



Barton & Loguidice

Memo To: Honorable Norma J. Zimmer
Mayor, Village of Clayton, NY

Date: November 8, 2023

From: Alexander S. Kerr, P.E., PTOE, RSP1
Managing Engineer

Project No.: 970.014.001

Re: **Traffic Circulation/Parking Study**
Village of Clayton, Jefferson County, New York

As requested by the Village of Clayton, a traffic circulation and on-street parking study has been performed to assess the existing highway network within the village as it relates to increased visitor traffic during the summer and seasonal events.

Study Objectives:

Working in coordination with the Village of Clayton, B&L has developed a traffic circulation/parking study for the Village of Clayton, NY. The limits of the study were within the Village of Clayton, north of State Street (NYS Route 12). To complete the study, B&L reviewed existing traffic data and the village street grid system. B&L examined the current regulations and locations for public parking within the study limits. B&L also reviewed trip origins/destinations within the village to better understand traffic circulation. B&L performed a site visit in the summer to observe the influx of traffic. Given the data/observations, the study objectives were to determine if any changes to the street grid system, traffic patterns or parking are needed, and if any additional signage is needed.

Existing Conditions & Background Data:

Given the high influx of visitor traffic during the summer months, B&L conducted a site visit on Friday July 28, 2023 to observe traffic volumes and assess existing conditions within the Village of Clayton during peak traffic hours (3pm-6pm). B&L staff traversed the Village's highway network using State Street (NY-12) as the southern boundary to the riverfront as the northern boundary. Friday during the summer peak hours of 3pm-6pm was representative of full load on the network. Limits of on-street and off-street parking, one-way streets, and areas of congestion were documented.

Using orthoimagery from the NYSGIS Clearinghouse, a map (attached Figure 1) was developed to lay out existing conditions of the streets and parking within the study limits. Parking regulations and locations for on-street parking and public lots within the village are identified and labeled on the attached figure. The street grid system constituting of one-way and two-way streets was also reviewed and depicted on the map.

Below is a table summarizing existing traffic patterns and parking regulations.

TABLE 1: Existing Traffic Circulation & Parking Regulations		
Street Name	Traffic Circulation	Parking Regulations
Riverside Drive	Two-way Traffic; One-way on west end	On-Street Parking
James Street	Two-way Traffic	On-Street Parking
Jane Street	Two-way Traffic	On-Street Parking between John St./Franklin St.
John Street	Two-way Traffic	On-Street Parking
Merrick Street	Two-way Traffic; One-way between John St./Franklin St.	On-Street Parking on west side
Webb Street	Two-way Traffic	No Parking
Huginin Street	One-way between James St./John St.; Two-way between John St./Webb St.	On-Street Parking on south side
Franklin Street	Two-way Traffic	On-Street Parking
Mary Street	Two-way Traffic	On-Street Parking
Union Street	Two-way Traffic	On-Street Parking on north side
Park Circle	One-way	No Parking
Alexandria Street	Two-way Traffic	On-Street Parking on east side
Theresa Street	Two-way Traffic	On-Street Parking on west side
Rees Street	Two-way Traffic	On-Street Parking

In addition to reviewing historic traffic patterns provided by NYSDOT, B&L was able to observe real time traffic patterns and congestion experienced by users during peak hour traffic. While traffic volumes and parking were manageable within the southern study limits (i.e. closer to State Street), navigating the network north of Jane Street to the Riverfront resulted in increased delay due to congestion. This is primarily the result of the number of trip generators/attractors within the study limits, particularly as the commercial density increases with proximity to Riverside Drive. Riverside Drive provides access to local marinas, shops, restaurants, and lodgings (e.g. 1000 Islands Harbor Hotel and Bertrand’s Motel). Further from the riverfront the existing land uses transitions into residential plots as well as the recreational with Frink Park, Village Park, and Lion’s Park included within the study limits.

Traffic Circulation:

Existing traffic patterns (two-way vs. one-way traffic flow) is summarized on the attached Figure 1. The current geometry of the highways and availability of right-of-way was reviewed and analyzed as part of this study. In general, the Village of Clayton is well developed which limits potential alternatives to increase the capacity of the existing network. Many of the streets which make up the networks maintain minimum 10-ft travel lanes in either direction. These narrow travel lanes are further reduced by the presence of on-street parking, resulting in congestion as drivers are delayed waiting for appropriate gaps in traffic to navigate around parked vehicles. The majority of buildings/homes within the study limits are set back from the highway which would

accommodate widening existing highways. But highway widening efforts would result in a multitude of conflicts with utilities, sidewalks, and street trees/greenspaces. For these reasons, highway widening would be cost prohibitive and further evaluation of available highway right-of-way would also need to be considered. Working within the confines of the existing highway geometry, the following is a summary of observations/alternatives to be considered for increasing capacity within the village:

- Install one-way signage on Riverside drive for counterclockwise circulation around the angled parking adjacent to Bella's restaurant and 604 Riverside Drive.
 - The geometry of the angled parking present at this location is supportive of counterclockwise traffic flow. Furthermore the remainder of Riverside Drive continuing west from this point is one-way in the southbound direction.
 - Additional 'one-way' and supporting 'Do Not Enter' signage is recommended to be installed along Riverside Drive between the intersections of Riverside Drive with James Street and Jane Street.
- Riverside Drive between James Street and John Street maintains a wider curb-to-curb width compared to the remainder of the corridor east of John Street.
 - This additional width accommodates angled on-street parking on the north side of Riverside Drive as well as providing a hatched median which delivery trucks utilize.
 - While functioning as a truck delivery zone, this hatched median is not signed/posted as such. Deliveries being performed from the median creates as safety issue with delivery workers crossing into either travel lane; essentially functioning as an uncontrolled mid-block crossing.
 - Eliminating the hatched median could potentially accommodate additional angled parking on the south side of Riverside Drive in lieu of the existing parallel parking present.
 - Eliminating the hatched median would also eliminate the dedicated westbound left turn lane at the intersection of Riverside Drive and James Street. Further analysis would be needed to justify eliminating this turn lane, but engineering judgement would anticipate there is a marginal conflicting vehicle volume opposing left turns at this intersection due to the fact that Riverside Drive becomes one-way just west of the intersection.
- East of John Street the available curb-to-curb width on Riverside Drive narrows and congestion increases
 - One potential alternative to alleviate congestion along this segment would be to implement an eastbound one-way traffic flow pattern continuing to the intersection of Webb Street and Hugunin Street.
 - Of note, this traffic pattern was previously implemented during construction the NYSDOT Historic District Infrastructure Improvements Project.
 - One-way traffic along this segment would accommodate additional angled on-street parking.

- There is also a safety concern at the intersection of Riverside Drive at Webb Street which currently functions as an uncontrolled 90-degree turn with striped crosswalks
 - One-way traffic throughout this intersection would reduce the number of conflict points.
- Convert Hugunin Street to two-way traffic between James Street and John Street
 - Currently one-way going eastbound
- Convert Merrick Street two-way traffic between Union Street and State Street
 - Currently one-way going southbound
- Considerations for truck route signage and associated restrictions
 - Given the narrow corridors present in the study network, there could be benefits to establishing a signed truck route through the village for deliveries. This would eliminate congestion from trucks which currently utilize narrow side streets.
 - Existing truck restriction signs were observed in the Village, but supporting routing signage could supplement these restrictions for enforcement purposes.

Parking Regulations/Availability:

Parking within the Village of Clayton is accommodated by on-street parking as well as public lots. There are also a number of private lots to accommodate parking for those private businesses. Existing parking regulations and locations of existing public lots are depicted on the attached Figure 1. Due to the narrow width of the existing highway infrastructure, on-street parking is predominantly only permitted on one side of the road. The exception to this being James Street and limited portions of Mary and John Streets. Wayfinding to the public parking lot adjacent to the Watertown Savings Bank is provided within the village. Recommendations for parking improvements are as follows:

- As discussed under the previous section (Traffic Circulation), reconfiguring traffic patterns on Riverside Drive can create opportunities for additional on-street angled parking stalls.
- Given the narrow roadway widths, creating additional on-street parking is not feasible without performing highway widening projects, which as previously discussed would require substantial investment to mitigate impacts. Alternatively, two locations for constructing additional public lots are identified on Figure 1.
 - An existing empty lot adjacent to the 1000 Islands Harbor Hotel and Clayton Harbor Municipal Marina. Access to this potential lot could be provided by Franklin Street which currently dead ends.
 - An existing private lot on the western limits of Riverside Drive
 - Ultimately, ownership/acquisition of these parcels would require further investigation.
- Overall, existing street signage for parking regulations is not up to national standards set forth within the Manual on Uniform Traffic Control Devices (MUTCD) and warrants updating to provide better, more consistent direction as well as enforcement.

Summary of Recommendations & Conclusion:

The above discussions detail feasible alternatives to improve traffic capacity and provide additional parking accommodations. Some of the feasible alternatives discussed will have greater impacts which require additional study/analysis (e.g. one-way conversion of Riverside Drive). The following, however, is a concise list of feasible alternatives which can be more expeditiously implemented:

- Install one-way signage on Riverside drive for counterclockwise circulation around the angled parking adjacent to Bella's restaurant and 604 Riverside Drive.
- Convert Hugunin Street to two-way traffic between James Street and John Street.
- Convert Merrick Street two-way traffic between Union Street and State Street.
- Update existing parking regulation signage to meet NMUTCD Standards. *update*

Fire station - no sidewalks Union/Merrick

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Managing Engineer

Date

Attachments: Figure 1 – Map of Existing Conditions

ASK/jjb

Hatched median - Safety concerns *oversized vehicles*
angled parking on S. Side of Riverside
** One way on Riverside to Webb/John*
Lions field - parking with meters
Aligned Truck Rt -