



# AGENDA

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- Project Progress Update
- Project Schedule
- Suitability Analysis
- Potential Improvement Locations
- Potential Traffic Calming Measures
- Concept Sketches
- Traffic Calming Request Protocol
- Update from Traffic Commission

# PROJECT UPDATE

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Since the last CAC Meeting:

- Additional Data Collection
- Suitability Analysis
- Concept Sketches
- Research on Traffic Calming Request Protocol

# PROJECT SCHEDULE

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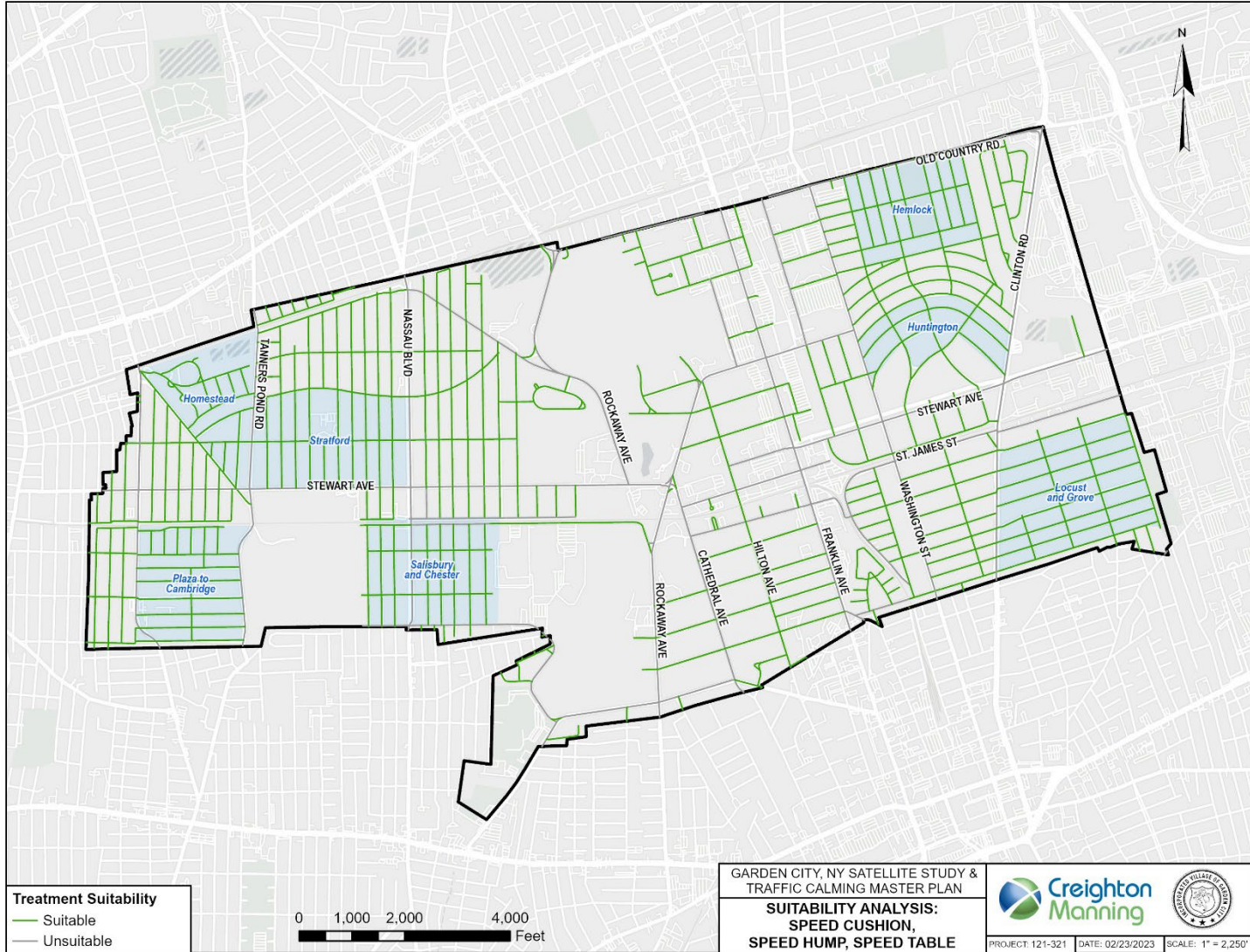
- September – Kick Off Meeting
- October – Existing Conditions & Survey 123
- November – CAC Meeting #1
- December – Research on Treatments
- January – Additional Data Collection
- February – Suitability Analysis & Concepts
- March – CAC Meeting #2
- April – Refine Concepts
- May – Report and Presentation

# SUITABILITY ANALYSIS

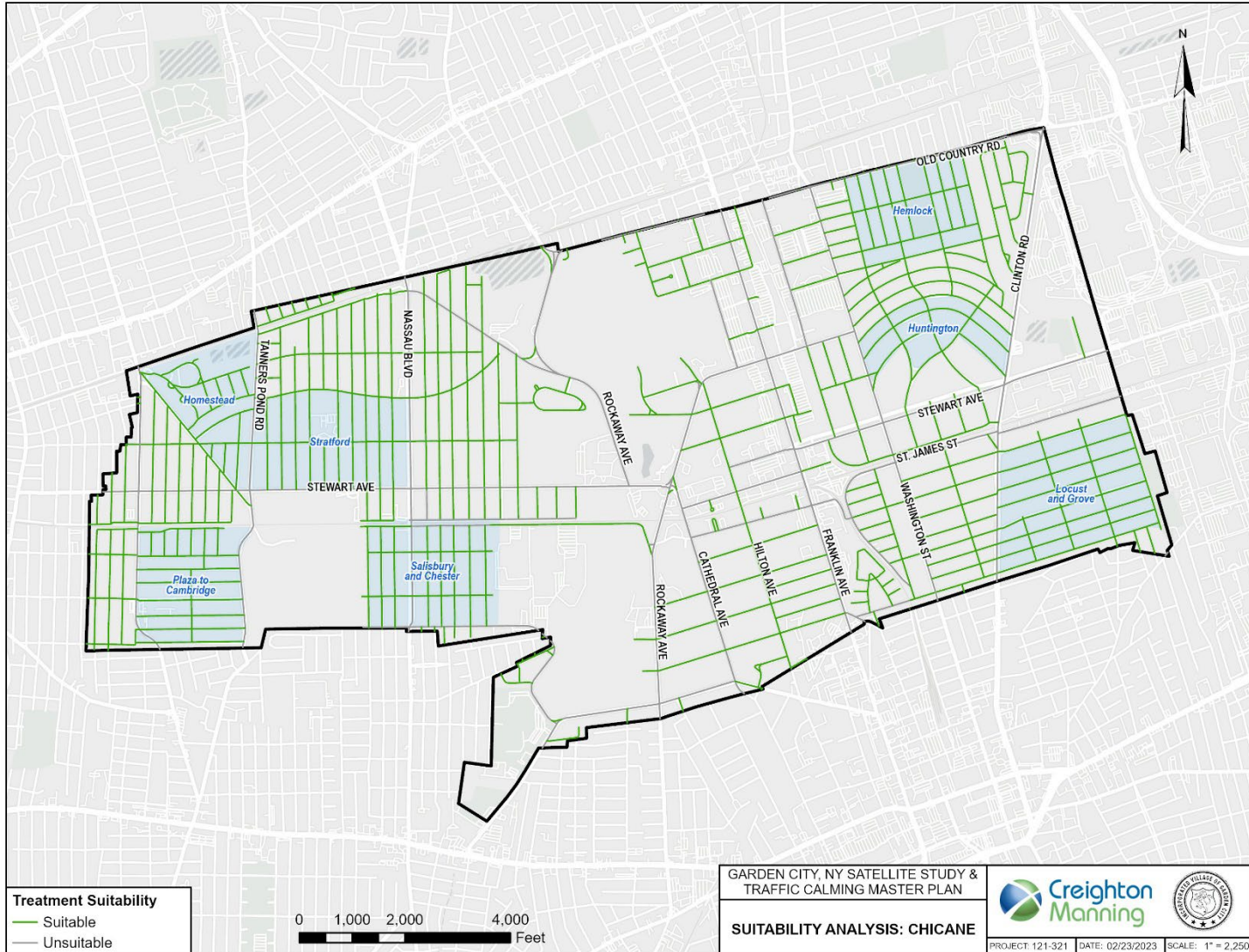
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- Criteria use FHWA guidance and best practice
- Traffic volumes original counts or NYSDOT data
- Maps show suitability, not planned projects
- Suitability Analysis is an initial step
- Additional criteria could be included to focus efforts or prioritize locations

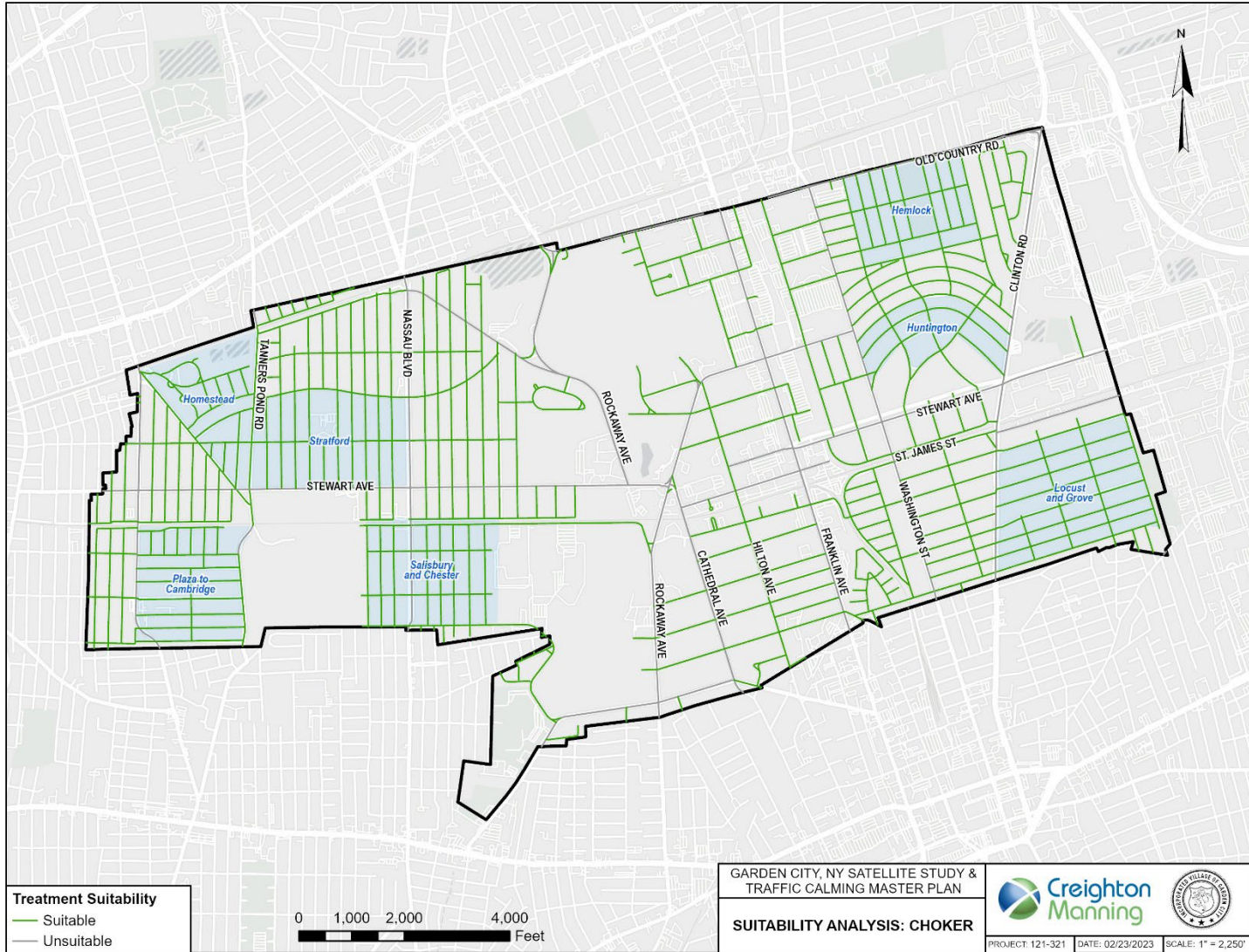
# SUITABILITY ANALYSIS: SPEED CUSHION, SPEED HUMP, SPEED TABLE



# SUITABILITY ANALYSIS: CHICANE

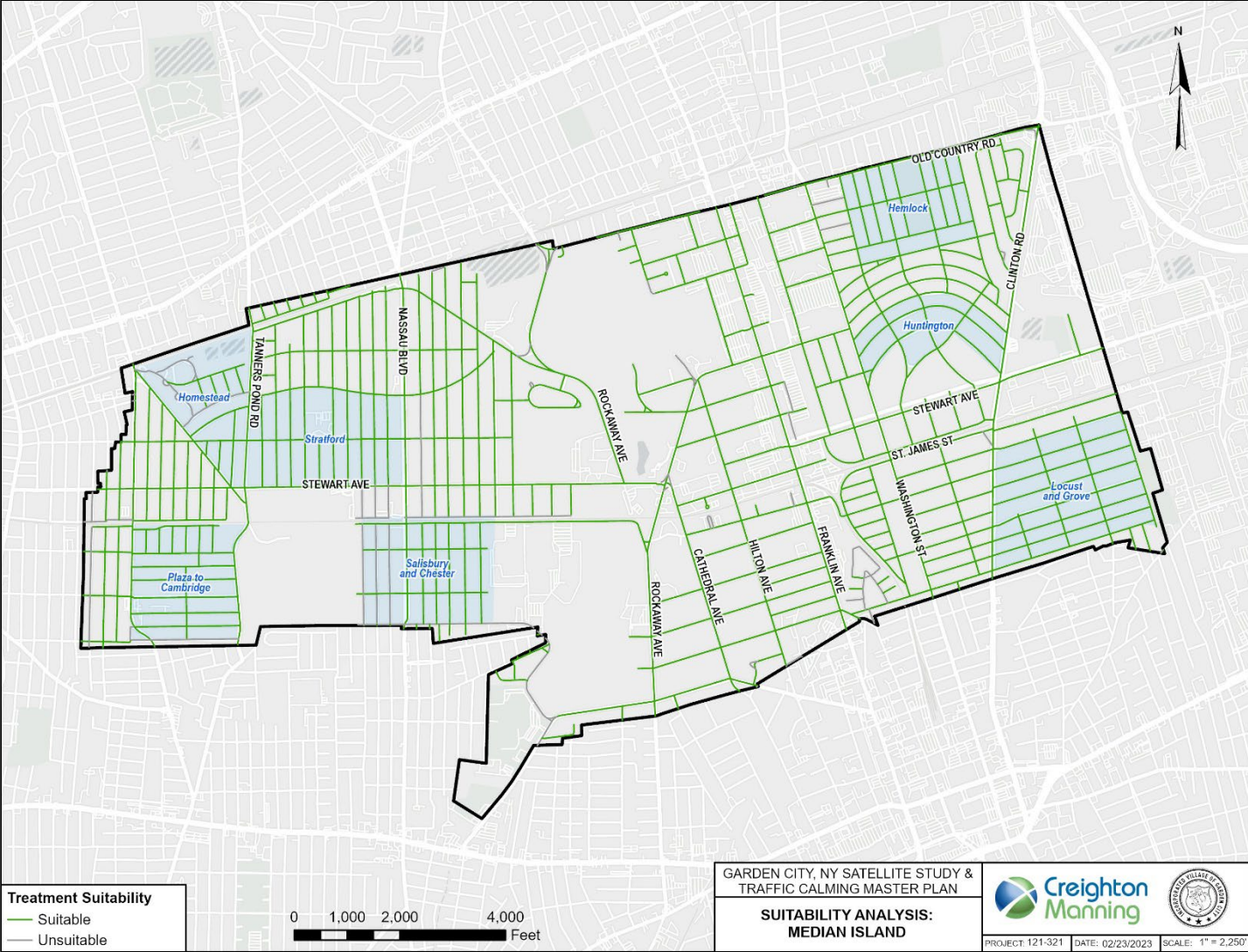


# SUITABILITY ANALYSIS: BUMP OUT/CHOKER

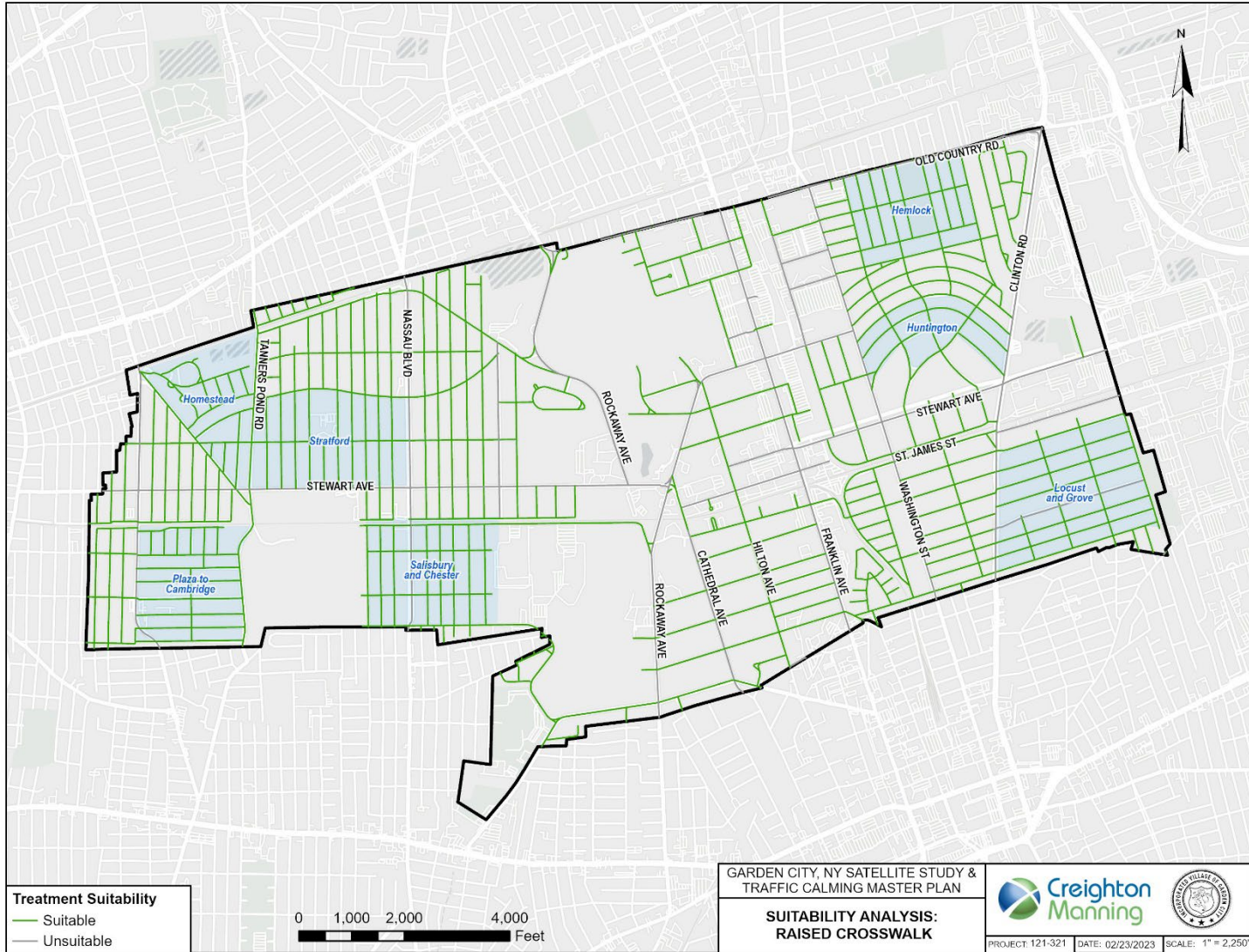




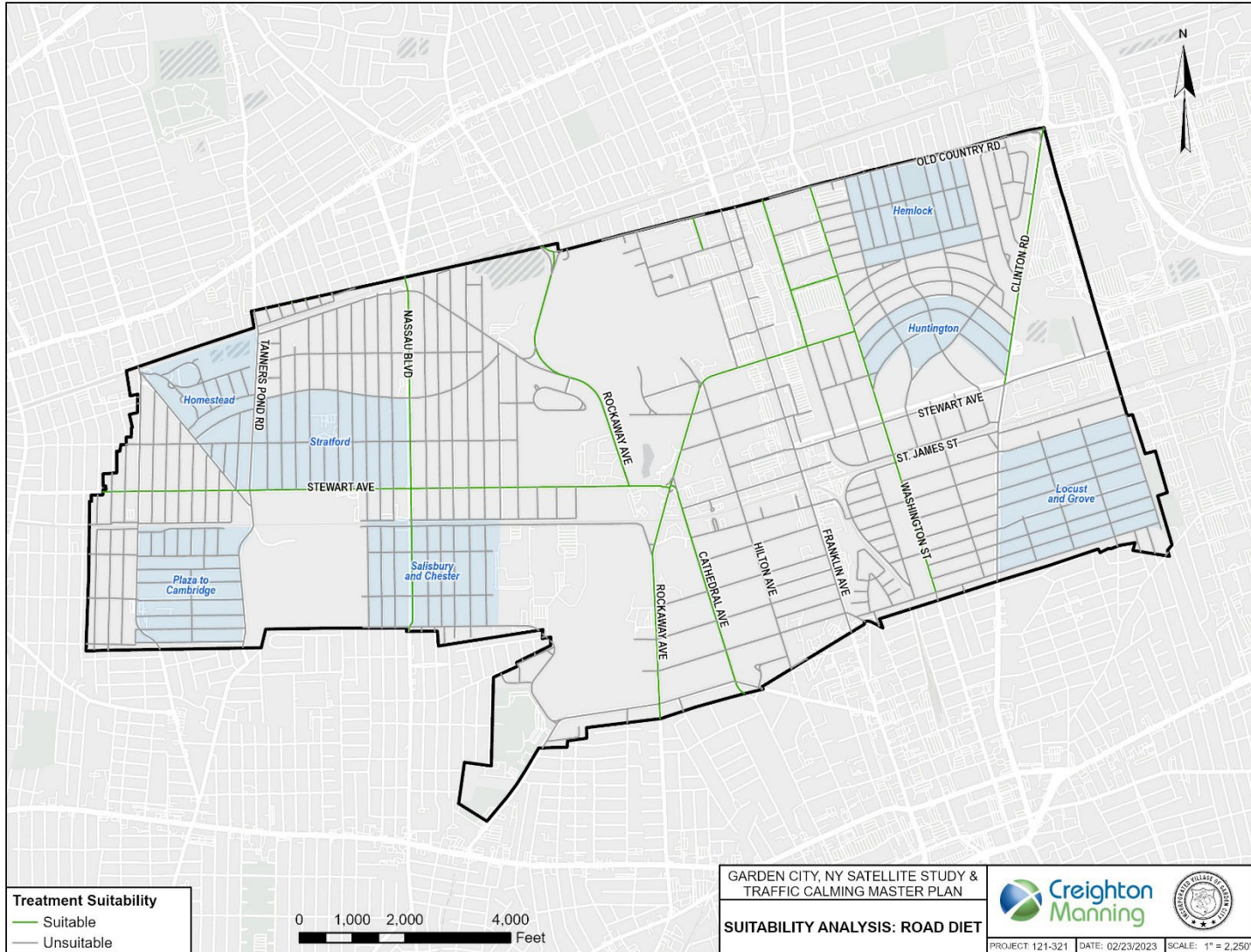
# SUITABILITY ANALYSIS: MEDIAN ISLAND



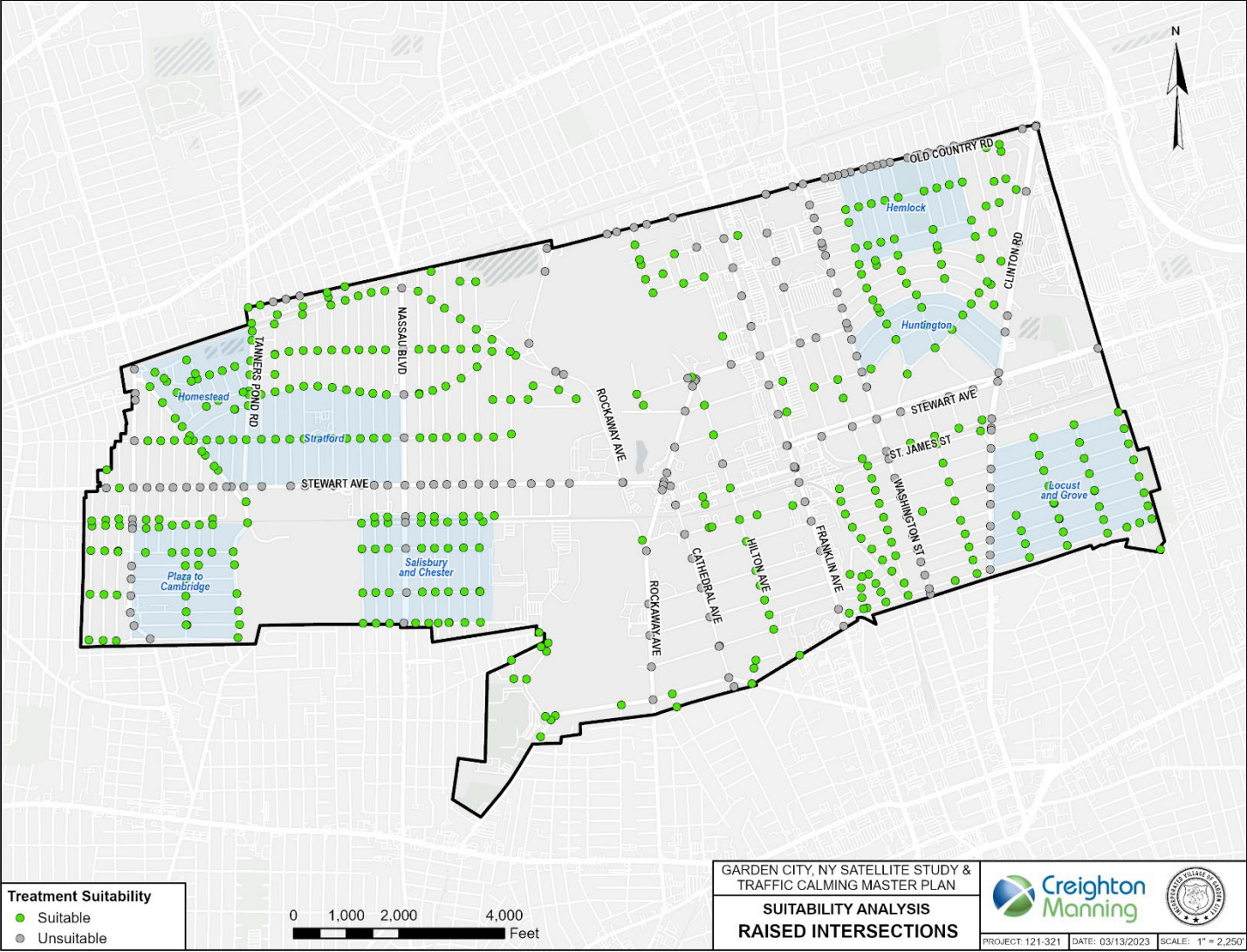
# SUITABILITY ANALYSIS: RAISED CROSSWALK



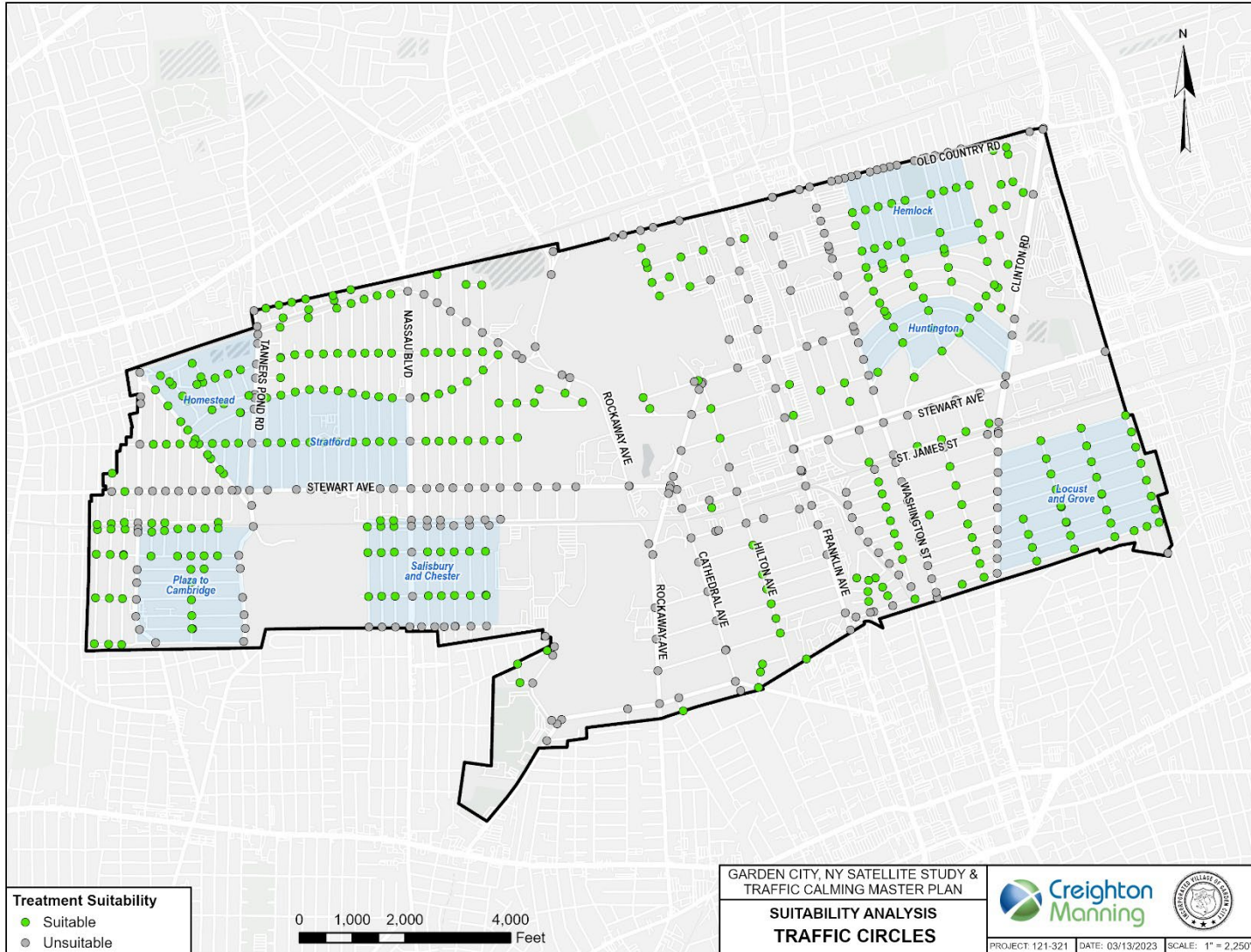
# SUITABILITY ANALYSIS: ROAD DIET



# SUITABILITY ANALYSIS: RAISED INTERSECTION



# SUITABILITY ANALYSIS: TRAFFIC CIRCLES

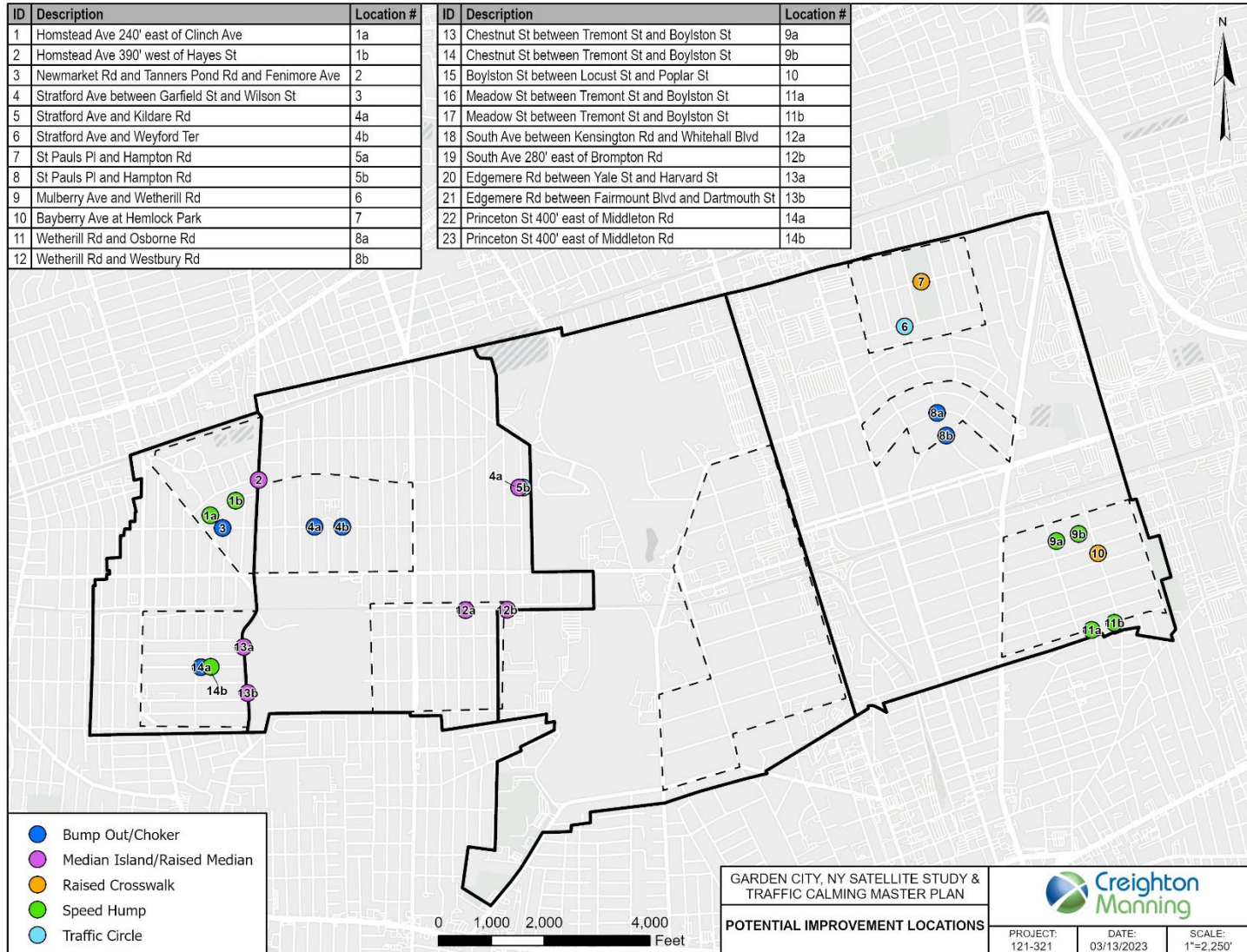


# SKETCH LOCATION SELECTION CONSIDERATIONS

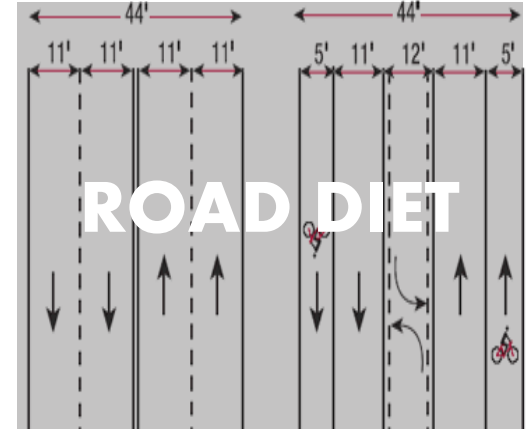
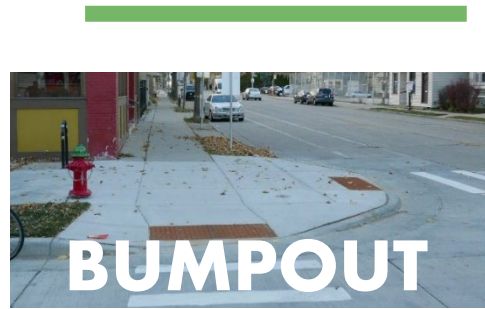
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- Survey 123 responses
- Review of existing data
  - Crashes
  - Speeding
- Presence of schools and/or bus stops
- Professional judgement and site visits
- Feedback from the Village
  - Traffic Commission members
  - Police Commissioner

# POTENTIAL IMPROVEMENT LOCATIONS

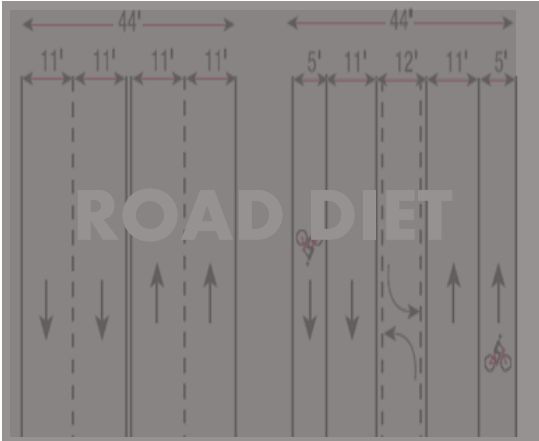


# POSSIBLE TREATMENTS





# TREATMENTS CHOSEN



# SPEED HUMPS

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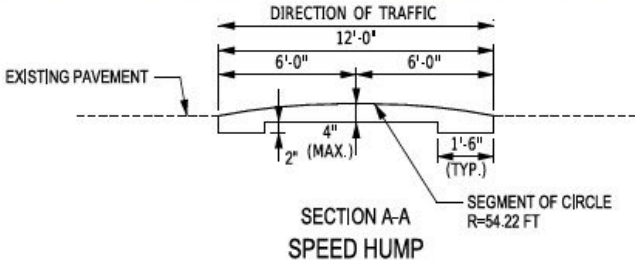
**Speed Humps** Used where AADT is <3500\* / posted speed <30mph

**Benefits:** Can reduce speeds, can alert drivers, can lower speeds in areas with high pedestrian traffic, discourages reckless driving



\* Volume and speed ranges are guide, not requirements

# CONCEPT SKETCHES – SPEED HUMPS



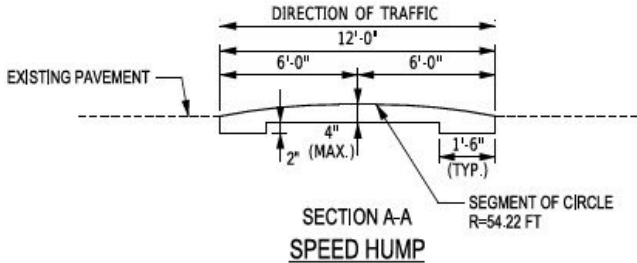
**DRAFT - For discussion purposes only**



East Section

Proposed Concept

# CONCEPT SKETCHES – SPEED HUMPS



**DRAFT - For discussion purposes only**



East Section

*Proposed Concept*

# RAISED CROSSWALK

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## Raised Crosswalk

- Used with low traffic volumes at approaches / speeds <35mph
- 3 to 6 inches above street level

**Benefits:** slows motorists at crosswalks; like a speed table

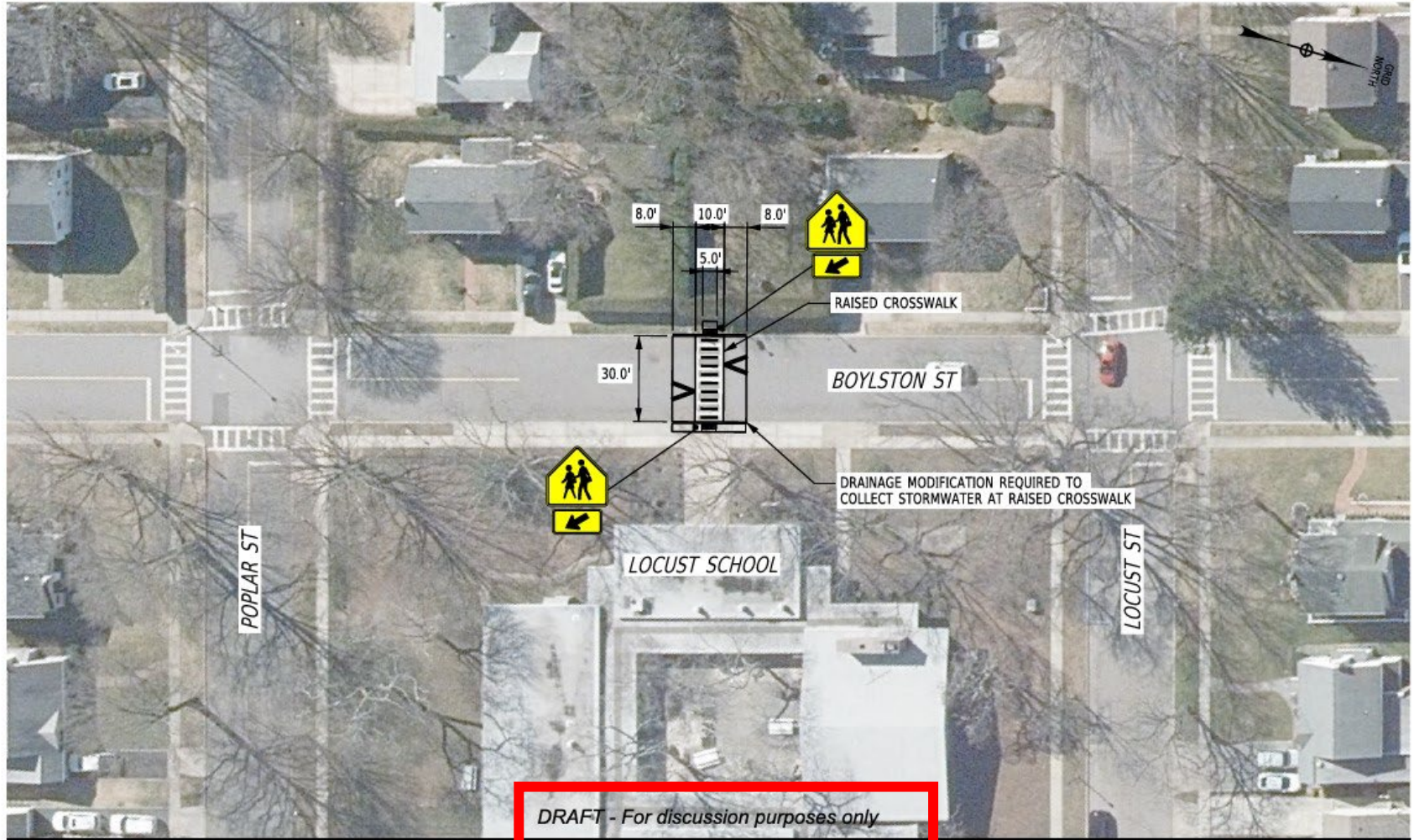


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# CONCEPT SKETCHES – RAISED CROSSWALK

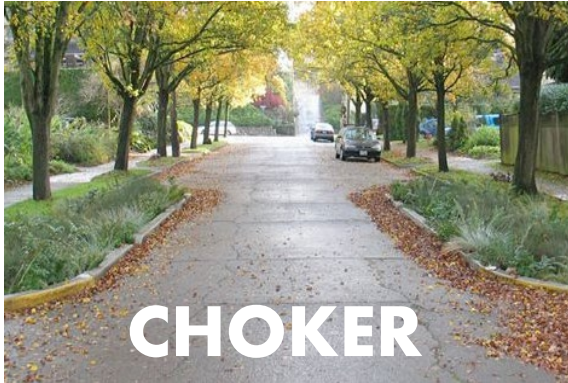


# CONCEPT SKETCHES – RAISED CROSSWALK



# BUMP OUT/CHOKER

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## **Bump Out/Choker**

- Used where AADT 1000-6000\* / posted speed <40mph
- Called “Neckdowns” or “bulb-outs” at intersections
- Called “Choker” at mid-block

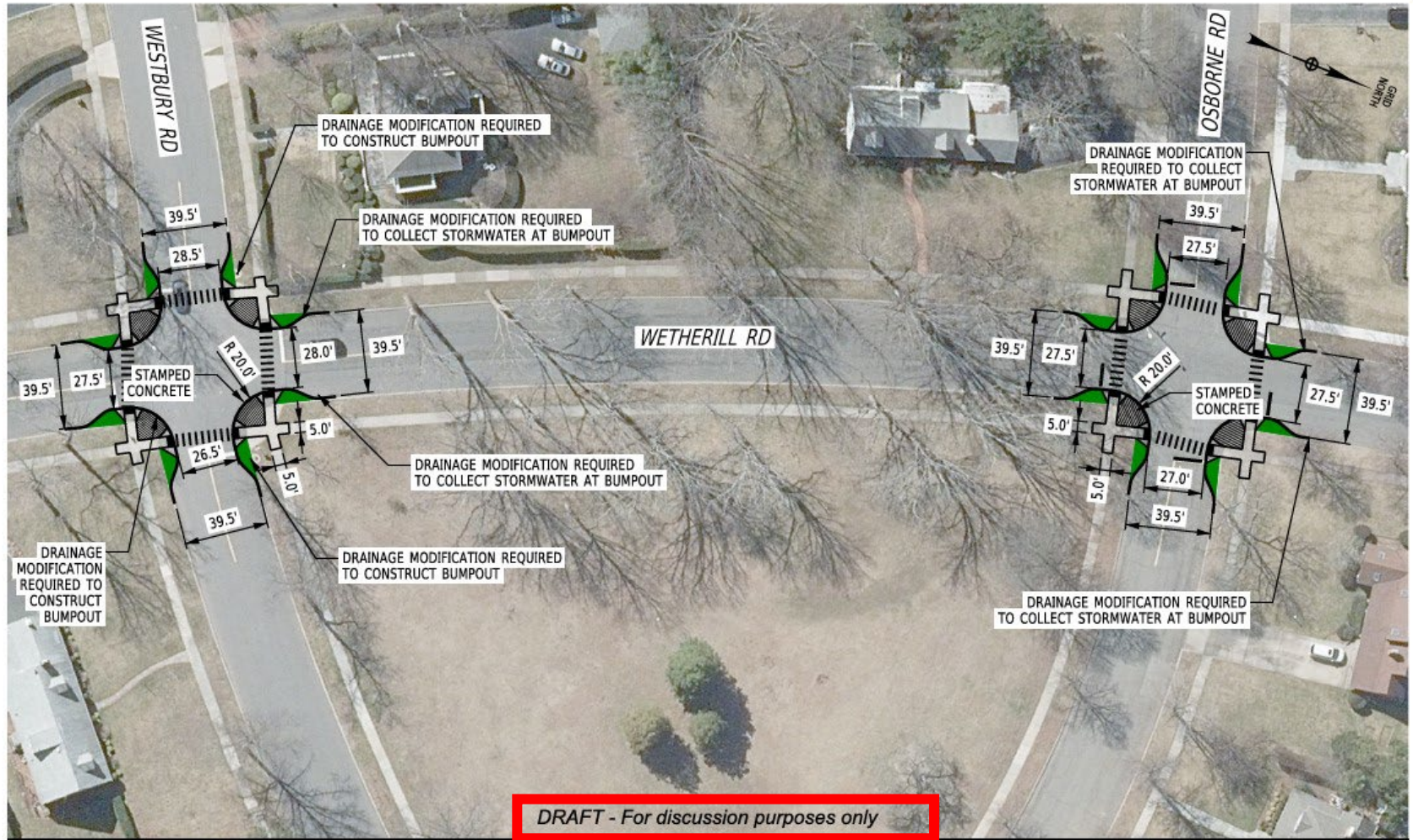
**Benefits:** Reduce speeds by restricting travel way; allows for roadside beautification



\* Volume and speed ranges are guide, not requirements



# CONCEPT SKETCHES – BUMP OUT/CHOKER



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GARDEN CITY  
TRAFFIC CALMING  
VILLAGE OF GARDEN CITY  
PROJECT: 121-321 DATE: 3/2023



East Section

Proposed Concept

# TRAFFIC CIRCLE

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## Traffic Circle

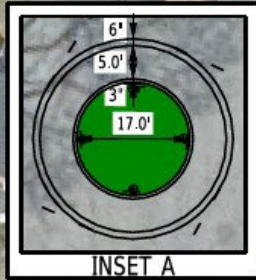
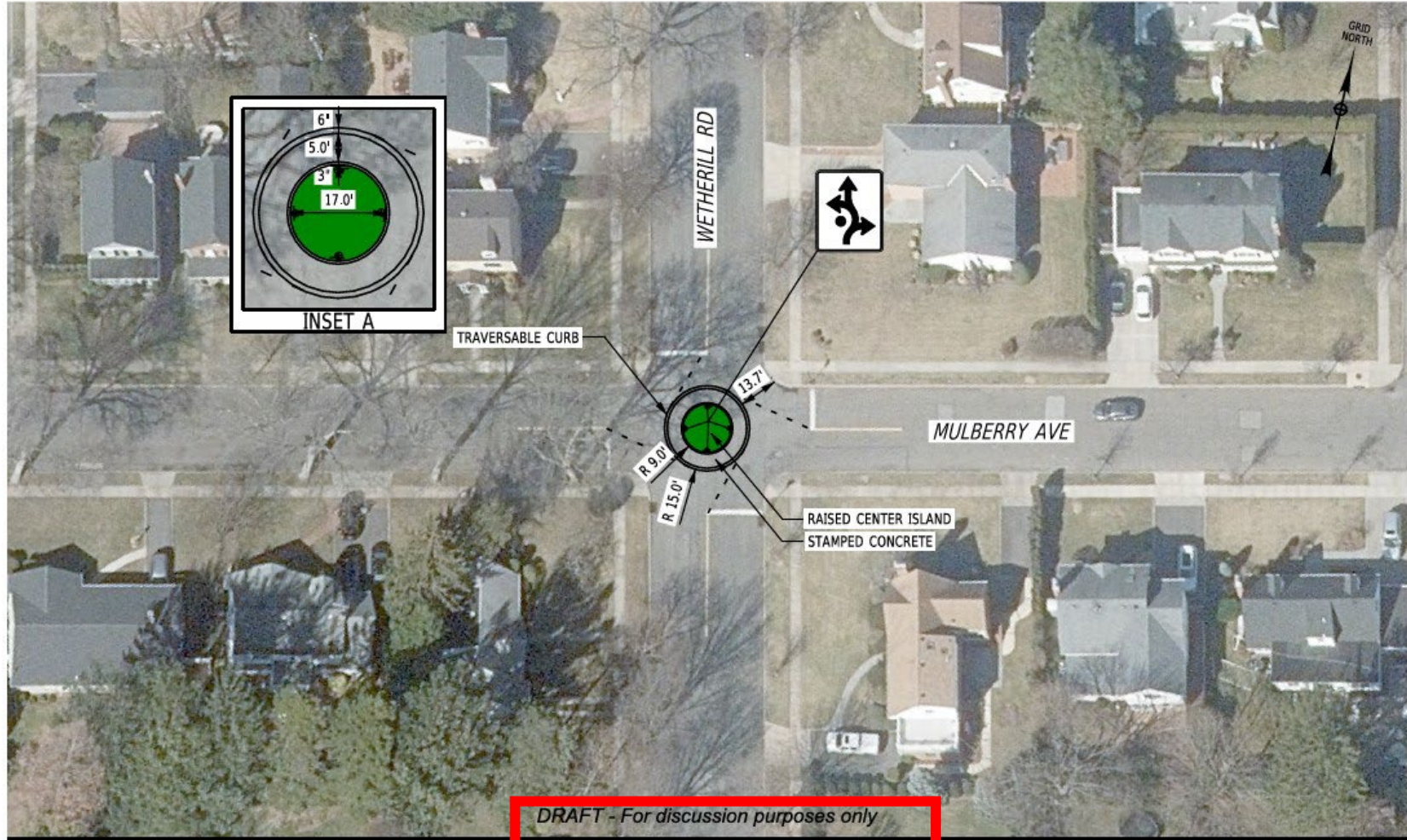
- Use where posted speed <30 , AADT on each leg is <3500
- Installed at a junction of two local roads

**Benefits:** Reduces speed by directing drivers around the circle; reduces the number of angle and turning collisions; reduces conflict points. Can have Stop or Yield signs at approaches



\* Volume and speed ranges are guide, not requirements

# CONCEPT SKETCHES – TRAFFIC CIRCLE



TRAVERSABLE CURB

R 15.0'  
R 9.0'

RAISED CENTER ISLAND  
STAMPED CONCRETE

MULBERRY AVE

WETHERILL RD

GRID NORTH

**DRAFT - For discussion purposes only**



East Section

Proposed Concept

# RAISED MEDIAN/MEDIAN ISLAND

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## **Raised Median/Median Island**

- Used with any traffic volume / posted speed <45mph
- a pedestrian island is required to be 6 feet wide, also called a “median island”

**Benefits:** Can be used mid-block, reduces speeds by narrowing roadway and alerts drivers of pedestrian crossing

\* Volume and speed ranges are guide, not requirements

# TRAFFIC CALMING REQUEST PROTOCOL

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- Reviewed examples (City of Albany, Village of Bronxville, Town of Rotterdam)
- Technical criteria include:
  - Speed, volume, crash history
  - Geometry, sight distance, grade
  - Other engineering factors
- Other criteria required for implementation:
  - Petitions from residents (X% on the street, X% directly adjacent to treatment)
  - Petitions for removal
- Similar to be considered in this plan

# VILLAGE-WIDE SPEED LIMIT REDUCTION

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- Legislation (A.1007-A/S.2021-A) Authorizes Municipalities to Reduce Speed Limits to 25 Miles Per Hour
- CM recently completed a speed study for the Village of Tivoli, New York, supporting their desire to reduce speed limit to 25mph
- To determine appropriateness of lowering the village speed limit traffic data was evaluated on speeds and speeding, but also crashes, volumes, roadside development, parking and other characteristics
- The Village has requested a proposal from CM to conduct a similar study
- The goal is to determine appropriateness and make recommendations based on NYSDOT guidance and industry standards

# TRAFFIC COMMISSION UPDATE

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- Stewart Avenue
- Clinton Road
- Temporary Speed Humps
- County Projects (Rockaway / Merrillon)
- Village Wide Speed Limit Reduction Study

# THANK YOU

## Contact Info

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