

VILLAGE OF GARDEN CITY

SATELLITE STUDY AND TRAFFIC CALMING MASTER PLAN

CAC Meeting #2
West Section
March 14, 2023

AGENDA

- 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

Since the last CAC Meeting:

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

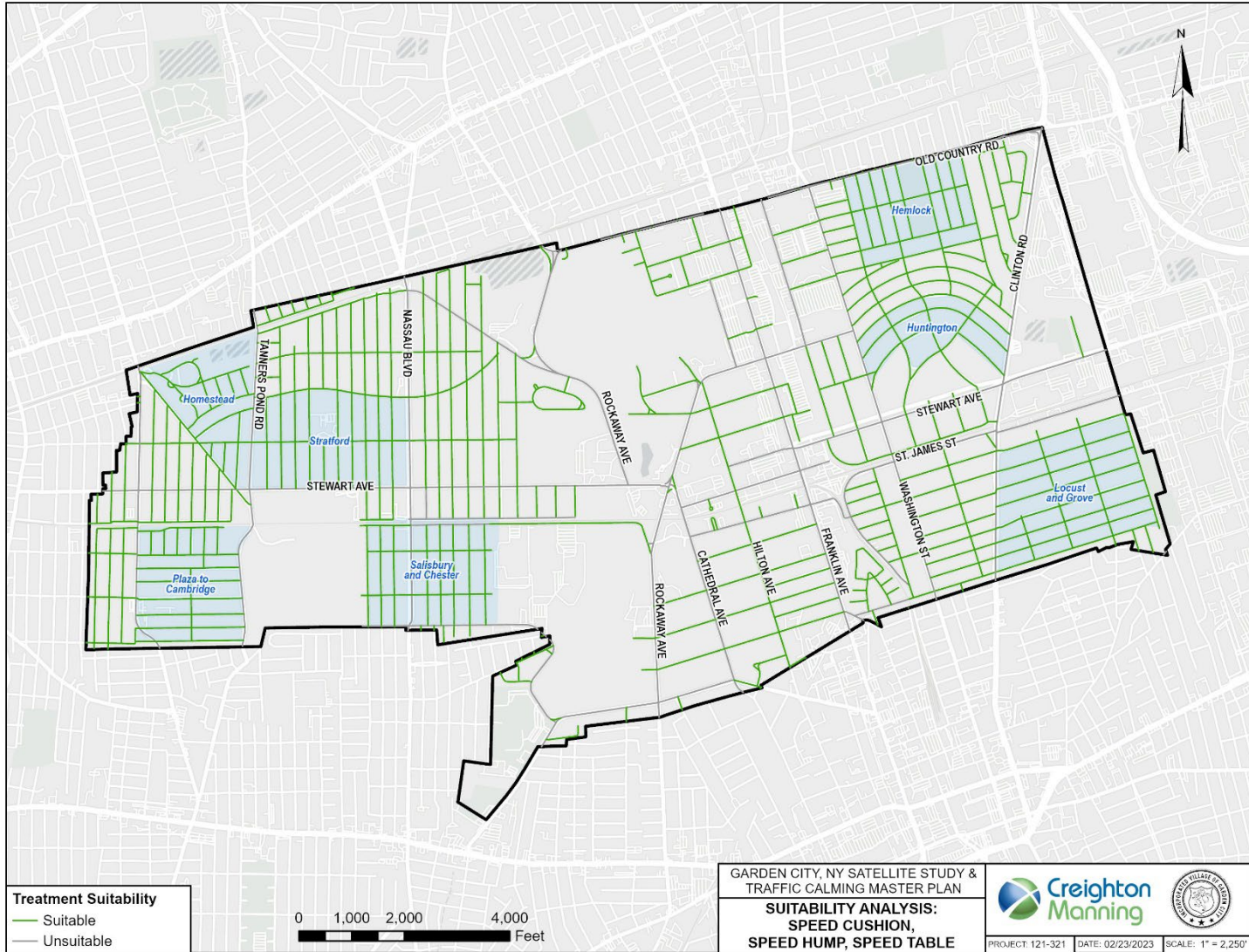
PROJECT SCHEDULE

- 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

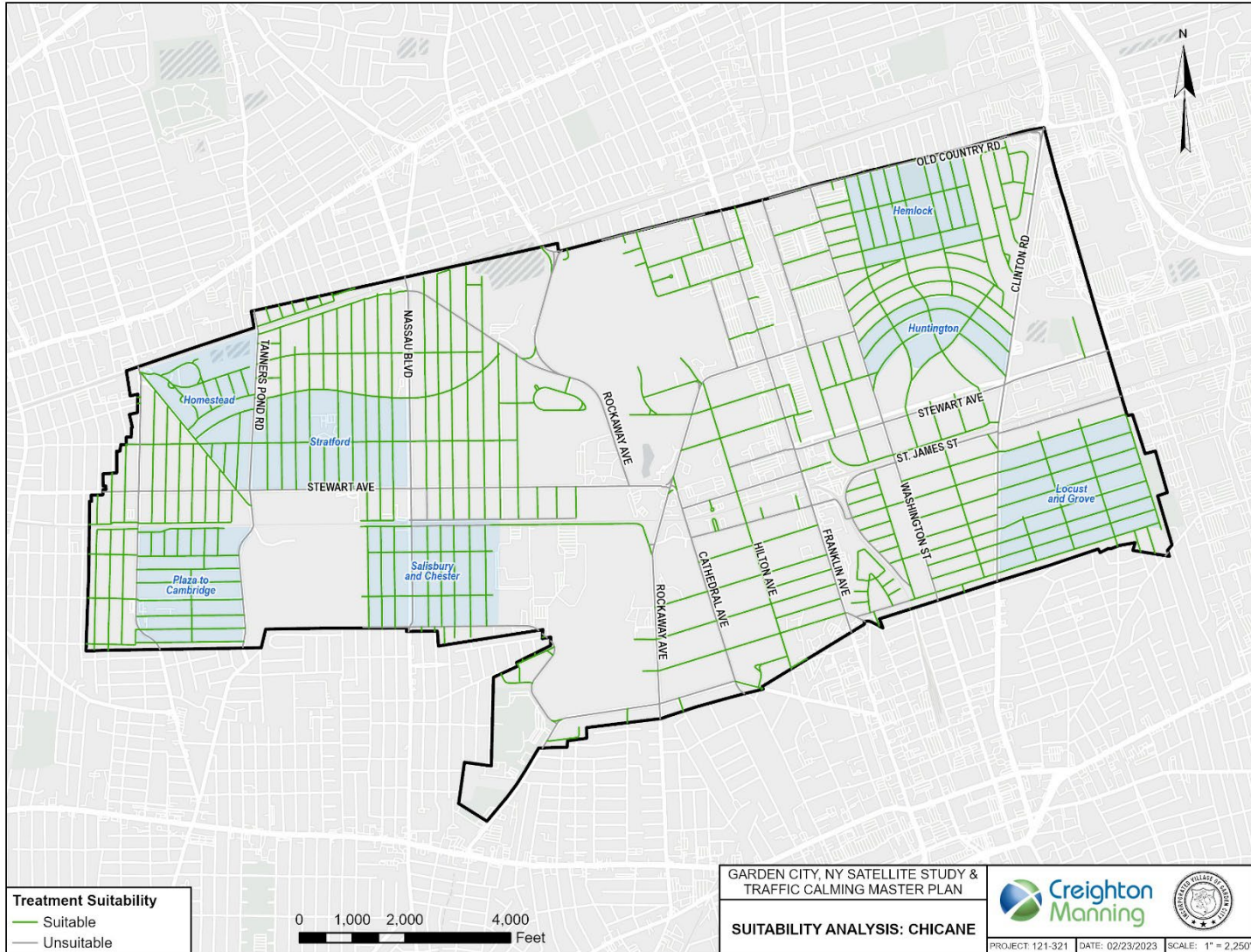
SUITABILITY ANALYSIS

- 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

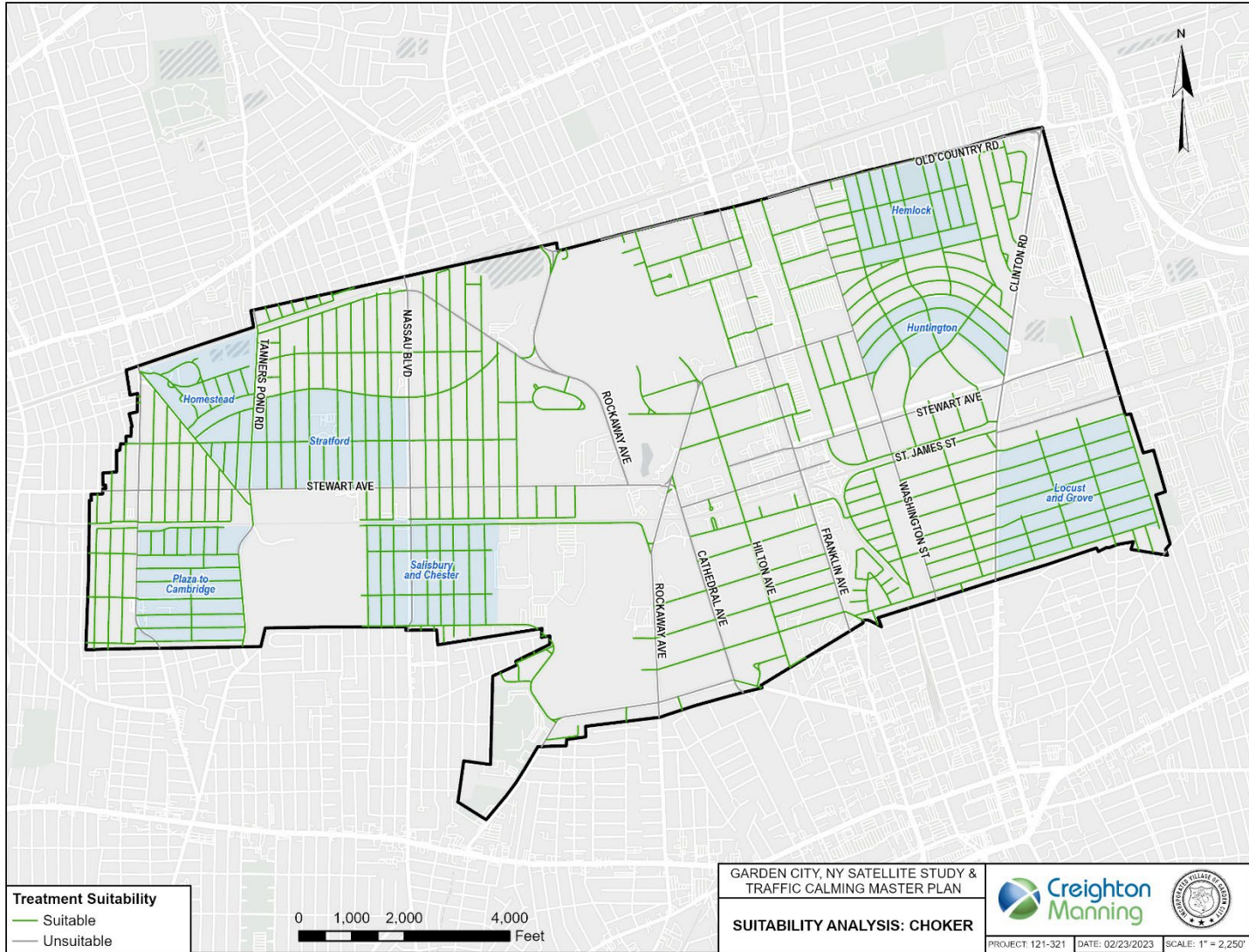
SUITABILITY ANALYSIS: SPEED CUSHION, SPEED HUMP, SPEED TABLE



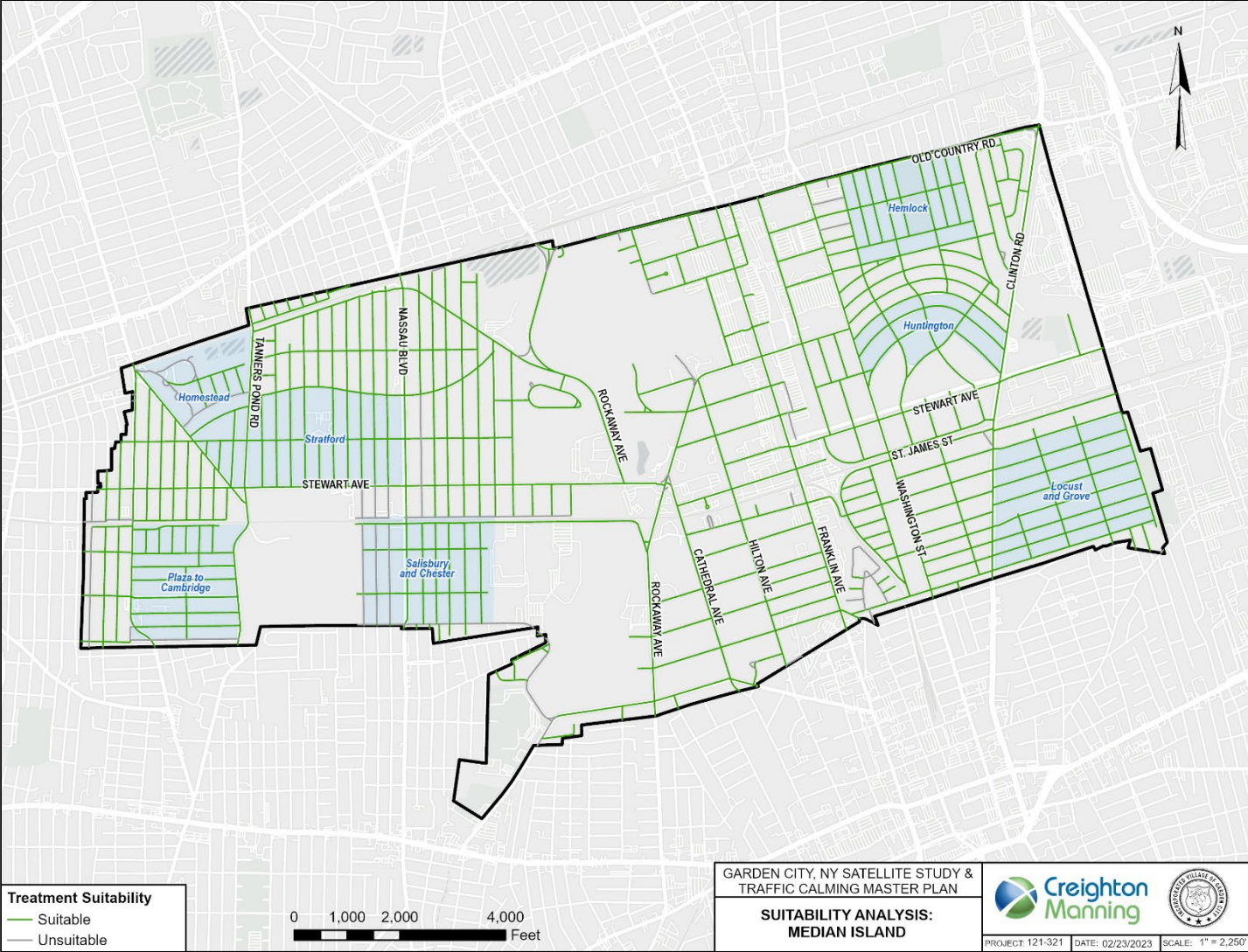
SUITABILITY ANALYSIS: CHICANE



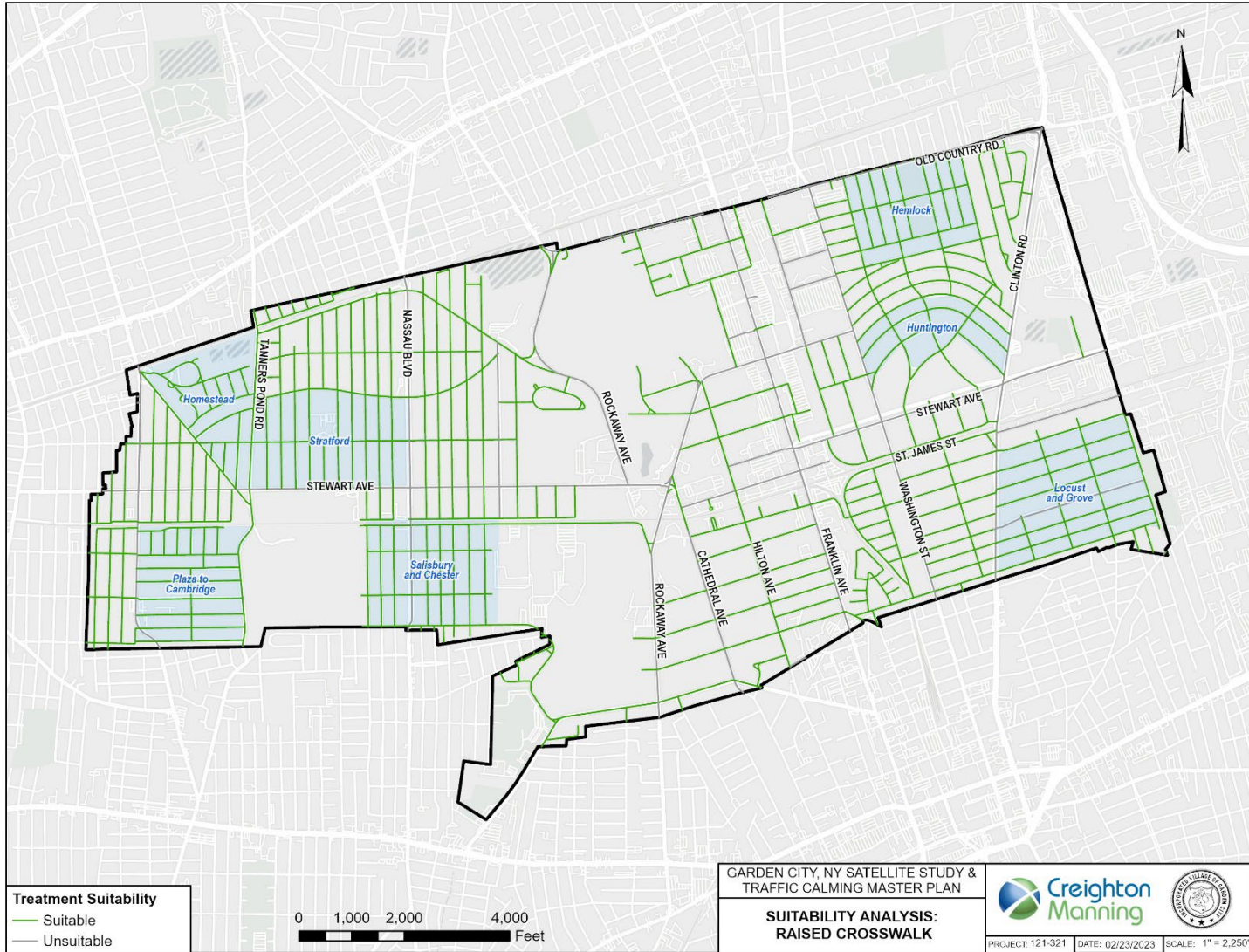
SUITABILITY ANALYSIS: BUMP OUT/CHOKER



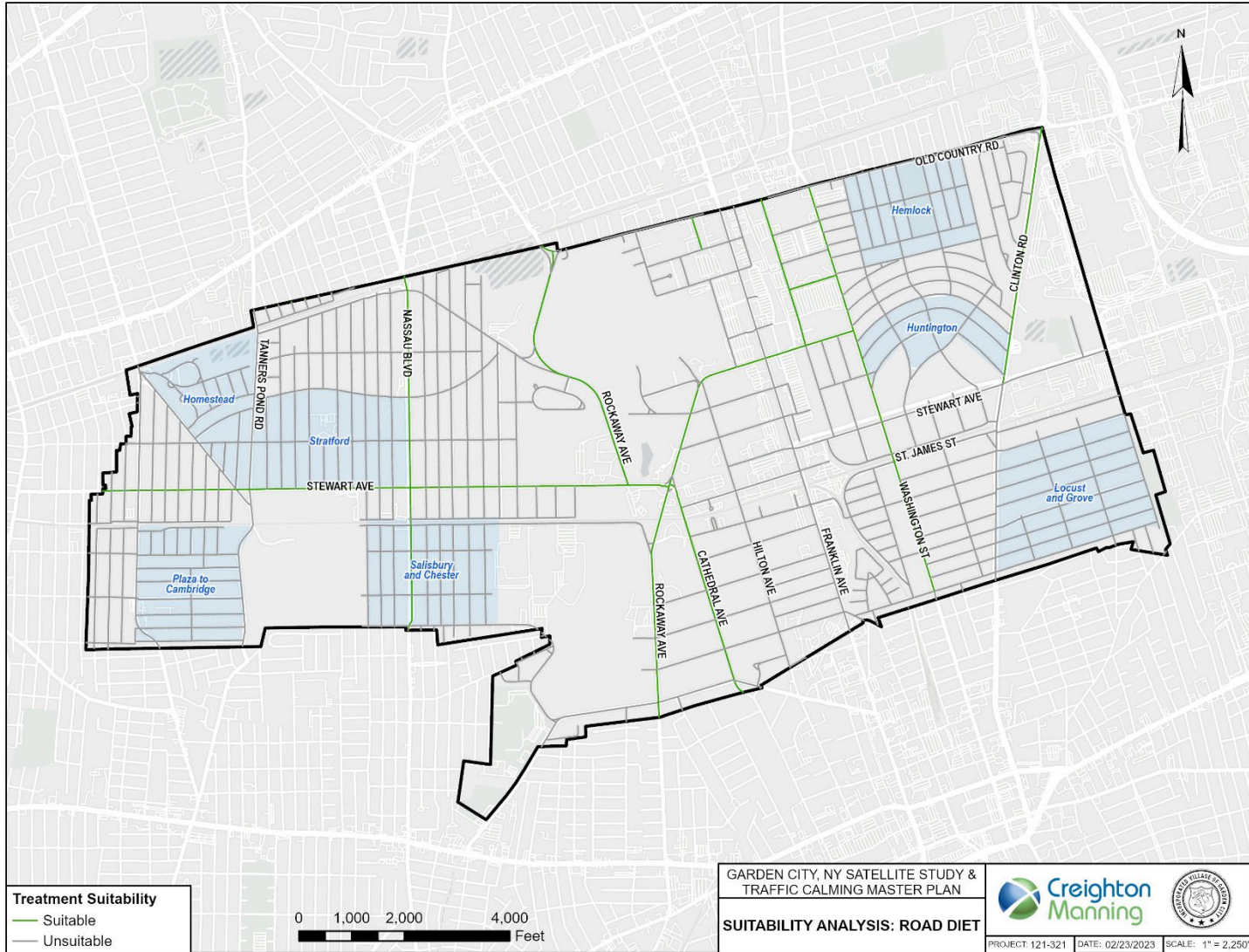
SUITABILITY ANALYSIS: MEDIAN ISLAND



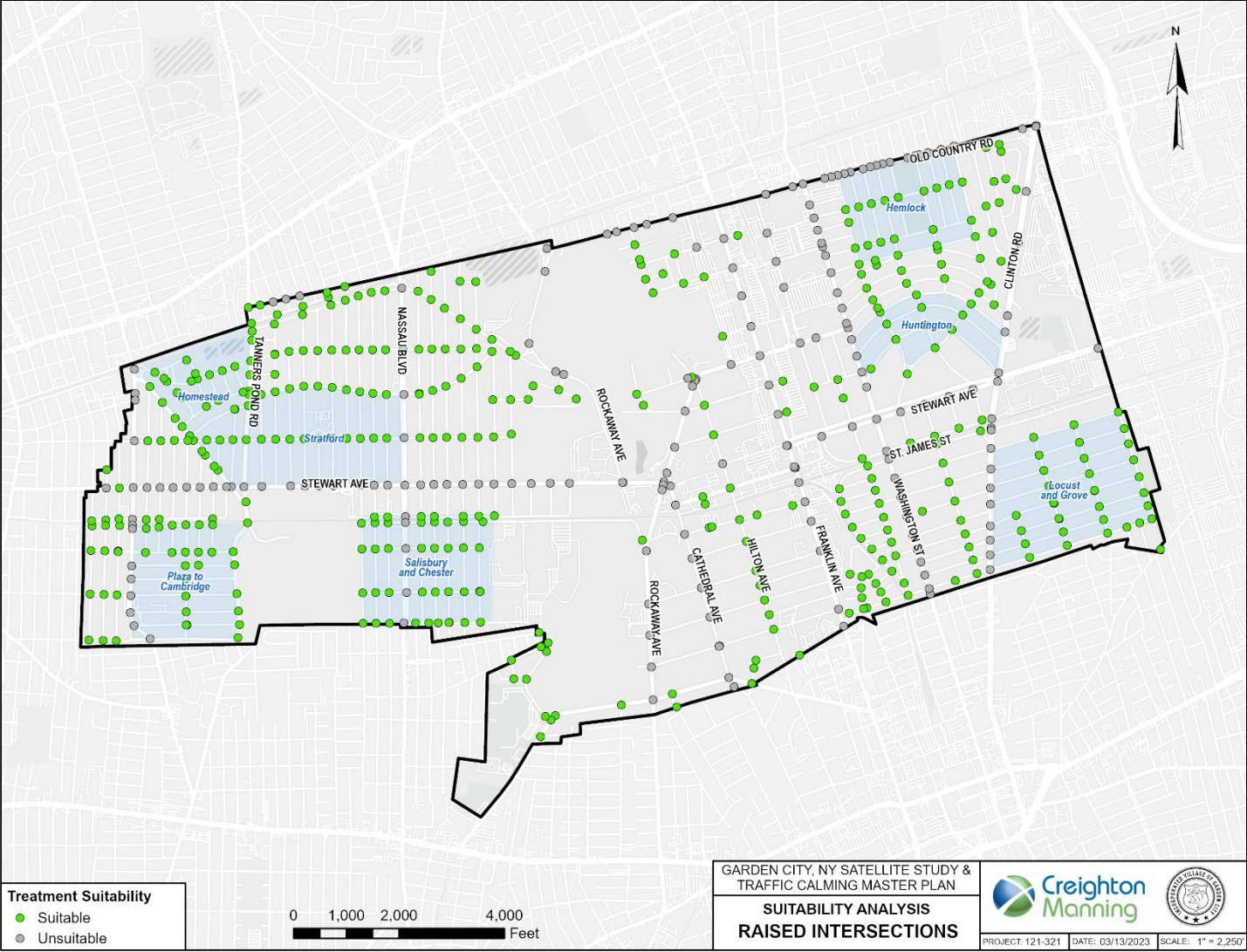
SUITABILITY ANALYSIS: RAISED CROSSWALK



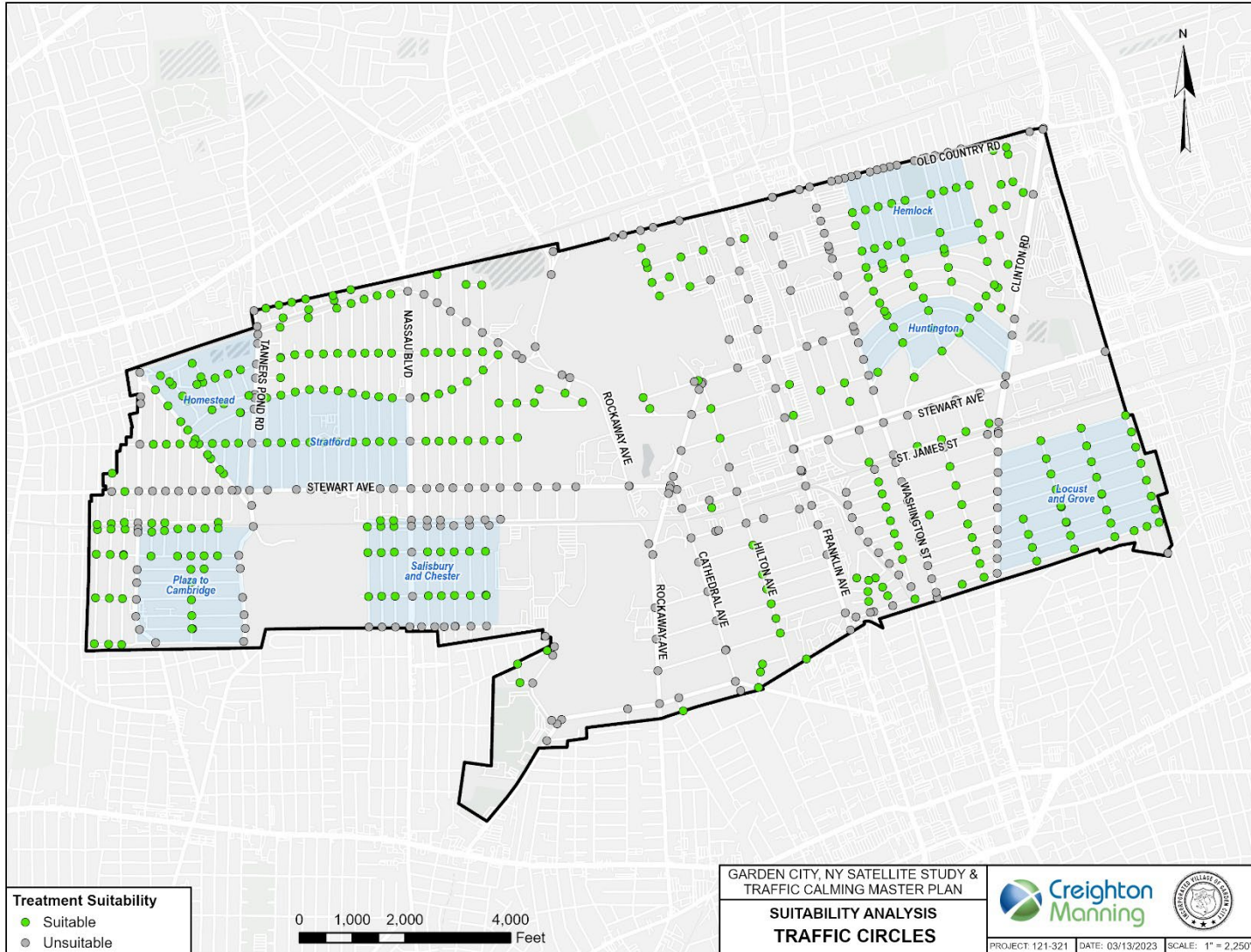
SUITABILITY ANALYSIS: ROAD DIET



SUITABILITY ANALYSIS: RAISED INTERSECTION



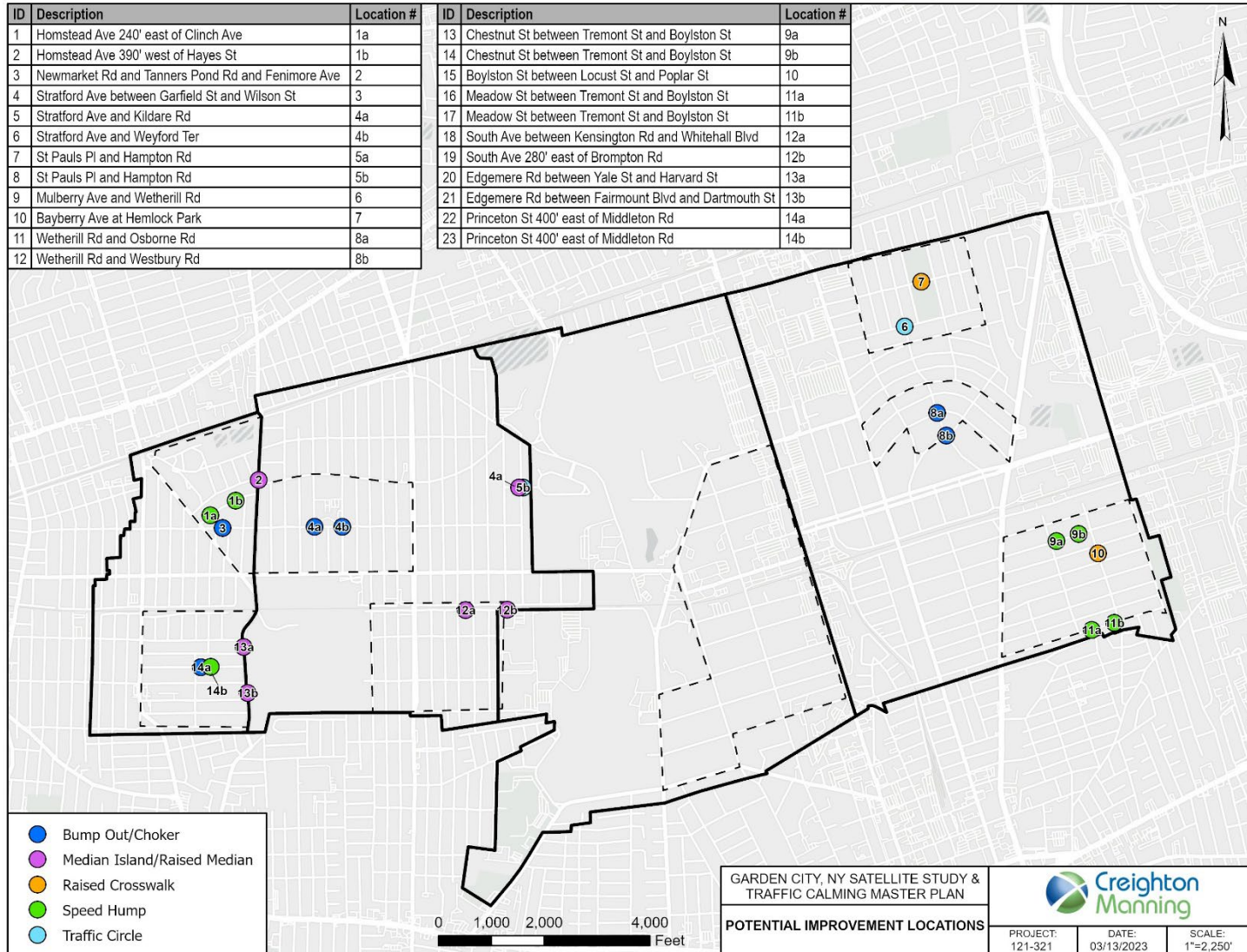
SUITABILITY ANALYSIS: TRAFFIC CIRCLES



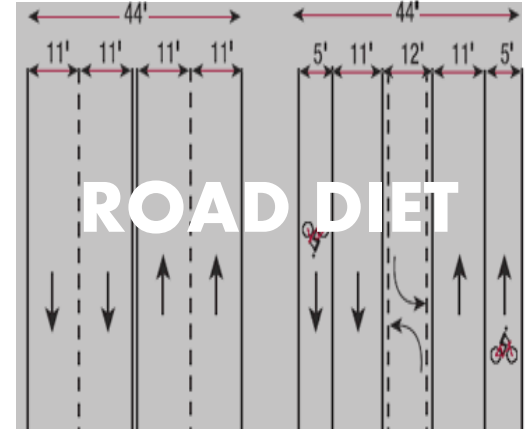
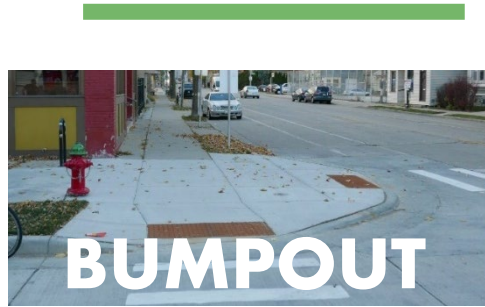
SKETCH LOCATION SELECTION CONSIDERATIONS

- 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

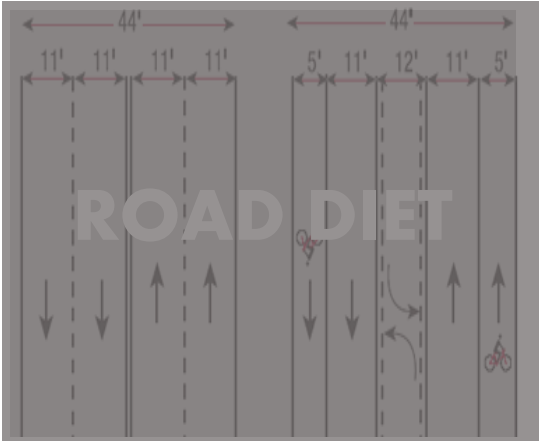
POTENTIAL IMPROVEMENT LOCATIONS



POSSIBLE TREATMENTS



TREATMENTS CHOSEN



SPEED HUMPS



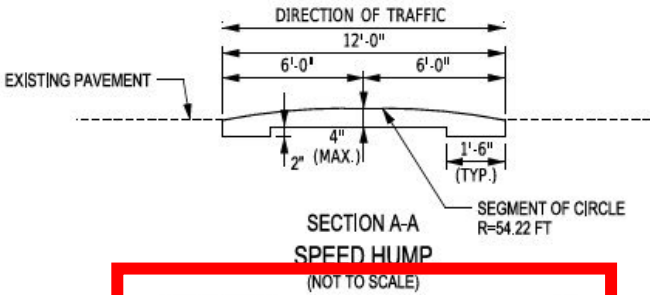
Speed Humps Used where AADT is <3500* / posted speed <30mph

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



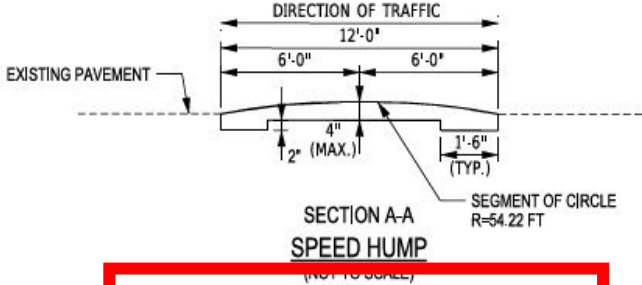
* Volume and speed ranges are guide, not requirements

CONCEPT SKETCHES – SPEED HUMPS



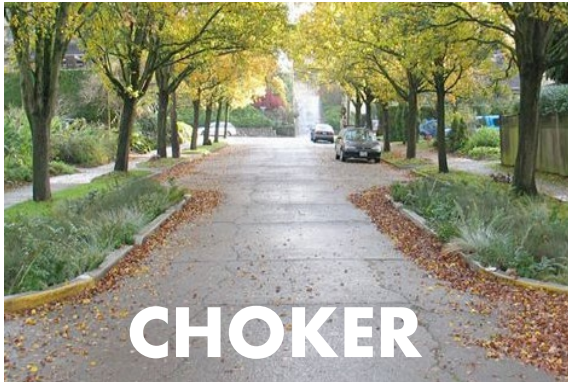
DRAFT - For discussion purposes only

CONCEPT SKETCHES – SPEED HUMPS



DRAFT - For discussion purposes only

BUMP OUT/CHOKER



Bump Out/Choker

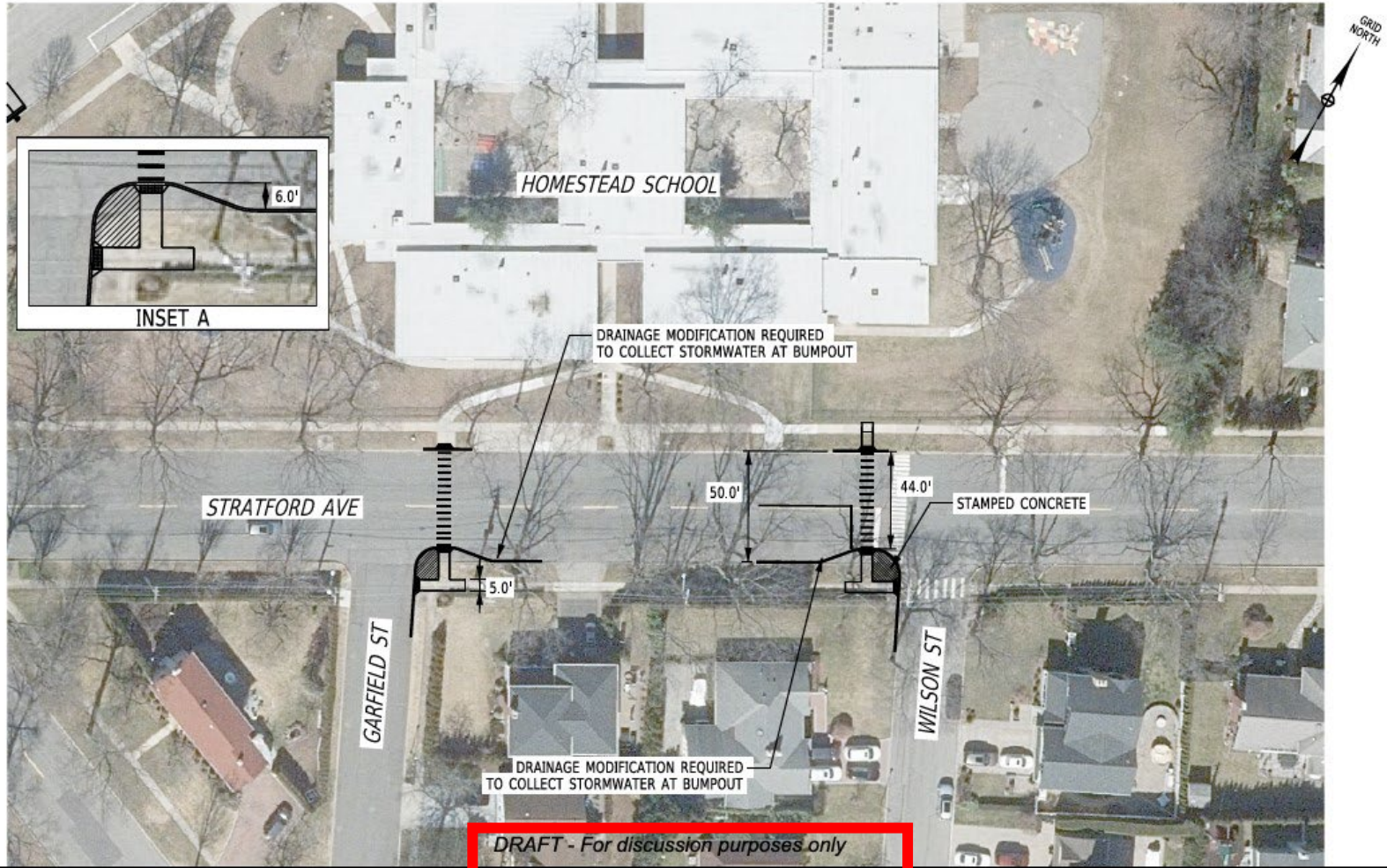
- Used where AADT 1000-6000* / posted speed <40mph
- Called "Neckdowns" or "bulb-outs" at intersections
- Called "Choker" at mid-block

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



* Volume and speed ranges are guide, not requirements

CONCEPT SKETCHES – BUMP OUT/CHOKER



CONCEPT SKETCHES – BUMP OUT/CHOKER



GARDEN CITY
TRAFFIC CALMING
VILLAGE OF GARDEN CITY

PROJECT: 121-321 DATE: 3/2023



West Section

Proposed Concept

RAISED MEDIAN/MEDIAN ISLAND



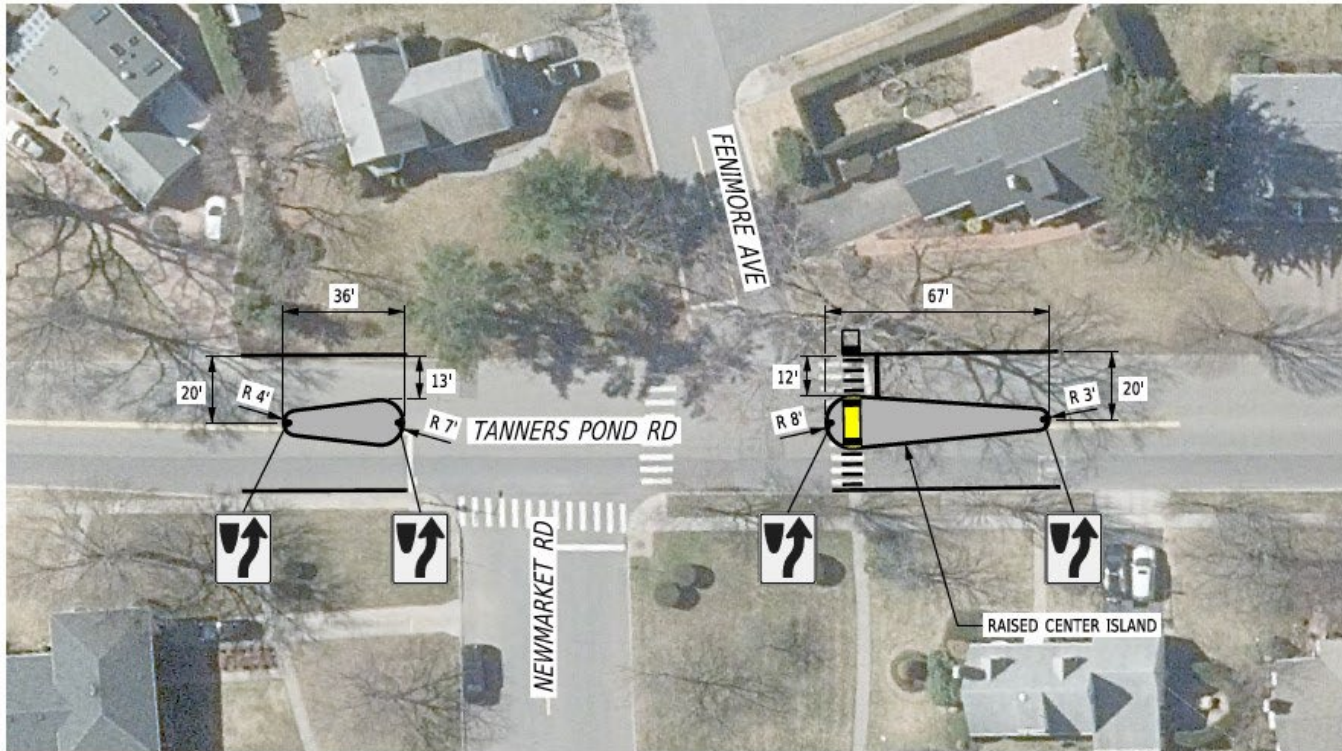
Raised Median/Median Island

- 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

CONCEPT SKETCHES – MEDIAN ISLAND

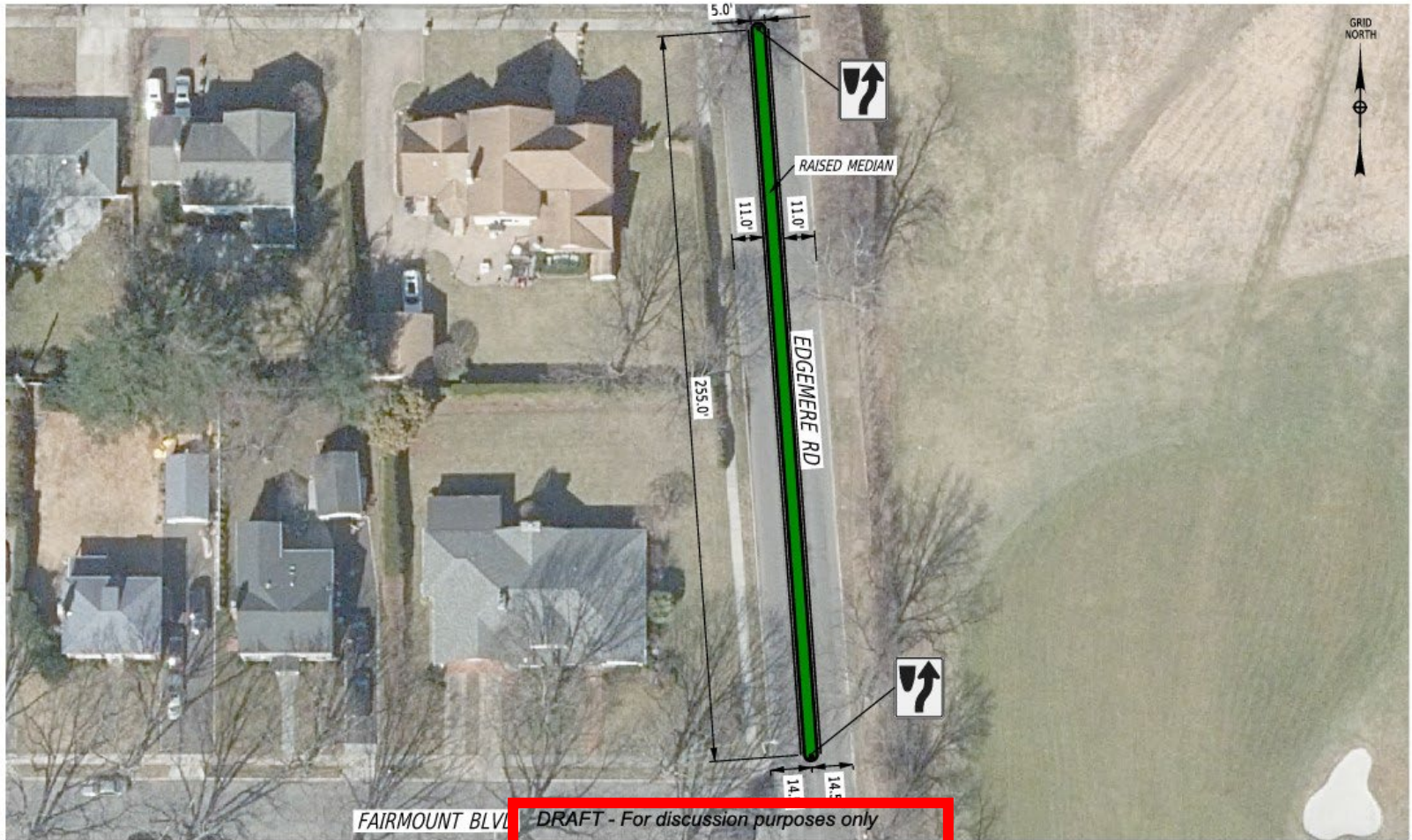


DRAFT - For discussion purposes only

CONCEPT SKETCHES – MEDIAN ISLAND



CONCEPT SKETCHES – MEDIAN ISLAND



West Section

Proposed Concept

RAISED CROSSWALK



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



* Volume and speed ranges are guide, not requirements

TRAFFIC CIRCLE



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

TRAFFIC CALMING REQUEST PROTOCOL

- 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

- 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

- 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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