



Town of Orangetown Neighborhood Traffic Calming Program

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I INTRODUCTION

A. Purpose

This Neighborhood Traffic Calming Program has been developed to provide a safer environment for pedestrians, bicyclists and motorists and to improve the quality of life within neighborhoods in Orangetown which are experiencing speeding, excessive traffic and/or a high rate of accidents, through the development of guidelines, criteria and procedures for evaluating and implementing various traffic calming measures.

B. Key to Successful Projects:

The key to any successful traffic calming program is choosing the appropriate measure(s) for a specific problem. Residents and/or neighborhoods must identify specific streets or intersections involved, direction of traffic, day(s) of the week, time(s) of day and other factors when the specific problems occur. Town staff may need to conduct traffic counts and speed counts and accident studies to verify the extent of the problem. Since traffic calming measures can be expensive and create inconvenience, a wide base of neighborhood support is essential, as well as an understanding of the impact of the traffic calming measures on the surrounding areas.

Neighborhood support, enforcement, education of motorists, bicyclists and pedestrians, appropriate engineering applications and economics typically determine the success of any traffic-calming endeavor. A cooperative partnership between local residents and town government is essential to the success of the project.

Each traffic-calming project should include community awareness and education components, including:

- Distribution of traffic safety brochures within the neighborhood, area schools, and businesses;
- Presentations of various educational programs on, child safety seats, Buckle-Up NY (seatbelt program), pedestrian safety, bicycle safety, enforcement presentations (OPD), and safe driving tips;
- Identification of a safe walking route to school if a school is in the impacted area;
- Public service announcements to remind motorists of the consequences of speeding;
- Traffic counts to determine actual speeds, traffic volumes, and peak periods of each;
- Speed Monitoring Awareness Radar Trailer (SMART) - a mobile trailer equipped with a radar gun and a speed limit sign to show motorists their speed in comparison with the posted speed limit;
- Enforcement of speed limits.
- Endorsement by the local enforcement agencies and emergency service providers.

C. What is Traffic Calming:

Traffic calming is “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.” [Institute of Transportation Engineers’ (ITE) in the publication *Traffic Calming: State of the Practice*].

The Town of Orangetown includes the following as key components of its traffic calming program:

1. Evaluation
2. Education
3. Enforcement
4. Visual Measures
5. Physical Measures
6. Assessment

II DEFINITIONS

AADT - Average Annual Daily Traffic

Cut-Through Traffic - Through traffic diverted from arterial and collector streets onto local residential streets to avoid congestion.

Impacted Area – Vicinity in which a specific street and adjacent streets will be affected by the Traffic Calming Measure

Local Residential Streets - Intended to serve primarily as an access to abutting property.

Neighborhood Notification Area - Affected area which identifies particular streets and households within a specified radius, necessary for the Town to notify.

NYSDOT - New York State Department of Transportation

NYSMUTCD - New York State Manual of Uniform Traffic Control Devices

OHD - Orangetown Highway Department

OPD - Orangetown Police Department

ONTCTF - Orangetown Neighborhood Traffic Calming Task Force

Road Work Permit – Written authorization to commence work within the Town Right of Way.

TAB - Traffic Advisory Board

Town - Town of Orangetown

Town Board – The Town Council of the Town of Orangetown

Traffic Calming Measures - Methods used to reduce vehicular speed and volume and increase the sharing of streets by pedestrians and other users. Generally refers to physical measures and roadway design changes; education, enforcement and visual measures may be components.

Traffic Calming Study-An appraisal of traffic conditions and the development of a plan for implementing one or more traffic calming devices.

Traffic Count Study - A study using equipment to measure, collect and statistically analyze the speeds of vehicle, volumes computed to AADT.

TTAC - Traffic Technical Advisory Committee

III STREET CLASSIFICATION

- A. Arterials** - Highways under the jurisdiction of the NYSDOT.
- B. Major Streets or Highways** -Under the jurisdiction of the Rockland County Highway Superintendent and/or Town roads identified by a double yellow line.
- C. Commercial and Industrial Street** - Defined by Town Code, Section 7B “Street Specifications for Subdivisions”
1. Commercial and industrial streets.
 - Street is in an area zoned for commerce or industry.
 - Street is on or so close to the dividing line between a residential and commercial or industrial area that it may reasonably be expected to carry a substantial volume of commercial or industrial traffic.
 - Street creates a shorter and more convenient route between a commercial or industrial area and a major traffic artery.
 - Street for any other reason may be expected to carry a substantial volume of commercial or industrial traffic.
- D. Local Residential Streets** - Serve primarily as an access to abutting properties.
1. Suburban-type streets.
 - The proposed street will serve subdivisions with lots under one acre in size.
 - The proposed street shall not be reasonably expected to become a through, commercial or industrial street.
 - The proposed street shall be a dead end, loop or other minor street within a development as distinguished from a principal collector as described in Paragraph (3) of Criteria for Major or Through Streets.
 2. Rural-type streets.
 - Street shall serve residential subdivisions with lots of a minimum size of one acre, where rezoning to small lot size is not designated in the zoning ordinance or contemplated in the comprehensive plan.
 - Street is not or cannot reasonably be expected to become a continuation or extension of a street of one of the three above-described classifications. Should such be the case, the proposed street shall take the classification of the street of which it is a continuation or extension.
 - Street does not or cannot reasonably be expected to carry a substantial volume of traffic.

IV POLICY

1. All streets under municipal jurisdiction shall be eligible for the following traffic calming measures; Education, Enforcement and Visual Measures.
2. Streets will generally be considered for physical traffic calming measures only after education, targeted enforcement and visual measures have been applied and their effects assessed.
3. Traffic calming measures are not eligible if they compromise roadway safety, based on limited sight distance, severe grades, or other engineering judgment.
4. The Orangetown Traffic Advisory Board (TAB) and the Traffic Technical Advisory Committee (TTAC) shall recommend traffic calming measures based on criteria outlined in Section V.
5. The TAB and the TTAC will submit their recommendations to the Town Board for their review and action.
6. Periodically the TAB and the TTAC will review these criteria to determine whether they are appropriate for current conditions.

V MINIMUM ELIGIBILITY

A. BACKGROUND

The eligibility criteria are designed to ensure that traffic calming measures are implemented in appropriate areas. The Town of Orangetown has patterned its program after successful programs in other cities and states particularly Minneapolis, MN, South Carolina DOT, Concord, CA, Rye, NY, Anchorage, AK, Delaware, Washington, DC. These programs base Traffic Calming eligibility on speed, volume, characteristics of the area, grades, sight distance, and neighborhood acceptance.

B. ELIGIBILITY CRITERIA FOR PHYSICAL TRAFFIC CALMING MEASURES:

1. For Local Residential Rural -Type Streets

- a. A minimum of 500 vehicles per day
- b. 85th percentile speed exceeding the speed limit by 7 mph
- c. Minimum segment length of 600 feet

2. For Local Residential Suburban-Type Street

- a. A minimum of 1,500 vehicles per day
- b. 85th percentile speed exceeding the speed limit by 9 mph
- c. Minimum segment length of 600 feet

C. Physical Traffic Calming Measures on a Local Residential Rural – Type Street and Local Residential Suburban – Type Street are subject to the following existing conditions:

1. Curbs and gutters
2. Grade
3. Curvature of street
4. School bus route/transit routes
5. Adjacent arterials
6. Previous traffic engineering
7. Residences fronting on street
8. On-street parking
9. Sight distances
10. Safety considerations
11. Drainage

D. The Minimum Distance from Proposed Physical Traffic Calming Measure To:

- | | |
|--------------------------------------|-----------------------------------|
| a) Signals – Intersection | 300 ft. |
| b) Stop Signs | 150 ft. |
| c) Other Speed Control Measure | 135 ft. |
| d) Intersections | 100 ft. |
| e) Driveways/Alleys | 20 ft. |
| f) Curves/Hills effecting site lines | 200 ft. |
| g) Mid-block Crosswalks | 100 ft. – unless raised crosswalk |
| h) Railroad Crossing | 200 ft. |

E. STREETS INELIGIBLE FOR PHYSICAL TRAFFIC CALMING MEASURES ARE:

1. Streets designated as State or County Highway or a Town Highway with a double yellow line;
2. Streets classified other than local rural or local suburban residential, including arterial streets or highways;
3. Streets used as a routine emergency service route or a major public service route;
4. Streets scheduled for resurfacing or reconstruction within the next two budget years. If all other criteria are met, traffic calming measures shall be installed during construction or resurfacing if possible;
5. Streets with grades, curvatures, or other physical conditions that make the application of Physical Traffic Calming Measures unsafe.

VI APPLICATION FOR EVALUATION

Residents and/or neighborhood associations wishing to have traffic calming measures considered for a specific street must submit a written application for evaluation, as prescribed in the form in the appendix, to the TAB. The request must be endorsed by a minimum of ten households or 25% of the households on a specific street.

The TAB will request the TTAC gather the necessary information to determine project eligibility. Its results will be submitted to the TAB and the Town Board.

The TTAC will develop the following data to determine whether the specific street is eligible for traffic calming measures, taking into consideration the impact on the surrounding area:

- Streets Affected (Neighborhood Notification Area);
- Description of impacted areas, with map. (The impacted area is generally a neighborhood area as defined by the TTAC in cooperation with the TAB);
- Description of petition area, with map. (The petition area is the area bounded by surrounding collector or arterial roads);
- Average Daily Traffic volumes, with directional splits for peak hours, within petition area;
- Average speed and/or 85th percentile speed in both directions within petition area;
- Existing speed limits on roadways within impacted area;
- Graphical representation of all traffic control devices (signs, markings, and signals) within impacted area;
- Description of roadways in impacted area including width, pavement condition, curb and gutter, sidewalks, shoulder width, ditch type, etc.;
- Character of area including current property zoning, current use, facilities such as schools, parks, hospitals, nursing homes, etc.;
- Speed studies for both directions on calming requested roadways;
- Turning volume movements, as necessary;
- Percentage of cut-through traffic (origin/destination studies).

VII PROCESS OF EVALUATION

- A. Once the resident(s) or neighborhood association submits the Application for Evaluation form, the TTAC will determine which residents in the area and on adjacent streets will be affected by the traffic calming measures. (This will be the **neighborhood notification area**). The OHD will then notify those residents in writing which will include a description of the proposal (e.g. What is a speed hump?) as well as the next meeting time and date for discussion of the TAB where public comments are heard and professional advice is given.
- B. A volunteer group of residents may form the project community working group representing the various geographical areas and interests within the neighborhood.
- C. The community working group will work with Town staff and meet to review existing problems, determine community goals, establish the neighborhood study boundary, discuss and evaluate the various measures, and seek community acceptance on a preferred alternative.
- D. The TTAC and the TAB will seek input from representatives of the Neighborhood Notification Area, any affected homeowners associations, Town staff including Fire Departments, Ambulance Corps, and other appropriate persons.
- E. After input is received the proposed project will:
 - Outline how the measure will give the desired results, the effects of the traffic calming measures on adjacent streets, and any other possible positive and negative effects.
 - Address each of the six aspects of traffic calming, evaluation, education, enforcement, visual measures, physical measures and assessment.
 - Include a cost estimate for the traffic calming measures including installation and maintenance.
- F. A recommendation will be submitted to the Town Board for review, along with a petition indicating concurrence and signed by at least 75% of the total occupied households on the specific street that is the subject of the proposed traffic calming measures or measures.

VIII IMPLEMENTATION

If the Town Board grants approval and the OHD issues a road work permit, the appropriate improvements will be installed. Temporary measures such as sandbags and cones may be required to determine the effectiveness and the workability of traffic calming measures (traffic circles, landscaped medians, chokers, and others as determined to be necessary). This requirement should be stipulated in the permit and will provide an observation period under actual traffic conditions. Within three months, the TTAC will determine whether the permanent measure can be installed. Upon completion of any traffic-calming project, an evaluation will be performed within one year of installation to determine the effectiveness of the measures implemented. The Town reserves the right to remove any traffic calming measure installed.

Meeting eligibility requirements does not guarantee the approval of a traffic calming project or measure.

VII RATING, RANKING AND SELECTION OF PROJECTS

Once a project has been deemed eligible and approved by the Town Board, that project will be rated and ranked according to the factors in the rating formula in Table 1.

The TTAC will rate eligible traffic calming projects and rank them for funding priority. The highest ranked projects will be scheduled for installation subject to available funding.

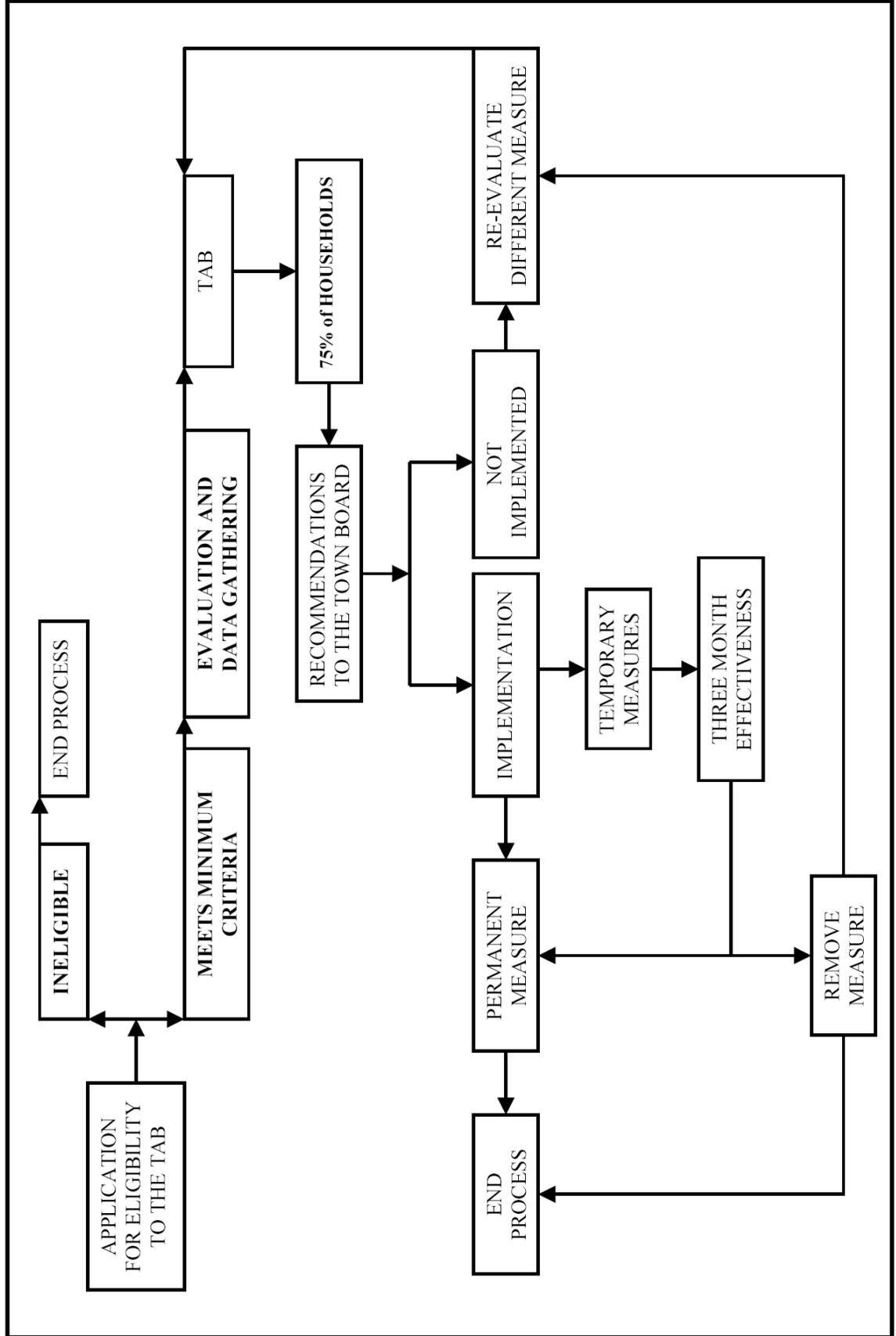
Private developers or homeowners' associations may also partially or fully fund traffic calming measures. All traffic calming projects, including those privately funded, must meet all process and substantive requirements outlined in this program.

The request date will be the basis for breaking ties with the earlier request taking precedence.

TABLE 1

CRITERIA	MAXIMUM POINTS	BASIS
Speed (85 th Percentile)	30	5 (five) points for every 5 (five) MPH over posted speed limit.
Volume	20	ADT divided by 100 (one hundred)
Outside Neighborhood Utilization	20	1 (one) point for every 100 (one hundred) vehicles using this as a cut-through street.
Accidents	15	1 (one) point for each crash/year at 1 (one) location.
Pedestrian Density	5	1 (one) point each for up to 5 (five) pedestrian generating facilities in or near specific street.
No Sidewalks	10	5 (five) points if no continuous sidewalk, and 5 (five) points if pedestrian traffic volume is considered high.
Total Possible Points	100	

Town of Orangetown Neighborhood Traffic Calming Program Flow Chart



APPLICATION FOR EVALUATION FORM

The purpose of this form is to enable neighborhoods to request the development of data to determine whether a specific street is eligible for traffic calming measures, taking into consideration the impact on the surrounding areas.

After completing this form, please submit to:

**The Traffic Advisory Board
26 Orangeburg Road
Orangeburg, New York 10962**

Phone: (845) 359-5100

Fax: (845) 359-2623

Date: _____

1. Please describe any traffic or safety issues that concerns residents in your neighborhood. Use a separate sheet if necessary.

2. Please describe the location of concern, as well as the limits of your neighborhood. Feel free to provide a sketch of any concerns on a separate sheet.

3. Please provide the names and signatures of at least ten households or 25% of the households on a specific street who are requesting that this neighborhood be included in the Town's neighborhood traffic calming program. Additional names may be placed on a separate sheet. Please place a check mark next to the main contact person.

Signature Printed Name Address Phone No. (Optional)

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____