



VILLAGE OF GARDEN CITY

# SATELLITE STUDY AND TRAFFIC CALMING MASTER PLAN

Final Presentation  
June 15, 2023

# PROJECT OVERVIEW

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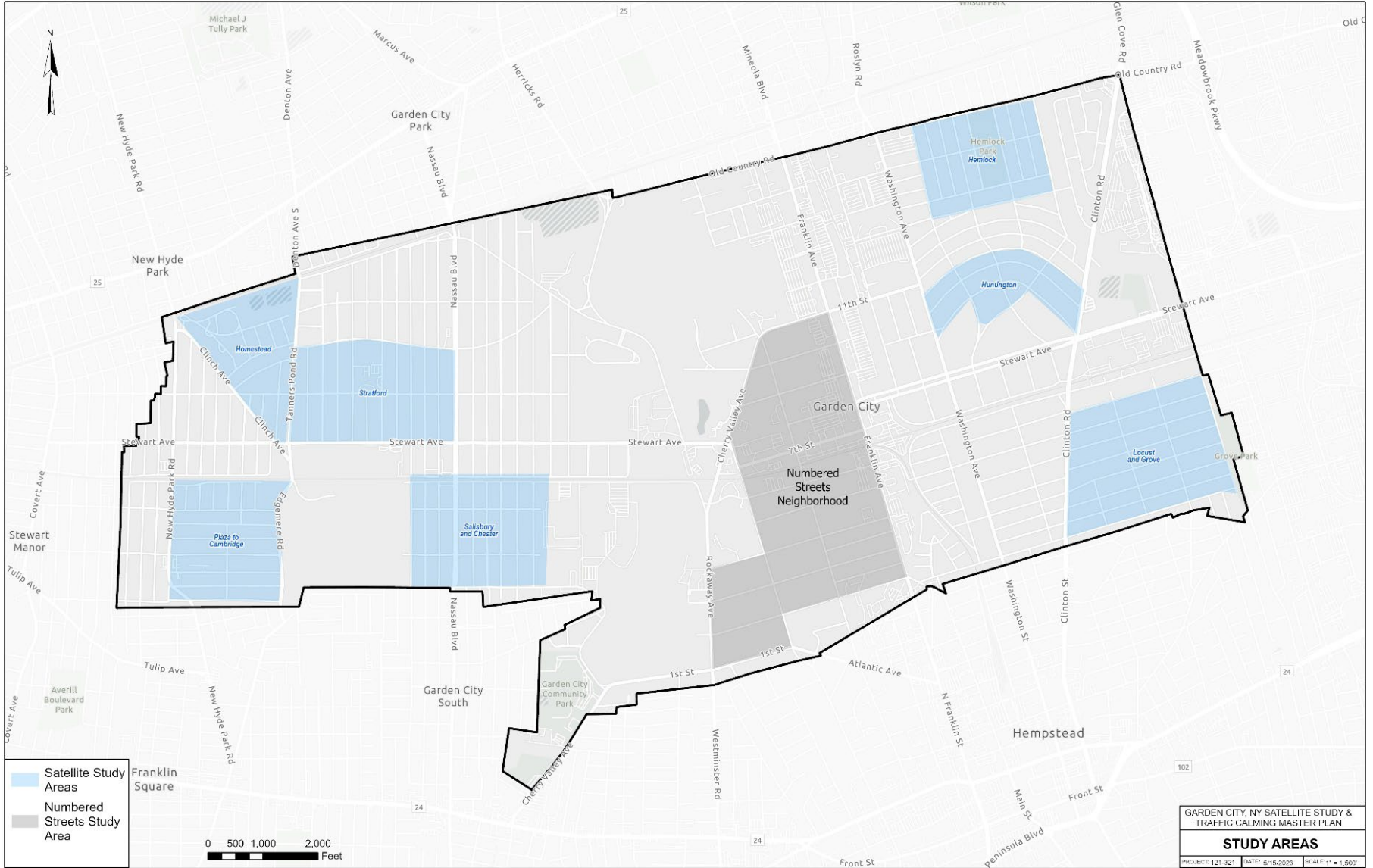
- Village-wide plan using typical **study areas**; focused on Village-owned streets
- Understand **existing conditions**
- Get **community input** (Survey 123 and CAC)
- Identify **treatments**; determine **suitability**
- Develop **concept sketches** for select locations
- **Summarize findings** and **recommendations**
- **Report** and **present** to Village
- Submit **Traffic Calming Master Plan**

# 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
- Refine Concepts & Cost Estimates
- April – Special CAC Review Meeting
- June – Report and Presentation

# STUDY AREAS BY SECTION



# PROJECT GOALS

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- **Reduce the speed** of vehicles
- **Deter cut-through traffic** on residential streets
- Make streets **safer for all users**
- Improve **quality of life**

# WHAT IS TRAFFIC CALMING?

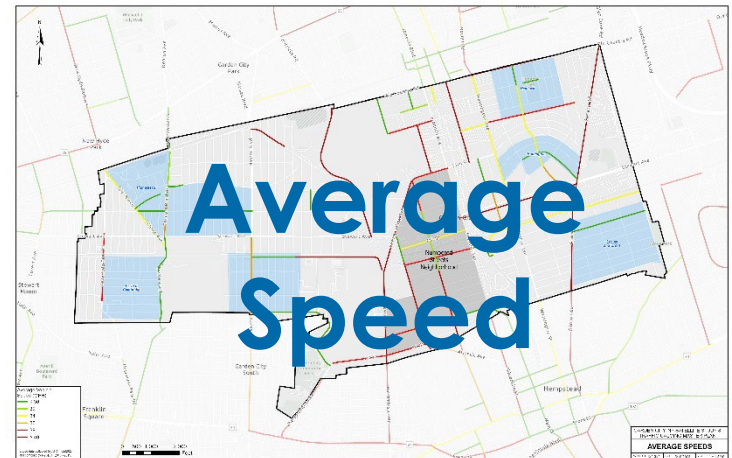
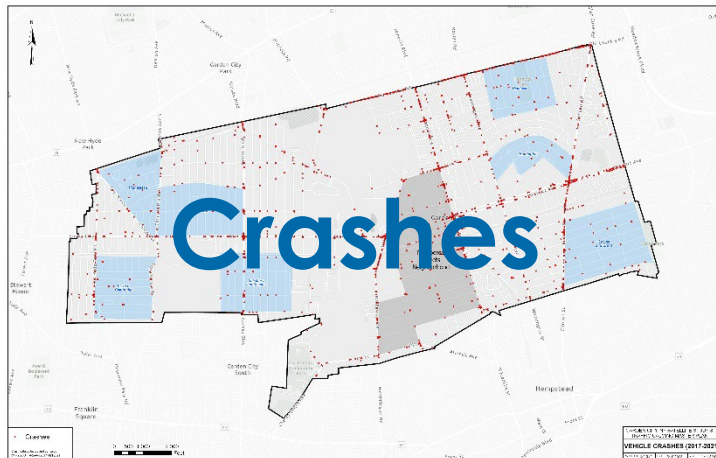
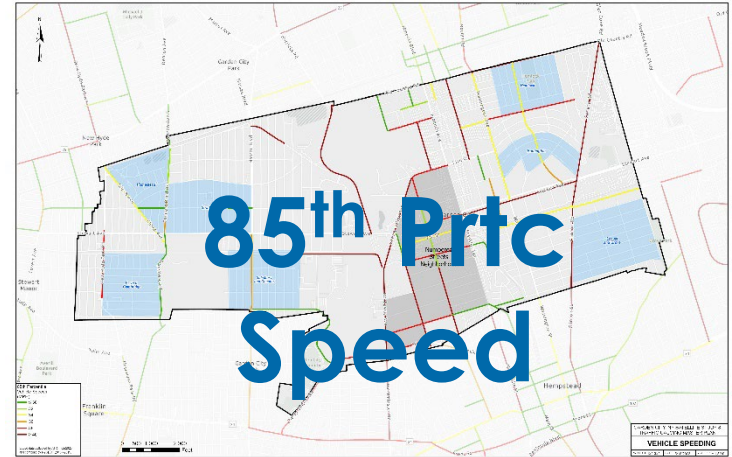
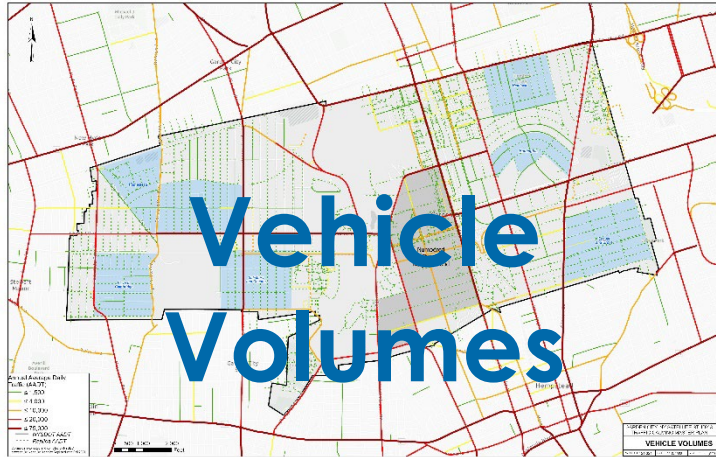
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*The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.*

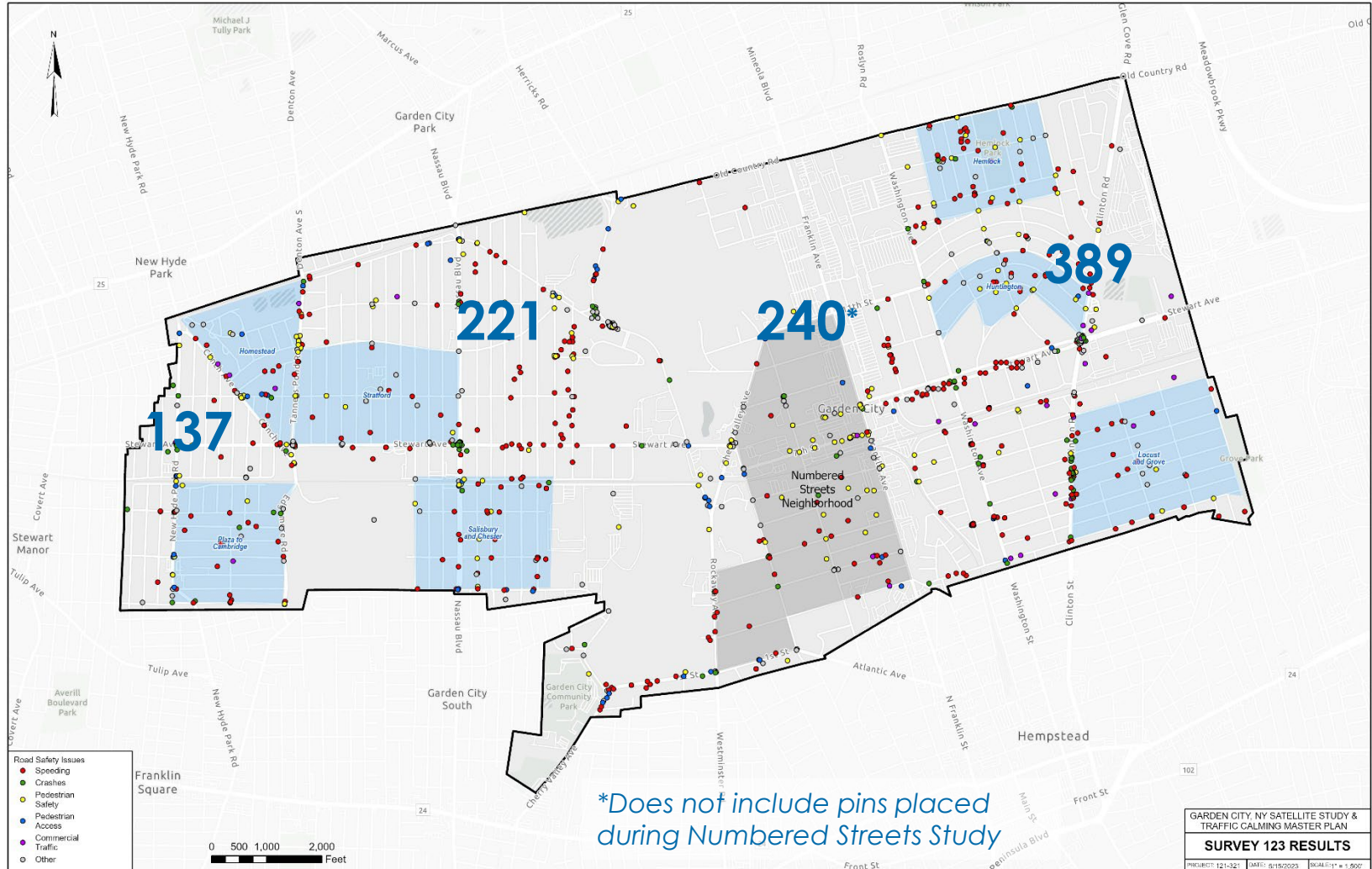
*- Federal Highway Administration (FHWA)*

- Aims to **reduce automobile speeds and traffic volumes** on neighborhood streets
- Used on streets to facilitate the **safe and efficient movement of all users**, especially pedestrians and cyclists.
- Although **mostly known as a neighborhood-specific initiative**, traffic calming **can be implemented on different street types** and in rural and commercial areas.
- Strategies are sometimes grouped into the three E's: **Education, Enforcement, Engineering and Planning**

# EXISTING CONDITIONS REVIEWED

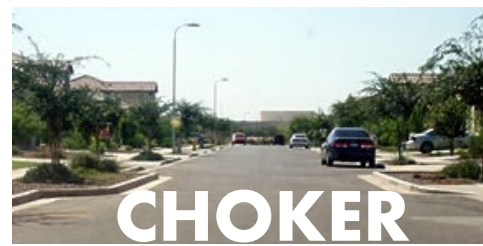


# STUDY AREAS BY SECTION

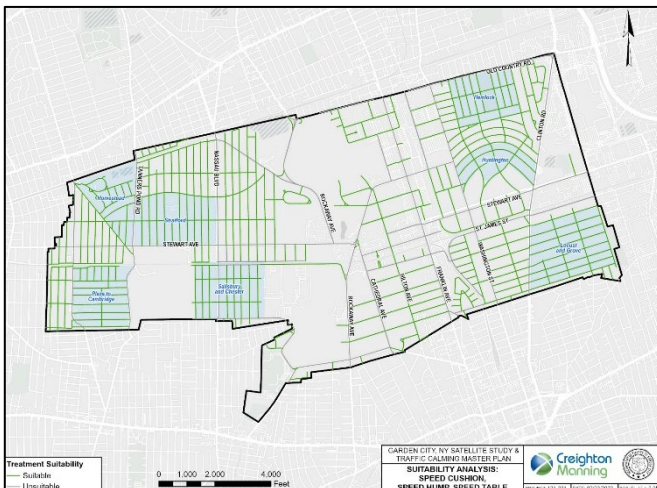




# POSSIBLE / PREFERRED TREATMENTS



# EXAMPLE – SPEED HUMPS



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

**Benefits:** Can reduce speeds and alert drivers in areas with high pedestrian traffic, discourages cut-throughs

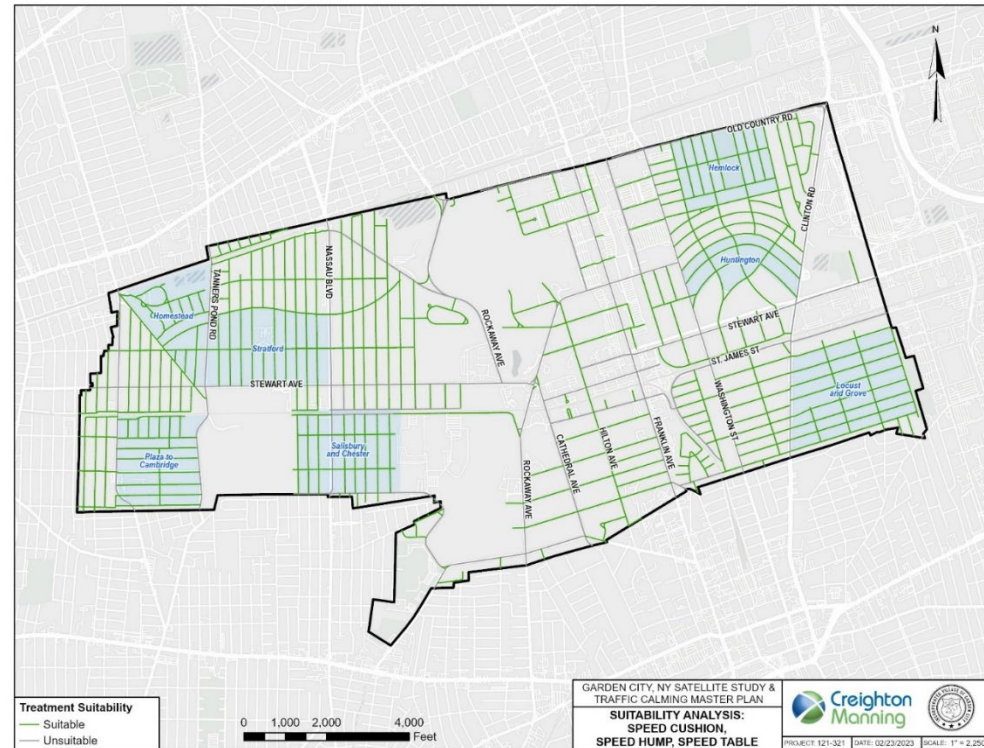
**Revised Concepts:** Developed networks for traffic calming which provide a more effective deterrent for speeding on multiple streets

**Suitability Analysis:** Speed humps are widely suitable based on factors like maximum vehicle volumes

\* Volume and speed table ranges are guide, not requirements

# REVIEW OF SUITABILITY ANALYSIS

- Criteria used FHWA guidance and best practice to evaluate *suitability* for treatments across the Village
- Criteria includes traffic volumes, posted speeds, lane widths, etc.
- Suitability criteria are guides, not absolute rules
- Maps show initial *suitability*, not actual feasibility or planned projects



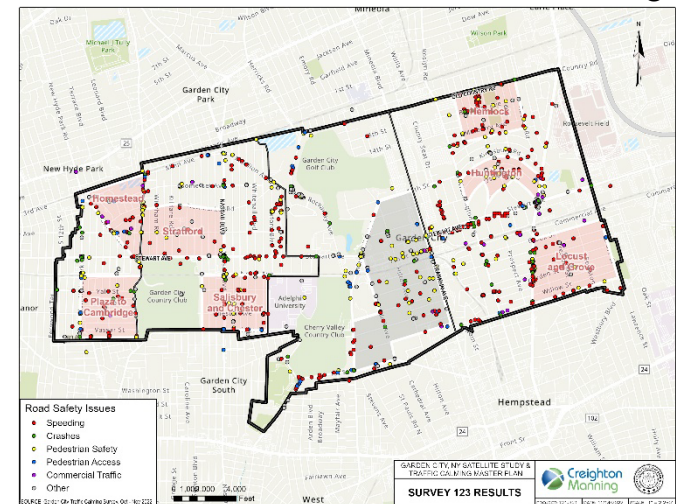
*Suitability analysis map for speed humps*

# SKETCH LOCATION SELECTION CONSIDERATIONS

- Public feedback (Survey 123)
- Crash and speed data
- Proximity to schools and/or school bus stops
- Engineering criteria
- Feedback from the Village
  - Traffic Commission members
  - Police Commissioner / Engineer
- Opportunities for creation of traffic calming network

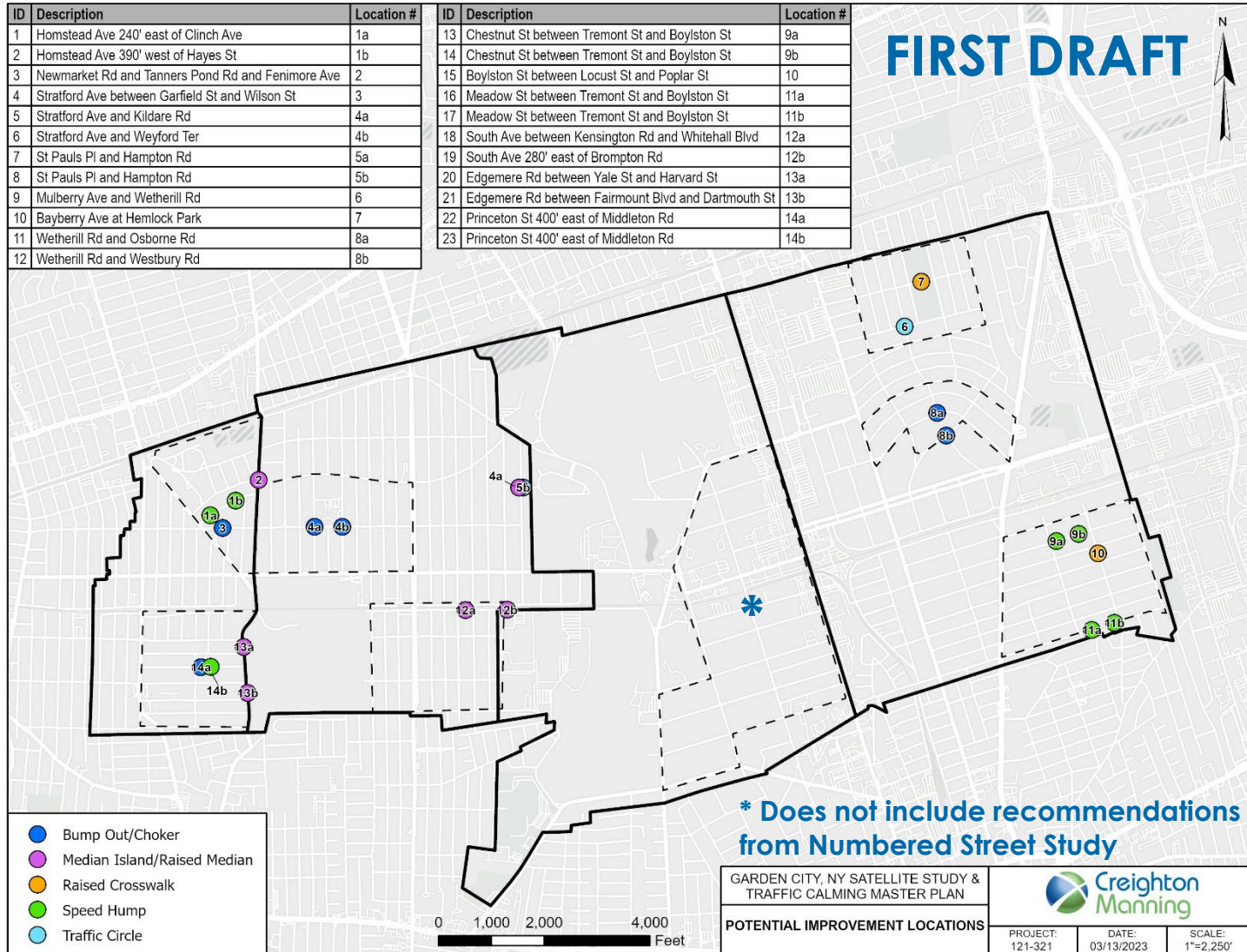


Public feedback from Kick Off meeting

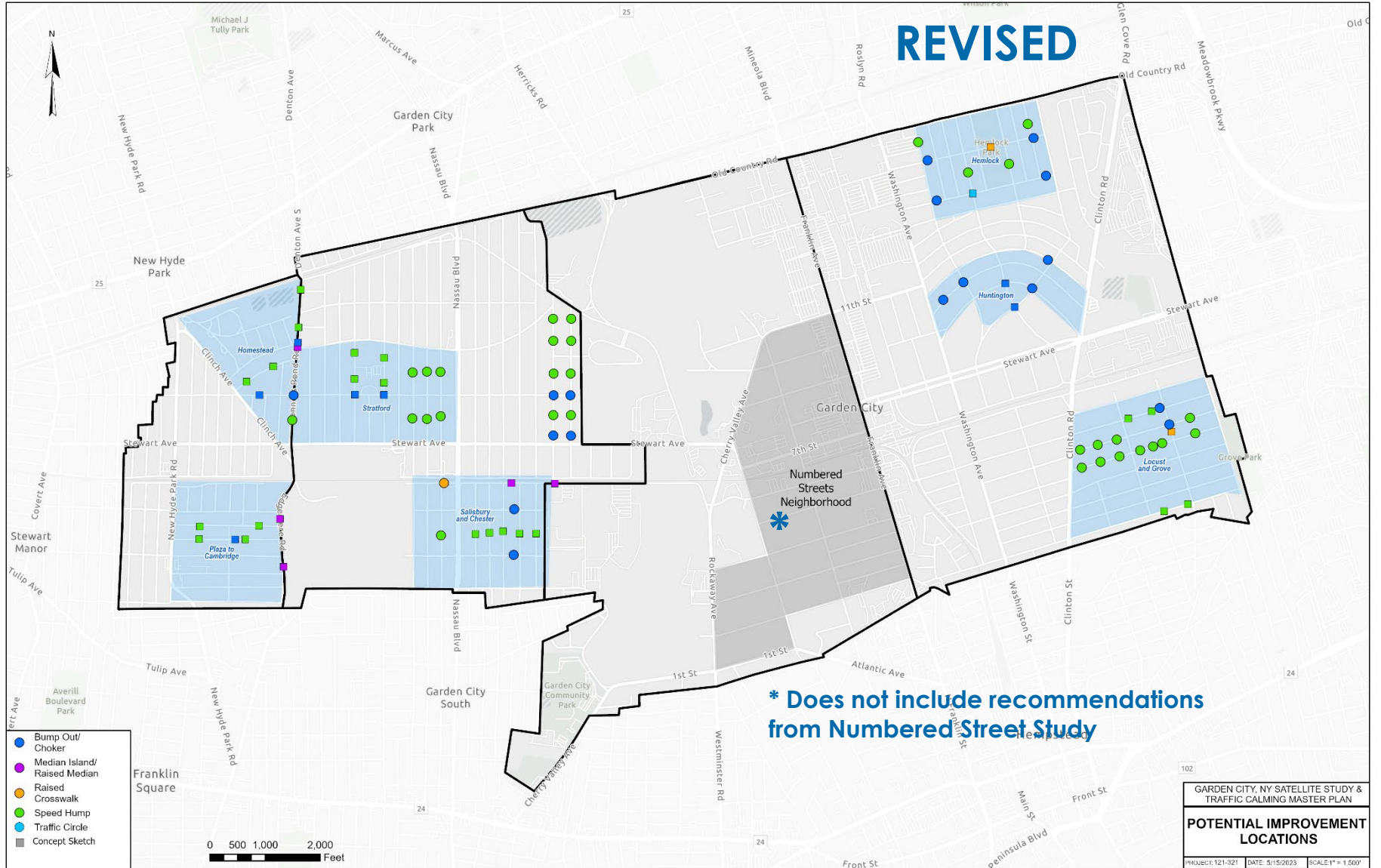


Map of pins from Survey 123 feedback

# POTENTIAL IMPROVEMENT LOCATIONS



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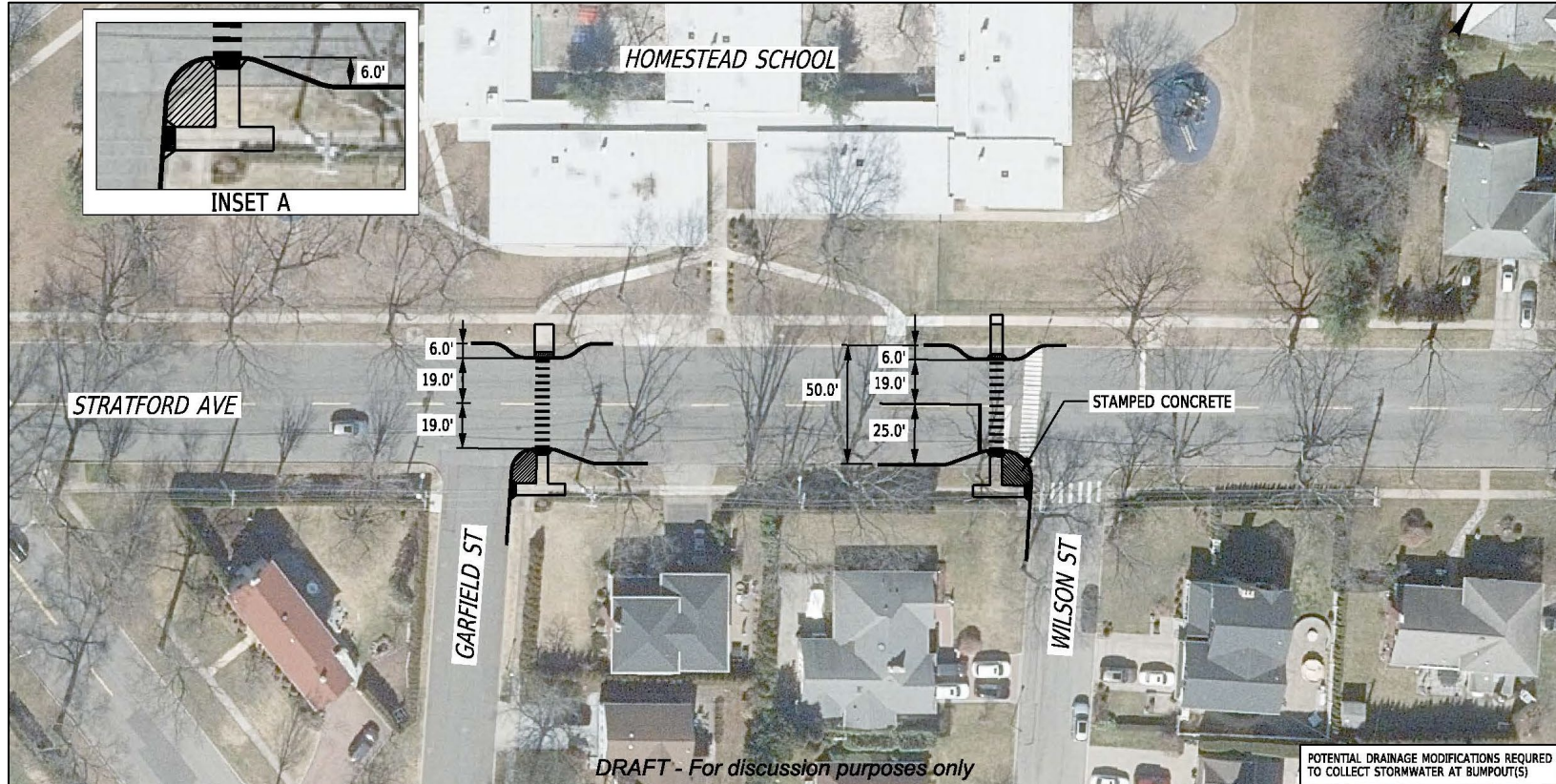


# POTENTIAL IMPROVEMENT CONCEPT SKETCHES

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- 25-30 concept sketches developed
- Presenting a few from each Study Area
- Treatments sketched based on:
  - suitability analysis
  - professional judgement
  - community feedback
- Concepts are not final designs
- Could be “tested” with temporary materials

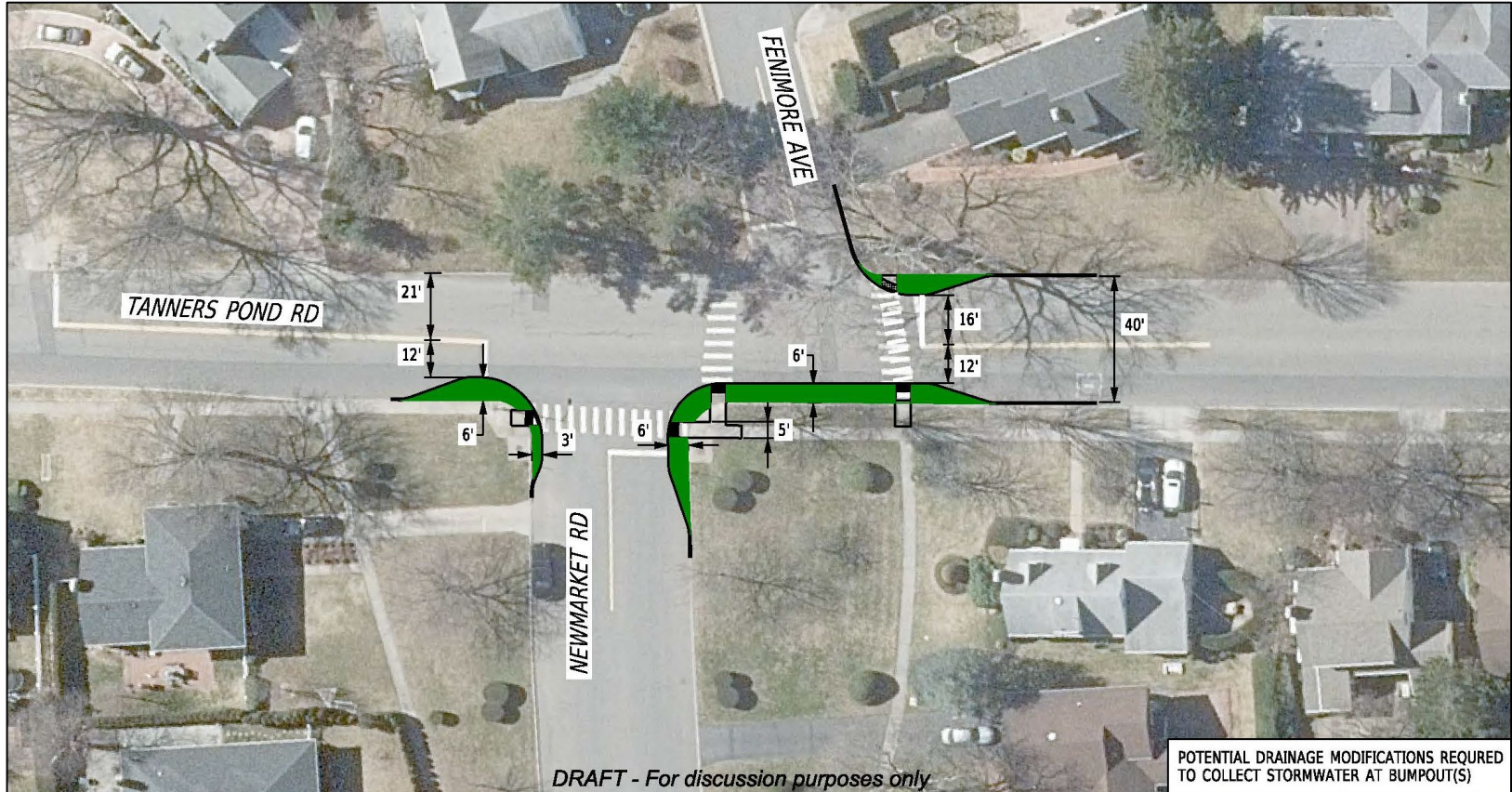
# CONCEPT SKETCHES – WEST SECTION



Sketch plan showing bump-outs on Stratford Ave at Garfield St and Wilson St to reinforce pedestrian crossings leading to the Homestead School and calm traffic on Stratford Ave



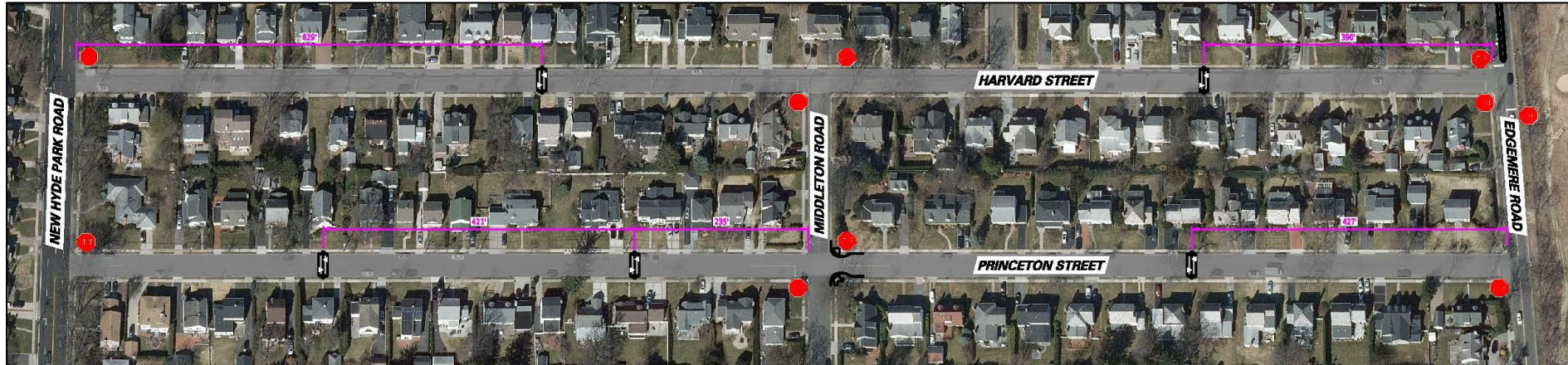
# CONCEPT SKETCHES – WEST SECTION



Sketch plan showing bump-outs on Tanners Pond Rd and Newmarket Rd to narrow travel lanes, shorten crossing distance and generally calm traffic. Concept with median islands also developed. Goal is to narrow roadway.

# CONCEPT SKETCHES – WEST SECTION

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Sketch plan showing multiple speed humps along Princeton St and Harvard St between New Hyde Park Rd and Edgemere Rd. Existing stop signs are shown as red dots.

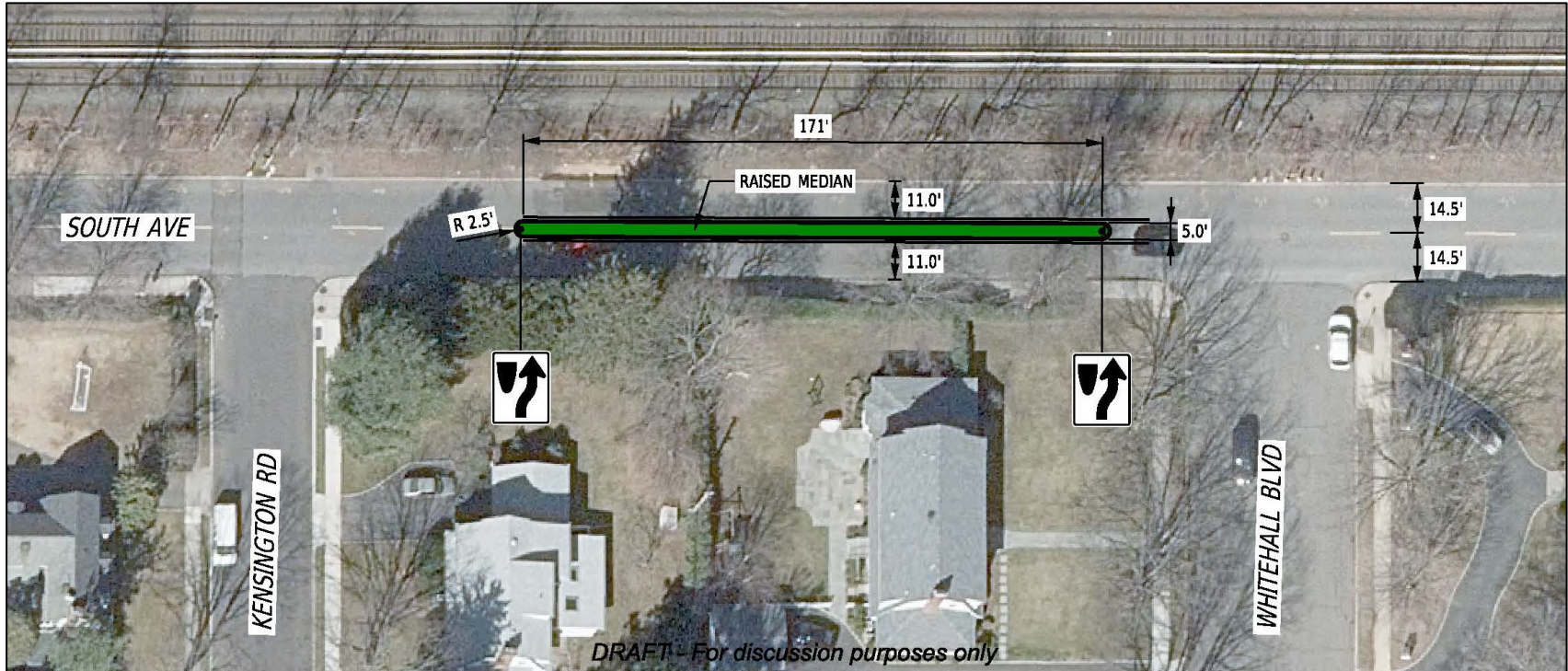
# CONCEPT SKETCHES – ESTATES SECTION

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Sketch plan showing multiple speed humps along Tanners Pond Rd.

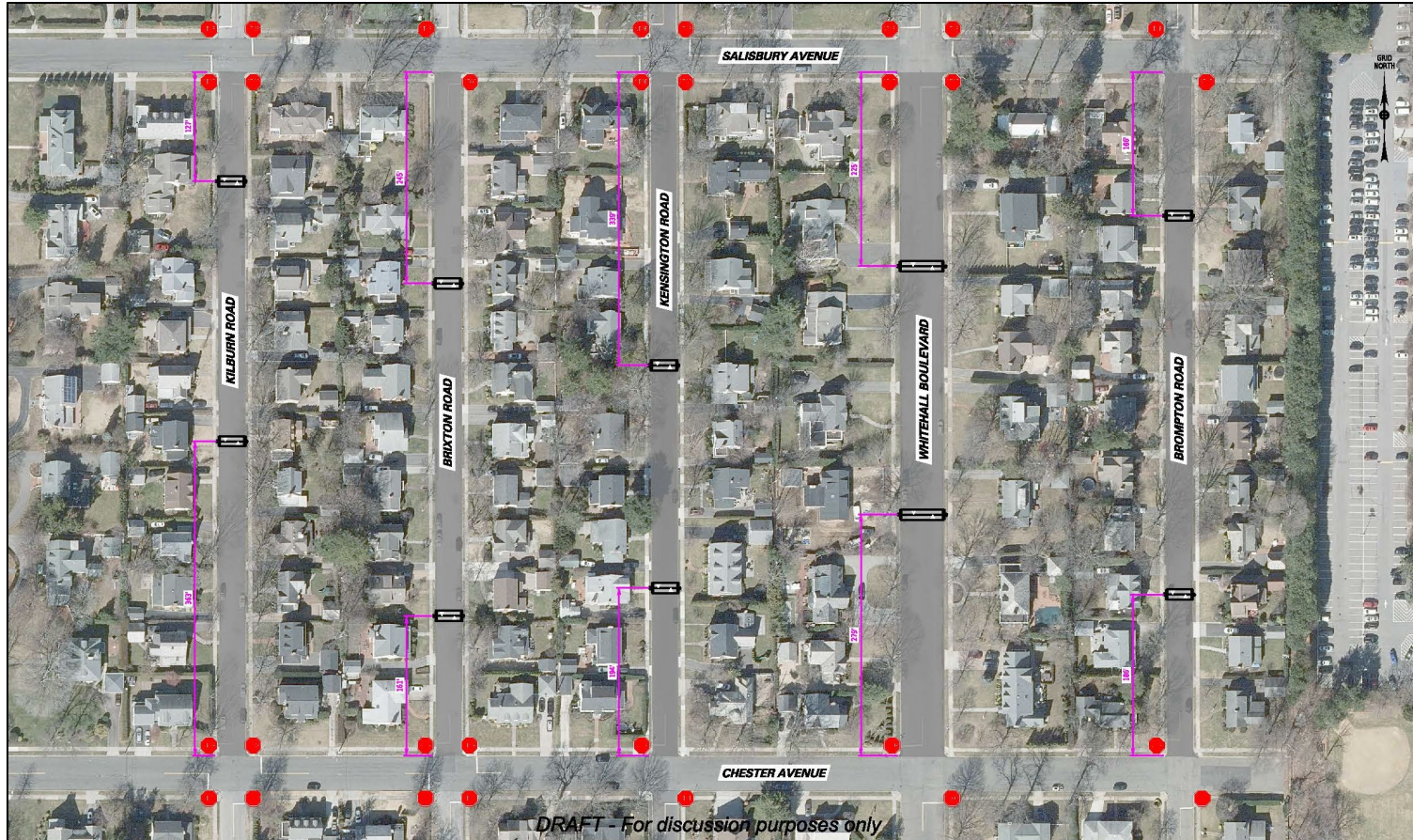
# CONCEPT SKETCHES – ESTATES SECTION



Sketch plan showing center median island along South Ave; recommend similar in the same area. Median design could vary – continuous or broken, landscaped or hardscaped, etc.

# CONCEPT SKETCHES – ESTATES SECTION

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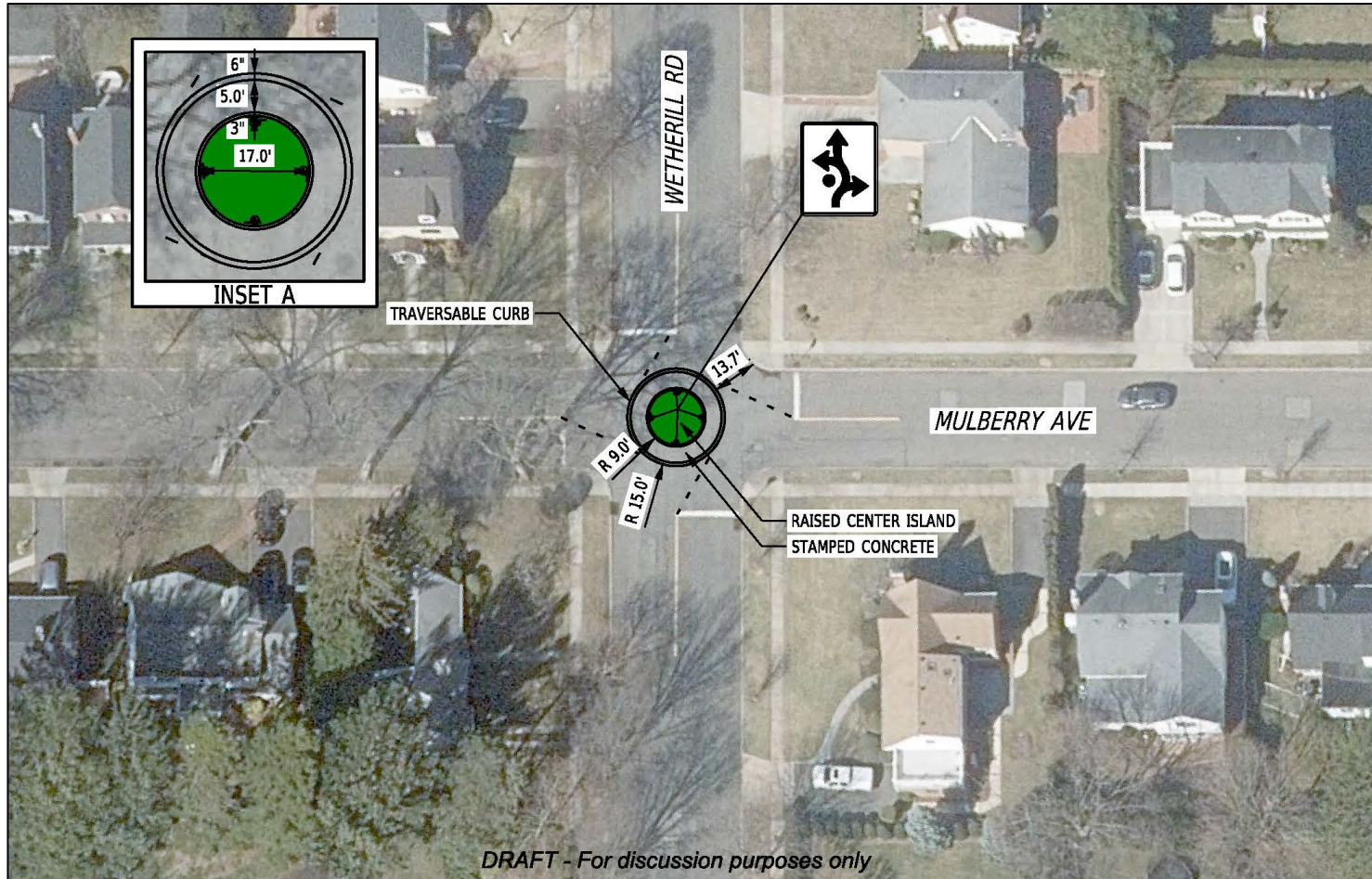
Sketch plan showing speed humps on Kilburn Rd, Brixton Rd, Kensington Rd, Whitehall Blvd, and Brompton Rd between Salisbury Ave and Chester Ave

# CONCEPT SKETCHES – EAST SECTION



Sketch plan showing intersection bump-puts on Wetherill Rd at Westbury Rd and Osborne Rd near Triangle Park

# CONCEPT SKETCHES – EAST SECTION



Sketch plan showing a neighborhood traffic circle; circle forces motorists to reduce speed through the intersection

# CONCEPT SKETCHES – EAST SECTION

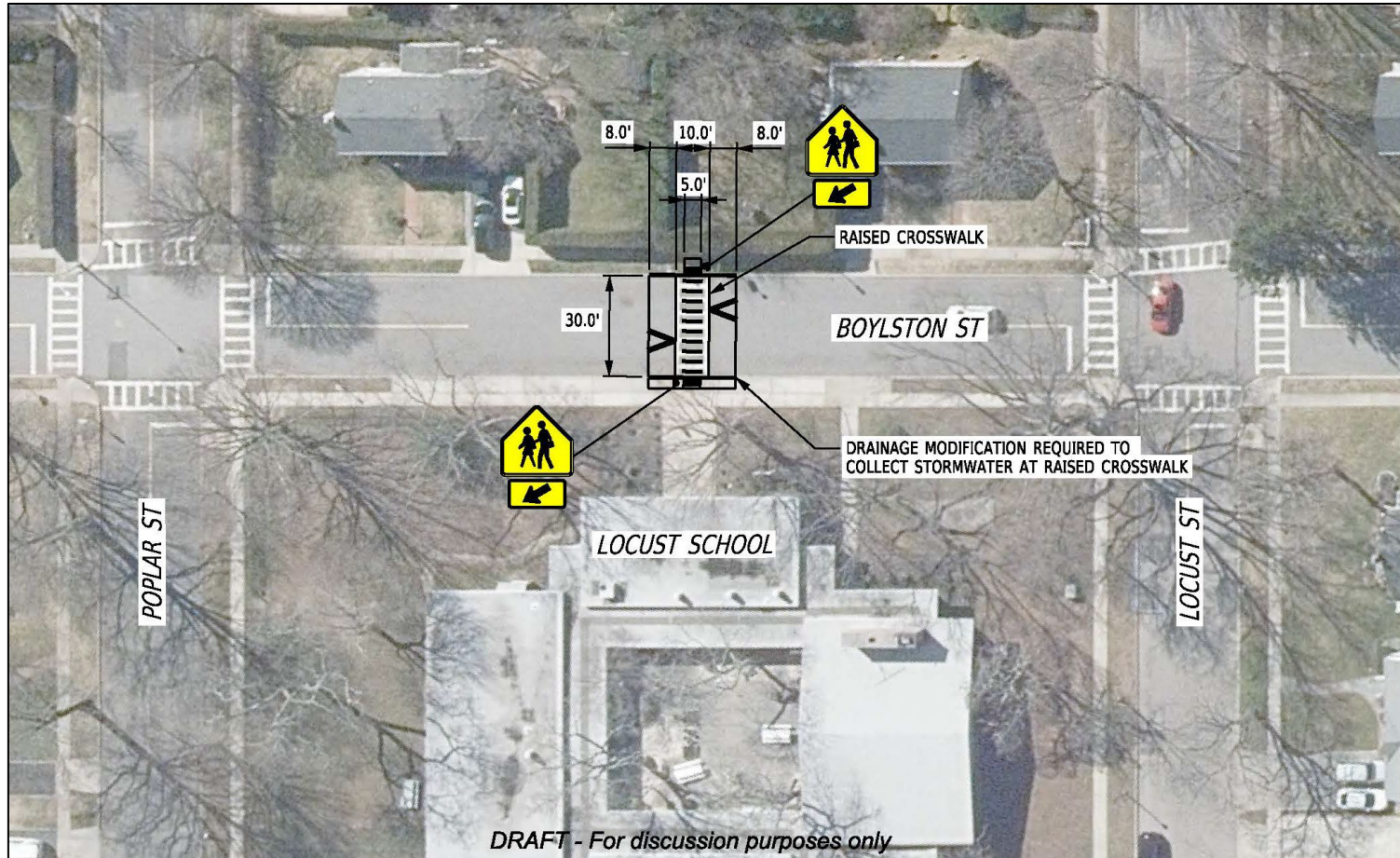
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Sketch plan showing a speed humps on Chestnut between Tremont St and Boylston St.; recommend series in this section between Clinton Rd and Grove St.



# CONCEPT SKETCHES – EAST SECTION



Sketch plan showing a raised crosswalk on Boylston St, midblock between Poplar St and Locust St, in front of Locust School

# ADDITIONAL IDEAS FOR CONSIDERATION

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- Traffic Calming Request Protocol
  - Temporary or Permanent
  - Criteria include traffic data and resident support
  - Treatment removal request protocol
- Prioritization Process
  - Traffic Commission to prioritize suitable locations
- Develop Capital Plan for Priority Locations
- Traffic Policies
  - Speed limit reduction
  - Automatic enforcement (red light or speed cameras)
- Temporary Treatments – Speed Humps and More
  - Bump-outs, chokers, traffic circles
  - Design, implement, study

# TEMPORARY SPEED HUMPS (4th STREET)

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- CAC recommended speed humps during Numbered Streets Study
- Traffic Commission approved purchase of temporary humps, installation, and “during study”
- Installed in early May 2023, data collection in late May / early June



# TEMPORARY SPEED HUMPS (4th STREET)

- Study found 85<sup>th</sup> perct. speeds dropped by 10mph and 9mph
- Vehicles traveling **above** speed limit (30mph) **dropped dramatically**
- Positive feedback from residents, school, church

Direction	Before	After	Delta	Before	After	Delta	Before	After	Delta
	Average Speed (mph)			85 <sup>th</sup> Percentile Speed (mph)			% Above Speed Limit		
EB	30	24	-6	39	29	-10	49%	8%	-41%
WB	29	23	-6	37	28	-9	48%	5%	-43%

# NEXT STEPS

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- Traffic Commission to consider recommendations
- Act on those with existing support
- Develop capital program / budget
- Define protocols (request, removal, prioritization, etc.)
- Implement / study temporary treatments



# QUESTIONS



VILLAGE OF GARDEN CITY

# SATELLITE STUDY AND TRAFFIC CALMING MASTER PLAN

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June 15, 2023

# THANK YOU

## Contact Info

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