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To: Nassau County Planning Department

I am writing to you, not in terms of a comprehensive assessment of the Nassau County Master Plan but only to comment on a small, but important, aspect of this plan.

In addressing my comments to the section titled "Chapter 4, Infrastructure: Retrofitting Nassau", I'd like to suggest the following additions to consider:

- 1.- Serious thought needs to be given to intelligent traffic light design in order to significantly reduce idling times of vehicles. This design should take into consideration real time traffic flow, particularly among major arteries such as Hempstead Turnpike where traffic lights are seemingly random and act more as obstacles than otherwise. The design should also take into account pedestrian and bicyclist's needs to cross this traffic safely, where this type of traffic is sizeable.
- 2.- In terms of county-wide lighting, significant cost savings and added safety can be realized by incorporating the use of lower wattage, aimed and shielded outdoor lighting. Details of the economic savings, advantages and the design types can be seen on the Long Island Sierra Club's website at:

<http://newyork.sierraclub.org/longisland/lightpollution.html>

with more complete details at:

<http://www.darksky.org/mc/page.do;jsessionid=26CCA6C04FDE0A87E468F9E460F81C7B.mc1?sitePageId=119791>

- 3.- It has been demonstrated that more utilitarian use of bicycles can be realized by designing bicycle lanes in a manner that incorporates maintained, separated bicycle lanes. This design concept isn't always practical but, where it is, it is important that they exist in areas that have real function, such as transit to, from and within shopping areas, schools, work district concentrations, along currently used bicycle traffic through ways, recreational areas, the LIRR and so forth. A good example of this can be seen within and around Mitchel County Park though, because of its location and lack of connections to a wider area (further along Hempstead Turnpike, for instance) it is presently underutilized.

This suggestion is not made to undermine the use of bicycles on roads where separated lanes are not practical. In those cases, a greater emphasis on safe, legal bicycle use should be made both to the driving public as well as to those who use their bicycle for transportation. Road signs and other means may educate the driving public while the correct use of a bicycle on our public roadways should be deemed, perhaps by law, where bicycles are sold.

Bicycle parking areas, perhaps incorporating lockers within shopping districts and mass transit centers such as the LIRR and laws requiring major employers to maintain inside bicycle parking should also be seriously considered in order to encourage the use of this mode of transportation.

Thank you for your attention,

Harvey Miller, Long Island Sierra Club Treasurer and Webmaster