

# TRAFFIC CALMING FOR VILLAGE OF WILLIAMSWILLE



**GREATER BUFFALO-NIAGARA**

**REGIONAL TRANSPORTATION COUNCIL**

# **FOLLOW UP CONTENT**

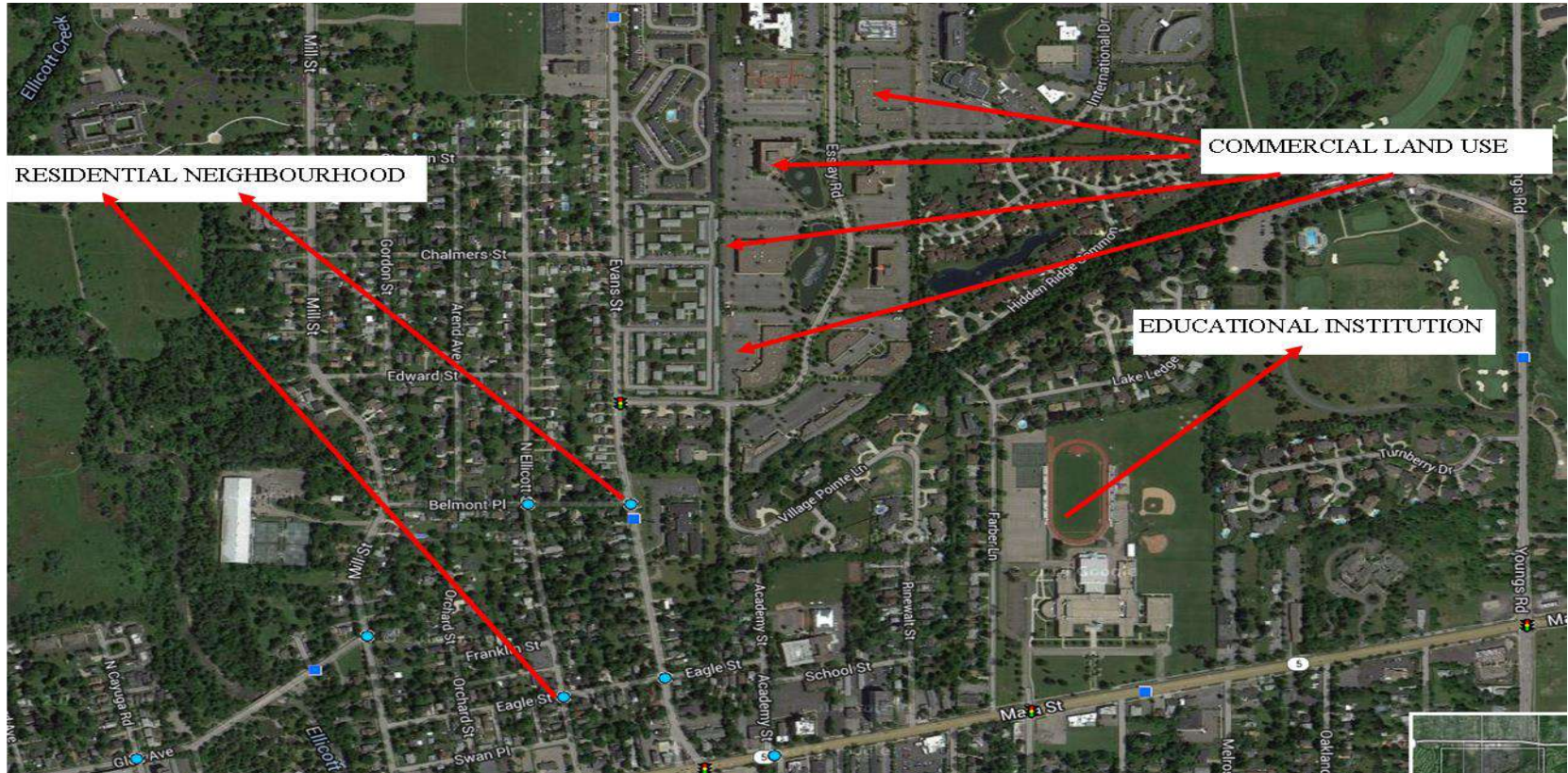
**REVIEW OF THE LOCATION**

**IDENTIFY POTENTIAL  
PROBLEMATIC INTERSECTIONS**

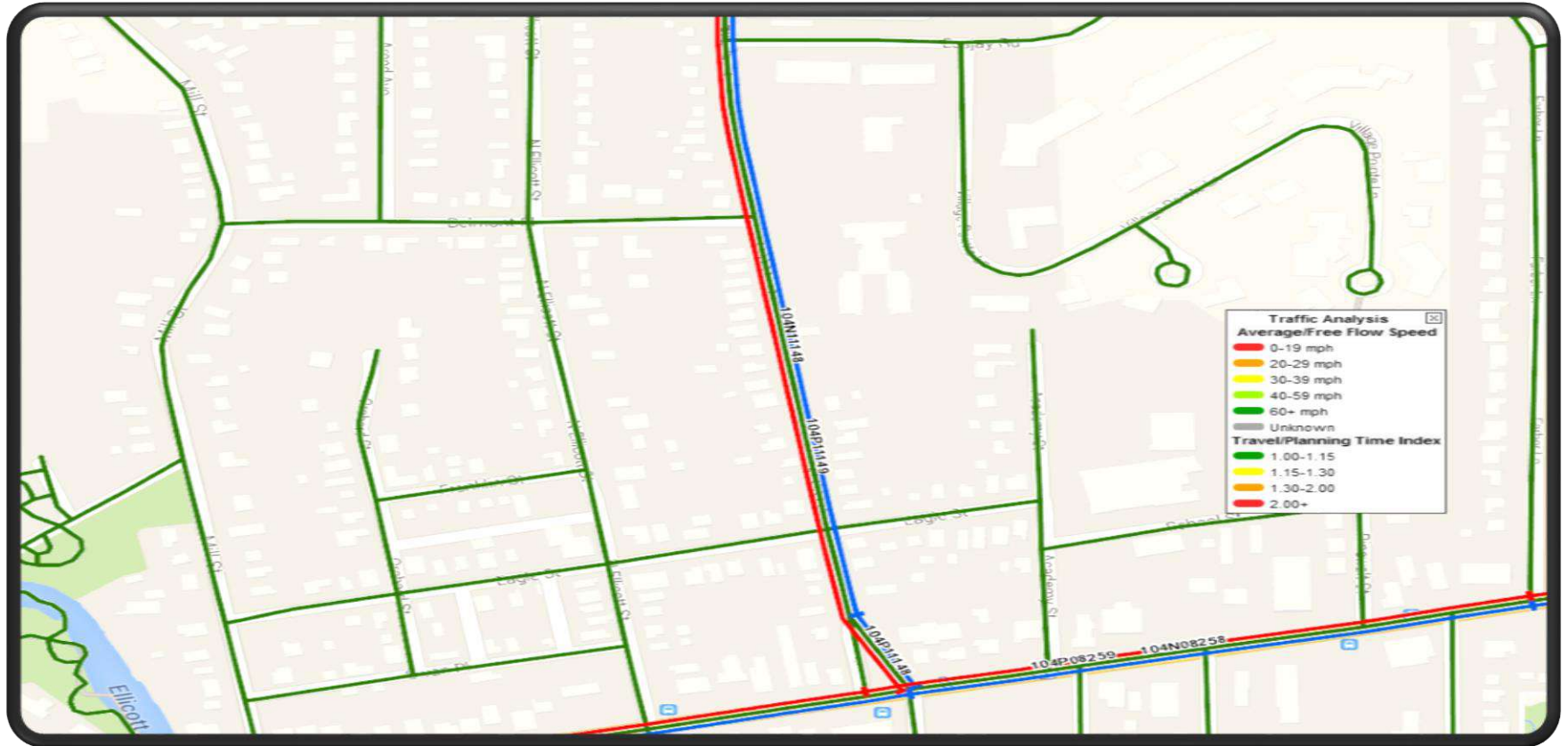
**REMEDIAL MEASURES**

**IMPACT ON TRAFFIC AND QUALITY  
OF LIVING**

# REVIEW OF LOCATION



# EXISTING TRAFFIC PATTERN (2012)





# IDENTIFY POTENTIAL PROBLEMATIC INTERSECTIONS (AM PEAK)

Delay at the intersection would be the best performance measure to evaluate the performance of an Intersection.

Based on this criteria, intersections with higher delays are identified. For the network considered **Evans Street @ Eagle Street** has a higher delay than the defined standards with an Intersection delay of 120 sec for every 15 minutes of analysis period.



The through traffic filling up the local streets is responsible for the higher delays at this Intersection. Heavy left and right turns.

# IDENTIFY POTENTIAL PROBLEMATIC INTERSECTIONS (AM PEAK)

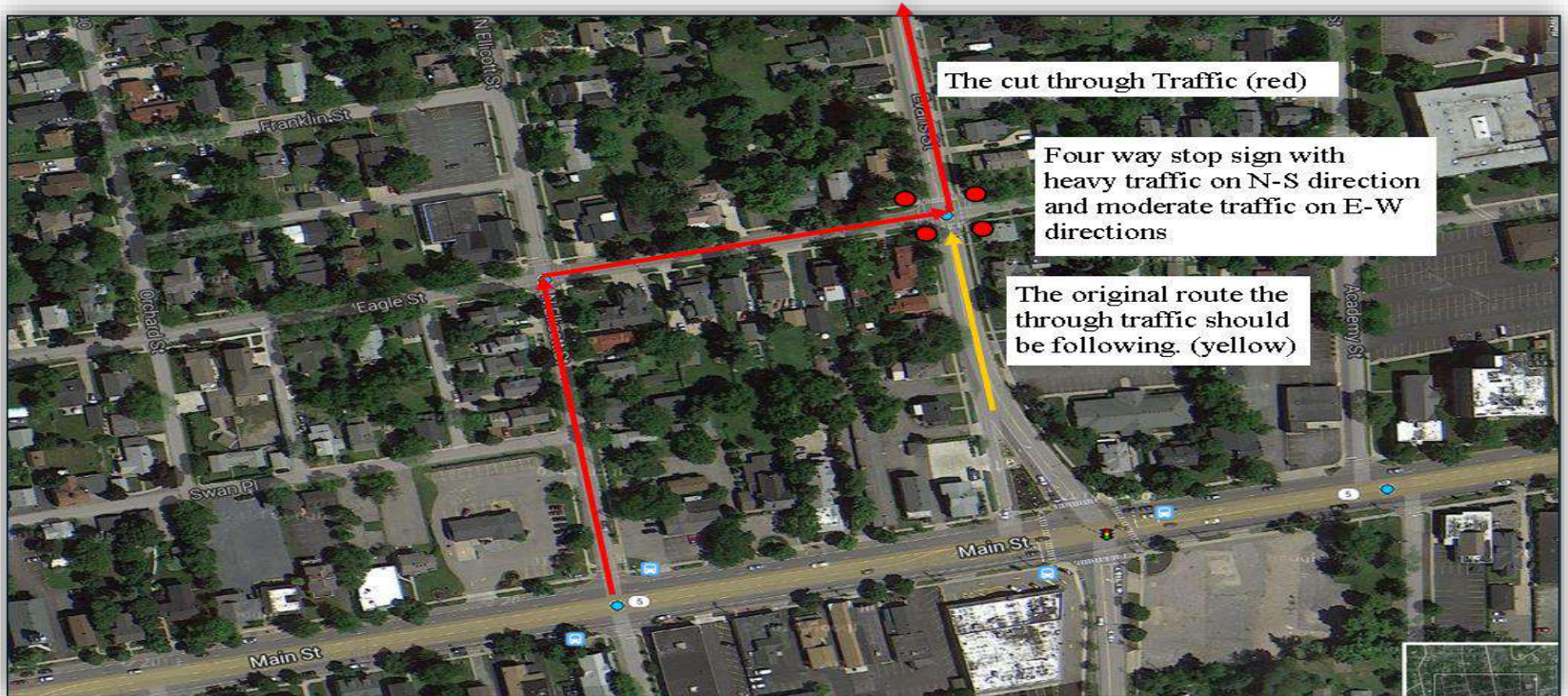
Intersection delay aggregates the delay over all the legs of the intersection. This some times end up giving the delay owing to the dominant leg. So, a further scrutiny on each leg will determine if any individual legs are bound to higher delays.



The Intersection delay is 3.1 sec but the delay on East Bound lane is pretty high 79 sec.

# OCCURRENCE OF TRAFFIC RE-ROUTING

## Evans Street @ Eagle Street (AM Peak)





# OCCURRENCE OF TRAFFIC RE-ROUTING

## Evans Street @ Belmont Pl (AM Peak)





# TRAFFIC CALMING MEASURES

## FEW MEASURES

Changes in On-Street parking Configuration

Turn Restrictions (only during peak hours)

Cul-de-sacs and Street Closures

One way Streets

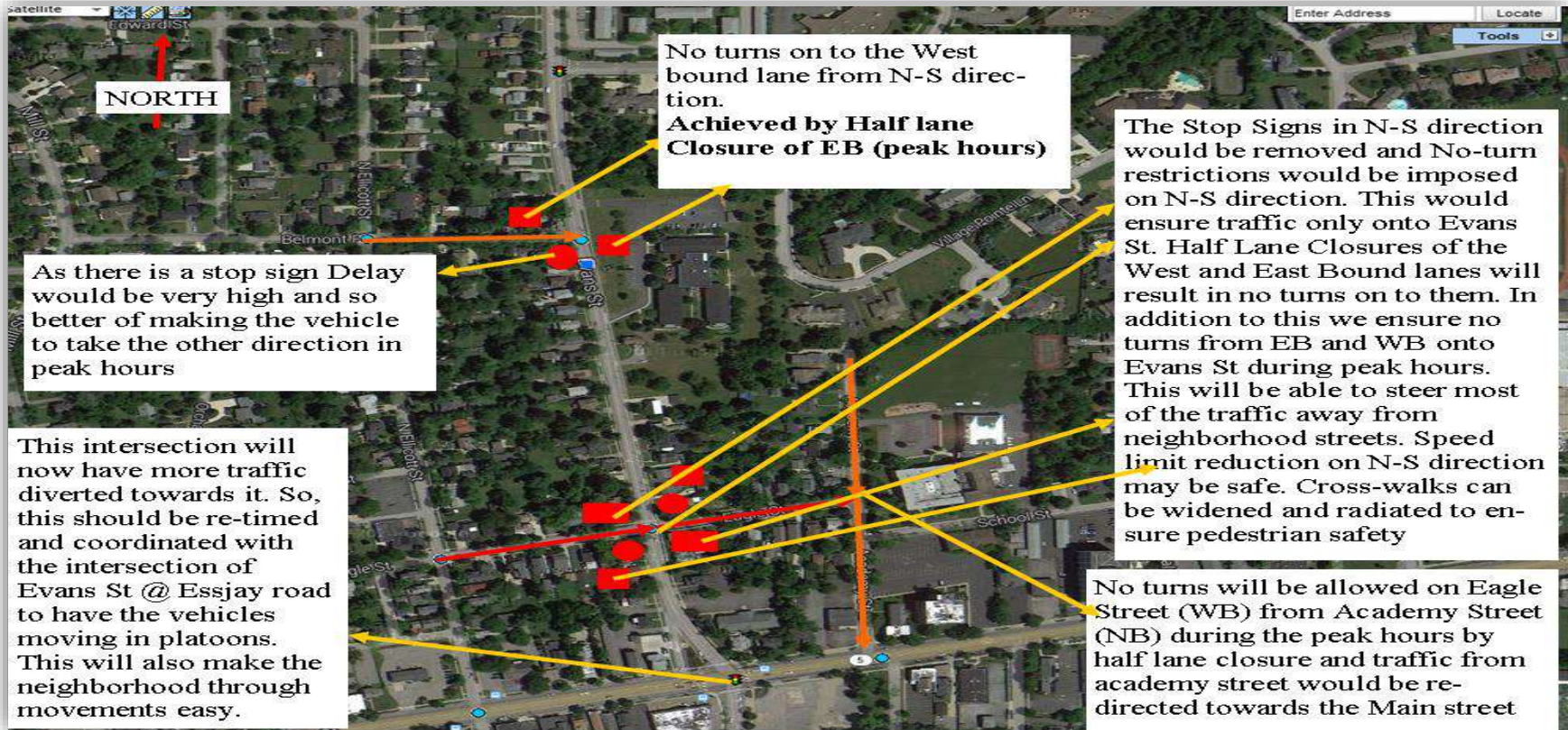
## REQUIREMENTS FOR THE MEASURES

Reduce the access for the Through traffic to the Local Streets.

Restrict the access during the Peak hours to the Local Streets.

Completely cut the through traffic from the Local streets

# CHANGES PROPOSED TO THE NETWORK





# Evans & Main Intersection - Delay per Vehicle (AM)





# Evans & Main Intersection- Queue Lengths (AM)



Queue Lengths	
All Intervals	
Color	Queue Type
Teal	Average
Yellow	95th Percentile
Red	Max Observed



# Evans & Main Intersection- Average Speeds (AM)

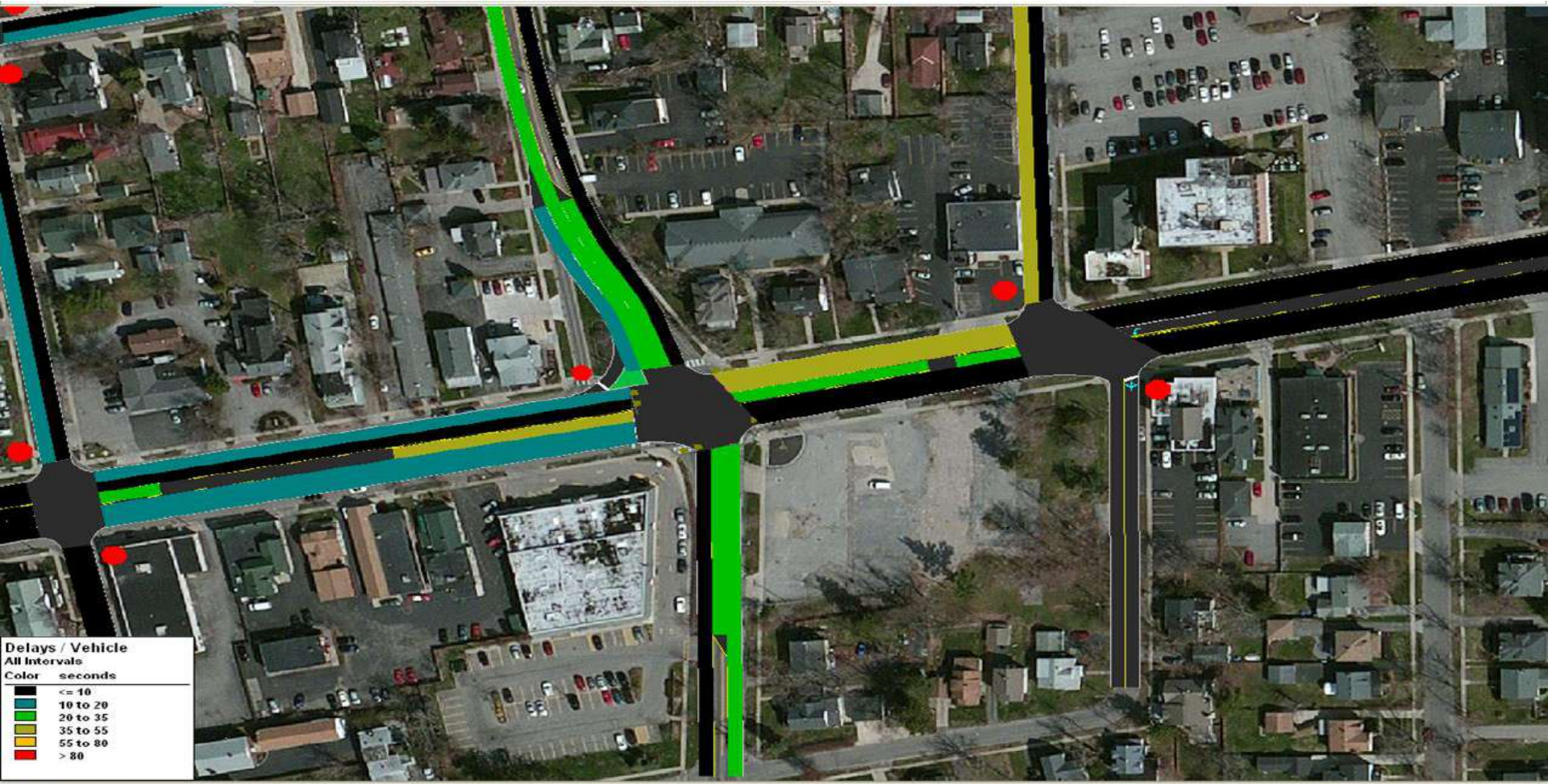


Speed  
All Intervals

Color	mph
Black	≥ 40
Blue	30 to 40
Green	20 to 30
Yellow	15 to 20
Orange	10 to 15
Red	5 to 10
Pink	< 5

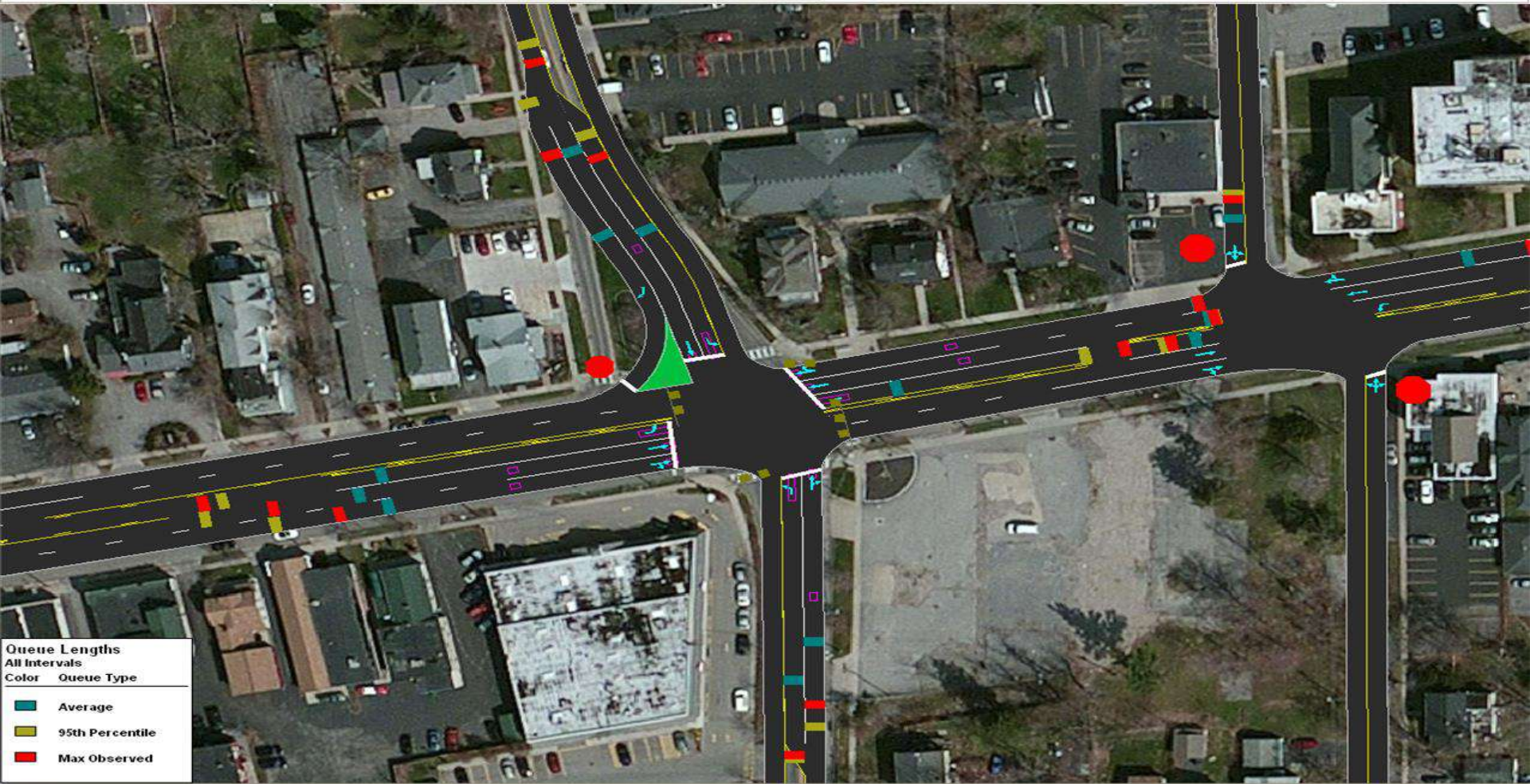


# Evans & Main Intersection - Delay per Vehicle (PM)





# Evans & Main Intersection – Queue Lengths (PM)





# Evans & Main Intersection – Average Speeds (PM)





# ALTERNATE MEASURES





# IMPACT ON TRAFFIC AND QUALITY OF LIFE

- External Traffic from the local streets will be eliminated during the peak hours. This would ensure safety and noise free surroundings for the Community
- Emergency vehicles functions might be impacted. So, proper communication between the Community and Emergency Response System will smoothen the process
- During the peak hours vehicles move in platoons allowing safer cross walks for pedestrians and bicyclists
- A periodic inspection of the impact of the Traffic diversions would be a better way to identify any problems and find out a suitable solution
- Neighborhood speed reduction and safety programs, police enforcement to ensure proper enforcement of the regulations will help the cause