



# Town of Clarkstown Traffic Calming Program

## Table of Contents

### I. INTRODUCTION

- a. Purpose & Intent
- b. Key to Successful Projects
- c. What is Traffic Calming?

### II. Definitions

### III. Street Classification

### IV. Policy

### V. Minimum Eligibility

### VI. Application for Eligibility

### VII. Process of Evaluation

### VIII. Implementation

## APPENDIX

### A1. Flow Chart

### A2. Application for Evaluation Form

### A3. Petition for Acceptance

## I. INTRODUCTION

### A. Purpose & Intent

The Town Board of the Town of Clarkstown recognizes that there may be neighborhoods within the Town that are experiencing excessive traffic, speeding and, in some areas, a high rate of accidents. This Traffic Calming Program has been developed to provide a safer environment for pedestrians, bicyclists and motorists throughout the Town. Through the development of guidelines, criteria and procedures for evaluating and implementing various traffic calming measures, the Town Board intends to employ new and creative mechanisms in an attempt to mitigate some of these prevailing issues and in so doing, improve the quality of life in Clarkstown.

### 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 neighbors must identify the specific streets or intersections involved, the direction of traffic, the day(s) of the week, the time(s) of day and other factors when the specific problems are evident. 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 support is essential from those residing on the street (the affected residents) where the traffic calming measures are planned to be placed, 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 the affected residents and the Town is essential to the success of the project.

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

- Presentations of various educational programs on child safety seats, Buckle-up NY (Seatbelt Program), pedestrian safety, bicycle safety, enforcement presentations (CPD), and safe driving tips;
- 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 Clarkstown 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

CHD -Clarkstown Highway Department

CPD -Clarkstown Police Department

NTCTF -Neighborhood Traffic Calming Task Force  
(consists of volunteers from the affected residents)

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.

NYS DOT -New York State Department of Transportation

NYS MUTCD -New York State Manual of Uniform Traffic Control Devices

Road Work Permit -Written authorization from CHD to commence work within the Town's right-of-way. Also referred to as an ~~Excavation Permit~~ or ~~Road Opening Permit~~ per Chapter 250 of the Clarkstown Town Code.

T&TFSAB -Traffic & Traffic Fire Safety Advisory Board

Town -Town of Clarkstown

Town Board -The Town Council of the Town of Clarkstown

The Affected Residents . The residents living on the streets where the requested traffic calming measures are to be placed.

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. Comprised of Town staff from CHD, CPD, other Departments and consultants as designated by the Town Board to act in an advisory, investigative and administrative capacity to the T&TFSAB and Town Board.

### III. STREET CLASSIFICATION

- A. Arterials . NYS Roads, Streets and Highways under the jurisdiction of the NYSDOT.
- B. Major Streets or Highways . County roads under the jurisdiction of the Rockland County Highway Department and Town Roads with a double yellow line.
- C. Commercial & Industrial Street . As defined in Chapter 254 of the Town Code ~~%Subdivision of Land+~~, these are in areas zoned for commerce or industry may reasonably be expected to carry a substantial volume of commercial and industrial traffic and create a shorter route between their area and a major traffic artery. These also may be on or close to the dividing line between residential and commercial areas.
- D. Local Residential Streets . These streets serve primarily as an access to abutting properties and are classified as:

1. Suburban type streets: These serve subdivisions with lots under one acre in size, are not reasonably expected to become a through, commercial or industrial street, and may be a dead-end, loop or other minor street as distinguished from a principal collector road.

2. Rural-type streets: These serve subdivisions with lots of a minimum of one acre in size where further down zoning is not anticipated and cannot be reasonably expected to become an extension or continuation of A., B., or C. above. If such extension or continuation occurs, the street will take on the classification the continued street. These streets do 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 (e.g. limited sight distance or severe grades) or are deemed ineligible based on other engineering analysis or judgment.
4. The T&TFSAB and TTAC shall recommend traffic calming measures based on criteria outlined in Section V.
5. The T&TFSAB and the TTAC will submit their recommendations to the Town Board for their review and action.
6. Periodically the T&TFSAB 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 Clarkstown 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 and the Town of Orangetown, NY.

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 7mph
- 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 9mph
- 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. Streets Ineligible for Physical Traffic Calming Measures are:

1. State or County Highways or a Town Road 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 ELIGIBILITY

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 (Form A2) in the appendix, to the T&TFSAB. The request must be endorsed by a minimum of ten households or 25% of the households on each specific street where the traffic calming measures are requested.

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

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

A description of the petition area with map. (The petition areas are the street or streets where the traffic calming measures are requested. The street or streets are defined as the road segment to the nearest intersection or where it terminates);

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 residents or neighborhood association submits the Application for Evaluation form (Form A2), the TTAC will determine which streets will be affected by the traffic calming measures. The T&TFSAB/TTAC will then notify those residents in writing which will include a description of the proposal.
- B. A volunteer group of residents may form the project community working group representing the various geographical areas and interests within the neighborhood NTCTF.
- C. The community working group NTCTF will work with Town staff and meet to review existing problems, determine community goals, discuss and evaluate the various measures, and seek community acceptance on a preferred alternative.
- D. The TTAC and the T&TFSAB will seek input from representatives of the affected area and any affected homeowners associations, Town staff, and Fire Departments & Ambulance Corps, and other appropriate persons or agencies.

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 (see Introduction Part I, Section C).
- Include a cost estimate for the installation and maintenance of the recommended measures.

A report and recommendation will be submitted to the Town Board, 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 application.

#### VIII. Rating, Ranking and Selection of Projects

Once a project has been deemed eligible, that project will be rated and ranked according to the factors in the rating formula in Table 1 of Implementation Part IX.

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 tie breaker for equally rated projects, if necessary, will be the request received with the earliest date taking precedence.

#### IX. IMPLEMENTATION

If the Town Board grants approval and the CHD issues a roadwork 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, speed cushions 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 six 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 of Clarkstown 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.**

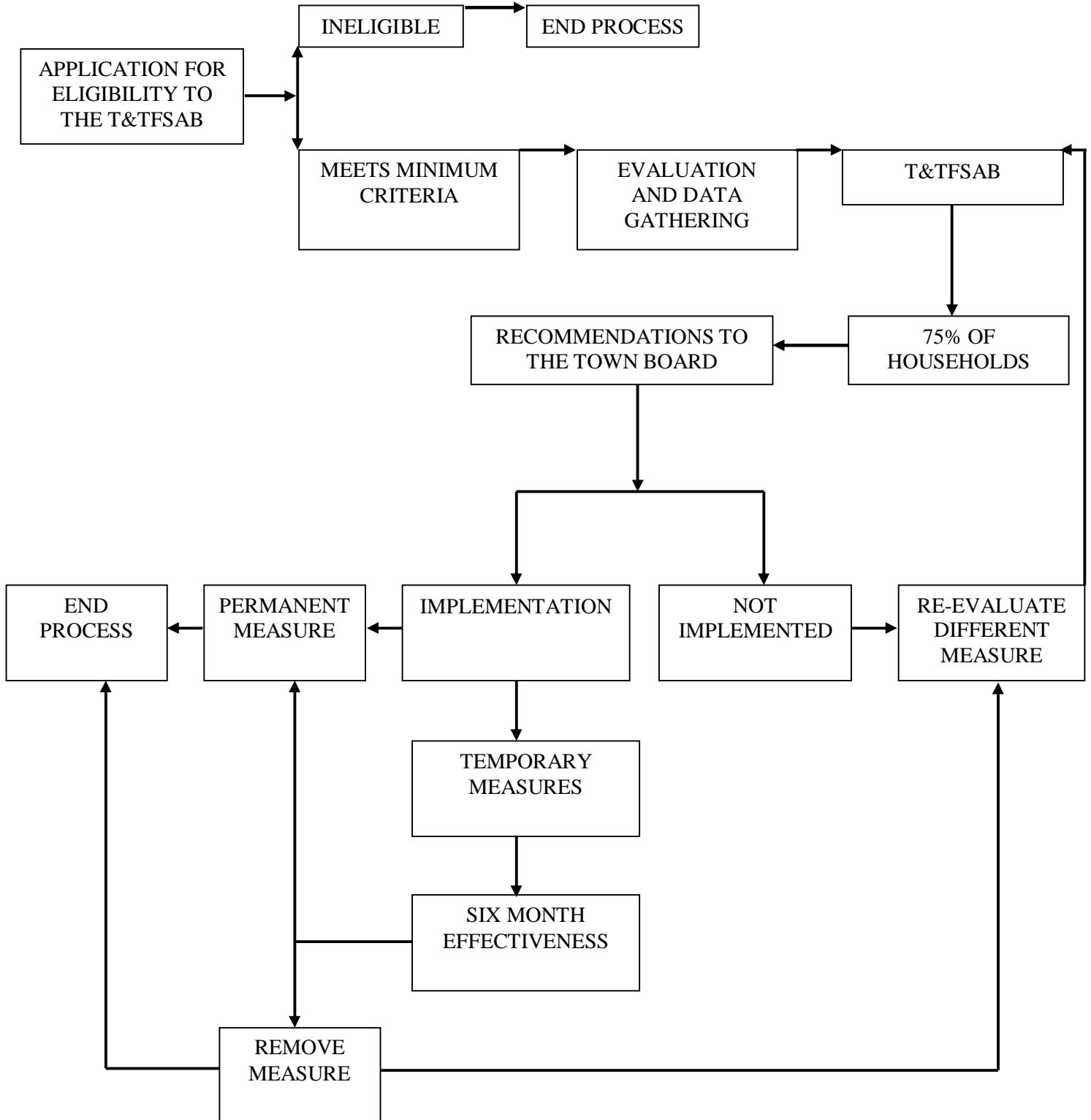
Table 1

CRITERIA	MAXIMUM POINTS	BASIS
Speed (85th 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	

The Town of Clarkstown's Traffic Calming Program is effective upon date of adoption by the Town Board, January 20, 2009; Revised 8/31/2010.



# TOWN OF CLARKSTOWN TRAFFIC CALMING PROGRAM FLOW CHART





# TOWN OF CLARKSTOWN - TRAFFIC CALMING PROGRAM 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 Town of Clarkstown Traffic & Traffic  
Fire Safety Advisory Board  
10 Maple Avenue  
New City, New York 10956  
(Information: Clarkstown Highway Department: 623-7500)

Date: \_\_\_\_\_

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

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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.

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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.

Signature	Printed Name	Address	Phone No.
<i>Please place a check mark next to the main contact person.</i>			
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____
5.	_____	_____	_____
6.	_____	_____	_____
7.	_____	_____	_____
8.	_____	_____	_____
9.	_____	_____	_____
10.	_____	_____	_____

Town of Clarkstown  
Traffic Calming Program

Petition for Acceptance

As a result of actions of some occupied households on the following street(s) \_\_\_\_\_, an  
Application for Evaluation was submitted pursuant to the Town of Clarkstown Traffic Calming  
Program. The Traffic & Traffic Fire Safety Advisory Board and the Traffic Technical Advisory  
Committee conducted a traffic count and it was determined that these streets meet the qualifications for  
Traffic Calming Measures.

The purpose of this petition is to obtain at least 75% concurrence of the total occupied households for  
the installation of Traffic Calming Devices. The attached Traffic Calming Plan(s), which is a  
temporary installation, that with no objection, permanent Traffic Calming Devices will be installed at a  
later date on the following specific streets:

These Traffic Calming Devices will consist of (name each type of device):

(A) \_\_\_\_\_ (B) \_\_\_\_\_ (C) \_\_\_\_\_

	Address	Signature	Printed Name	Phone No.
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____
7.	_____	_____	_____	_____
8.	_____	_____	_____	_____
9.	_____	_____	_____	_____
10.	_____	_____	_____	_____

**I understand I have 60 days from the date of temporary installation  
to remove my name from this list.**

Date: \_\_\_\_\_  
Form (A3)

Page \_\_\_ of \_\_\_