITH RIGHT TURN LANES ON EAST AND WEST
 Intersection ID:

SIDRA US Highway Capacity Manual (1997) Version

RUN INFORMATION

* Basic Parameters:
 Intersection Type: Roundabout
 Driving on the right-hand side of the road
 aaSIDRA US Highway Capacity Manual (1997) Version
 Input data specified in US units
 Default Values File No. 11
 Peak flow period (for performance): 15 minutes

Unit time (for volumes): 60 minutes (Total Flow Period)
 Delay definition: Stop Line delay
 Geometric delay not included
 aaSIDRA Standard Delay and Queue models used
 Level of Service based on: Delay (HCM)
 Queue definition: Back of queue, 95th_Percentile

LEXINGTON/SOUTH/ROUTE 106 4.00 TO 5.00 PM * OYSTERPM
 PM PEAK ONE LANE ROUNDABOUT WITH RIGHT TURN LANES ON EAST AND WEST
 Intersection ID:
 Roundabout

Table S.0 - TRAFFIC FLOW DATA (Flows in veh/hour as used by the program)

Mov	No.	Left		Through		Right		Flow Scale	Peak Factor
		LV	HV	LV	HV	LV	HV		
		West: West Approach							
12		21	1	164	3	343	7	1.00	0.90
		South: South Approach							
32		445	9	474	10	156	3	1.00	0.90
		East: East Approach							
22		171	3	158	3	118	2	1.00	0.90
		North: North Approach							
42		83	2	506	10	17	1	1.00	0.90

Based on unit time = 60 minutes.
 Flow Scale and Peak Hour Factor effects included in flow values.

LEXINGTON/SOUTH/ROUTE 106 4.00 TO 5.00 PM * OYSTERPM
 PM PEAK ONE LANE ROUNDABOUT WITH RIGHT TURN LANES ON EAST AND WEST
 Intersection ID:
 Roundabout

Table R.0 - ROUNDABOUT BASIC PARAMETERS

Island Diam (ft)	Cent Width (ft)	Circ Diam (ft)	Insc Circ. Lanes	No.of Entry Lanes	No.of Lane Width (ft)	Av.Ent Flow (veh/h)	Circulating/Exiting Stream			
							%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect
							West: West Approach			
64	20	104	1	2	13.00	776	2.0	776	0	N

South: South Approach										
64	20	104	1	1	13.00	273	2.0	273	0	N
East: East Approach										
64	20	104	1	2	13.00	959	2.0	959	0	N
North: North Approach										
64	20	104	1	1	13.00	790	2.0	790	0	N

LEXINGTON/SOUTH/ROUTE 106 4.00 TO 5.00 PM * OYSTERPM
 PM PEAK ONE LANE ROUNDABOUT WITH RIGHT TURN LANES ON EAST AND WEST
 Intersection ID:
 Roundabout

Table R.1 - ROUNDABOUT GAP ACCEPTANCE PARAMETERS

Turn	Lane No.	Lane Type	Circ/Exit Flow (pcu/h)	Intra-Bunch Headway (s)	Prop. Bunched Vehicles	Critical Gap (s)	Follow Up Headway (s)
West: West Approach							
Left	1	Subdominant	776	2.00	0.659	4.40	2.51
Thru	1	Subdominant	776	2.00	0.659	4.40	2.51
Right	2	Dominant	776	2.00	0.659	3.64	2.08
South: South Approach							
Left	1	Dominant	273	2.00	0.316	3.80	1.99
Thru	1	Dominant	273	2.00	0.316	3.80	1.99
Right	1	Dominant	273	2.00	0.316	3.80	1.99
East: East Approach							
Left	1	Dominant	959	2.00	0.736	3.42	2.02
Thru	1	Dominant	959	2.00	0.736	3.42	2.02
Right	2	Subdominant	959	2.00	0.736	4.41	2.61
North: North Approach							
Left	1	Dominant	790	2.00	0.666	2.80U	2.00U
Thru	1	Dominant	790	2.00	0.666	2.80U	2.00U
Right	1	Dominant	790	2.00	0.666	2.80U	2.00U

U User specified critical gap or follow-up headway for an entry stream

LEXINGTON/SOUTH/ROUTE 106 4.00 TO 5.00 PM * OYSTERPM
 PM PEAK ONE LANE ROUNDABOUT WITH RIGHT TURN LANES ON EAST AND WEST
 Intersection ID:
 Roundabout

Table S.14 - SUMMARY OF INPUT AND OUTPUT DATA

Lane No.	Arrival Flow (veh/h)			%HV Tot	Adj. Basic Satf.	Eff (secs) 1st	Grn Sat 2nd	Deg x	Aver. Delay (sec)	95% Queue (ft)	Shrt Lane (ft)
	L	T	R								
West: West Approach											
1 LT	22	167		189	2				0.321	6.4	53
2 R			350	350	2				0.457	5.9	93
	22	167	350	539	2				0.457	6.1	93
South: South Approach											
1 LTR	454	484	159	1097	2				0.786	3.6	310
	454	484	159	1097	2				0.786	3.6	310
East: East Approach											
1 LT	174	161		335	2				0.584	11.2	154
2 R			120	120	2				0.302	9.5	43
	174	161	120	455	2				0.584	10.8	154
North: North Approach											
1 LTR	85	516	18	619	2				0.673	8.3	227
	85	516	18	619	2				0.673	8.3	227
=====											
ALL VEHICLES				Tot	%				Max	Aver.	Max
				Arv.	HV			X	Delay	Queue	
				2710	2			0.786	6.4	310	
=====											

Total flow period = 60 minutes. Peak flow period = 15 minutes.

Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

Values printed in this table are back of queue (vehicles).

LEXINGTON/SOUTH/ROUTE 106 4.00 TO 5.00 PM * OYSTERPM
 PM PEAK ONE LANE ROUNDABOUT WITH RIGHT TURN LANES ON EAST AND WEST
 Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (veh/h)	Total Cap. (veh/h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
West: West Approach						
12	LTR	539	1179	0.457	6.1	B
		539	1179	0.457	6.1	B

		South: South Approach				
32	LTR	1097	1395	0.786*	3.6	B
		1097	1395	0.786	3.6	B
		East: East Approach				
22	LTR	455	779	0.584	10.8	C
		455	779	0.584	10.8	C
		North: North Approach				
42	LTR	619	920	0.673	8.3	C
		619	920	0.673	8.3	C
ALL VEHICLES:		2710	4640	0.786	6.4	B
INTERSECTION:		2710	4640	0.786	6.4	B

LEXINGTON/SOUTH/ROUTE 106 4.00 TO 5.00 PM * OYSTERPM
 PM PEAK ONE LANE ROUNDABOUT WITH RIGHT TURN LANES ON EAST AND WEST
 Table D.3 - LANE QUEUES

No.	Deg. x	Ovrfl. Lane No	Average (veh)			Percentile (veh)			Queue			
			Satn	Queue	Nb	70%	85%	90%	95% Stor.	98%	Ratio	
West: West Approach												
1	LT	0.321	0.0	0.7	0.0	0.7	1.2	1.5	1.7	2.1	2.4	0.02
2	R	0.457	0.1	1.1	0.1	1.2	2.1	2.6	3.0	3.7	4.3	0.03
South: South Approach												
1	LTR	0.786	0.4	3.2	0.9	4.2	6.8	8.4	9.7	12.2	14.3	0.10
East: East Approach												
1	LT	0.584	0.5	1.3	0.7	2.0	3.5	4.3	4.9	6.1	7.1	0.05
2	R	0.302	0.0	0.5	0.0	0.5	1.0	1.2	1.4	1.7	2.0	0.01
North: North Approach												
1	LTR	0.673	0.7	1.8	1.2	3.0	5.0	6.2	7.1	8.9	10.4	0.08

Values printed in this table are back of queue (vehicles).

- End of aaSIDRA Output -

Akcelik & Associates Pty Ltd - aaSIDRA 1.0.4

Alternate Street Design, P.A.
 Michael Wallwork Registered User No. a0172
 Licence Type: Promotional, Multi Computer

Time and Date of Analysis 9:44 AM, Jul 11,2001

Filename: D:\SIDRA Storage\Oyster Bay, NY\oystersat.OUT

LEXINGTON/SOUTH/ROUTE 106 * OYSTERSA
SATURDAY ONE LANE ROUNDABOUT WITH RIGHT TURN LANES EAST AND WEST
Intersection ID:

SIDRA US Highway Capacity Manual (1997) Version

RUN INFORMATION

* Basic Parameters:

Intersection Type: Roundabout
Driving on the right-hand side of the road
aaSIDRA US Highway Capacity Manual (1997) Version
Input data specified in US units
Default Values File No. 11
Peak flow period (for performance): 15 minutes
Unit time (for volumes): 60 minutes (Total Flow Period)
Delay definition: Stop Line delay
Geometric delay not included
aaSIDRA Standard Delay and Queue models used
Level of Service based on: Delay (HCM)
Queue definition: Back of queue, 95th_Percentile

LEXINGTON/SOUTH/ROUTE 106 * OYSTERSA
SATURDAY ONE LANE ROUNDABOUT WITH RIGHT TURN LANES EAST AND WEST
Intersection ID:
Roundabout

Table S.0 - TRAFFIC FLOW DATA (Flows in veh/hour as used by the program)

Mov	No.	Left		Through		Right		Flow Scale	Flow	Peak Factor
		LV	HV	LV	HV	LV	HV			
West: West Approach										
12		19	1	103	2	339	7	1.00	0.90	
South: South Approach										
32		322	7	369	8	98	2	1.00	0.90	
East: East Approach										
22		112	2	119	2	91	2	1.00	0.90	
North: North Approach										
42		68	1	354	7	27	1	1.00	0.90	

Based on unit time = 60 minutes.

Flow Scale and Peak Hour Factor effects included in flow values.

LEXINGTON/SOUTH/ROUTE 106
SATURDAY

* OYSTERSA

ONE LANE ROUNDABOUT WITH RIGHT TURN LANES EAST AND WEST

Table R.0 - ROUNDABOUT BASIC PARAMETERS

Island Diam (ft)	Cent Width (ft)	Circ Diam. (ft)	Insc Circ. Lanes	No.of Entry Lanes	No.of Lane Width (ft)	Av.Ent Flow (veh/ h)	Circulating/Exiting Stream			
							%HV	Adjust. Flow (pcu/h)	%Exit Incl.	Cap. Constr. Effect
West: West Approach										
64	20	104	1	2	13.00	544	2.0	544	0	N
South: South Approach										
64	20	104	1	1	13.00	193	2.0	193	0	N
East: East Approach										
64	20	104	1	2	13.00	724	2.0	724	0	N
North: North Approach										
64	20	104	1	1	13.00	564	2.0	564	0	N

LEXINGTON/SOUTH/ROUTE 106
SATURDAY

* OYSTERSA

ONE LANE ROUNDABOUT WITH RIGHT TURN LANES EAST AND WEST

Table R.1 - ROUNDABOUT GAP ACCEPTANCE PARAMETERS

Turn	Lane No.	Lane Type	Circ/ Exit Flow (pcu/h)	Intra- Bunch Headway (s)	Prop. Bunched Vehicles	Critical Gap (s)	Follow Up Headway (s)
West: West Approach							
Left	1	Subdominant	544	2.00	0.531	5.12	2.81
Thru	1	Subdominant	544	2.00	0.531	5.12	2.81
Right	2	Dominant	544	2.00	0.531	3.89	2.13
South: South Approach							
Left	1	Dominant	193	2.00	0.235	3.74	1.94
Thru	1	Dominant	193	2.00	0.235	3.74	1.94
Right	1	Dominant	193	2.00	0.235	3.74	1.94
East: East Approach							
Left	1	Dominant	724	2.00	0.634	3.71	2.10
Thru	1	Dominant	724	2.00	0.634	3.71	2.10
	2	Subdominant	724	2.00	0.634	4.23	2.40
Right	2	Subdominant	724	2.00	0.634	4.23	2.40

North: North Approach						
Left	1	Dominant	564	2.00N	0.543	4.49 2.47
Thru	1	Dominant	564	2.00N	0.543	4.49 2.47
Right	1	Dominant	564	2.00N	0.543	4.49 2.47

N The number of circulating lanes specified in front of this approach ("No. of circ. lanes" in Roundabout Data screen) is less than the number of lanes effectively used when the entry flows that constitute the circulating flow are considered. Intra-bunch headway for the circulating stream has been set to a higher value as a result.

LEXINGTON/SOUTH/ROUTE 106 * OYSTERSA
 SATURDAY ONE LANE ROUNDABOUT WITH RIGHT TURN LANES EAST AND WEST
 Intersection ID:
 Roundabout

Table S.15 - CAPACITY AND LEVEL OF SERVICE (HCM STYLE)

Mov No.	Mov Typ	Total Flow (/h)	Total Cap. (veh /h)	Deg. of Satn (v/c)	Aver. Delay (sec)	LOS
West: West Approach						
12	LTR	471	1362	0.346	3.4	B
		471	1362	0.346	3.4	B
South: South Approach						
32	LTR	806	1556	0.518	1.0	B
		806	1556	0.518	1.0	B
East: East Approach						
22	LTR	328	1566	0.209	4.7	B
		328	1566	0.209	4.7	B
North: North Approach						
42	LTR	458	840	0.545*	5.9	B
		458	840	0.545	5.9	B
ALL VEHICLES:		2063	5654	0.545	3.2	B
INTERSECTION:		2063	5654	0.545	3.2	B

LEXINGTON/SOUTH/ROUTE 106 * OYSTERSA

Table D.3 - LANE QUEUES

Deg.	Ovrfl.	Average (veh)	Percentile (veh)	Queue
------	--------	---------------	------------------	-------

No.	x	Lane No	Satn Nb1	Queue Nb2	Nb	70%	85%	90%	Stor. 95%	98%	Ratio	
West: West Approach												
1	LT	0.181	0.0	0.4	0.0	0.4	0.7	0.8	0.9	1.2	1.3	0.01
2	R	0.346	0.0	0.8	0.0	0.8	1.5	1.9	2.1	2.6	3.0	0.02
South: South Approach												
1	LTR	0.518	0.0	1.5	0.0	1.5	2.6	3.2	3.7	4.6	5.3	0.04
East: East Approach												
1	LT	0.209	0.0	0.5	0.0	0.5	0.9	1.1	1.2	1.5	1.8	0.01
2	TR	0.209	0.0	0.5	0.0	0.5	0.9	1.0	1.2	1.5	1.7	0.01
North: North Approach												
1	LTR	0.545	0.2	1.5	0.3	1.8	3.2	3.9	4.4	5.5	6.4	0.05

Values printed in this table are back of queue (vehicles).

– End of aaSIDRA Output –

Bibliography:

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