

HASWELL FARMS/THE ENCLAVE
TRAFFIC CALMING INITIATIVE
NEIGHBORHOOD MEETING

February 25th, 2014

Tonight's Agenda

- Welcome
- Presentation
- Breakout Groups
- Results of Group Discussions
- Questions/Comments
- Next Steps

Presentation Outline

- Why are we here tonight?
- Existing Traffic Conditions
 - ▣ Vehicle Volume
 - Development History
 - ▣ Vehicle Speed
- Demographics – Traffic Safety
- Traffic Calming Techniques to Address Speeding

Background

- Summer 2013
 - ▣ Haswell Farm residents informed Town of vehicles speeding along Hasgate Drive (petition submitted)
- 2012 - Requests from The Enclave for all-way stop signs to address vehicle speeding
- Town Staff met with Haswell Farms/The Enclave representatives to discuss vehicle speeding and volume concerns
 - ▣ Enhanced Police Enforcement
 - ▣ Development of Traffic Calming Initiative Work Plan

Study Area



Study Area



Existing Traffic Conditions

- CHA Companies collected vehicle volume and speed data
 - November 4 – November 11, 2013



Study Area

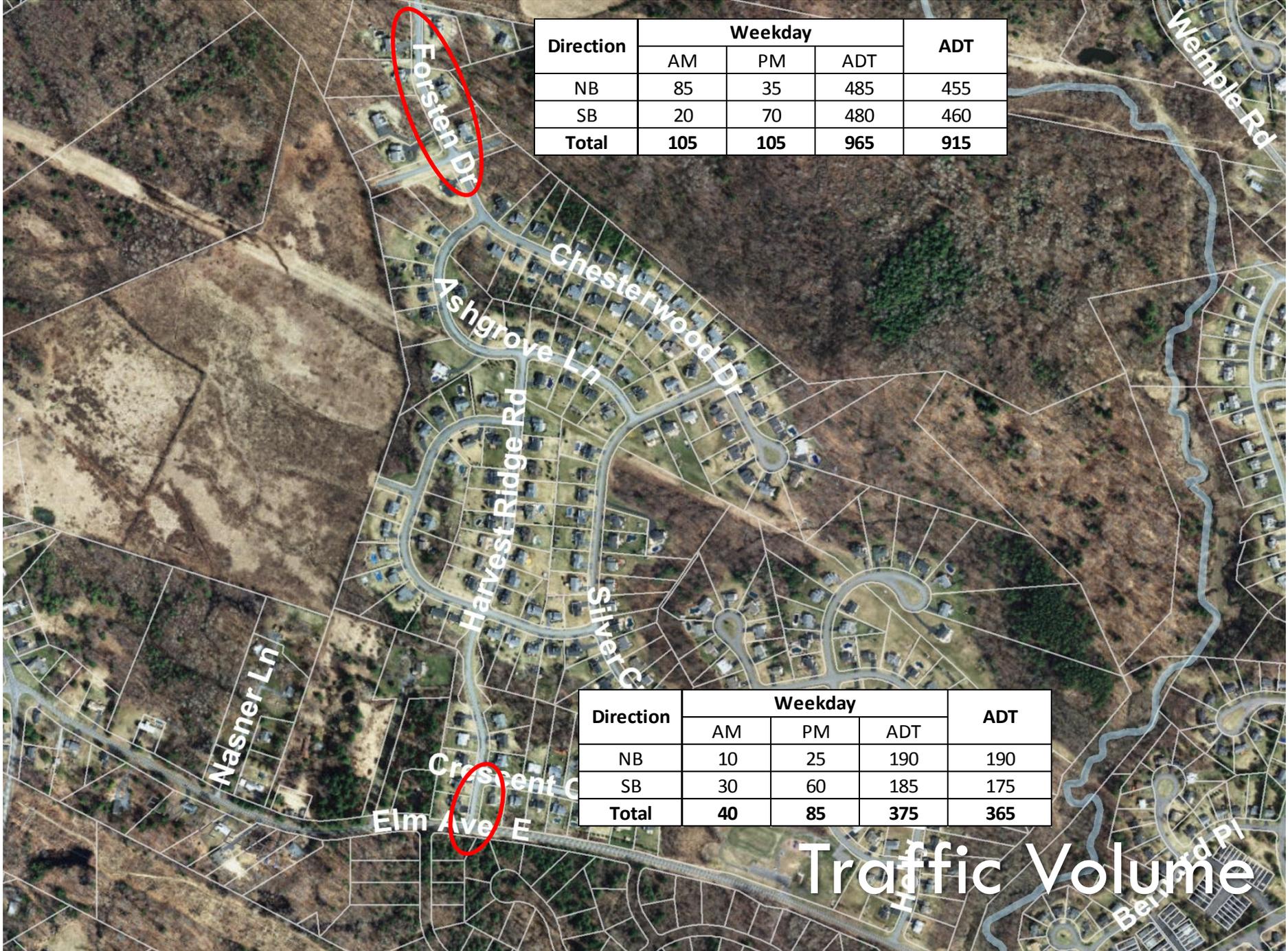
- Hasgate Drive
Feura Bush – Dowers Way
Barrington – Reynolds Ct.
- Forsten Drive
- Harvest Ridge Road
Crescent Creek – Elm Ave East



Direction	Weekday			ADT
	AM	PM	ADT	
NB	175	70	985	945
SB	30	135	975	945
Total	205	205	1960	1890

Direction	Weekday			ADT
	AM	PM	ADT	
NB	110	50	635	605
SB	20	85	625	595
Total	130	135	1260	1200

Traffic Volume



Direction	Weekday			ADT
	AM	PM	ADT	
NB	85	35	485	455
SB	20	70	480	460
Total	105	105	965	915

Direction	Weekday			ADT
	AM	PM	ADT	
NB	10	25	190	190
SB	30	60	185	175
Total	40	85	375	365

Traffic Volume

Traffic Volume – Summary

- Volumes are consistent with the levels that would be anticipated for the size of the neighborhoods
- Most traffic destined to/originating from the north to Feura Bush Road
- Low proportion of vehicles are using the Harvest Ridge Road entrance to Elm Ave East
- No noticeable cut-through traffic occurring
 - ▣ Volumes related to residents in both Haswell Farms and The Enclave
- Northern portion of Hasgate Drive approaching residential collector status rather than local street
 - ▣ Consistent with original Traffic Impact Study estimates



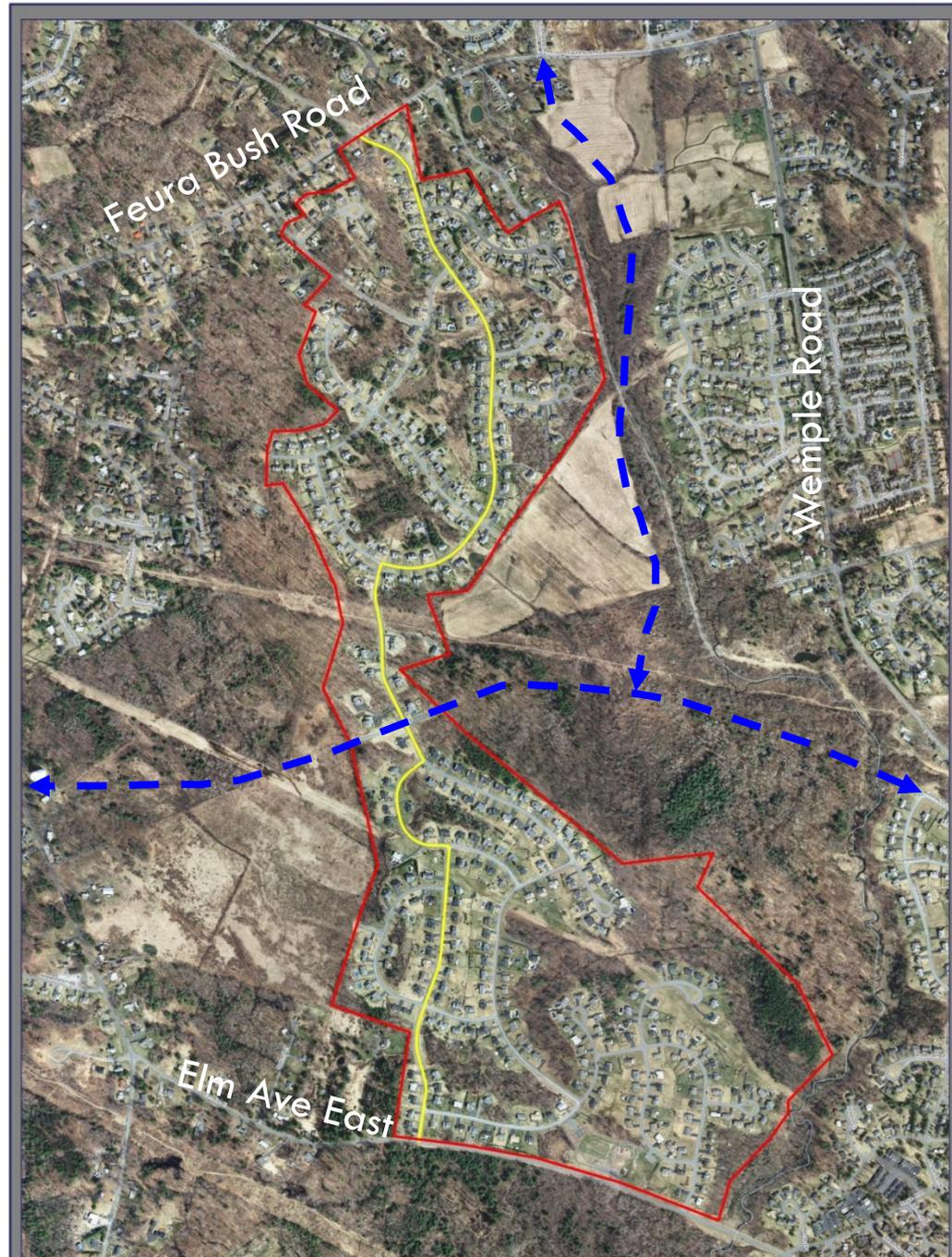
Hasgate Drive Traffic Volume

Development Approval History

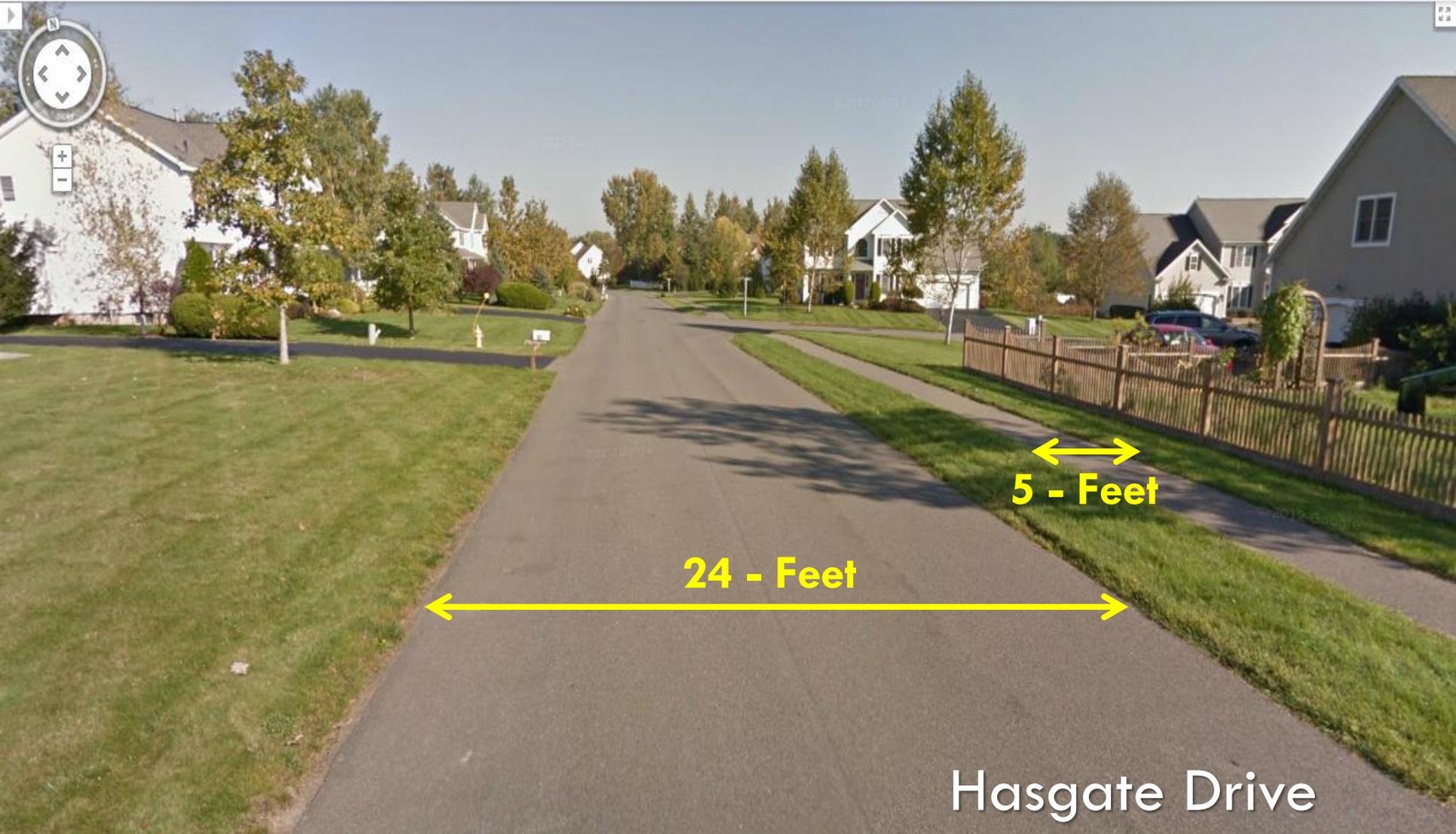
- August 1996 – Haswell Farms Subdivision Approved by Planning Board
- July 1999 – The Enclave Approved by Town Board
- 1990 to 1999 – Both developments appeared before Planning Board and/or Town Board
 - ▣ Discussed pros/cons of roadway connection (Forsten Drive) between developments
 - ▣ Traffic Studies identified the anticipated year 2010 Average Annual Daily Traffic along Hasgate Drive (2900 vehicles)
 - ▣ Sidewalk required along Hasgate Dr., Forsten Dr., Ashgrove Ln., Harvest Ridge Rd. to connect to Maple Ridge Park as a result of anticipated vehicle volume
 - ▣ Traffic signal installed at Hasgate Drive and Feura Bush Road
 - ▣ Portions of Kimmey Drive constructed
 - ▣ Land reserved for future alternative roads as development occurs

Future Alternative Roads

- East-West Connector (Kimmey Drive)
- North-South Connector (Elsmere Ave. Extension)



Existing Roadway Section



5 - Feet

24 - Feet

Hasgate Drive

Existing Roadway Section



24 - Feet

5 - Feet

Forsten Drive

Existing Roadway Section



5 - Feet

24 - Feet

Harvest Ridge Road



Speed Data



Speed Data – 85th Percentile Speed

- The speed at which 85 percent of the population of drivers on a roadway drive at or below.
- A common statistical measure of speed for design purposes.
- An important evaluation criteria for projects
- Going forward it will give an accurate picture about the effectiveness of a project (improvement) in reducing vehicular speeds.

Speed Data

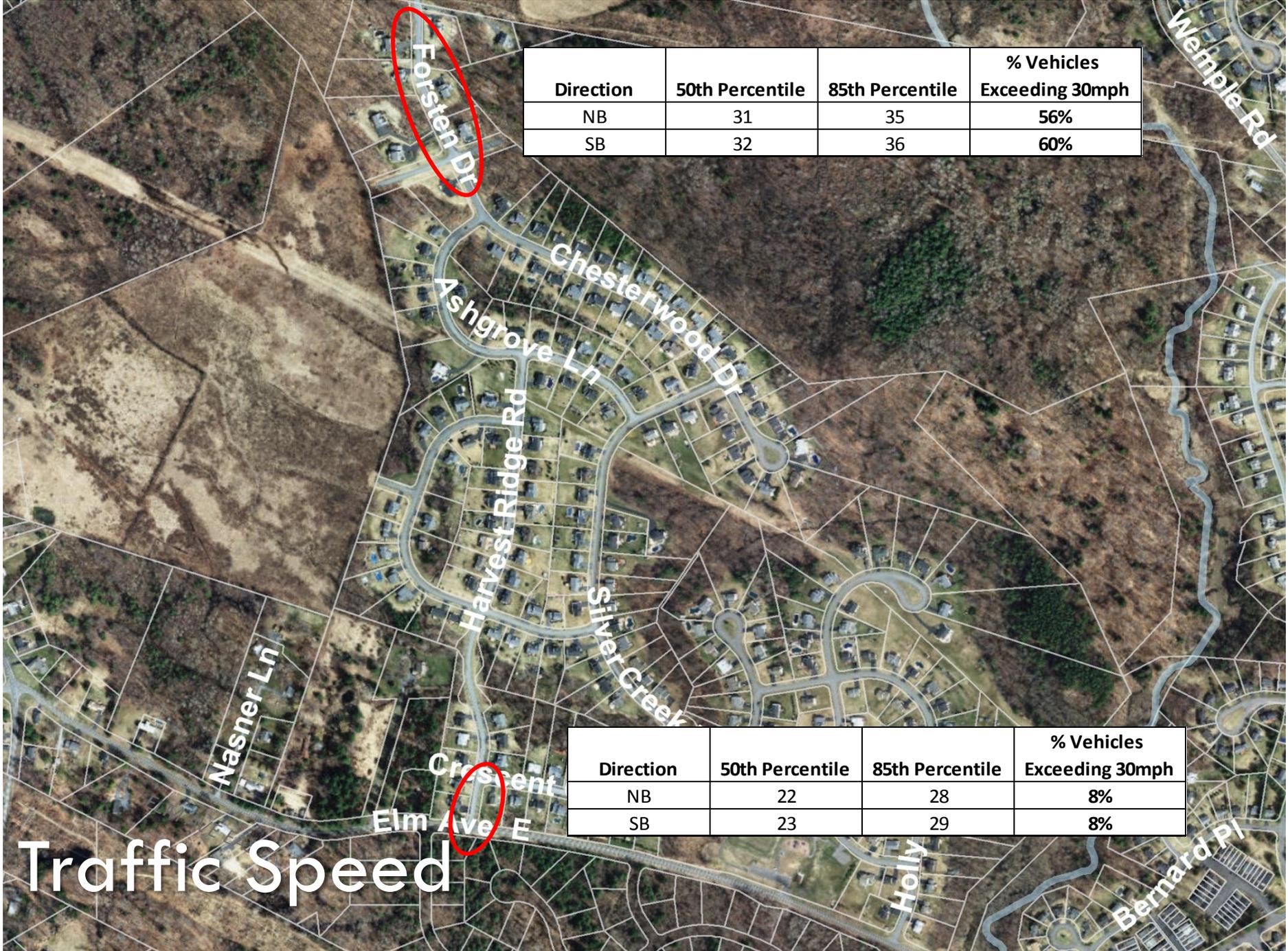
Segment	Direction	50 th Percentile	85 th Percentile	% Vehicles Exceeding 30mph
Hasgate Drive <i>Feura Bush Road to Dowers Way</i>	NB	30	34	42%
	SB	29	33	31%
Hasgate Drive <i>Barrington Court to Reynolds Court</i>	NB	32	38	64%
	SB	31	36	57%
Forsten Drive <i>Hasgate Drive to Ashgrove Lane</i>	NB	31	35	56%
	SB	32	36	60%
Harvest Ridge Road <i>Crescent Creek Way to Elm Avenue East</i>	NB	22	28	8%
	SB	23	29	8%

Speeds provided in miles per hour (mph)

Direction	50th Percentile	85th Percentile	% Vehicles Exceeding 30mph
NB	30	34	42%
SB	29	33	31%

Direction	50th Percentile	85th Percentile	% Vehicles Exceeding 30mph
NB	32	38	64%
SB	31	36	57%

Traffic Speed



Direction	50th Percentile	85th Percentile	% Vehicles Exceeding 30mph
NB	31	35	56%
SB	32	36	60%

Direction	50th Percentile	85th Percentile	% Vehicles Exceeding 30mph
NB	22	28	8%
SB	23	29	8%

Traffic Speed

Speed Data - Summary

- Speeds are highest
 - ▣ Hasgate Drive between Barrington Ct. – Reynolds Ct.
 - ▣ Forsten Drive between Hasgate Dr. – Ashgrove Ln.
- Harvest Ridge Rd not a good location for speed due to proximity of Stop sign and intersection
 - ▣ Recorder location intended to document vehicle volume
- Unique opportunity to address speeding since vehicles are those from Haswell Farms and The Enclave



Demographics – Traffic Safety

Demographics

□ Population

Neighborhood	Homes	Average Family Size 2010 Census	Population
Haswell Farms	185 Units	3.01	557
The Enclave	230 Units	3.01	692
TOTAL	415 Units		1249

□ School age Children in Area

Neighborhood	School District	Number of Students
Haswell Farms	Bethlehem	169
The Enclave	Bethlehem	164
The Enclave	Ravena-Coeymans-Selkirk	133 (estimated)
	Total	466

Speeding Facts

- On average, over 93 deaths occur each day from speeding vehicles. (National Highway Traffic Safety Administration (NHTSA))
- Each year over 4,000 people are killed while walking in neighborhoods or crossing streets. (NHTSA)
- Speeding in residential neighborhoods represents the single greatest complaint issued to police departments and elected officials throughout the U.S. (KKAD25)
- Most speeders on your street live right in the neighborhood. (KKAD25)
- Seventy-five percent of motor vehicle crashes occur within 25 miles of home. In addition, 60 percent of crashes occur on roads with posted speed limits of 40 mph or less.

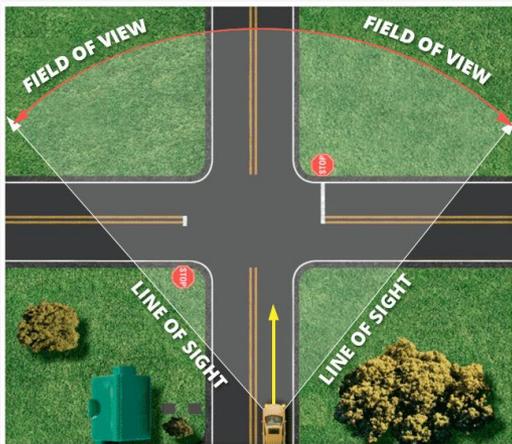
Speeding and a Driver's Ability to React

A vehicle traveling 40 MPH will still be going 36 MPH when it hits a person who suddenly appears in the street 100 feet ahead of it. The average driver going 25 MPH would be able to come to a full stop within 100 feet.

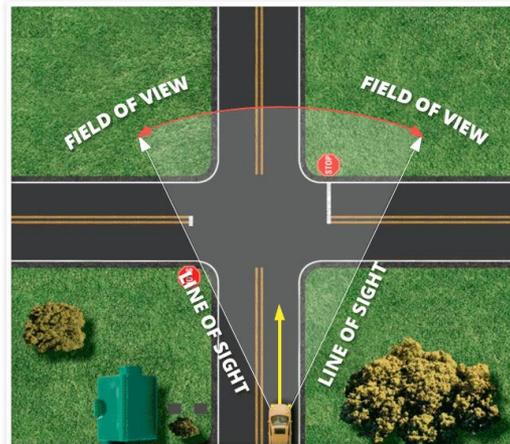
- Speeding extends the distance necessary to stop a vehicle.
 - ▣ At 20 mph the total stopping distance needed is 69 feet.
 - ▣ At 30 mph, the distance needed is 123 feet.
 - ▣ At 40 mph, the distance needed is 189 feet, which may not be enough distance and time for you to avoid hitting an object or person on the road (USDOT, NHSTA)

Field of Vision

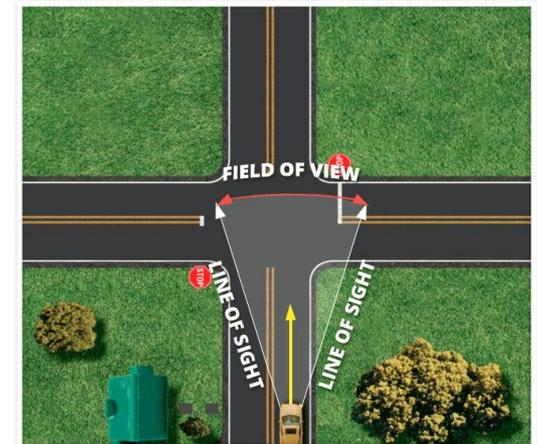
- Field of vision is narrowed by speed, when stopped, a driver's field of vision may be as high as 190 degrees, but for the same person, the angle will be narrowed to 40 degrees at 60 miles per hour.
- In addition, the Field of View is significantly reduced with age.



Field of View for a 16 year old



Field of View for a 46 year old



Field of View for a 76 year old

Traffic Calming Objective

- Safety of All Roadway Users
 - Reduce Speed



Traffic Calming Techniques

Categories of Traffic Calming Techniques

- Passive Controls
 - ▣ Neighborhood Awareness
 - ▣ Command or advise drivers
- Psychological Controls
 - ▣ Induce desired behavior patterns
- Physical Controls
 - ▣ Force drivers to take or not take actions

From: State of the Art: Residential Traffic Management, FHWA

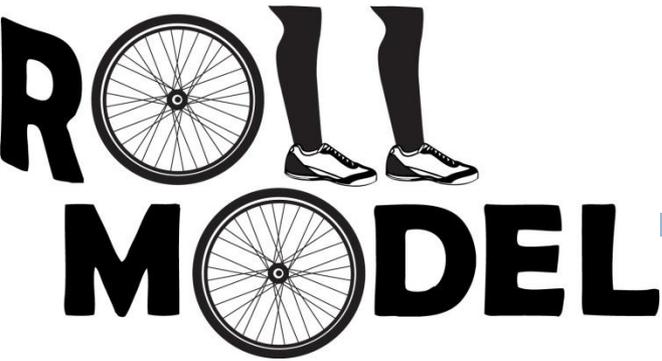


Passive Controls



Neighborhood Awareness

- Education
- Knowingly drive slow – at or below speed limit
- Respect your neighborhood
- Roll Model Pledge



ROLL MODEL PLEDGE

I Pledge to be a Roll Model for Safe Walking, Biking and Driving in the Town of Bethlehem.

As a pedestrian, I will:

- Always use sidewalks and marked crosswalks when available
- Look left-right-left to check for traffic before crossing the road
- Walk on the left side of the road facing traffic, if sidewalks are not available
- Be visible, by wearing bright reflective clothing and carrying appropriate lights at night
- Make eye contact with drivers before crossing the road, even in the crosswalk

As a bicyclist, I will:

- Always wear a helmet
- Stop and look for traffic before entering roadway from driveway or cross-streets
- Ride on the right side of the road
- Be visible, by wearing bright reflective clothing and using appropriate lights at night
- Obey all traffic laws, as motor vehicles must
- Share the road with motor vehicles

As a driver, I will:

- Yield to pedestrians in all crosswalks, even at roundabouts - it's the law
- Share the road with bicycles - they have the same rights to the road as cars
- Obey the speed limit
- Scan for pedestrians and bicycles often
- Pass slowly and allow at least 3 feet clearance to bicycles and pedestrians in the road
- Never use mobile devices while driving – it's the law

Reduce Posted Speed Limit

- State law prohibits Towns from setting limits lower than 30mph (except in School Zones)
 - ▣ Cities and Villages can reduce speed limit
- Four bills pending in the State Legislature regarding speed limits

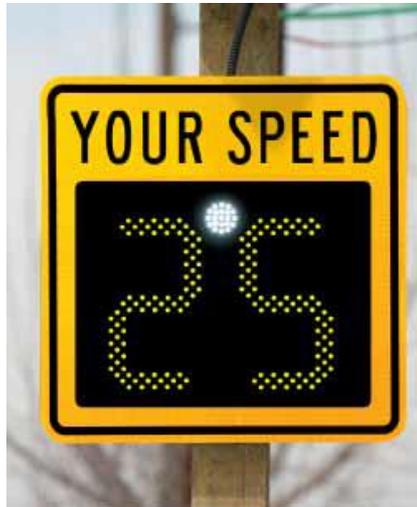


Passive Controls



A speed monitoring trailer is a mobile device with radar equipment that measures and displays the speed of approaching traffic. The device also includes a sign indicating the legal speed limit, which provides a reminder to speeding drivers to slow to the legal posted speed.

Permanent Speed Radar Signs



Targeted Police Enforcement

- Provide a police presence for temporary targeted speed enforcement at locations where speeding is a problem and there is a need for prompt action.
- **Application**
 - Streets where speeding is a problem
 - Locations where restrictions are being violated
- **Advantages**
 - Effective reduction of speed during enforcement period
 - Ease of implementation
- **Disadvantages**
 - Temporary and not self-enforcing
 - Staff Costs
 - Staff redirected from other duties



Street Signs



Street Signs





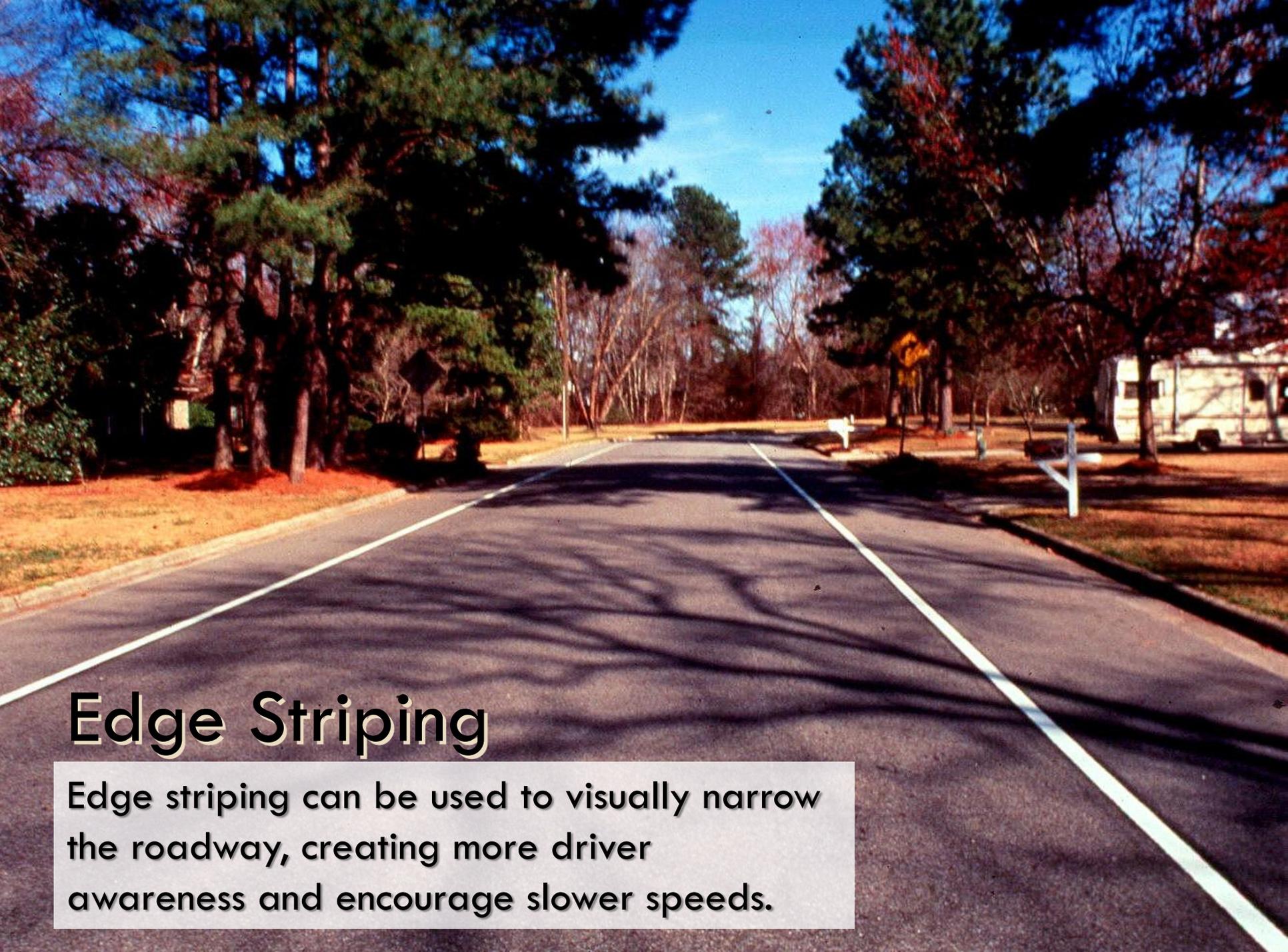
STOP Signs (All-Way Stops)



- By law, the purpose of a stop sign is to assign right of way
- Not to be used to control vehicle speed
- MUTCD (Manual of Uniform Traffic Control Devices) discourages the use of stop signs as a traffic calming device.
 - ▣ Risk of rear end collisions are increased.
 - ▣ Some drivers, once past the stop sign, increase their speed to make up for lost time (often referred to as “speed spiking”)
 - ▣ At intersections with little traffic, “rolling stops” (not a complete stop) are more likely to occur.
 - ▣ More frequent stop signs increase violations as the frustrated drivers pay less attention to the requirement for a full stop.

Psychological Controls

- Visual Constriction
 - Edge Striping
 - Street Trees
- Neighborhood Character

A photograph of a paved road with white edge striping. The road is flanked by trees and a clear blue sky. The shadows of the trees are cast across the road. A yellow diamond-shaped sign is visible on the right side of the road. A white trailer is parked on the right side of the road.

Edge Striping

Edge striping can be used to visually narrow the roadway, creating more driver awareness and encourage slower speeds.



Street Trees

Street trees or other streetscape features along the roadway can help to visually narrow the “feel” of the roadway, which can improve driver awareness and encourage slower speeds. Street trees can also enhance the aesthetic qualities of the neighborhood.

A decorative horizontal bar at the top of the slide, consisting of an orange rectangle on the left and a blue rectangle on the right.

Physical or Active Controls

Physical or Active Controls

- Street Specific Controls
 - ▣ Vertical deflections – Speed Humps
- Neighborhood Controls as part of a Town-wide Traffic Management Strategy
 - ▣ Closures
 - ▣ Diversions
 - ▣ Turn Restrictions
 - Unexpected consequences, traffic diverted to inadequate roadways



Speed Hump

- Expectations
 - ▣ Reduce speed about 20%
 - ▣ May redirect some traffic (2%)
- Impact on Neighborhood
 - ▣ May be noisy for adjacent residents

Speed Humps

- Mordella Road – Village of Colonie



Break Out Groups

- Time for your feedback
- What are your ideas for solutions?

- Number at bottom of agenda is group number
- Group #1 – Rob Leslie
- Group #2 – Jeff Lipnicky
- Group #3 – Ken Kovalchik
- Group #4 – Liz Staubach



Questions/Comments



Next Steps

- Review Comments from Neighborhood Meeting
- Develop Graduated Approach of Traffic Calming Solutions
- Present Approach/Solutions at Town Board Meeting – Discuss with Town Board
- Implement Solution(s) in Spring/Summer