RECOMMENDATIONS TO THE GENERAL MAYFIELD MEMBERSHIP ON TRAFFIC CALMING
MAYFIELD TRAFFIC CALMING COMMITTEE

Report of the Mayfield Traffic Calming Committee
Goals, Objectives, Strategies, and Tactics

Purpose

The purpose of the Mayfield Traffic Calming Committee is to develop a comprehensive, neighborhood-wide plan to promote traffic safety in and around Mayfield.

Goals

The Committee believes that the following goals are essential to meeting this purpose:

- The plan should address the safety concerns of the residents of Mayfield and those who walk, cycle, and drive through Mayfield.
- The plan should promote solutions that will enhance the quality of life in Mayfield and its neighbors;
- The solutions in the plan should also enhance the natural environment in and around Mayfield;
- The solutions should ensure that Mayfield remains a welcoming neighborhood

Objectives

In order to achieve these goals, the solutions proposed by the committee should meet the following objectives:

- **Safety**
    - Support public safety priorities
    - Increase pedestrian safety
    - Increase cyclist safety
    - Increase driver safety
- **Quality of Life**
    - Consistent with aesthetic and historic nature of Mayfield
    - Discourage use of Mayfield as cut-through
    - Strengthen community ties, both within and beyond Mayfield
    - Improve environment for neighborhood-based retail
    - Attract future Mayfield residents by providing a safe and welcoming environment
- **Environment**
    - Encourage green solutions to traffic issues
    - Link solutions to noise and trash reduction when possible
    - Ensure that solutions are consistent with the City's environmental policies and priorities
- **Access**
    - Support open access to recreation areas

- Be compatible with the safety concerns of surrounding areas and neighborhoods

Strategies

The following strategies should be adopted in order to achieve the objectives:

- **Work with neighboring community associations when appropriate**
- **Focus on slowing down speed on the perimeter and in the interior of Mayfield**
- **Enhance supports already in place, such as pedestrian crosswalks and speed limits**
- **Garner governmental support by linking solutions to city and state policies**
- **Work in partnership with the police to improve enforcement**

Tactics

Consistent with the strategies outlined above, the following tactics are proposed in order to achieve the objectives and overall goals of the committee:

- **Support proposed Erdman Avenue improvements (Appendix A)**
- **Improve and enforce current pedestrian crosswalks on Harford Road**
- **Mobile speed cameras on Harford Road and Erdman Avenue**
- **Ameliorate intersection at Harford Road and Curran Road (Appendix B)**
- **Roundabout at intersection of Mayfield and Norman Avenues and mini-roundabout at Crossland and Lake, Norman and Lake, Kentucky and Lake, and Pelham and Lake (Appendix C)**
- **If mini-roundabouts are deemed inappropriate for these intersections, use four-way stops at these intersections.**
- **Change direction of traffic on Kenly to discourage cut throughs**
- **Paint box at Norman and Chesterfield Avenues to highlight three-way stop**
- **Create three-way stop at Crossland and Chesterfield Avenues, with painted box**
- **Dedicated left-turn lane and green arrow on southbound Harford Road at Erdman Avenue**
- **Encourage use of 32nd Street as alternate to Erdman Avenue**
- **Encourage trash reduction through increased trash receptacles and scheduled trash removal**
- **Witty signs to encourage drivers to drive safely**
- **Improve bus passenger safety and comfort at stops for eastbound #22 bus (Erdman Avenue and Norman Avenue) and northbound # 54 bus (Harford and Kentucky)**
- **To slow traffic on Crossland, use either 4-way stop signs OR alternating side of street parking to create virtual chicanes (Appendix D). If successful, consider similar changes to Norman Avenue.**

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APPENDIX A-ERDMAN AVENUE RECOMMENDATIONS

The Erdman Avenue Traffic Calming Committee requested the City to conduct a traffic study of Erdman Avenue from 32nd Street to Harford Road. The results were shocking: 95% of motorists exceed the posted 25 MPH speed limit, and speeds greater than 70 mph were recorded. A large proportion of the speeds exceed 40 MPH; pedestrians struck by a car travelling at these speeds have a 90% chance of dying. Factors contributing to this excessive speed include the design of the road: after going through the light at 32nd Street, the motorist crests a hill, and then there are two clear lanes going downhill. Both the momentum from going downhill and the ability to pass slower cars encourage speed. This is an inherently unsafe situation, particularly in light of the large number of students walking to school, MTA passengers crossing Erdman to get to their stops across from Erdman and Kenly Avenues and Erdman and Crossland Avenues, and the number of family residents on the north side of the street. There have been several instances of cars crashing into yards on the north side and the golf course on the south side. To date, there have not been any significant injuries or fatality, but the Committee attributes that fact to good luck and not sound road design.

In order to promote traffic safety and to reduce impervious surfaces in accordance with the City's EPA goals, we recommend that the Board approve the Erdman Avenue Traffic Calming Committee's proposals for Erdman Avenue:

a. The City should install a mobile speed camera on Erdman Avenue between Belair Road and Harford Road. Motorists would become used to a stationary light, reducing its effectiveness, while a mobile camera would prevent this from happening.

b. The City should reconfigure the intersection at 32nd Street and Erdman Avenue in the following manner:
    1. The westbound lanes of Erdman Avenue should be reconfigured so that the southern lane is clearly designated as a left turn only lane. The safest way to accomplish this would be to have a median refuge island to clearly separate the left turn only lane from the thru traffic lane (see figure 1 for example), which would prevent motorists from using the left turn lane as a passing lane as well as increase pedestrian and bicyclist safety. There should also be clearly marked crosswalks.
    2. Remove the permanent green light for motorists heading west on Erdman Avenue. This will help slow traffic, as well as increase safety for motorists making left hand turns from eastbound Erdman Avenue onto Crossland Avenue, Norman Avenue, or their driveways. This dangerous situation is exacerbated by the fact that the intersection is on the crest of the hill, which creates a blind spot. Eastbound drivers who might not be aware of the permanent green light for westbound drivers might be falsely led to believe it's safe to make a left hand turn because they see a red light at the top of the hill.

c. The City should reduce Erdman Avenue to one consistent west-bound thru lane, and increase green areas and widen sidewalks on the north side. These changes to Erdman Avenue will remove the current incentive to drive at excessive speed down the two-lane hill towards Harford Road, while reducing the current impervious surface, in accordance with the City's goals for run-off reduction. The current configuration at Erdman Avenue and Harford Road

should be retained. If bump outs and widened sidewalks are not a viable option, the city should consider the creative use of painted parking lines and large tree planters to replace the north side traffic lane.

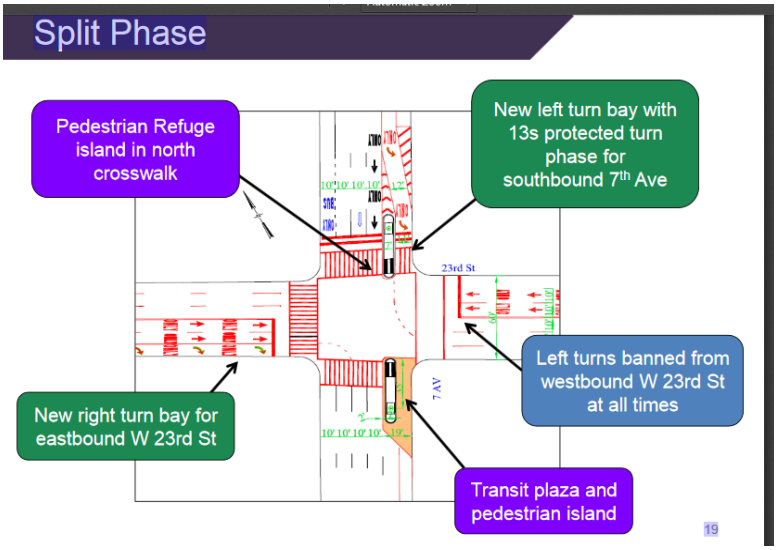
d. The green arrow from Harford Road to Erdman Avenue should be removed in order to increase pedestrian safety.

e. The City should add pedestrian sidewalks to the south side of Erdman Avenue (along the Clifton Park golf course) to accommodate pedestrians and bus passengers, including students from Montebello Elementary-Middle School, MerVo High School, City College, and St. Francis of Assisi.

f. The MTA should construct paved bus stops with safe crossing places on the south side of Erdman Avenue for the #22 bus. Currently, passengers are forced to wait for the busses on grassy inclines, with no solid surface or ADA compliant access.

g. The DPW and BCRP should cooperate with each other to resolve the persistent water leak at the south side of the intersection at Erdman and Norman Avenues. The water source is not clear; in the past, it has been thought to be the result of a natural spring. However, the fact that the water never dries up is a strong indication that the leak is a man-made problem. One possible source for the leak might be the water vault located on Erdman Avenue near Kenly Avenue, which is marked by a manhole cover. The resulting standing water in the road presents a significant and current hazard to motorists, particularly in freezing temperatures.

Fig.1—Example of Pedestrian Refuge Island in Conjunction with a Left Turn Only Lane (Intersection of 23rd Street and 7th Avenue, NYC)
http://www.nyc.gov/html/dot/downloads/pdf/2012_left-turns-pedestrian-safety_trb2012.pdf



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APPENDIX B—HARFORD ROAD AND CURRAN DRIVE INTERSECTION

In order to promote pedestrian safety and traffic calming, the following recommendations are made with regard to the intersection of Curran Drive and Harford Road.

a. Eliminate the free right turn arrow on the south bound lane of Harford Road at the intersection of Curran Drive and Harford Road, which is unnecessary, confusing, and hazardous to pedestrians. It is unnecessary because the motorists in the right lane have the option of turning right or straight on, reducing the arrow's efficacy at improving traffic flow if the motorist is heading south. It is also confusing because the light implies to motorists unfamiliar with the intersection that the lane is right turn only; motorists going straight are frequently honked at. The free right also encourages west bound motorists to move with reduced consciousness of cyclists and pedestrians they will encounter at the intersection and up the hill at Lake Montebello. Removing this arrow is especially important for student safety, given the proximity of Montebello Elementary and St. Francis of Assisi schools to this intersection. Motorists would still be able to make a right on red after proceeding with caution.

b. Additionally, the City should reduce the radius of the SW corner of Curran and Harford and the overall road width of Curran Drive to accommodate one lane and one striped bike lane on the north side and two turn lanes and a bike line on the south side, thus promoting safety for bicyclists and pedestrians alike. This will allow for slower average vehicle turning movements and reduce crossing distances for pedestrians.

c. The City should promote pedestrian safety by using stamped concrete crosswalks on the intersection at Harford Road and Curran Drive, as well as any other designated crosswalk on Harford Road from 32nd Street to Walther Avenue, to match what is already at the intersection of Chesterfield Avenue and Harford Road. The City should also use pedestrian refuges in these crosswalks in order to improve pedestrian safety.

d. Consistent with the historic nature of the bus shelter at Curran Drive and Harford Road, the City should put clay brick pavers in front of it. Additionally, because CHAP designation for the bus shelter will be sought, we recommend that the City ensure that any changes arising from these improvements or from the bridge project that might affect the bus shelter will be consistent with CHAP requirements.

e. Any flower beds disrupted during the construction, which Mayfield volunteers have maintained at no cost to the city for more than ten years, should be replanted by the City, using the same quality of top soil, bulbs, ground cover, and perennials.

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APPENDIX C—TRAFFIC CIRCLES AND MINI ROUNDABOUTS

A neighborhood traffic circle at the corner of Mayfield and Norman Avenues could enhance the aesthetics of the neighborhood as well as calm traffic. Planting and maintaining the gardens would also provide additional opportunities for community building, as well as increase the amount of pervious surfaces in the neighborhood.

Unlike traffic circles, mini-roundabouts are traversable (mountable) and are suitable for smaller intersections. They are shown to be effective at slowing down traffic without using signs or signals. They could be used at smaller intersections such as Crossland and Lake Avenues.

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APPENDIX D—CHICANES, VIRTUAL CHICANES, PROS AND CONS OF CHICANES VS STOP SIGNS

Chicanes are gentle curves in the road that are designed to calm traffic. They are extremely effective at slowing down traffic, and can be made by using curb off-sets to narrow the traffic lane. See figure 1.

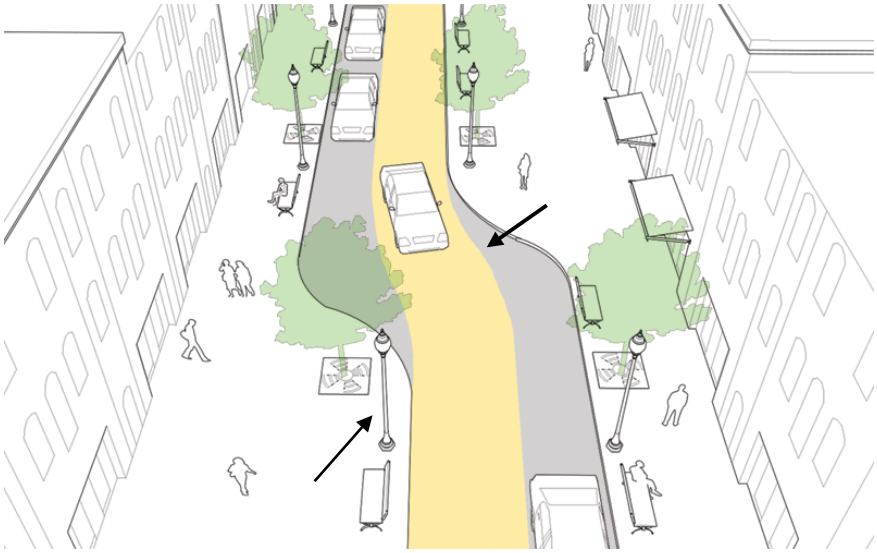
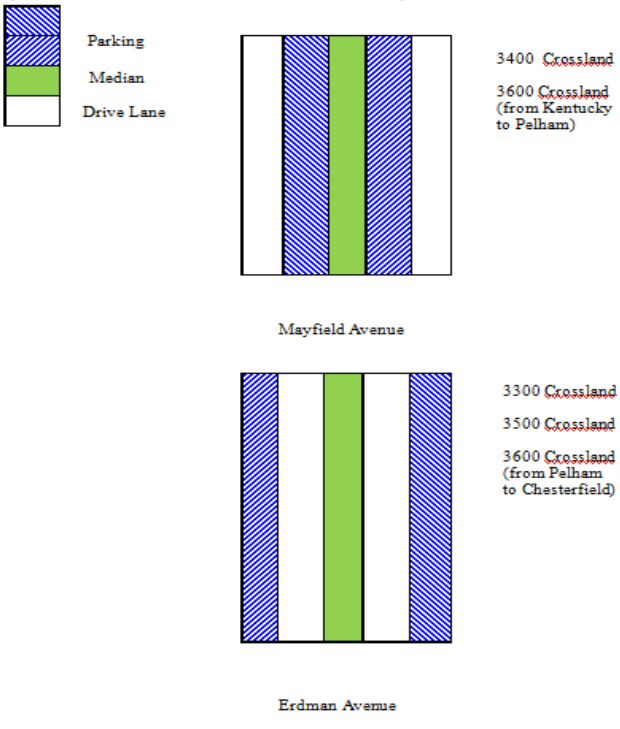


Figure 1 Example of Chicanes. Arrows indicate offset curbs that create curve in the road.

However, the same effect can be achieved through the creative use of parking. The parking on Crossland Avenue, which is a popular cut-through, could be re-configured to create "virtual chicanes" with minimal expense, most of which would result from painting new parking spaces and signage. Cars on the 3300 and 3500 blocks of Crossland, as well as the portion of the 3600 block from Pelham to Chesterfield, would continue to park on the "house" side of the street. Cars on the 3400 block and the portion of the 3600 block from Kentucky to Pelham would park alongside the median. The change in parking would result in a gentle curve that would encourage slower traffic. See figure 2.

Figure 2



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Crossland Avenue possible solutions—pros and cons

1. Four-way stop signs at the intersections at Crossland and Mayfield, Lake, and Kentucky, and a 3-way intersection at Crossland and Chesterfield.

   Pros: Compliance with stop signs would force traffic to slow down.

   Cons: Tendency to speed between signs, with sudden stops at signs.

   Road rage from driver frustration

   Over time, there is a tendency for signs to become ignored as just another part of the landscape, resulting in increased driver non-compliance.

   Presence of signs, coupled with driver non-compliance, might create false sense of security and increased danger for pedestrians, especially children.

2. Virtual chicanes. Alternate parking on Crossland (see diagram), creating a wave pattern that forces drivers to slow down.

   Pros: By becoming an intrinsic aspect of the traffic pattern, as opposed to an extrinsic factor such as a stop sign, drivers are forced to comply.

   Additionally, the only expenses related to the virtual chicane would be for paint (to mark parking areas) and parking signs.

   Cons: If no cars are parked on the street, the chicane effect is impaired. However, painted parking spaces would still encourage compliance with chicane effect.

   There might be some loss of parking spaces.

   Drivers will have to disembark and enter their cars from the median.