

Transportation

I. Goal

Enhance the traffic efficiency and safety of Village roadways and pedestrian paths, support opportunities for pedestrians and bicyclists, and continue to enhance connectivity between the Village core, the two business districts, the schools, and the waterfront.

II. Plans and Initiatives

Although there have not been any recent transportation or mobility plans conducted on the Village's behalf or that solely address Village roadways, plans below highlight County and regional planning efforts that local planning should consider. This section also outlines the Village of Sea Cliff Traffic and Safety Committee. Note that the ongoing Prospect Avenue Streetscape and Traffic Calming study led by Nassau County is discussed in Section III.

Nassau County Shared Mobility Management Plan (2022, Ongoing)

The Nassau County Shared Mobility Management Plan (SMMP) will identify opportunities for introducing new and enhanced mobility to complement and extend the reach of existing transit services, thereby improving transportation options for residents, workers, students, and visitors, particularly those populations that are underserved.

"Shared mobility" represents transportation options that are shared among users. These include:

- Flexible or on-demand transit (e.g., Nassau Inter-County Express' [NICE's] Elmont Flexi)
- Bike sharing (e.g., Citi Bike, Bethpage Ride)
- Scooter sharing (e.g., Lime)
- Ride hailing (e.g., Uber, Lyft)
- Car sharing (e.g., Zipcar)

In addition to addressing longstanding gaps in the transportation network, the SMMP will further Nassau County's goals to promote social equity, environmental sustainability, and economic development.

Moving Forward, Your Region Connected, Regional Transportation Plan, 2021

New York Metropolitan Transportation Council (NYMTC), as the Metropolitan Planning Organization (MPO) for New York City, Long Island, and the Lower Hudson Valley, is required by Federal regulations to develop a long-range Regional Transportation Plan to qualify for funding. The guiding principles of NYMTC are to consider transportation needs throughout the region, make the best use of federal and local resources, and monitor the system and prioritize improvements and investments where needed. The NYMTC envisions a transportation system that is safe and secure, inclusive and accessible, reliable and efficient, minimizes effects of climate change, and is resilient to disruptions. In order to accomplish this vision, NYMTC sets out goals, objectives and general recommendations.

Projects and strategies proposed for funding are organized into two categories: system preservation and system enhancements. Nassau County can expect to see investment in the preservation of the NICE bus and LIRR systems in addition to paving and bridges. In Sea Cliff this may relate to the 21 NICE bus line that runs through its central business district and connects the Village to Roslyn. Sea Cliff may also see improved access to the Sea Cliff LIRR station outside of the Village boundaries. A Major System Enhancement project in Nassau County is the Nassau Hub Transit Initiative that is south of Sea Cliff in central Nassau County and will serve to link regional transit.

Village of Sea Cliff Traffic and Safety Committee

The Village of Sea Cliff has a voluntary group called the Traffic & Safety Committee, that has a designated Board of Trustees liaison who is appointed by the Mayor. The Traffic Safety Committee investigates traffic and safety concerns expressed by residents and reports back to the Board of Trustees, through its Trustee liaison observations and recommendations. Additionally, the committee takes a “birds-eye” view of traffic and safety issues within the Village for discussion by the Mayor and Board. One item that remains high on the priority list of the Traffic Safety Committee is establishing a “Safe Routes to Schools” goal. Being that the elementary school is in the center of the Village and the middle school and high school sit just outside the Villages southern border, this is an item worthy of further investigation.

III. Existing Conditions

Regional Road and Rail Access

Sea Cliff is well connected to Nassau County and the New York Metropolitan Region due to its close proximity to Route 25A (Northern Blvd.) and Interstate 495 (I-495) which are both situated south of the Village. Local north-south County roads (Prospect Avenue and Glen Cove Avenue) provide connection to these key roadways. To a lesser degree, Glen Cove Road, situated east of the Village, also provides north-south connection and has higher traffic volumes than Village roadways. The intersection of Glen Cove Road and Northern Boulevard is one of the more congested intersections in New York, and therefore could discourage local drivers from using these roads. This may result in increased traffic counts on Glen Cove Avenue and Prospect Avenue.

Route 25A is approximately a 10-minute drive (20-minute drive during morning rush hour) from the Village and connects Sea Cliff to other communities along the North Shore of Long Island such as Manhasset. I-495 is approximately a 20-minute drive to/from the Village (35-minute drive during rush hours) and generally provides the most efficient connection to New York City and eastern Long Island. The local parkway system (i.e. Meadowbrook Parkway, Wantagh Parkway, Seaford-Oyster Bay Expressway) also provides convenient access to various communities to the south of Sea Cliff along the south shore of Long Island.

Figure 12 shows Sea Cliff's regional connectivity, including rail access. The Oyster Bay Branch line has two stations that can serve Sea Cliff residents. The first is Sea Cliff Station located in neighboring Glen Cove which is approximately a one mile walk from the Village center and a ½ mile walk from the eastern border of Sea Cliff at Sea Cliff Avenue. The second station is Glen Head Station in Oyster Bay which is a ¾ mile walk from the southern end of Sea Cliff and is more convenient for residents living in the southern area of the Village. Public transportation and additional detail regarding LIRR service are discussed later in this section.

Commutation Patterns

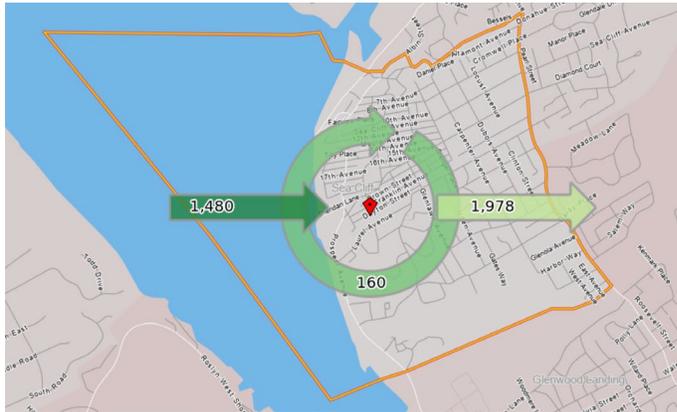
The COVID-19 pandemic has had profound impacts on worker commuting patterns. However, available Census data on origin-destination commuting patterns is limited to pre-pandemic 2019, which reports that about 7% of Sea Cliff's working residential population are employed within the Village and 93% commute to locations outside of the Village. See Figure 13 and Table 12. Roughly 960 to 1,480 individuals commute into Sea Cliff from other locations for work.¹ Table 13 shows that the top location where outside workers commute from to work in Sea Cliff is New York City (15%) and Table 14 shows that 32% of Sea Cliff's working population works in New York City. Although it is expected that the share of residents who live and work in Sea Cliff at least part of the week has increased due to the pandemic, trends can continue to be assessed as new Census data are released.

¹ See note on page 5 explaining the range, depending on the data source.



Figure 12 - Regional Connectivity

Figure 13: Commutation Patterns in Sea Cliff (2019)



Total Employed in Sea Cliff: 928-1,640
Employed Residents of Sea Cliff: 2,138

Sources: US Census Bureau, Longitudinal Employer–Household Dynamics (LEHD), 2019; Quarterly Census of Employment and Wages from the Bureau of Labor Statistics

Note that the employment numbers provided here have been questioned by some local stakeholders who suggest that the total workforce employed within the Village is lower than 1,640. As a comparative reference, the Quarterly Census of Employment and Wages from the Bureau of Labor Statistics suggests that there are 928 individuals employed in Sea Cliff as of 2022. However, Census Bureau LEHD data presented here are considered to be the standard for worker inflow/outflow information.

Table 12: Worker Inflow/Outflow 2009-2019

	2009	2019	% Change 2009-2019
Live outside of Sea Cliff, commute in (inflow)	1,532	1,480	-3.4%
Live and work in Sea Cliff	204	160	-21.6%
Total workers Employed in Sea Cliff	1,736	1,640	-5.5%
Live in Sea Cliff, commute out (outflow)	1,921	1,978	3%
Live and work in Sea Cliff	204	160	0.6%
Total workers Living in Sea Cliff (Residents)	2,125	2,138	0.6%

Source: US Census Bureau, Longitudinal Employer–Household Dynamics (LEHD), 2009, 2019

Table 13: Where Workers Live who are Employed in Sea Cliff (2019)

	Total	% Share
New York, NY	250	15%
Sea Cliff, NY	160	10%
Glen Cove, NY	158	10%
Glen Head, NY	109	7%
Glenwood Landing, NY	69	4%
Other (locations less than 2% of total share)	894	55%
Total	1,640	100%

Source: US Census Bureau, Longitudinal Employer–Household Dynamics (LEHD), 2019

Table 14: Where Workers are Employed who Live in Sea Cliff (2019)

	Total	% Share
New York, NY	692	32%
Sea Cliff, NY	160	7%
Glen Cove, NY	109	5%
Manhasset, NY	78	4%
Garden City, NY	52	2%
Uniondale, NY	49	2%
Other (<i>locations less than 2% of total share</i>)	998	47%
Total	2,138	100%

Source: US Census Bureau, Longitudinal Employer–Household Dynamics (LEHD), 2019

Table 15: Means of Transportation to Work (2000-2020)

	2000	2010	2020
Drove car alone	80%	65%	74%
Carpooled	4%	6%	1%
Public Transportation	9%	12%	12%
Walked	3%	5%	1%
Other means	0.1%	2%	2%
Worked at home	4%	11%	12%
Total	100%	100%	100%

Sources: 2000 SF3; 2006-2010 ACS 5-Year Estimate;
2016-2020 ACS 5-Year Estimate

Table 15 presents Sea Cliff residents' means of transportation to work. As the table shows, nearly 75% used a car to get to work as of 2020. Over the past two decades (2000-2020), the share of residents who travel to work by car (single occupancy only) decreased by 6%. Although there were modest increases in the use of public transit, this reduction is largely related to an increasing population that works from home which increased from 4% to 12% between 2000 and 2020 according to American Community Survey data. Similar to worker origin-destination data, means of transportation to work data in light of the pandemic can continue to be assessed as new Census data are released.

Over the past decade (2010-2020) the number of households in Sea Cliff that do not own a car increased from 1% in 2010 to 5% in 2020.

Roadway Overview and Functional Classification

The New York State Department of Transportation (NYSDOT) has established functional classification for roads. This classification is based upon use, design, and capacity. Figure 14 shows the classification of Village roadways. Aside from designated local roads in the Village, two different roadway classification categories are present:

- **Minor Arterial:**
 - **Glen Cove Avenue** bounds the eastern limit of Sea Cliff forming the border with Glen Cove and Glen Head. This commercial corridor provides critical north-south linkage for the Village to Route 25A/Northern Boulevard and to I-495. Glen Cove Avenue is one lane in each direction but becomes two southbound lanes north of Cromwell Place in the northern extent of the Village. Both North Shore High School and North Shore Middle School are located on Glen Cove Avenue. There is significant traffic congestion on this roadway at the beginning and end of each school day.
 - **Prospect Avenue** provides alternative north-south connectivity for the Village and spans the western edge of Sea Cliff. The roadway becomes Shore Road outside of the Village limits. Prospect Avenue is defined by topographical changes and road curvature: in the northern portion of the Village Prospect Avenue is at higher elevation and cuts through residential streets whereas in the southern portion of the Village is runs adjacent to Hempstead Harbor. Prospect Avenue is one lane in each direction for the majority of the Village, but becomes two sound-bound lanes south of Laurel Avenue. Coming from the south into Sea Cliff the roadway abruptly merges from two lanes into one at the Village border.
- **Major Collector**
 - **Sea Cliff Avenue** spans east-west across the Village: Its western terminus is Prospect Avenue but it continues into neighboring Glen Cove to the east where the Sea Cliff Long Island Rail Road (LIRR) station is situated. The eastern extent of Sea Cliff Avenue in the Village spans through residential streets where the lanes are wider and there is shoulder space in each direction. Between Main Avenue and Prospect Avenue where Sea Cliff Avenue constitutes a mixed-use strip, the lanes become considerably narrower and there is tight on-street parking.
 - **Glen Avenue** provides another key east-west connection across the Village, connecting Glen Cove Avenue to Prospect Avenue through residential blocks. Glen Avenue narrows west of Main Avenue where there is no provided shoulder space.
 - **The Boulevard** spans adjacent to the Long Island Sound in the northern extent of the Village and becomes Shore Road north of Sea Cliff in Glen Cove. The Boulevard is connected to Prospect Avenue via Cliff Way and Carpenter Avenue. The roadway serves as an access point to Sea Cliff Beach and has on-street parking to accommodate visitor access. This roadway becomes one-way eastbound during the summer months.

In addition to these roadways, **Downing Avenue** and **Carpenter Avenue** provide critical connectivity since they both span across the Village. At the southern end of the Village, Downing Avenue spans east-west and connects Glen Cove Avenue to Prospect Avenue. Carpenter Avenue spans north-south, providing various residential streets on the eastern half of the Village connection to Glen Avenue and Sea Cliff Avenue. Sea Cliff Elementary School is situated at roughly the center-point of this roadway.

Annual Average Daily Traffic Volumes (AADT)

Annual Average daily traffic (AADT) data provide roadway traffic volumes. AADT is the total volume of vehicle traffic of a roadway segment for a year divided by 365. Figure 15 shows AADT volumes that are available for roadways within Sea Cliff and the immediate area surrounding the community.

AADT corresponds with roadway classification: the minor arterial streets in Sea Cliff have the highest traffic volumes. The portion of Glen Cove Avenue along Sea Cliff's border has an AADT of 16,591 and Prospect Avenue within the Village ranges from about 3,914* to 9,470*. Sea Cliff Avenue has an AADT volume of 1,593 while Glen Avenue is higher at a range of 2,242 to 3,270. Table 16 summarizes the AADT volume estimates of the top six highest trafficked roadways in the Village.

Table 16: Sea Cliff Streets with the Highest Average Annual Daily Traffic (AADT)

	Street	Traffic Volume
1	Glen Cove Ave.	16,591
2	Prospect Ave. (South of Laurel Ave.)	9,470*
3	Prospect Ave. (from Laurel Ave. to Sea Cliff Ave.)	3,914*
4	Glen Ave. (from Greenlawn Ave. to Glen Cove Ave.)	3,270
5	Glen Ave. (from Greenlawn Ave. to Prospect Ave.)	2,242
6	Sea Cliff Ave.	1,593

Source: NYS DOT, 2019; Actual and estimate data

* Note: Locally, the volume difference between these two Prospect Ave. segments has raised question as it seems more volumes should register on the Laurel Ave. to Sea Cliff Ave. segment.

Roadway Jurisdiction

Although the Village has maintenance jurisdiction over a majority of the roads in the Village, Nassau County has jurisdiction over the following key streets (see Figure 16):

- Glen Cove Avenue
- Sea Cliff Avenue
- Glen Avenue
- The Boulevard / Cliff Way
- Prospect Avenue (south of Cliff Way)

The above County jurisdiction is important in transportation planning, as any improvements to these roads must be coordinated with the County.

Prospect Avenue Streetscape and Traffic Calming Study

Nassau County is currently funding a study to better understand opportunities to improve the function and safety of Prospect Avenue. In addition to investigating ways to slow vehicular traffic speeds, create safe bicycle lanes, addition of sidewalks (where they are missing) and improve safety, efforts aim to improve the streetscape with measures such as streetlights and benches. The study has two key phases where the following additional elements are being looked at:

- The northern study area is looking at The Boulevard in front of the Village Beach and continuing through Glen Cove on Shore Road with a focus on elevation and drainage challenges. The portion of Prospect Avenue south of Shore Road is being investigated for opportunities to enhance pedestrian conditions.
- The southern study area, which includes the segment along Tappen Beach, is also looking at opportunities to widen the sidewalk and to potentially add bicycle lanes.



Figure 15 - Local Roadway Average Annual Daily Traffic (AADT) Volumes

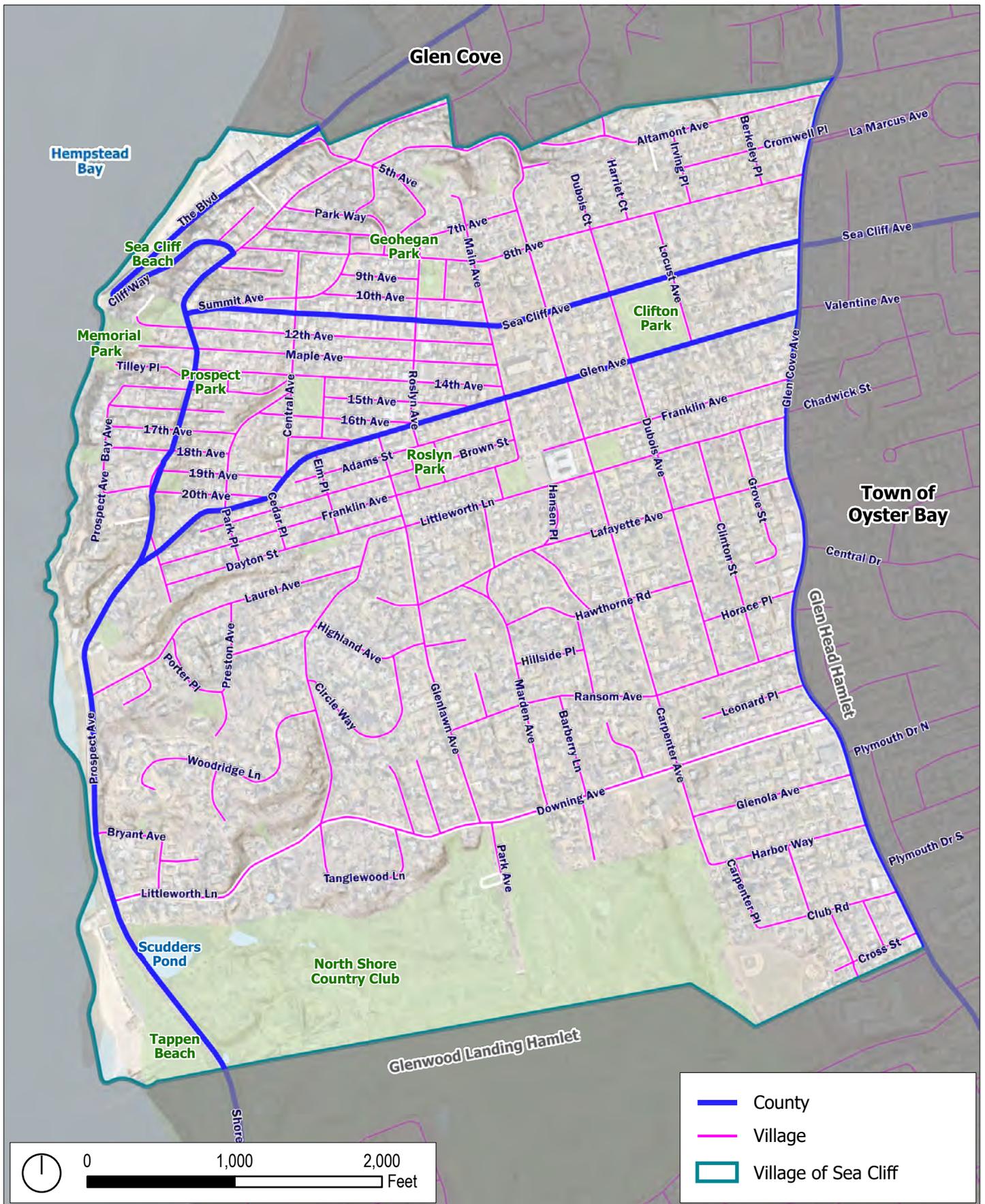


Figure 16 - Roadway Maintenance Jurisdiction

Crash Analysis

Motor Vehicle Crash Incidents

An inventory of motor vehicle crash records was obtained from NYSDOT for the most recent available three-year period (May 2019-May 2022). The analysis includes on-street crashes within or along the border of the Village. During this period there were a total of 276 documented crash incidents: Over half (54%) of all documented crashes occurred at an intersection and 16% of all crashes resulted in at least one injury. There were no crash-related fatalities during this period of analysis. Figure 17 shows a crash density map that accounts for all documented motor vehicle crashes within and outside of intersections during the period of analysis. This figure highlights that the Glen Cove Avenue corridor and Sea Cliff Avenue generally experience the highest rates of vehicle crashes in the Village.

Table 17 summarizes the intersections within Sea Cliff or along its border that have the highest crash incidence rates. The intersection of Glen Cove Avenue and Sea Cliff Avenue has a significantly higher crash incidence rate than any other intersection in the study area, with a total of 25 documented crashes. A number of other Glen Cove Avenue intersections shown in Table 17 rank as Sea Cliff intersections with the highest rate of crash incidents. Further within the Village, the intersection of Sea Cliff Avenue and Roslyn Avenue stands out as having a greater number of crashes during this period of analysis (a total of six crashes). The density of crashes along Sea Cliff Avenue, shown on Figure 17, is also tied to non-intersection crashes and may relate to the narrow travel lanes of the roadway as well as the higher activity of the Village center in terms of pedestrian and parking arrangements.

Table 17: Sea Cliff Intersections with Highest Crash Incidents (2019-2022)

Intersection	Injuries	Total
Glen Cove Ave. - Sea Cliff Ave.	12	25
Glen Cove Ave. - Downing Ave.	0	7
Glen Cove Ave. - Darby Pl. (Glen Head)	1	6
Glen Cove Ave. - Glen Ave / Valentine Ave. (Glen Cove Side)	2	6
Sea Cliff Ave. - Roslyn Ave.	2	6

Note: (1) Data are based on crashes that were specifically reported as having occurred at an intersection; These data exclude crashes that occurred in the vicinity of an intersection.

(2) This table displays intersections that had at least six crash incidents during this reporting period.

Source: NYSDOT, 05/31/2019-05/31/2022

Bike and Pedestrian-related Crash Incidents

Five-year crash data (May 2017-May 2022) were analyzed to identify incidents that involved pedestrians or bicyclists. During this period, there were 15 crash incidents that involved pedestrians and 7 incidents that involved bicyclists. Figure 18 provides crash data plots of incidents that involved pedestrians and bicyclists. These data points also highlight Glen Cove Avenue and Sea Cliff Avenue as corridors with higher concentrations of crash incidents that involved pedestrians or bicyclists.

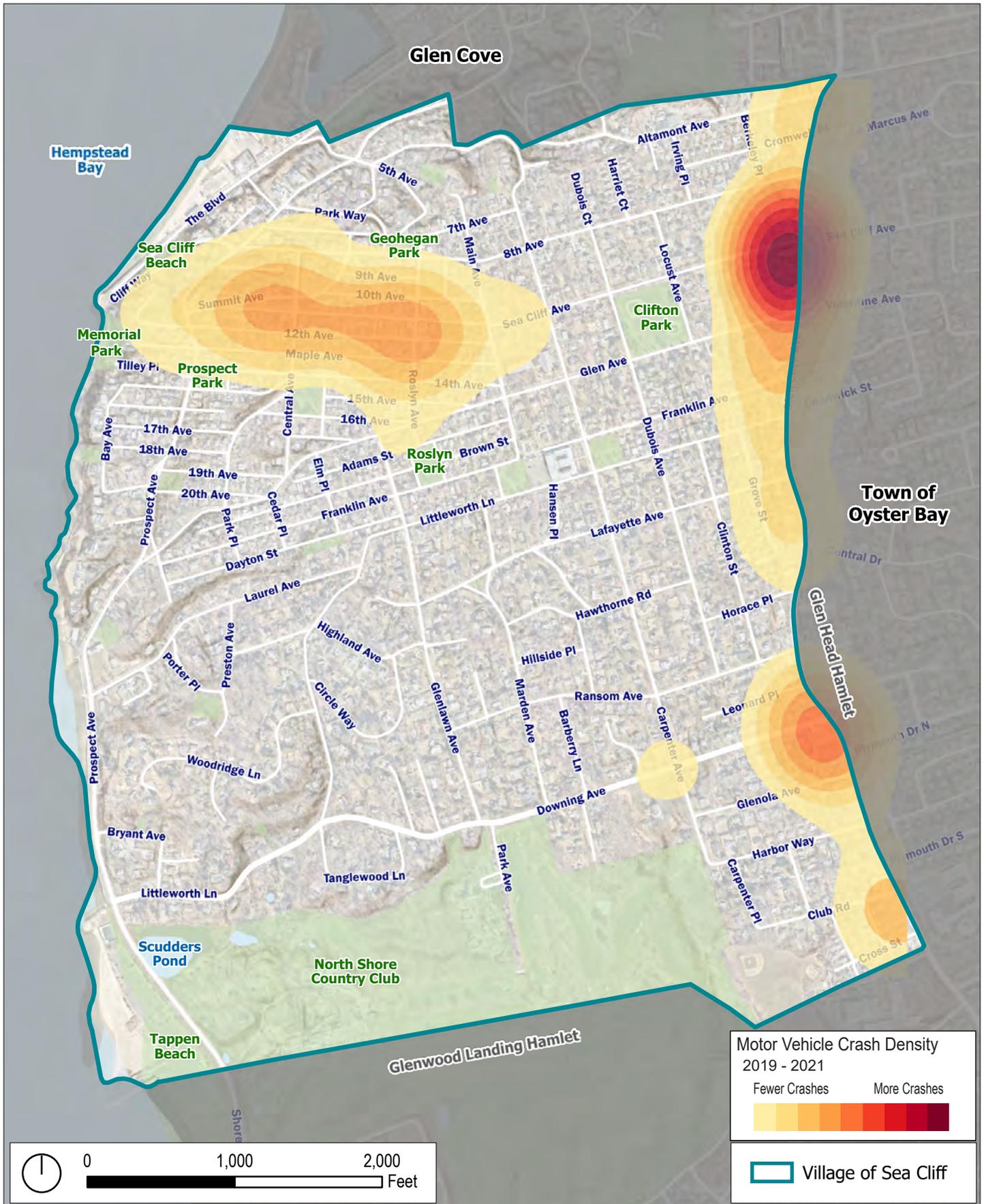


Figure 17 - Crash Density (2019-2022)



Figure 18 - Crash Incidents Involving Pedestrians or Bicyclists (2017-2022)

Public Transit

Long Island Rail Road (LIRR)

The LIRR provides Sea Cliff residents and workers transit access to other communities across Long Island as well as to New York City. Although the Sea Cliff and Glen Head stations provide rail connectivity to the region, system timing and frequency presents challenges for reliable use of these nearest stations.

As stated earlier in this chapter, the Sea Cliff Station is located in neighboring Glen Cove which is approximately a one mile walk from the Village center. The second station, Glen Head, is located in Oyster Bay which is more than a one mile walk from the Village center but is more convenient for residents living in the southern area of the Village. These stations are along the Oyster Bay Branch which splits from the Main Line just east of the Mineola station and runs north and east to Oyster Bay. The existing schedule shows that on weekdays these stations have service twice per hour during peak hours but otherwise is generally less than once per hour. Service on the weekends is generally once every two hours. Additionally, the Oyster Bay Branch does not provide direct service to Manhattan – riders must transfer at either Jamaica or Mineola (Ronkonkoma Branch). Parking at the Sea Cliff station is very limited, another deterrent of residents utilizing this station.

The lack of frequent train service on the Oyster Bay Branch has led some Sea Cliff residents to drive (roughly 20 minutes) and park near the Manhasset, NY station. This line has direct service to Manhattan.

Nassau Inter-County Express (NICE) Bus Lines

NICE is the local bus system serving Nassau County. Sea Cliff has public bus services via two NICE routes: the N21 and the N27. Both routes generally run from 5am to 10pm with service frequency twice per hour during weekday peak hours and otherwise once per hour throughout the remainder of the day. Both lines run on Saturday with service once per hour. This level of service hinders both routes from being viable and convenient means of transportation for commuters.

- The **N21** operates between Great Neck Plaza and Glen Cove. In addition to service on Glen Cove Avenue, the route spans Glen Avenue and Prospect Avenue/Shore Road. Designated N21 stops in Sea Cliff include Glen Cove Avenue intersections with Burns Avenue and Sea Cliff Avenue; and Glen Avenue intersections with Locust Avenue, Carpenter Avenue, Roslyn Avenue, Central Avenue, and Prospect Avenue.
- The **N27** operates between Glen Cove and Hempstead. The route runs along Glen Cove Avenue but does not cross further into the core of Sea Cliff. Designated N27 stops in Sea Cliff include Glen Cove Avenue intersections with Glen Avenue, Lafayette Avenue, Downing Avenue, and Cross Street.

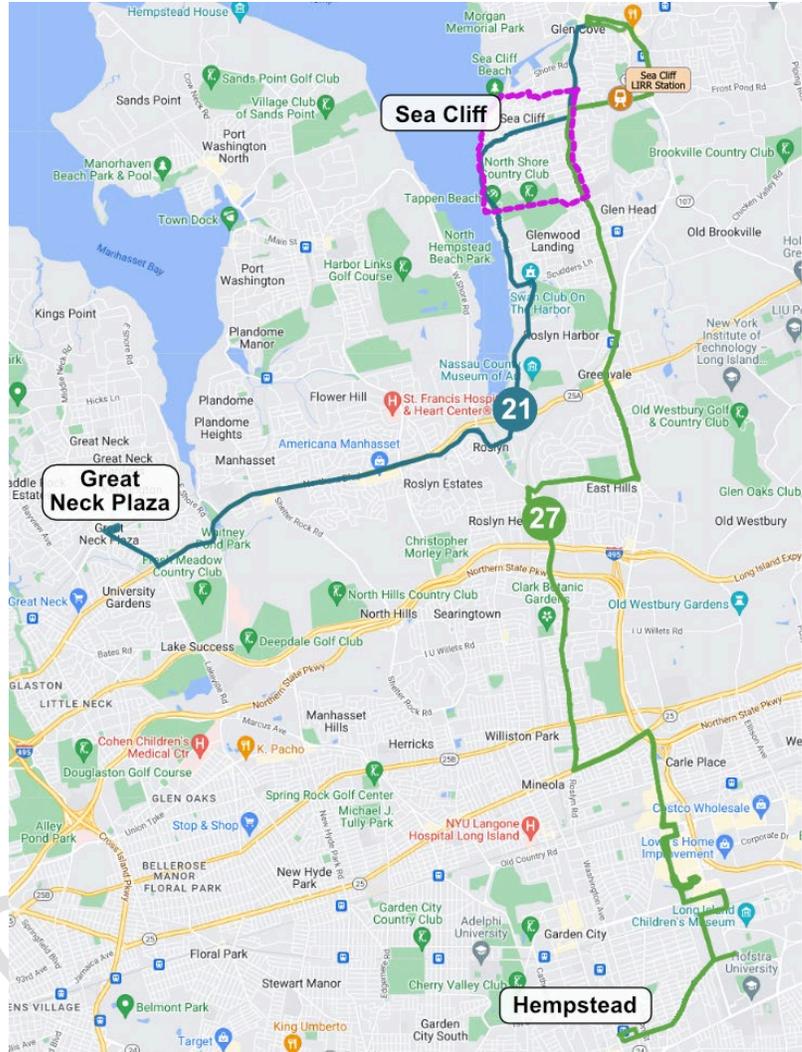


Figure 19: NICE Bus Routes N21 and N27

Parking

On-Street Parking

In addition to posted regulations that limit parking during certain hours to accommodate for street cleaning or to accomplish other parking management goals, the Village has posted time-limit regulations in a few areas to support turnover, mostly near commercial uses. Time-limited parking regulations include 1-hour and 15-minute limitations on portions of Glen Cove Avenue, 30-minute limitations on Glenola Avenue, 2-hour limits on Littleworth Lane, 10- and 30-minute limits on Prospect Avenue, and 15-minute limits on Sea Cliff Avenue.

There has been concern expressed by some business owners in the Sea Cliff Avenue shopping district over the availability of parking. Such parking availability challenges are reported as mostly limited to peak hour periods.

Off-Street Parking

Sea Cliff has two key off-street Municipal parking lots:

- The Village Parking Lot (approximately 40 spaces) is located between Sea Cliff Avenue and 12th Avenue just west of Roslyn Avenue. This lot accommodates patrons that visit businesses on Sea Cliff Avenue.
- The Village Beach parking lot (“Boulevard Parking Lot”) is located on The Boulevard between Cliff Way and Carpenter Avenue. Parking in this lot is allowed by year-round permits only, with the intention to provide convenient access to the beach. As of 2022, annual permits cost \$35 for unassigned access to the lot.

In addition to these two lots, the Village also maintains two quasi on-street parking areas that allow for overnight parking. This includes the Reservoir Street Parking Area as well as the Fourteenth Avenue Parking Area which is west of Central Avenue. These areas provide parking for residents in areas where on-street parking and private driveway parking is limited.



Village Parking Lot



Beach Parking Lot



Fourteenth Avenue Parking Area

01/03/2023

Walkability and Additional Connectivity Assets

Sidewalks and Crosswalks

The presence and condition of sidewalks varies across Sea Cliff. Most residential streets do not have sidewalks, particularly in the southern portion of the Village. Carpenter Avenue has a sidewalk that starts north of Hawthorne Road and functions as the most substantial north-south sidewalk in the Village, aside from Glen Cove Avenue, which has a continuous sidewalk along the western portion of the road. Despite the presence of a sidewalk along Glen Cove Avenue, its conditions vary and present accessibility challenges in certain locations due to narrow dimensions and obstructions such as poles and visibility impacts from and to some private property driveways.

Both Glen Avenue and Sea Cliff Avenue have sidewalks that provide east-west pedestrian connectivity from Glen Cove Avenue to Prospect Avenue. On Sea Cliff Avenue, sidewalks serve the commercial uses and promote the mixed-use environment in the Village core. The photos below demonstrate opportunities to enhance crosswalks through repainting at key intersections in the core.



Sea Cliff Avenue and Central Avenue



Sea Cliff Avenue and Summit Avenue

Village Staircases

Village-maintained staircases facilitate pedestrian connectivity between the downtown and the waterfront along streets that are otherwise separated by steep topography. Village-maintained staircases include:

- Tilley Steps – Concrete staircase that connects Tilley Place to the public boardwalk.
- Cliff Way Stairs – Wooden staircase that links The Boulevard to Cliff Way.
- Bathway Stairs – Concrete stairs that connects Prospect Avenue and The Boulevard with five separate landings.
- Central Avenue Stairs – Connect the downtown area to Prospect Avenue by the Bathway Stairs



Bathway Stairs



Cliff Way Stairs

Boardwalk

The paved beachfront sidewalk along The Boulevard turns into a predominately wooden boardwalk near the Sea Cliff Beach Pavilion that spans south to the Tilley Steps, adjacent to Tilley Place. Nassau County maintains jurisdiction over a small concrete node of the boardwalk that is south of the roadway area where Cliff Way and The Boulevard meet. The Village rebuilt the southern portion of the boardwalk nearly 15 years ago which had been decommissioned since a hurricane in 1944.



IV. Recommendations

1. Coordinate with Nassau County on ongoing and potential future roadway and transportation improvement studies.

Due to the County's jurisdiction over the Village's most utilized roads, it is important that the Village continues to coordinate enhancements that will benefit local traffic and pedestrian circulation while also improving safety and streetscapes for all users. Roadway opportunities include efforts to:

- Support a County-led study to improve traffic conditions along **Glen Cove Avenue**, as well as opportunities to improve conditions for pedestrians that promote walkability between a mix of uses on the corridor.
 - Through site plan approvals the Village should obtain easement connections between parking lots to the rear of buildings. This could alleviate the need for some driveways and curb cuts.
 - Longer term sidewalk improvements could be achieved by zoning requirements that promote appropriate widths and safe walking buffer distances from the street.
- Support enhancements along **Sea Cliff Avenue** to improve the safety and circulation along this corridor. If the Village conducts a parking utilization study (Recommendation #4), findings from this effort could inform specific opportunities for improvements.
- Continue to coordinate with the County on the **Prospect Avenue** Streetscape and Traffic Calming study. Although the study of Prospect Avenue enhancements is already underway, the review of draft recommendations and eventual implementation will require the Village's coordination. Although it is expected that study outcomes will address vehicular speeding through traffic calming measures, roadway improvements should be completed in tandem with increased speeding enforcement (Recommendation #2) in order to maximize the safety of this corridor for pedestrians.
- Local bus service improvements also require coordination with the County. Although recent NICE bus system visioning recognizes the benefits of increased service frequency to attract new riders, the Village should continue to advocate for enhanced levels of service for both Routes 21 and 27. Frequent service is often defined as any route with buses that are scheduled to arrive every 10 minutes or less in the peak morning and evening hours and at least 15 minutes when demand is lower. However, peak hour service on these routes currently runs every 30 minutes at best. Increased service frequency on these routes will make service more convenient and predictable, ultimately encouraging increased ridership.
- Spearhead a community effort, led by all local leaders in the North Shore area to encourage New York State and Nassau County to address congestion and related challenges at the intersection of Glen Cove Road and Northern Boulevard.

2. Address concerns of speeding on Village roadways through enforcement.

Many residents cite that vehicular speeding has long been a challenge on local roadways, especially Prospect Avenue and Glen Avenue which are used as a means to cut through the Village. Since the County maintains jurisdiction over the primary streets of concern and ultimately decides upon the implementation of any traffic calming measures, it is recommended that enforcement and citations are bolstered to deter speeding and improve the overall safety of Village streets for all users.

3. Continue to enhance connectivity between the Village core and the waterfront with strategies that promote walking instead of driving.

Sea Cliff has the opportunity to reinforce and improve connectivity from the Village core to the waterfront, especially for pedestrians. The following strategies should continue to be pursued:

- Sea Cliff's historic pedestrian staircases should continue to be invested in and celebrated as part of the Village's identity. In addition to existing staircases that enhance pedestrian connectivity from residential streets to the waterfront, a number of historic right-of-ways where paths used to exist should continue to be restored when feasible.
- The Prospect Avenue study is expected to result in roadway enhancements that will improve pedestrian safety, and should also enhance the pedestrian experience with added elements such as lighting and benches. Anticipated improvements for pedestrians include sidewalk improvements and new bike lanes near Tappen Beach. The Village should continue to act as a key partner with the County to ensure that recommendations are implemented.
- Improved wayfinding signage could help to both increase utilization of parking resources and support greater patronage and activity in the Village. Helping visitors understand where they can park – and making them comfortable to do so – would ultimately support the business environment as well.

4. Upgrade and expand the Village's sidewalks and pedestrian infrastructure.

In addition to streetscape enhancements and Village-waterfront connectivity improvements mentioned in Recommendations #1 and #2, there are a number of pedestrian infrastructure investments that should be strategized to encourage walking and enhance connections between the business districts, residential areas and the schools:

- Enhance sidewalks and pedestrian infrastructure along the Sea Cliff Avenue commercial district through ongoing maintenance and repair in locations where sidewalks are substandard.

- Ensure that sidewalk and crosswalk conditions surrounding public facilities and parks are adequate. Similar to the Sea Cliff Avenue commercial district, the Village should continue to prioritize sidewalk and crosswalk maintenance and upgrades that connect residential areas to parks and community facilities, especially schools. Being that the elementary school is in the center of the Village and the middle school and high school sit just outside the Village's southern border, safe connections to these locations should be strategized.
 - **Safe Routes to School Program** - In addition to coordinating with the County when necessary, the Village should consider external resources such as the New York State Department of Transportation's (NYSDOT) Safe Routes to School Program. This program has the overall goal to assist communities in developing and implementing projects and programs that encourage walking and bicycling to school while enhancing the safety of such trips/routes. Key corridors that should be assessed for improving pedestrians and bicyclist safety as it relates to schoolchildren and families include:
 - Downing Avenue which is a key route to the North Shore Middle School. Analysis of this roadway should also focus on safety enhancements at the intersections with Glen Cove Avenue and Carpenter Avenue.
 - Carpenter Avenue which is a key north-south connector for the Sea Cliff Elementary School and Middle School but lacks sidewalks south of Hawthorne Road.
- Further explore the long-term potential to expand the existing village boardwalk further south to Tappen Beach.

5. Conduct a parking utilization study of the existing lots and key on-street parking areas.

A parking utilization study could be conducted for the Village to better understand how existing parking supplies serve demand during peak periods. The key component of this study would be to collect parking occupancy data in Village lots, regulated on-street areas, and potentially other parking areas (i.e. Fourteenth Avenue parking area). Collecting and analyzing such data would help the Village understand parking needs and opportunities with the potential to adjust regulations, enhance parking management, and to possibly make small additions to the parking supply. An additional component of the study could include an investigation of overnight parking needs in order to potentially adjust street areas that are currently regulated to prohibit overnight parking.

6. Investigate the feasibility of an inter-municipal loop-bus for commuters to use to and from the train stations.

The Village faces a similar issue as surrounding municipalities: encouraging use of the Long Island Railroad. Issues such as transportation to and from as well as the lack of parking at the rail stations discourages utilization of the LIRR. The Village could begin discussions with its surrounding municipalities to establish an inter-municipal loop-bus for commuters to use to and from the train stations.