

**E. TRAFFIC AND TRANSPORTATION****1. Overview**

Following is a discussion of specific issues and opportunities identified by the Comprehensive Master Plan Committee relating to traffic and transportation:

- a. *Potential traffic impacts resulting from additional development* (particularly non-residential uses) along Route 9A and/ or elsewhere in the Village.
- b. *Road Conditions* – Village residents identified road conditions as a major issue when asked in the Public Opinion Survey to name improvements they would like to see in the Village. Twenty-eight percent (28%) of the respondents named this as an important issue – second only to improvements to the Village Circle. Roadway improvements identified by the public in the Public Opinion Survey and by the Master Plan Committee include the following:
  - Better pavement of certain roads.
  - Installation of curbing.
  - The Route 9A/ Bleakley Avenue intersection – narrow road width impedes movement through this area.
  - Installation of traffic lights or STOP signs at certain intersections and/or elimination of STOP signs or traffic lights at certain intersections.
  - Coordination and/or actuation of traffic signals.
- c. *First Street* – The right-of-way for First Street continues from Westchester Avenue all the way to Broadway. While improved for a couple hundred feet near Westchester Avenue, the road has not been improved through the majority of the right-of-way. If it were to be improved, it would likely result in a number of implications including modifications in traffic patterns and may increase the likelihood of further development in that area of the Village. Extension of the roadway for vehicular traffic is not necessary or desirable.
- d. *Need for improved pedestrian access and safety with the Village.* Village residents identified this as a major issue when asked in the Public Opinion Survey to name the most important issues on which the Village should take action. Forty-two percent (42%) of the respondents named this as an important issue.
- e. *Use of local streets as short-cuts/ speeding on local streets.*

## **2. Planning Objectives:**

- #1: Improve pedestrian and bicycle access and safety within the Village.
- #2: Maintain the Village system of through, collector and local roads to provide for convenient circulation of local traffic and to discourage the use of local streets for through traffic.
- #3: Coordinate street planning with State and regional highway authorities to ensure that the Village's needs and policies regarding through and local traffic routes are followed.
- #4: Encourage improvements to meet existing and future transportation needs in the Village including improvements to the roadway network that relieve areas of specific traffic congestion and/or that mitigate specific traffic hazards.

## **3. Planning Recommendations:**

- #1: *Require coordinated access management of driveways and parking areas as part of development and redevelopment of properties along NYS Route 9A.*
  - Amend the Zoning Law to authorize the Planning Board to require cross access and shared parking easements and common driveways to reduce the number of curb cuts, minimize traffic conflict points, smooth traffic flow, and allow more land for buildings, parking, landscaping, and sidewalks. Key benefits of coordinated access and parking include:
    - a typical increase of between 15% and 30% in the number of parking spaces,
    - a dramatic improvement in convenience resulting from the increase in the number of available parking spaces per driveway, and
    - a reduction of vehicular trips and turning movements on major roadways.
- #2: *Improvement of the Route 9A/ Bleakley Avenue Intersection.*

The Village should work with NYSDOT to develop a plan that eliminates or at least reduces delays to the northbound through movements on Route 9A as a result of inadequate staking lane space for left turns onto Bleakley Avenue. The plan should also seek to provide a clear separation between the travel lane(s), sidewalk and on-

and off-street parking. Full traffic signal actuation with vehicle sensors to adjust to actual traffic conditions and a protected left turn signal should be installed.

**#3: *Enforcement of Village laws.***

Based on comments received as part of the Public Opinion Survey and community input during the community workshops, it would appear that residents feel that greater enforcement of Village laws (e.g., on-street parking regulations, speeding through local Village streets, etc.) is warranted. Excessive speeding on Tate, Bannon, Westchester Avenue and Catherine Street was noted as common.

**#4 *Implementation of traffic calming improvements***

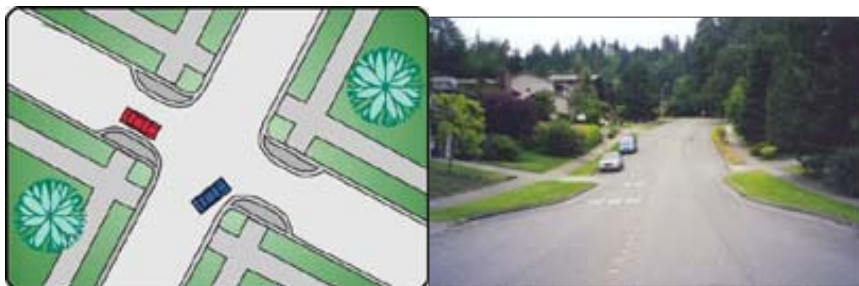
The Village should consider appropriate traffic calming techniques to reduce excessive speeding. Common techniques include the use of speed humps with signage; special traffic enforcement programs; narrowing of travel lanes, curb extensions/bump outs; speed humps; pedestrian crosswalk platforms; tighter radius curves at intersections; among many others.

Stop signs should not be used to control speed. Such use, or overuse, can lead to greater vehicular speeds between signs, and high rates of non-compliance and increase risk of accidents and injury.

The following web sites include a wealth of examples of traffic calming devices and techniques including photographs, appropriate applications, advantages and disadvantages: [www.cityofbellevue.org/page.asp?view=1593](http://www.cityofbellevue.org/page.asp?view=1593); [www.ite.org/traffic/tcdevices.htm](http://www.ite.org/traffic/tcdevices.htm); [www.pedbikeimages.org/category\\_front.cfm?categoryId=67](http://www.pedbikeimages.org/category_front.cfm?categoryId=67); [www.ci.austin.tx.us/roadworks/toolbox.htm](http://www.ci.austin.tx.us/roadworks/toolbox.htm).

Below are several examples from one of these sites of common physical modifications to control speed and provide more security and comfort to pedestrians: curb extensions, neighborhood entry and cross walk pavement treatments, and traffic circles. The general principal behind most of the physical improvements is to restrict the movement of vehicles, and thereby reduce speeds. Generally, more room to navigate provides a greater margin for error, leading to greater driver comfort and greater speeds. Physical restrictions such as tight curves, physical barriers such as curb extensions, parked cars, landscaped islands, speed humps and platforms, etc., restrict movement and lower the speeds.

One of the key advantages to such physical improvements is that they operate 24 hours a day, often enhance the appearance of the neighborhood, provide more green space and protection and room for pedestrians, and require very little maintenance once installed. Such improvements are accompanied by appropriate signage and other visual and physical cues to alert vehicles to their presence.



### **CURB EXTENSIONS**

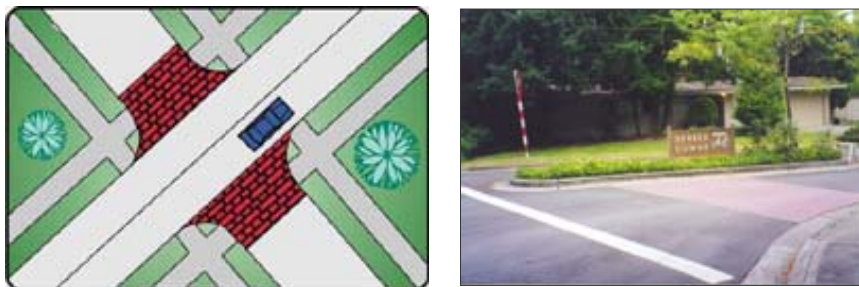
Curb extensions narrow the roadway by extending the curb toward the center of the street at intersections or mid-block between intersections. They can be used in conjunction with speed humps or raised crosswalks to enhance the effectiveness of these designs.

#### **Application**

- At intersections to increase sight distance and narrow the roadway
- Mid-block to narrow the roadway and shorten pedestrian crossings

#### **Advantages**

- Reduces pedestrians' crossing distance
- Narrowed lanes can slow vehicles
- May increase sight distance at intersections



### **NEIGHBORHOOD ENTRY TREATMENTS**

There are two main types of Entry Treatments: a raised island in the center of a roadway, or a pavement treatment such as stamped brick. Either treatment identifies the entrance to a neighborhood.

#### **Application**

- Placed in a roadway to define the main entrances into a neighborhood

#### **Advantages**

- **Notifies drivers that they are entering a neighborhood or residential area**
- **Narrowed lanes can slow vehicles**
- **Opportunity for landscaping and/or neighborhood signs**
- **May discourage non-local traffic**



## TRAFFIC CIRCLES AND ROUNDABOUTS

### Traffic Circles

A traffic circle is a raised circular island in the center of an intersection. This design requires vehicles to keep right and travel through the intersection in a counter-clockwise direction around the island. The size of the traffic circle is determined by the size of the intersection. Traffic circles can be placed at both four-legged and three-legged intersections.

### Applications

- Neighborhood streets where speed control is desired
- Neighborhood intersections where right-angle accidents are occurring

### Advantages

- Slows traffic at intersection—potentially a 5-8 mph decrease
- May divert traffic if adjacent arterial street exists
- Opportunity for landscaping and beautification

The use of traffic calming techniques is recommended for the following areas, initially (other locations are likely to be identified in the future):

- Village Circle intersections – to improve appearance and pedestrian safety
- Bannon Avenue – to control speeding

- Cortlandt Street– to control speeding
- NYS Route 9A at Tate – a curb extension is recommended to reduce speed of vehicles entering Tate and to more protection for pedestrians, a shorter distance to cross between the municipal parking lot to the shops and businesses on the other side of Tate Avenue.
- Lindsey Avenue at NYS 9A – the sidewalk should extend the full length of the north side of the street.
- Westchester Avenue near the Pool – to control speeding and provide designated and protected pedestrian crossing areas.

*#5: First Street.*

The extension of First Street for vehicular traffic beyond the community center is not necessary or desirable for the foreseeable future. The Village should retain the right-of-way for pedestrian access to the trails through the Bleakley Woods and for future use as deemed necessary and appropriate.

*#6: Provision of new sidewalks and repair/ replacement of existing sidewalks.* The following general criteria have been identified regarding improved pedestrian access:

- Areas that currently contain a relatively high volume of pedestrian traffic.
- Along roadways that connect destinations. Destinations include Village Hall, the Village recreation area, the “Village Center,” and existing or future commercial uses along Route 9A.
- Expansion or connection of existing sidewalks.

Several of the main roads in the Village, including along portions of Route 9A and along roads leading to the Village Circle area such as Westchester Avenue, White Street, Lindsey Avenue and Tate Avenue have been preliminary identified as higher priority areas.

The following specific areas have been identified as needing new and/or improved sidewalks:

- Along White Street between the Village Circle and Route 9A.
- Along Lindsey Avenue between the Village Circle and Route 9A.

- Along Westchester Avenue between the Village Circle and the elementary school.
- Along Tate Avenue potentially from Village Circle to library.
- First or Fourth Street to Tate Avenue.
- Along Route 9A from terminus on southern end in the Village to Tate Avenue or Bleakley Avenue.

Funding sources for construction of new sidewalks and/or improvements to existing sidewalks should be pursued. Concrete (not asphalt) should be used as the preferred material for all sidewalks.

Sidewalk expansion may be difficult in certain areas in light of right-of-way width and other factors. Other issues such as snow removal and maintenance responsibilities would also need to be considered.

*#7: Bicycle lanes and paths should be incorporated into roadways and off-street areas where possible.*

The incorporation of bike lanes can be done by re-striping area roadways. Often, the resulting narrowing of the travel way for vehicles also has the benefit of traffic calming by reducing vehicle speeds.

Off-street bike paths may be possible in certain areas such as along the unimproved First Street right-of-way between Westchester Avenue and Broadway.

*#8: The traffic signals should be fully actuated to eliminate unnecessary delays when there is no opposing traffic.*

A number of the traffic signals in the Village do not respond to the presence of vehicles, or lack thereof, often causing a driver to wait for the full cycle from red to green even though there are no other vehicles on the road. This unnecessary delay can be avoided by incorporating sensors to alter the signal operation, or by altering the signal to flash yellow on the primary road and flash red on the secondary road during off peak hours.

*#9: The Village should develop a pedestrian crosswalk improvement program.*

The Village should identify and enhance key crosswalks throughout the Village with new and improved pavement markings and signage. The program should make use of both moveable and permanent signage that reminds drivers that it is New York State law to yield to pedestrians in the crosswalk.

