

Memorandum

To: Matthew Slater, Town Supervisor
From: Philip Grealy, Ph.D., P.E.; Richard G. D'Andrea, P.E., PTOE
Date: May 5, 2021
Subject: Hallocks Mill Road Traffic Evaluation
Project No.: 21000519P

As requested, we have reviewed the traffic conditions on Hallocks Mill Road in relation to the potential modifications to reduce cut-through traffic and control speeds on the roadway.

Hallocks Mill Road between Ridge Street and Route 202 presently consists of one lane in each direction and has three speed humps situated along the roadway. It also has "T" type intersections with Laurel Court and Gerard Court along this section of roadway. Attached Figure No. 1 shows the general relationship of those speed humps to the surrounding roadway network. Using historical traffic data supplemented with recent traffic counts collected in April 2021, the traffic volumes at the key area intersections for the Weekday AM and PM Peak Hours are identified on Figures No. 2 and 3. As can be seen from a review of these figures, Hallocks Mill Road has a two-way traffic volume of around 300 vehicles per hour.

There are several options for traffic control that are described in each of the attached sheets to address traffic conditions relative to "cut through" traffic utilizing the roadway in both directions. However, each of these options have pros and cons in terms of benefits and potential impacts on traffic on other roadways including potential diversions, and these should all be considered. There are a total of six (6) options we identified which include the following:

Option 1 – Additional Traffic Calming Measures

Option 2 – One-Way Roadway from Saw Mill River Road to Crompond Road

Option 3 – One-Way Roadway from Crompond Road to Saw Mill River Road

Option 4 – Partial Road Closure East of Laurel Court

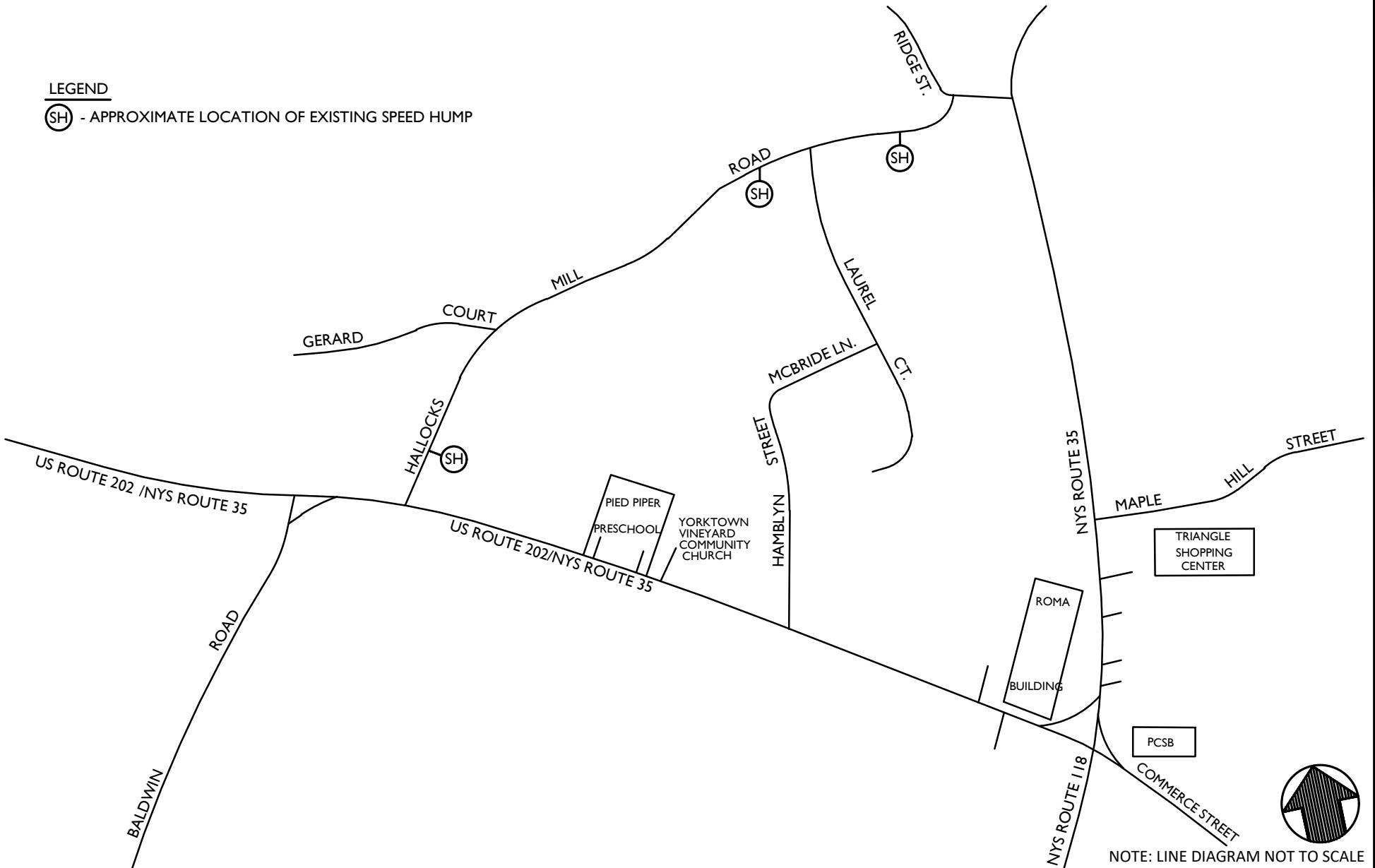
Option 5 – Full Road Closure East of Laurel Court (Note that this could remain open to emergency vehicles and school buses.)

Option 6 – Partial One-Way Systems Outbound Only at Laurel Court

The pros and cons of each of these alternatives are described on the attached sheets and the various options are shown schematically on the enclosed Figures.

LEGEND

(SH) - APPROXIMATE LOCATION OF EXISTING SPEED HUMP



By: RDANDREA

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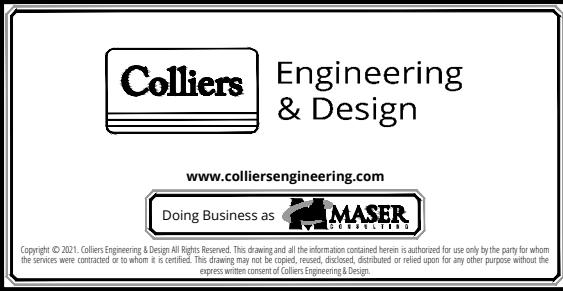
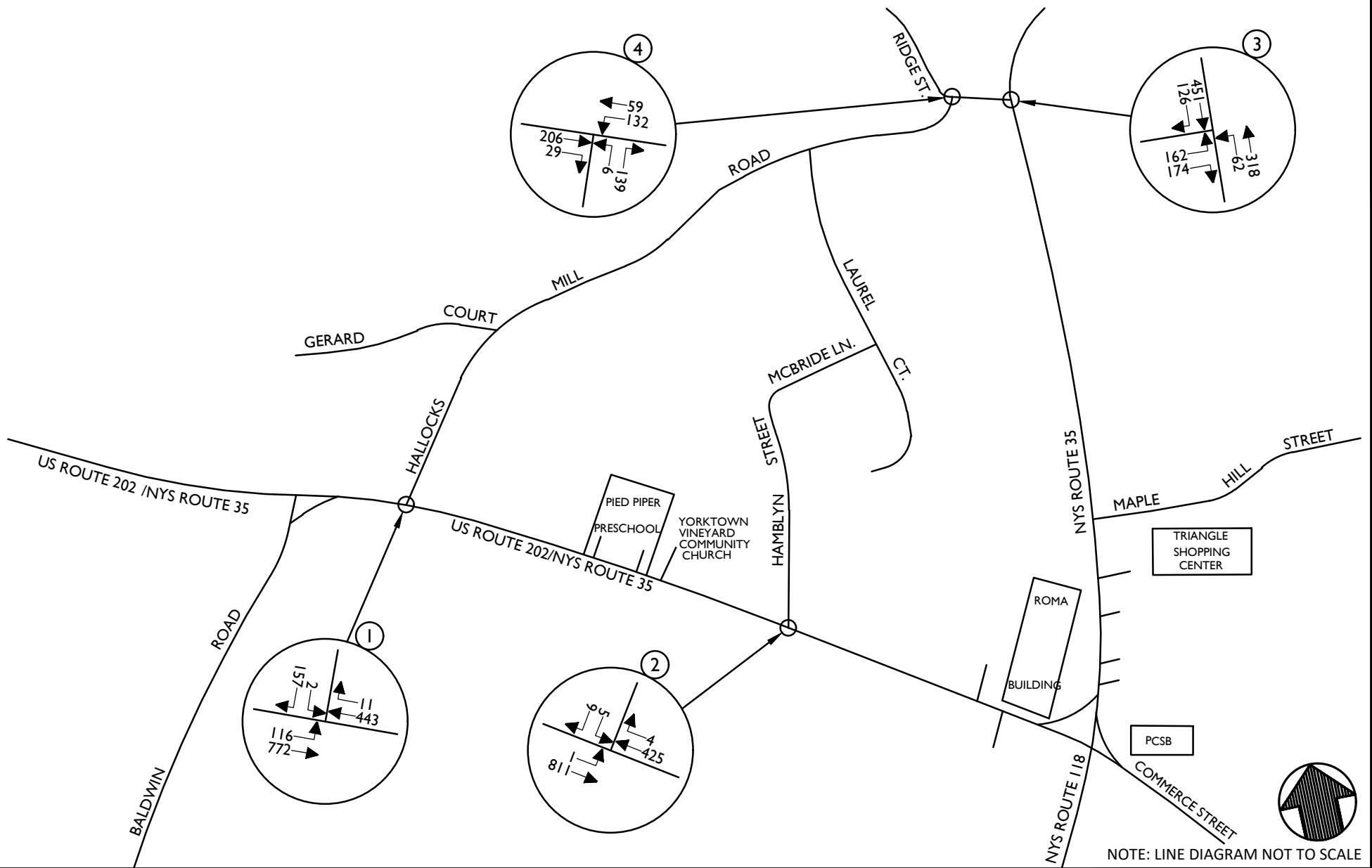
PROJECT NUMBER: 21000519A DRAWING NAME: 210414RH_FIGURE

SHEET TITLE: AREA LOCATION MAP

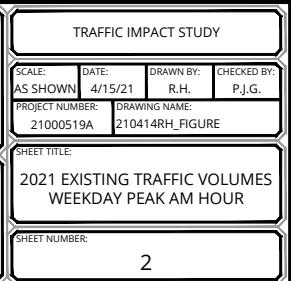
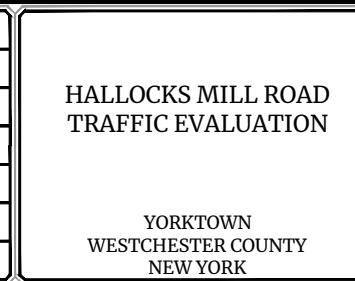
SHEET NUMBER: 1

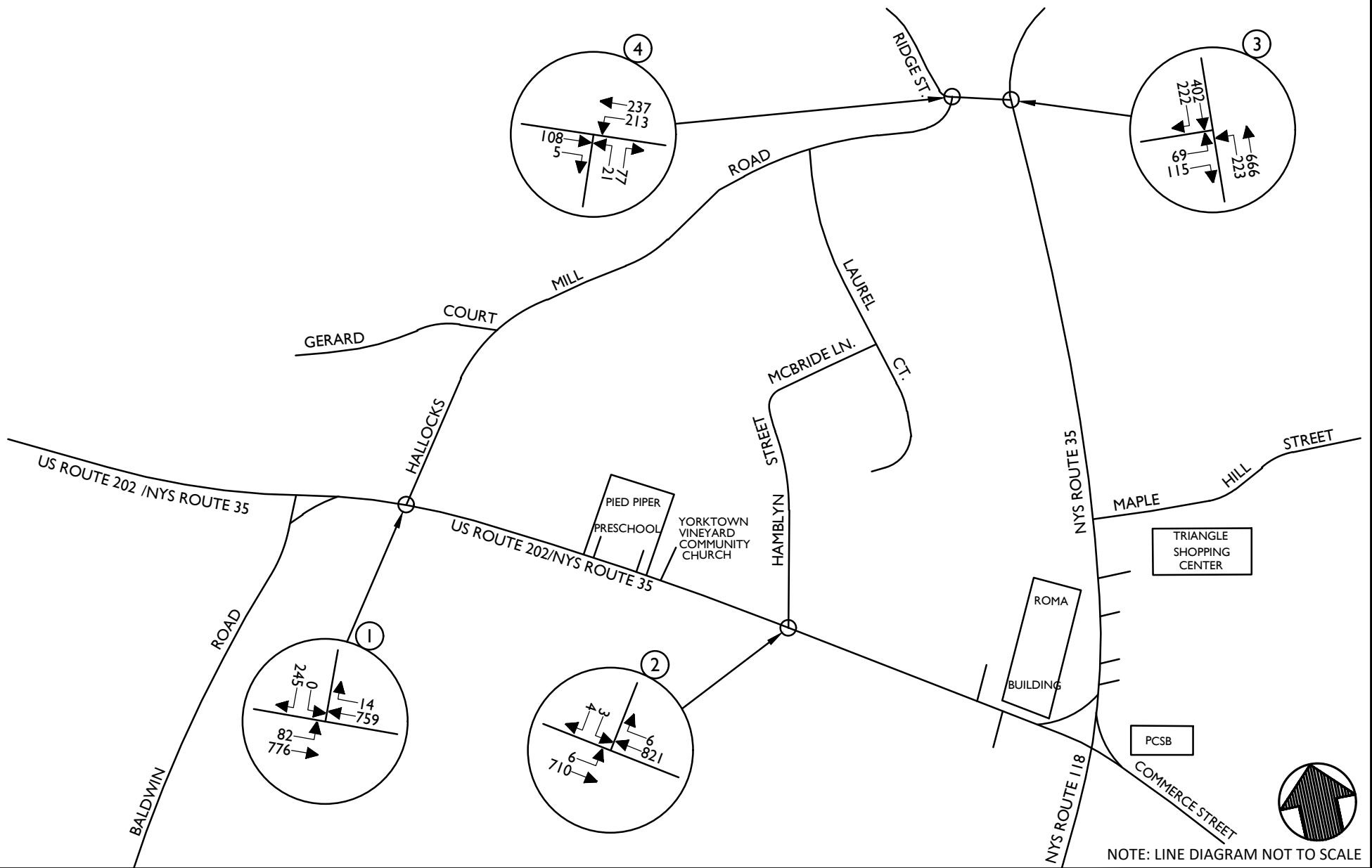


NOTE: LINE DIAGRAM NOT TO SCALE



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| PROJECT NUMBER: 21000519A DRAWING NAME: 210414RH_FIGURE | | | |
| SHEET TITLE: 2021 EXISTING TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR | | | |
| SHEET NUMBER: 3 | | | |

Option 1

Additional Traffic Calming Measures

Description

This option includes the installation of two additional speed humps between Gerard Court and Laurel Court to supplement the three existing along the roadway.

Pros

- Relative ease of installation.
- Low cost for installation.
- Residents familiarity due to presence of existing speed humps.

Cons

- Limited benefit since increased travel time is still shorter than on State highway route due to Hallocks Mill Road's shorter travel distance (1,500'± shorter).
- Potential additional noise impacts due to vehicles traveling across more speed humps.

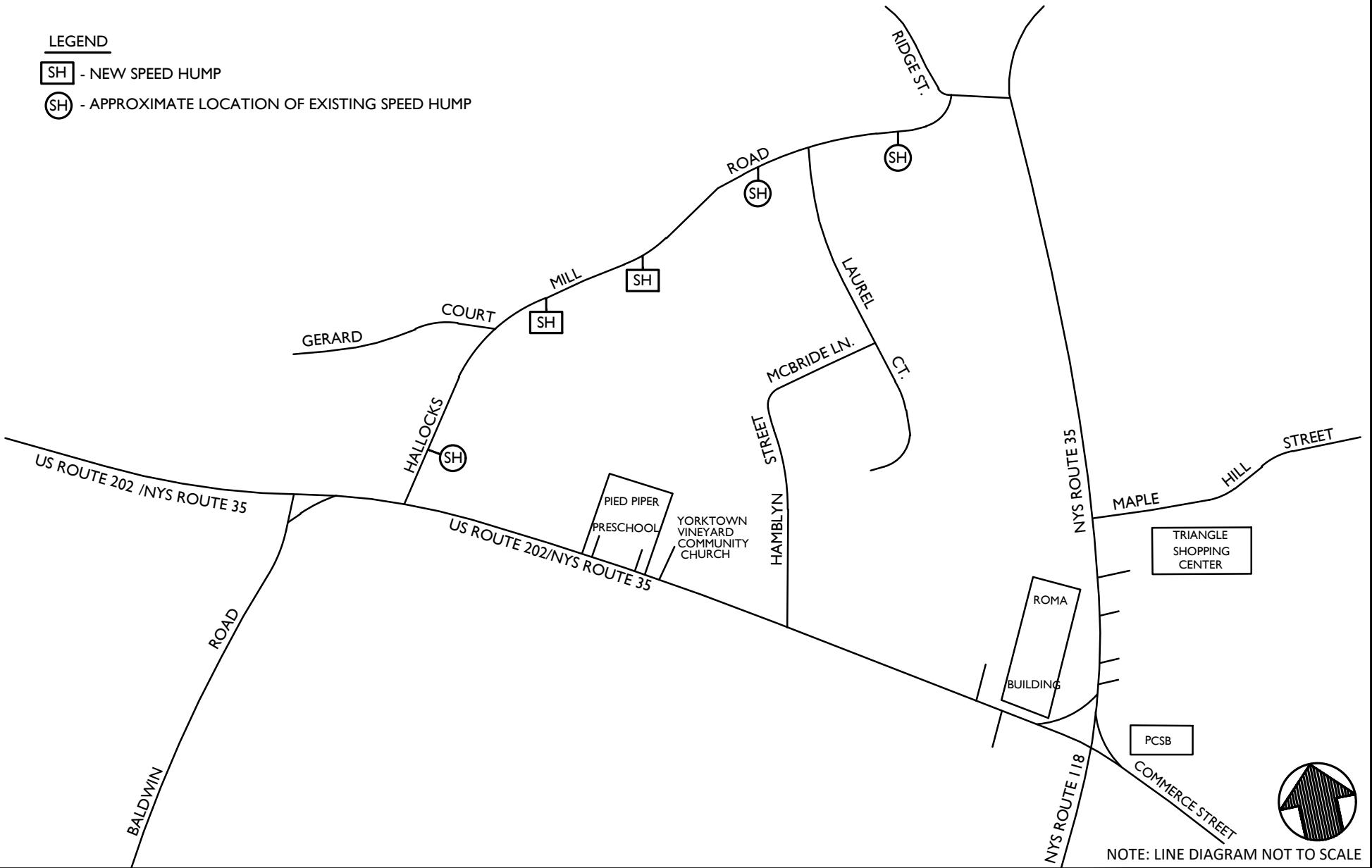
Other Considerations

- Drainage considerations important criteria for location of any additional hump installations.
- Contact Google, Waze, and others to remove/restrict Hallocks Mill Road and to potentially redirect vehicles.
- Should also include installation of "No Commercial Traffic" signing at both ends of Hallocks Mill Road.

LEGEND

SH - NEW SPEED HUMP

(SH) - APPROXIMATE LOCATION OF EXISTING SPEED HUMP



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SHEET TITLE:

ADDITIONAL TRAFFIC CALMING MEASURES

SHEET NUMBER:

OPTION 1

Option 2

One-Way Roadway from Saw Mill River Road to Crompond Road

Description

Modify entirety of Hallocks Mill Road to be a one-way westbound roadway from Saw Mill River Road to Crompond Road.

Pros

- Reduced “cut-through” traffic on Hallock’s Mill Road since one direction of travel is eliminated.
- Easily implemented from a cost standpoint – mostly new signing
- Possible addition of on-street parking on one side of roadway in some sections with only one lane of travel needed for one-way flow.

Cons

- Requires some local residents to increase travel distance to “go around block” to get home; such as on Gerard Court.
- Potential increased traffic on Hamblin Street, McBride Lane, and Laurel Court from residents living west of Laurel Court on Hallocks Mill Road and on Gerard Court.
- Complication of emergency vehicle response including increased response times unless “wrong way traffic” path is used by these vehicles.
- Possible increased delays at Triangle intersection (Crompond Road/Commerce Street/Saw Mill River Road) due to added traffic.
- Potential diversion and increased “cut-through” traffic on other roads such as Ridge Street/Elizabeth Road.
- Potential school bus route impacts.
- Lack of turnaround area.

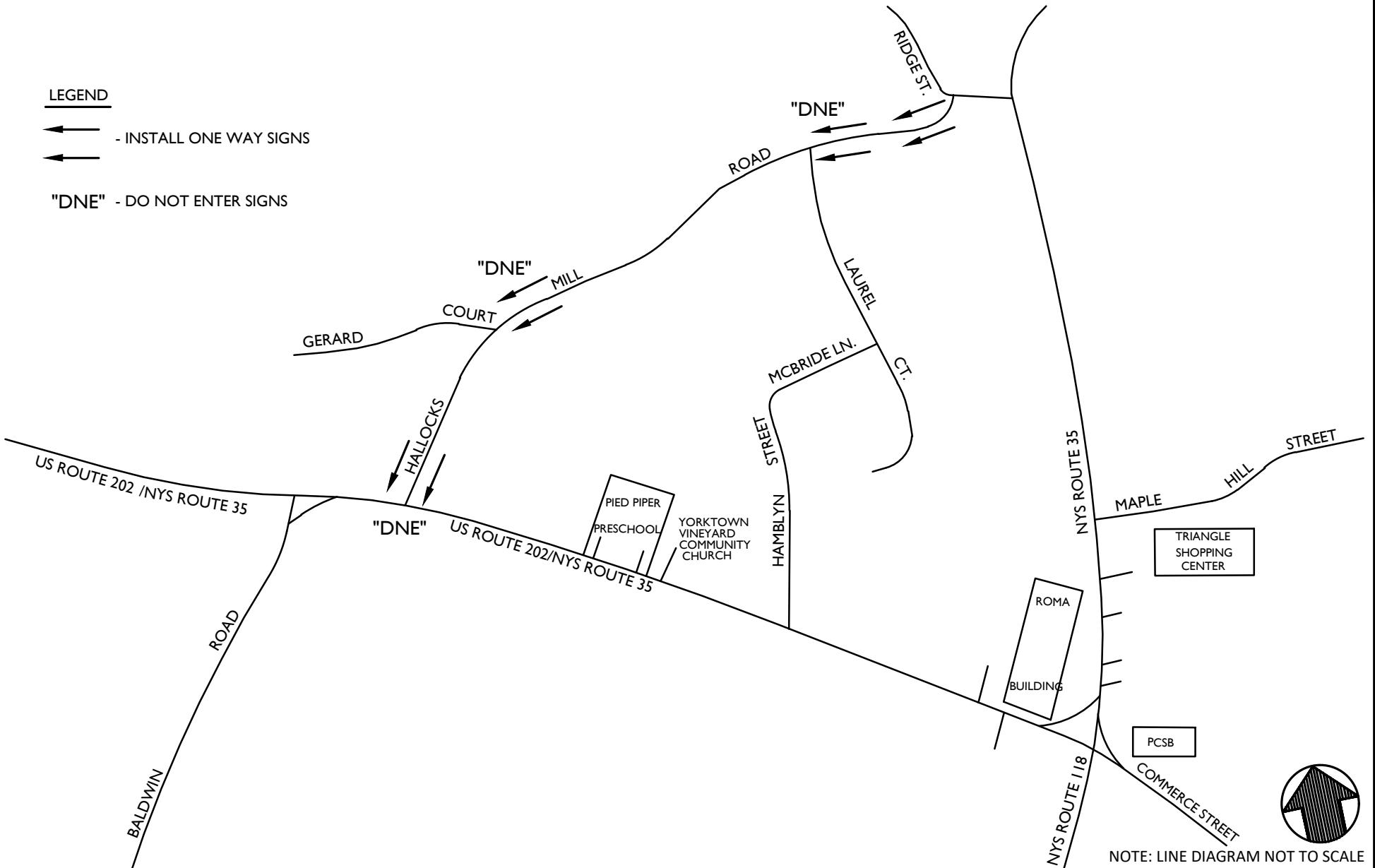
Other Considerations

- Need public input/consensus
- Advance notice to motorists
- NYSDOT input/approval on signing at State highways would be required
- Emergency Services involvement/review
- Temporary VMS signing prior to implementation
- Notification via public mailings in advance of change.
- Potential need for Public Hearing
- Notify school district/bus company

LEGEND

← - INSTALL ONE WAY SIGNS

"DNE" - DO NOT ENTER SIGNS



NOTE: LINE DIAGRAM NOT TO SCALE



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| 21000519A | 210414RH FIGURE | | |

ONE WAY WESTBOUND
Saw Mill River Road to
Crompond Road

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Option 3

One-Way Roadway from Crompond Road to Saw Mill River Road

Description

Modify entirety of Hallocks Mill Road to be a one-way eastbound roadway from Crompond Road to Saw Mill River Road.

Pros

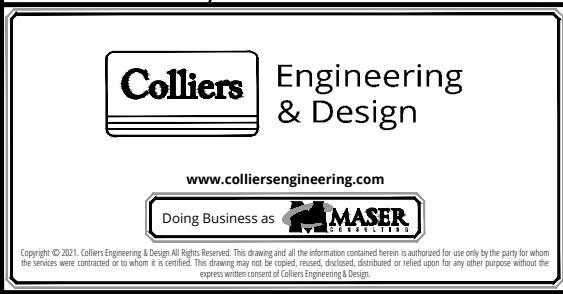
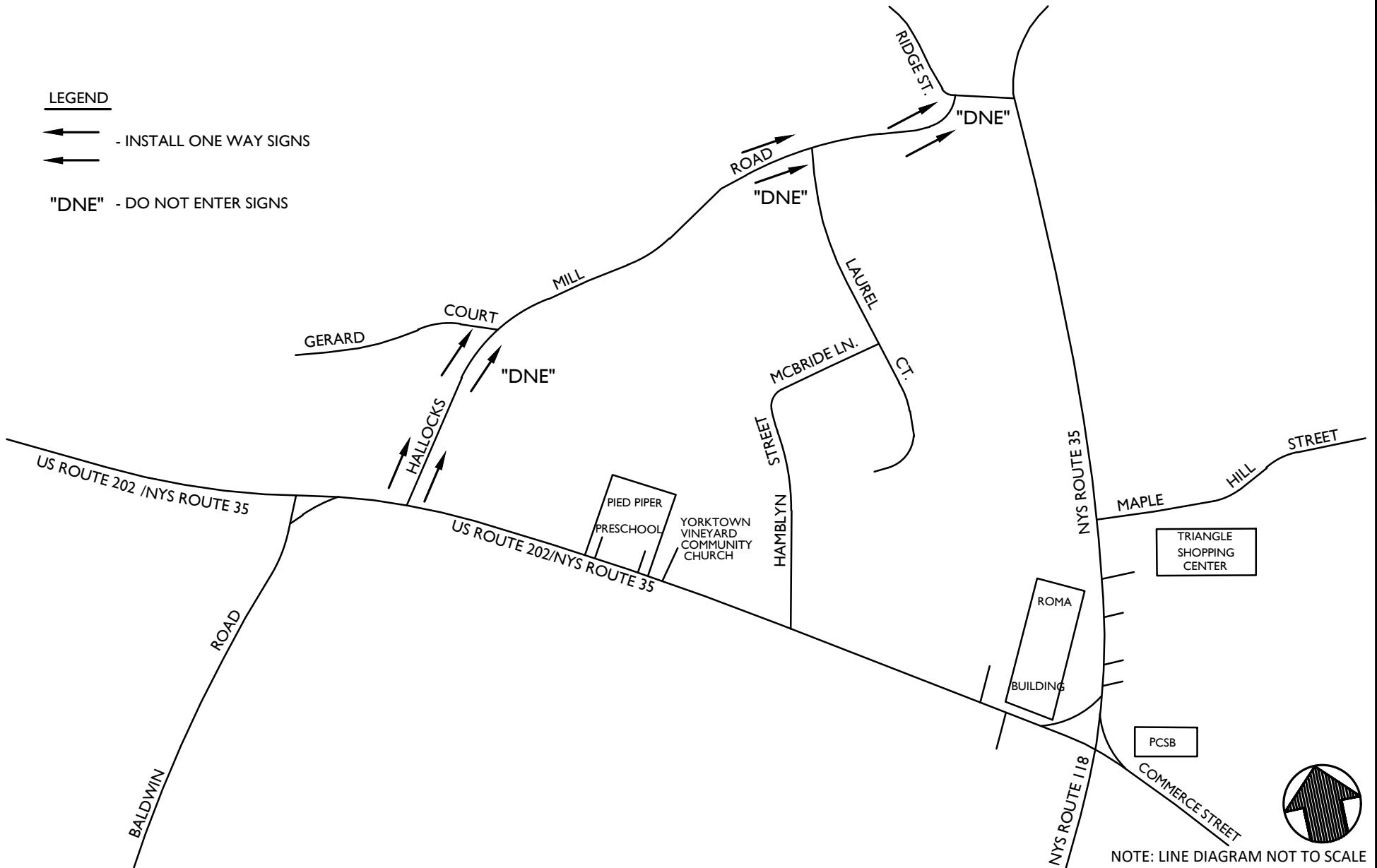
- Reduced “cut-through” traffic since one direction of travel is eliminated.
- Easily implemented from a cost standpoint – mostly new signing.
- Possible addition of on-street parking on one side of roadway in some sections with only one lane of travel needed for one-way flow.

Cons

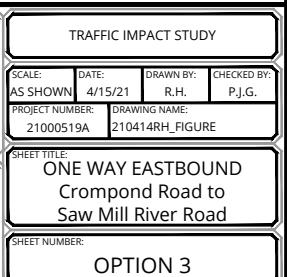
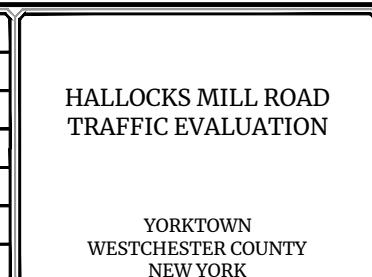
- Requires local residents to increase travel distance to “get around block home” such as on Gerard Court.
- Potential increased traffic on Hamblyn Street, McBride Lane, and Laurel Court from residents living west of Laurel Court on Hallocks Mill Road and on Gerard Court.
- Complication of emergency vehicle response including increase response times unless “wrong way traffic” path is used by these vehicles.
- Possible increased delays at Triangle intersection (Crompond Road/Commerce Street/Saw Mill River Road) due to added traffic.
- Potential diversion and increased “cut-through” traffic on other roads such as Ridge/Elizabeth Road.
- Potential school bus route impacts.
- Lack of turnaround area.
- Added turning movements from Hallocks Mill Road onto Ridge and onto Saw Mill River Road due to diversion of existing local residence traffic.

Other Considerations

- Need public input/consensus
- Advance notice to motorists
- NYSDOT input/approval on signing at State highways would be required
- Emergency Services involvement/review
- Temporary VMS signing prior to implementation
- Notification via public mailings in advance of change
- Potential need for Public Hearing
- Notify school district/bus company



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Option 4

Partial Road Closure East & West of Laurel Court

Description

Closure of Hallocks Mill Road eastbound east of Laurel Court and westbound west of Laurel Court. Laurel Court effectively becomes a one-way southbound roadway under this alternative.

Pros

- Eliminates most “cut-through” traffic on Hallocks Mill Road.
- Maintains majority of two-way flow for convenience of neighborhood access.
- Emergency vehicles and buses could still navigate around or through closures

Cons

- How do buses turn around on Laurel Court?
- Increased traffic through Triangle intersection.
- Increased traffic on Hamblyn Street, McBride Lane, and Laurel Court generally from the neighborhood, although it is possible for westbound “cut through” traffic to utilize this route under this alternative.
- Potential snow plowing complications.
- Potential increased traffic on Ridge Street.

Other Considerations

- Significant signing involved.
- Possibly permit school and emergency vehicle traffic through partial closure only.
- Absorption of diverted traffic through Triangle intersection.
- Advance notification to motorists.



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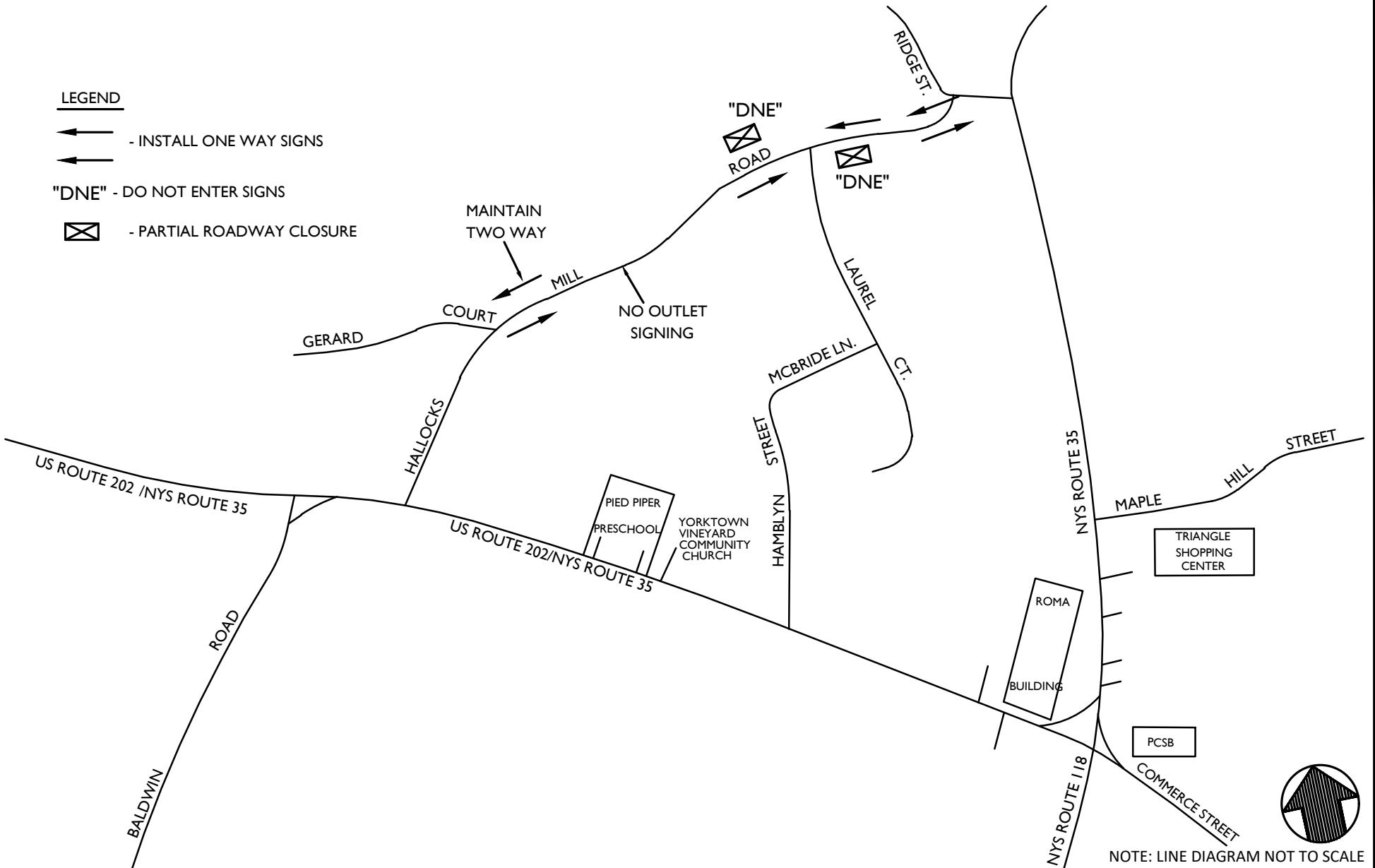
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- PARTIAL ROADWAY CLOSURE



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SHEET TITLE:
PARTIAL CLOSURE EAST &
WEST OF LAUREL COURT

SHEET NUMBER:
OPTION 4

Option 5

Full Road Closure East of Laurel Court

Description

Introduce a full closure of Hallocks Mill Road east of Laurel Court with a physical barrier or raised traversable curbed island.

Pros

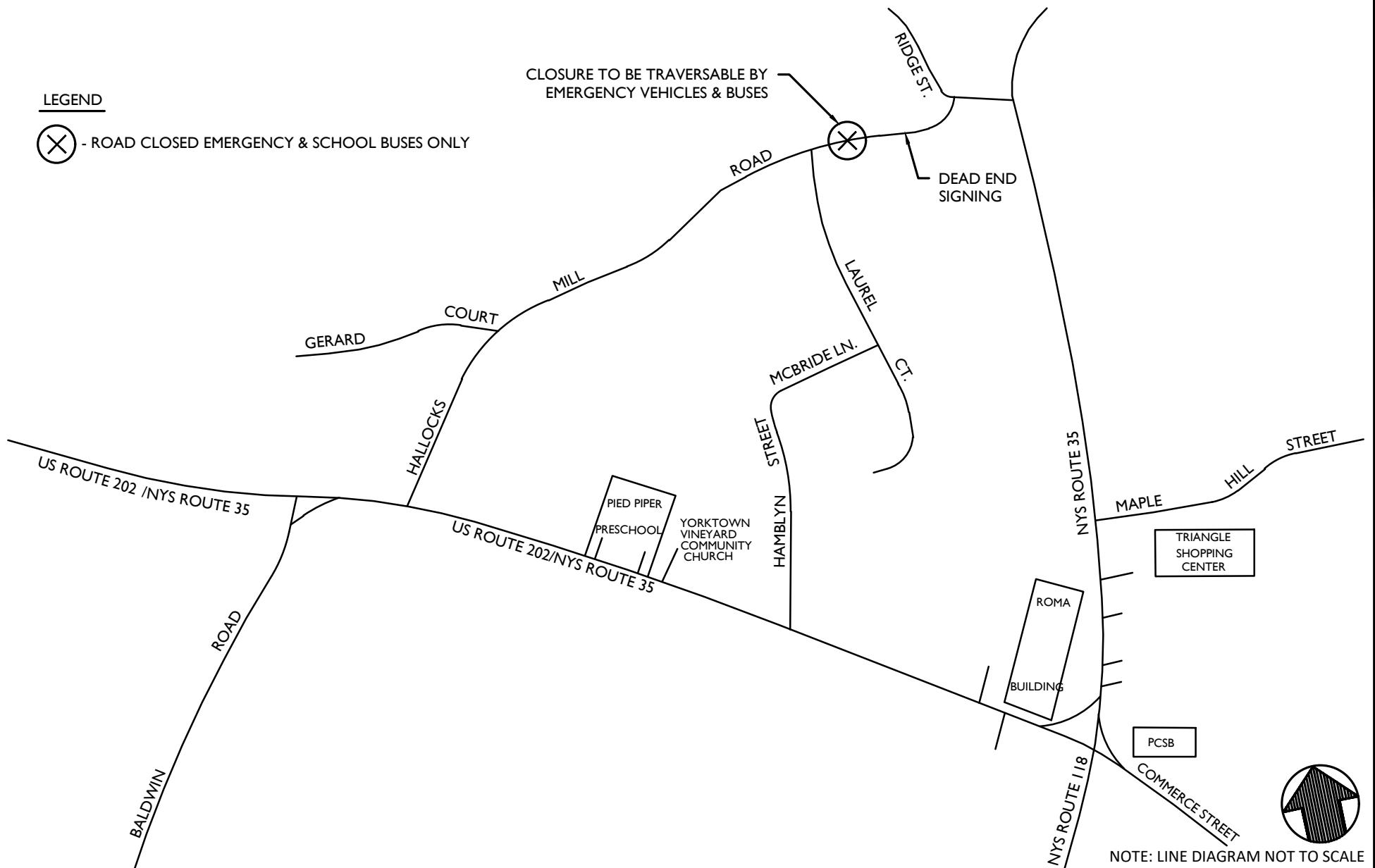
- Eliminates all “cut-through” traffic.
- Maintains majority of two-way flow for convenience of neighborhood access.

Cons

- Emergency access response time concerns.
- How do buses turn around?
- Increased traffic through Triangle intersection.
- Increased traffic on Hamblyn Street, McBride Lane, and Laurel Court.
- Snow plowing.
- Potential increased traffic on Ridge Street.
- Hallocks Mill Road neighborhood traffic loses ease of access to and from the east.

Other Considerations

- Significant signing involved.
- School and emergency vehicle traffic only possibility.
- Absorption of diverted traffic through Triangle intersection.
- Advance notification to motorists.



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SHEET TITLE:

FULL CLOSURE EAST
OF LAUREL COURT

SHEET NUMBER:

OPTION 5

Option 6

Partial One-Way Systems Outbound Only at Laurel Court

Description

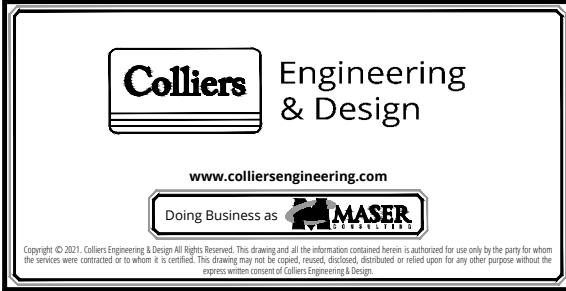
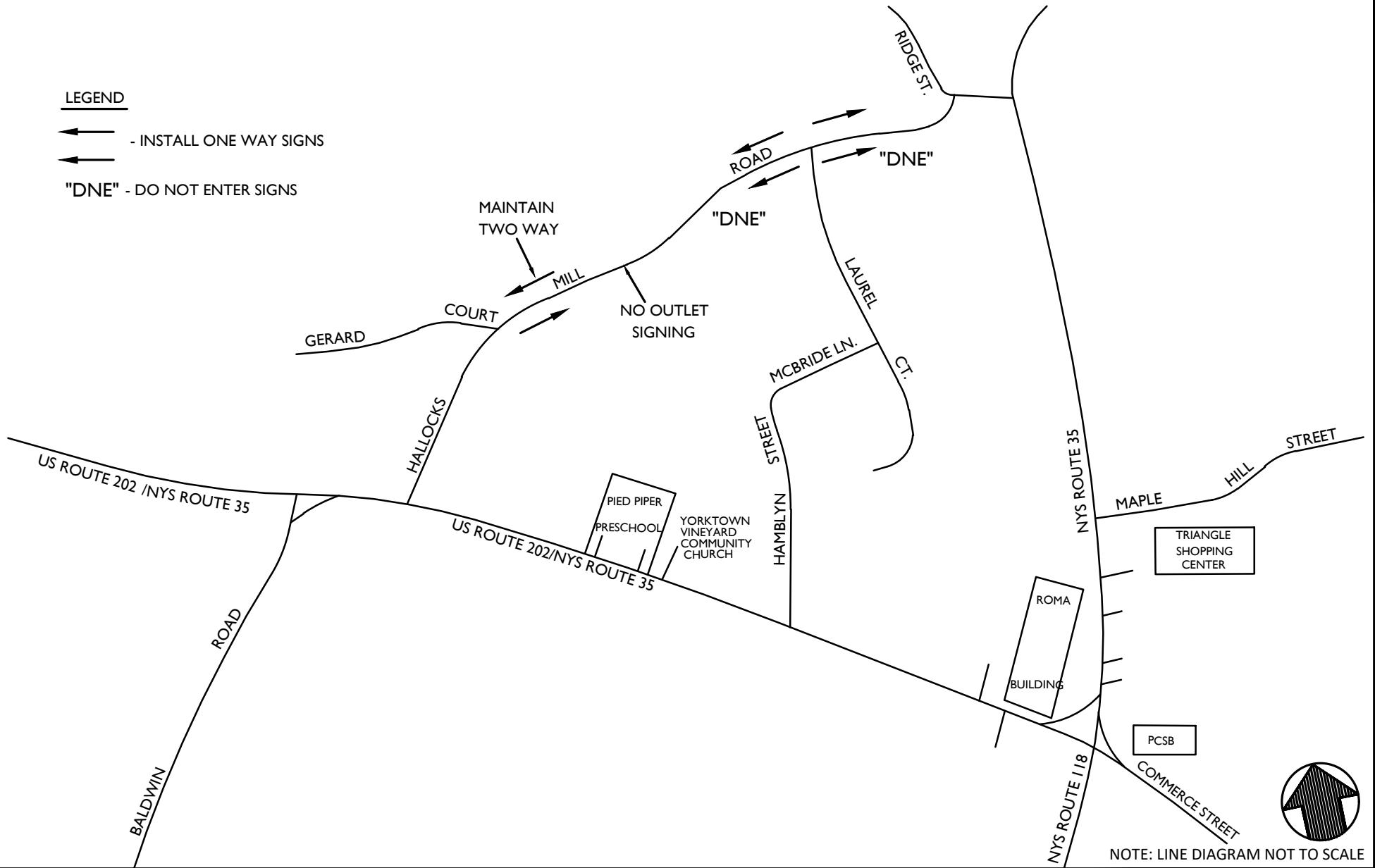
Modify Hallocks Mill Road to be one-way westbound west to Laurel Court and one-way eastbound east of Laurel Court.

Pros

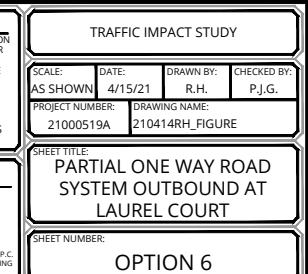
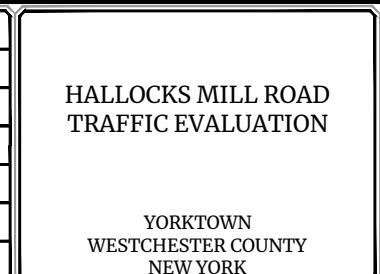
- Maintains partial neighborhood access/continuity.
- Reduces most and possibly all “cut-through” traffic.
- Could be implemented on temporary basis to allow actual conditions to be evaluated for overall effectiveness.

Cons

- Requires some diversion of neighborhood traffic.
- Must be planned to ensure no significant diversion of westbound traffic to Hambyn Street and Laurel Court.
- School bus access concerns.
- Could be designed to minimize impact on Emergency Services response times.



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Summary of Other Important Considerations

1. Longer term improvements for the Triangle intersection as well as the other intersections along Saw Mill River Road between Ridge Street/Hallocks Mill Road, and the Triangle intersection.
2. Long term plans for improvements of the Crompond Road section between Hallocks Mill Road and the Triangle intersection.
3. The following would be part of the above considerations related to each option for Hallocks Mill Road modifications:
 - Input from emergency services including fire and ambulance.
 - Input from the other Town agencies including highway and water departments.
 - Input from nearby school(s) relative to bus transportation and routing.
 - Coordination with the New York State Department of Transportation (NYSDOT).
 - Coordination with Google and other providers regarding changes to roadway network to ensure drivers are not directed to use these roadways.
 - Identification of improvement scenarios including left turn lanes and roundabouts.
 - The Town should petition the State and investigate local projects and other funding mechanisms that may be available to enhance the operation of the State highway system in this section, especially at the Triangle intersection.
 - Accidents/safety considerations
 - Treatment of Hamblin Street, Laurel Court, and McBride Lane
 - Identify other potential diversion routes that may be increased such as Ridge Street to Elizabeth Road, etc. and how they may be impacted and how to mitigate.
 - Potential for similar requests in other portions of Town.
 - Verify any legal ramifications.