MAYFIELD DRIVE TRAFFIC CALMING

Village of Montgomery / April 12, 2021

Agenda

1. 2-8-2021 Presentation Recap
2. Proposed Traffic Calming Options
3. Next Steps
4. Questions

2-8-2021 PRESENTATION RECAP

Speed/Traffic Study Recaps

Study Year	≤ 25 MPH	26-30 MPH	31-35 MPH	≥ 36 MPH	85th Percentile Speed	ADT
2008	51.70%	39.70%	8.10%	0.50%	30 MPH	1750
2014	66.0%	28.2%	5.3%	0.5%	28 MPH	N/A
2018	15.2%	59.1%	23.8%	1.9%	31 MPH	2740
2019	32.8%	50.2%	15.5%	1.5%	30 MPH	2240
Weighted Average:	**25.6%**	**53.9%**	**18.8%**	**1.7%**	**30 MPH**	**2243**

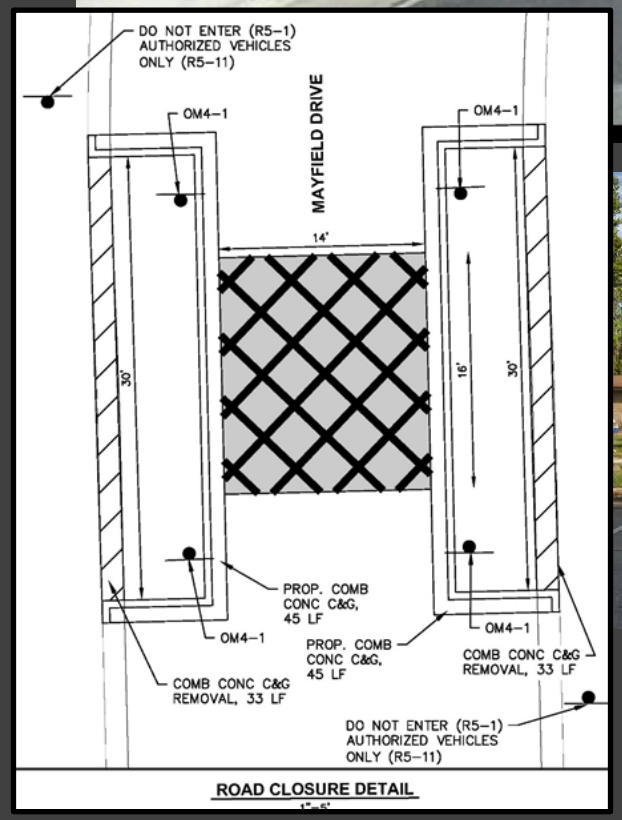
2019 Speed/Traffic Study Recap

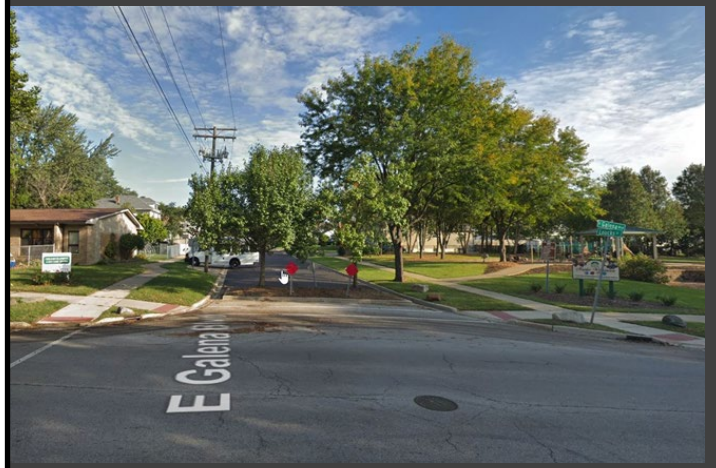
- Speed Statistics
  - ≤ 25 mph – 32.8%
  - 26-30 mph – 50.2%
  - 31-35 mph – 15.5%
  - > 35 mph – 1.5 %
- Posted Speed Limit – 25 mph
- 85th Percentile Speed – 30 mph
- Average Speed – 27 mph
- Average Daily Traffic – 2240

Possible Traffic Calming Options

- Chicanes
- Choker
- Center Islands
- Raised Intersection
- Speed Humps
- Speed Table
- One-Way Street
- Full Road Closure

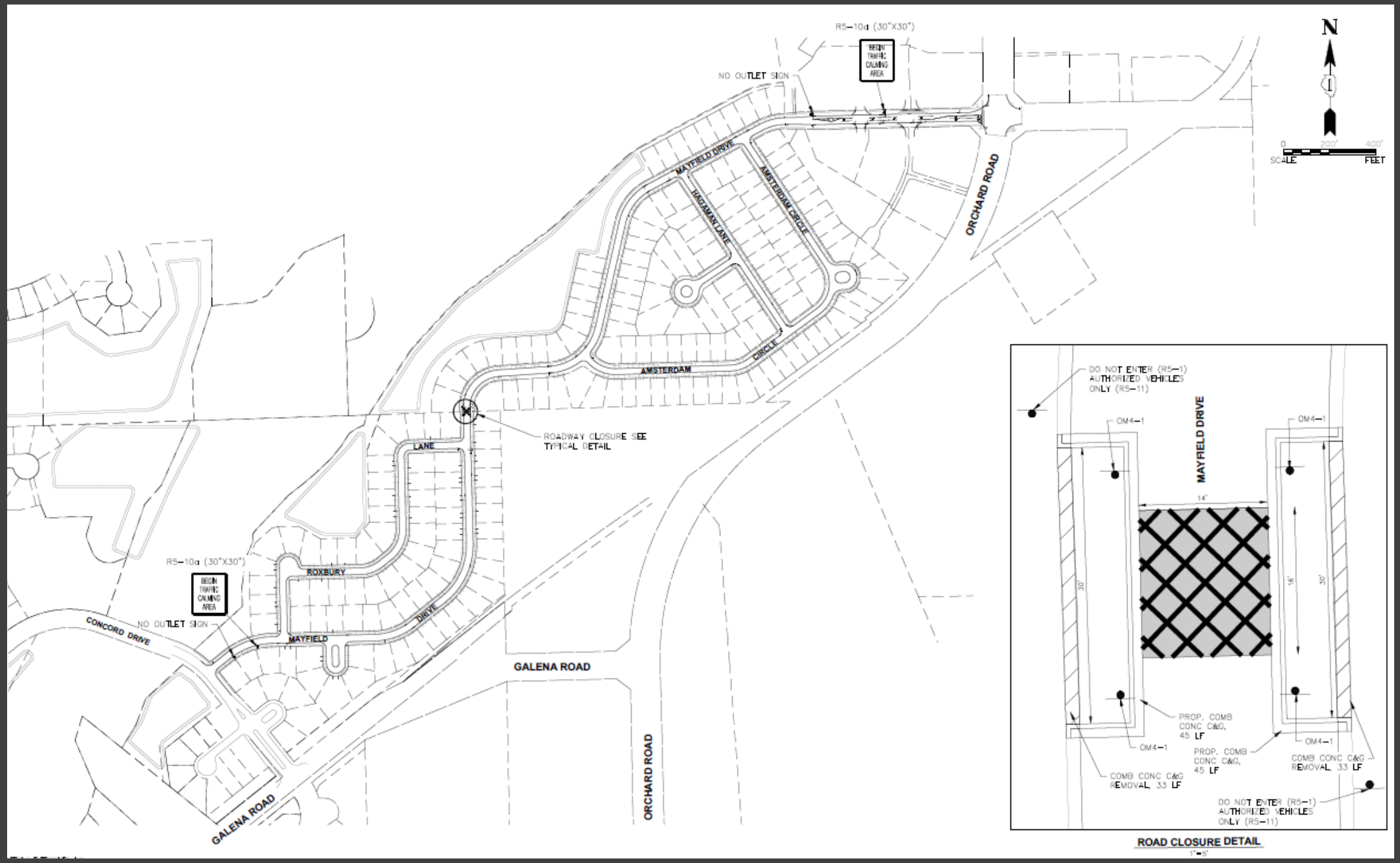
PROPOSED TRAFFIC CALMING OPTIONS





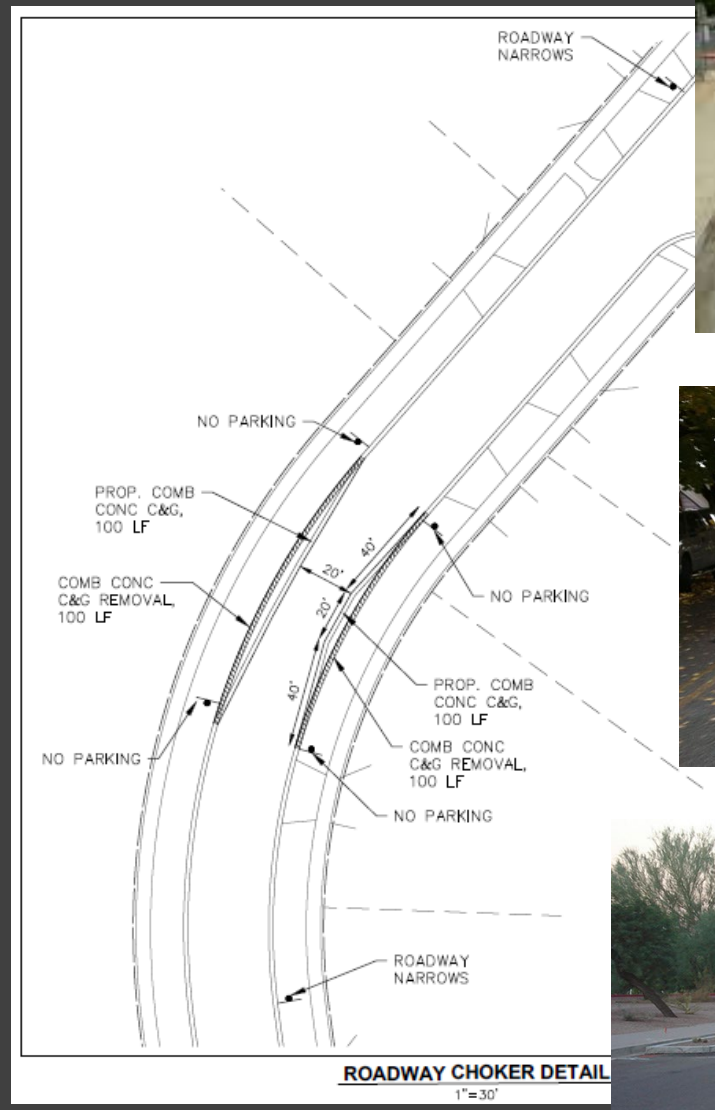
OPTION 1 – ROAD CLOSURE

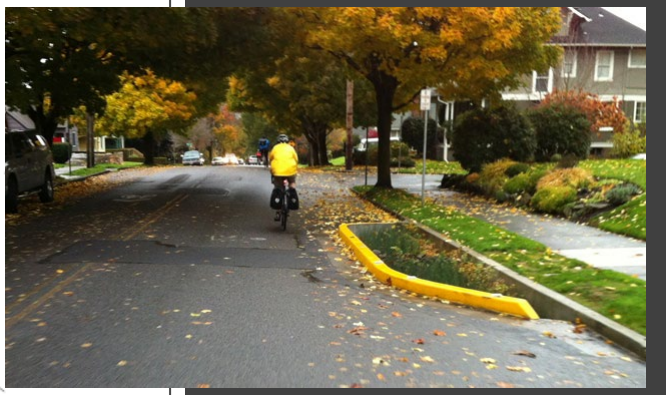
- Pros
  - Vehicle Volume Reduction
  - Allows authorized vehicles access
- Cons
  - Impact to surrounding residents
  - Low impact to vehicular speed
- Estimated Cost
  - $16,940

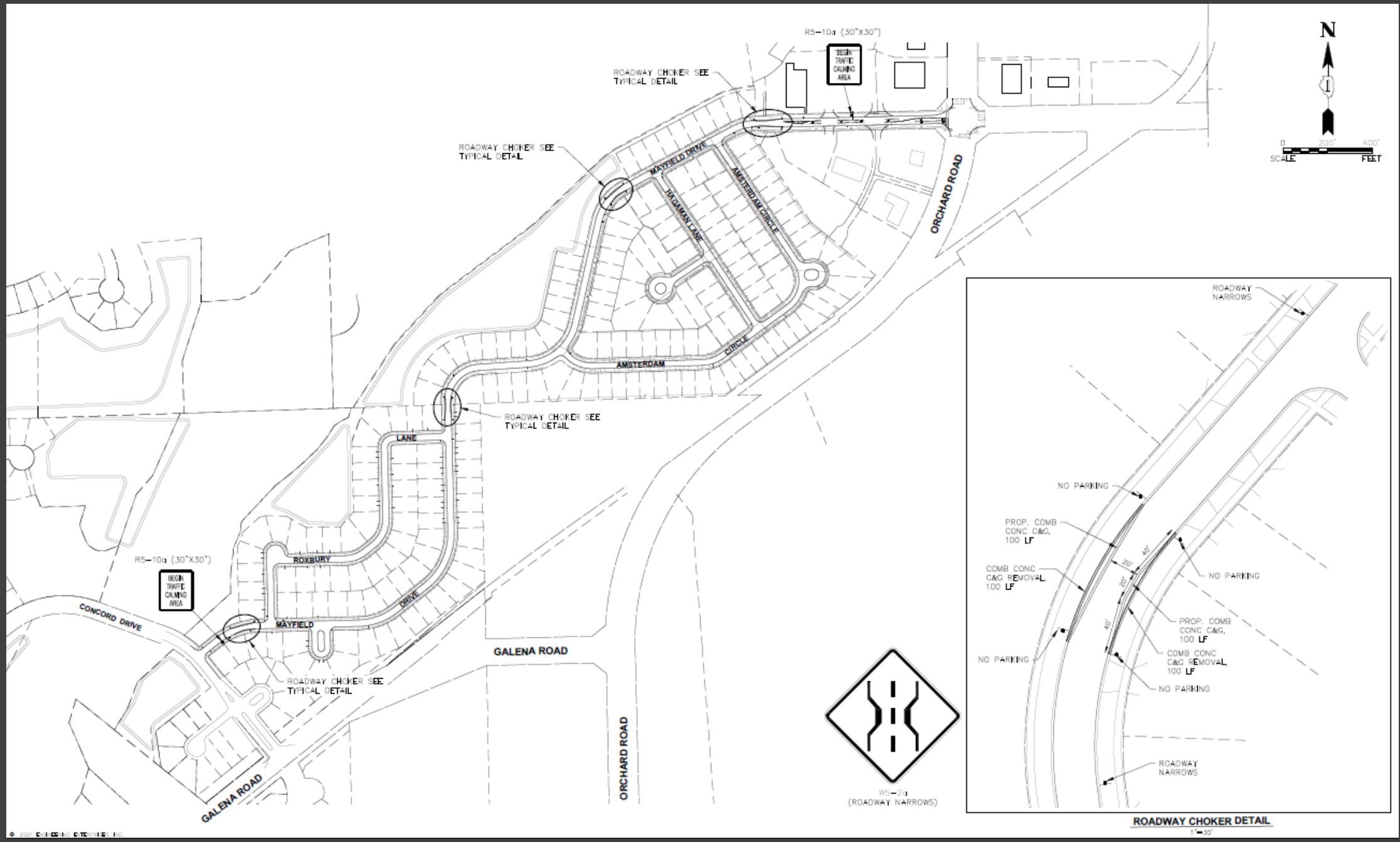

R5-10d (30"X30")
BEGIN TRAFFIC CALMING AREA
NO OUTLET SIGN
MAYFIELD DRIVE
HAGAMAN LANE
AMSTERDAM CIRCLE
ORCHARD ROAD
AMSTERDAM
CIRCLE
LANE
ROADWAY CLOSURE SEE TYPICAL DETAIL
R5-10d (30"X30")
BEGIN TRAFFIC CALMING AREA
ROXBURY
DRIVE
NO OUTLET SIGN
CONCORD DRIVE
MAYFIELD
GALENA ROAD
GALENA ROAD
ORCHARD ROAD
N
0
200'
400'
SCALE
FEET
DO NOT ENTER (R5-1) AUTHORIZED VEHICLES ONLY (R5-11)
MAYFIELD DRIVE
OM4-1
OM4-1
14'
30'
16'
30'
PROP. COMB CONC C&G, 45 LF
OM4-1
PROP. COMB CONC C&G, 45 LF
OM4-1
COMB CONC C&G REMOVAL, 33 LF
COMB CONC C&G REMOVAL, 33 LF
DO NOT ENTER (R5-1) AUTHORIZED VEHICLES ONLY (R5-11)
ROAD CLOSURE DETAIL
1"=5'

OPTION 2 – ROADWAY CHOKER

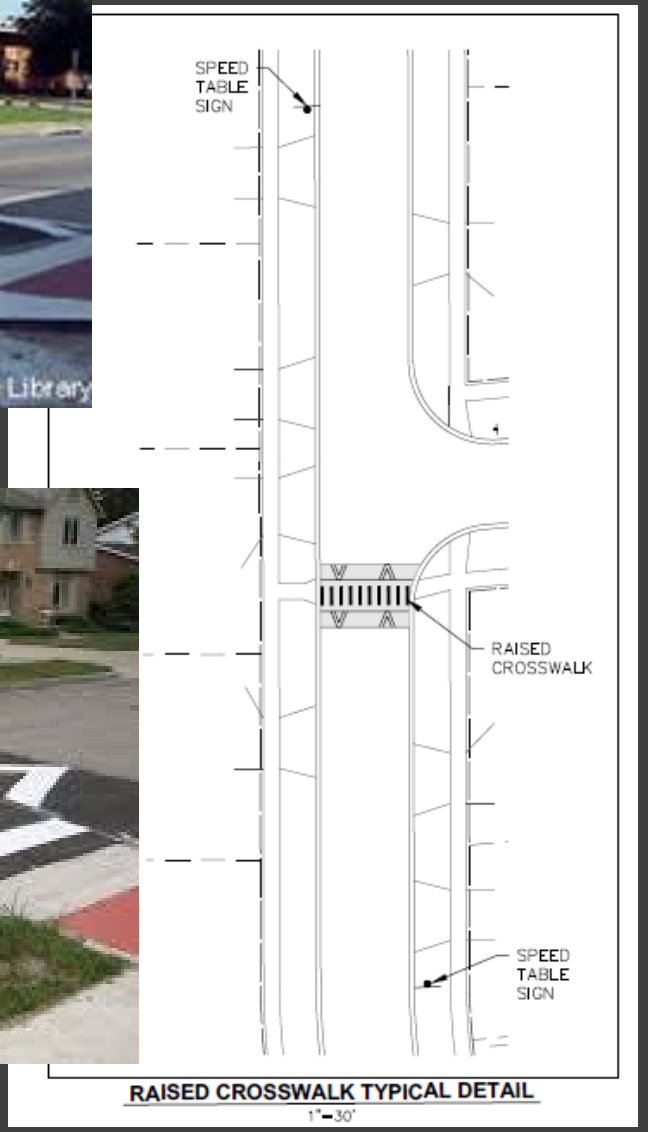
- Pros
  - Encourages lower speed at pinch point
  - No impact to emergency vehicle access
- Cons
  - Reduces on-street parking
  - Limited volume reduction impacts
- Estimated Cost
  - $42,790



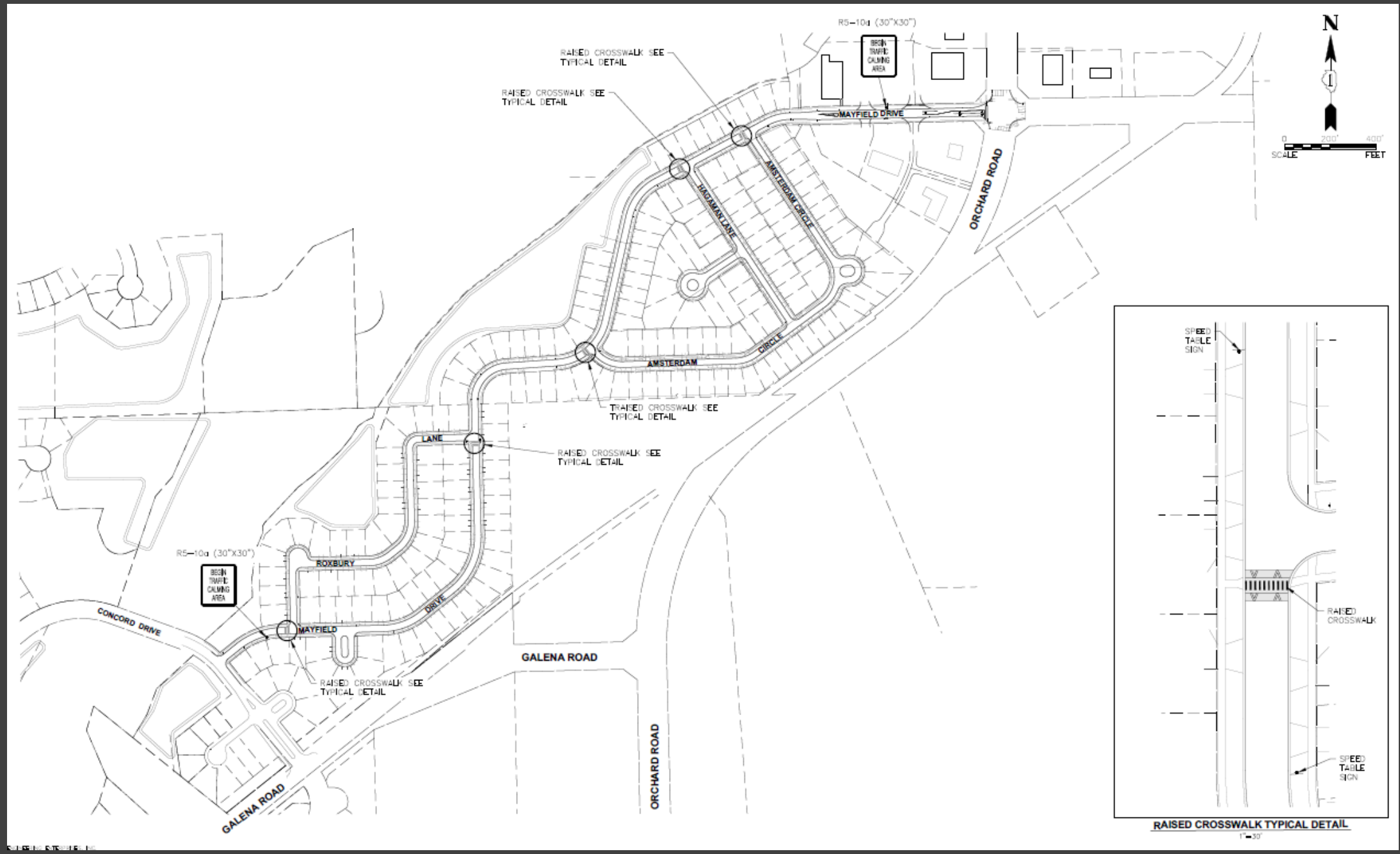



R5-10a (30"X30")
BEGIN TRAFFIC CALMING AREA
ROADWAY CHOKER SEE TYPICAL DETAIL
MAYFIELD DRIVE
HAGAMAN LANE
AMSTERDAM CIRCLE
ORCHARD ROAD
N
0
200'
400'
SCALE
FEET
AMSTERDAM
CIRCLE
LANE
ROXBURY
DRIVE
MAYFIELD
CONCORD DRIVE
GALENA ROAD
W5-2a
(ROADWAY NARROWS)
ROADWAY NARROWS
NO PARKING
PROP. COMB CONC C&G, 100 LF
COMB CONC C&G REMOVAL, 100 LF
ROADWAY CHOKER DETAIL
1"=30'

OPTION 3 – RAISED CROSSWALKS

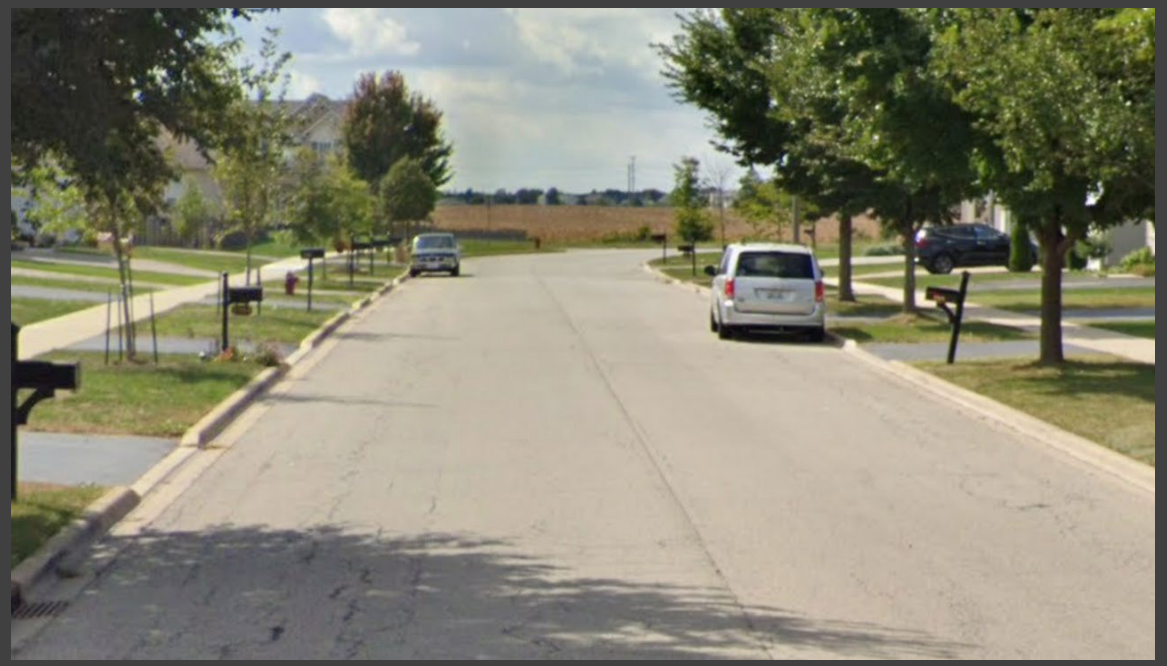


- Pros
  - Increased pedestrian safety
  - Reduction in speed at crosswalks
- Cons
  - Little data available on volume diversion
  - Impacts to snowplows and emergency vehicle access
  - Impacts to surrounding residents
- Estimated Cost
  - $55,220


R5-10a (30"X30")
BEGIN TRAFFIC CALMING AREA
RAISED CROSSWALK SEE TYPICAL DETAIL
RAISED CROSSWALK SEE TYPICAL DETAIL
MAYFIELD DRIVE
ORCHARD ROAD
HACIAMANTLANE
AMSTERDAM CIRCLE
AMSTERDAM
CIRCLE
TRAISED CROSSWALK SEE TYPICAL DETAIL
LANE
RAISED CROSSWALK SEE TYPICAL DETAIL
R5-10a (30"X30")
BEGIN TRAFFIC CALMING AREA
ROXBURY
DRIVE
CONCORD DRIVE
MAYFIELD
RAISED CROSSWALK SEE TYPICAL DETAIL
GALENA ROAD
ORCHARD ROAD
GALENA ROAD
N
0
200'
400'
SCALE
FEET
SPEED TABLE SIGN
RAISED CROSSWALK
SPEED TABLE SIGN
RAISED CROSSWALK TYPICAL DETAIL
1"=30'

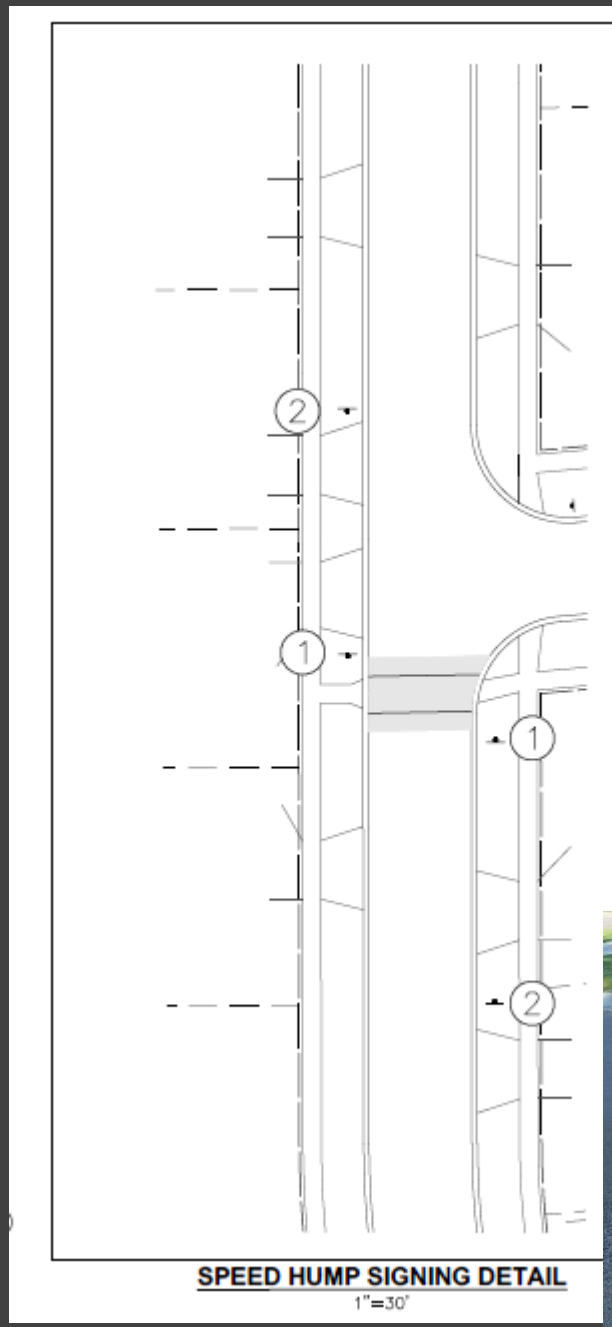
OPTION 4 – NO IMPROVEMENTS

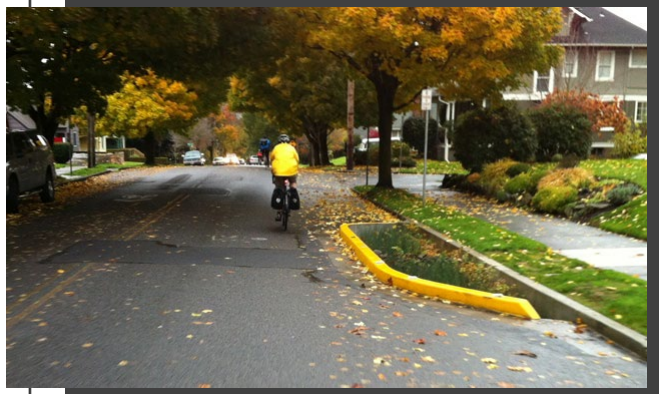
- Pros
  - No impact to surrounding residents
  - No additional cost
- Cons
  - No impact to volume reduction or vehicular speed

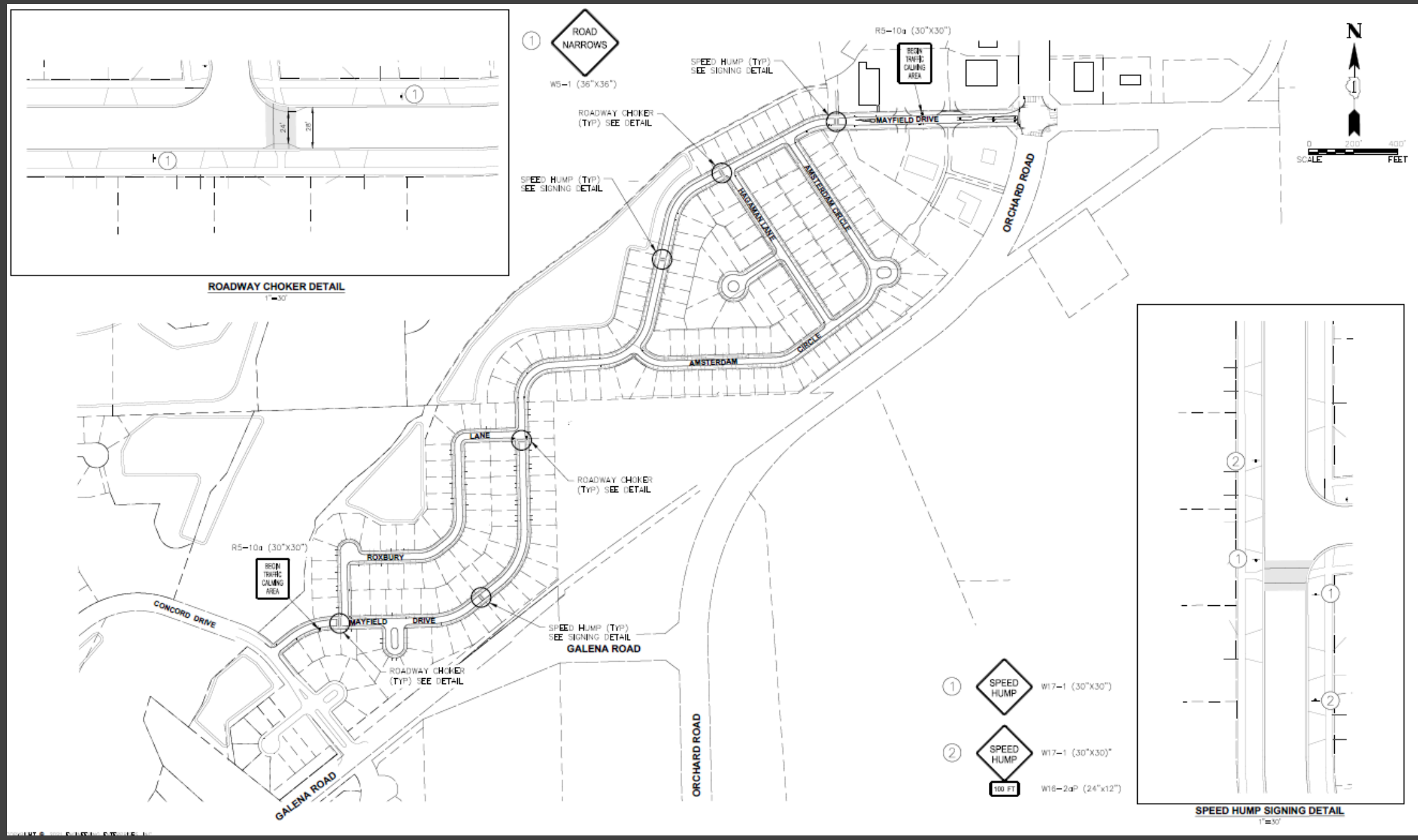


OPTION 5 – SPEED HUMPS AND ROADWAY CHOKERS

- Pros
  - Encourages lower speed at pinch point
  - Reduction in speed midblock
- Cons
  - Reduces on-street parking
  - Impacts to snowplows and emergency vehicle access
- Estimated Cost
  - $38,100







ROADWAY CHOKER DETAIL

1"=30'

SPEED HUMP SIGNING DETAIL

1"=30'

NEXT STEPS

Analyze past traffic and speed studies. Discuss possible traffic calming options

Determine proposed traffic calming options and review with the Village Board

Public Outreach with surrounding residents to determine preferred traffic calming option

Review and tabulate results of public outreach. Review with Village Board and determine preferred option

PUBLIC OUTREACH

- Create link on Village website that shows proposed options
- Notify residents either by direct mail or door hanger
- Survey the residents to determine their preferred alternative
- Confirm that preferred alternative is acceptable to a high percentage of the residents
- Summarize and discuss results with Village board

Questions or Comments?

THANK YOU

We value your time and appreciate the opportunity to present on this project for the Village of Montgomery.

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Village Engineer

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Senior Project Engineer II