# Hamden East-West Transportation Study

South Central Regional Council of Governments

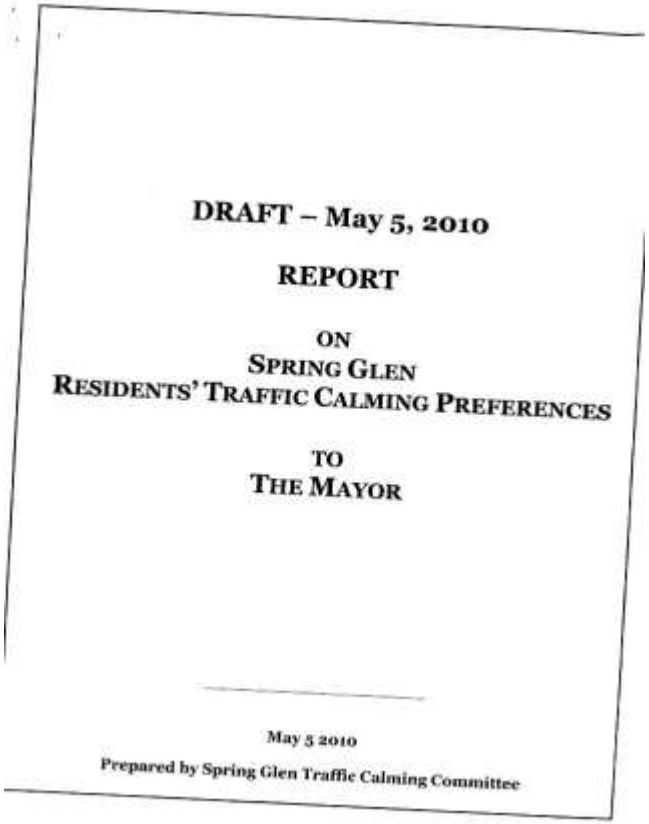
# Study Area

The focus area of this study is the Spring Glen and Whitneyville areas of Hamden.

# Scope of Study

This study will focus on transportation system deficiencies and opportunities to improve safety, access, travel by all modes, and the quality of life within the community.

# Neighborhood Initiatives



DRAFT – May 5, 2010

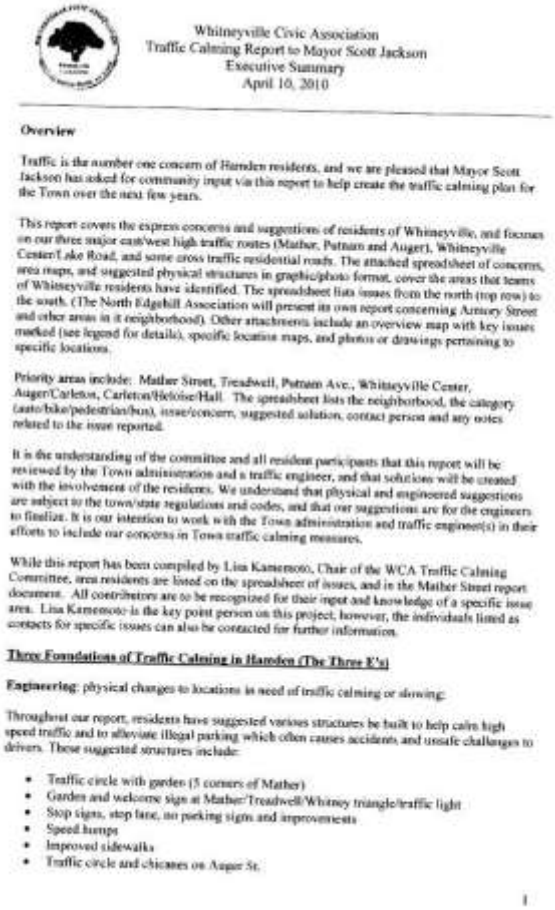
REPORT

ON
SPRING GLEN
RESIDENTS' TRAFFIC CALMING PREFERENCES

TO
THE MAYOR

May 5 2010

Prepared by Spring Glen Traffic Calming Committee



Whitneyville Civic Association
Traffic Calming Report to Mayor Scott Jackson
Executive Summary
April 10, 2010

**Overview**

Traffic is the number one concern of Hamden residents, and we are pleased that Mayor Scott Jackson has asked for community input via this report to help create the traffic calming plan for the Town over the next few years.

This report covers the express concerns and suggestions of residents of Whitneyville, and focuses on our three major east/west high traffic routes (Mather, Putnam and Auger), Whitneyville Center/Lake Road, and some cross traffic residential roads. The attached spreadsheet of concerns, area maps, and suggested physical structures in graphic/photo format, cover the areas that teams of Whitneyville residents have identified. The spreadsheet lists issues from the north (top row) to the south. (The North Edgehill Association will present its own report concerning Armory Street and other areas in it neighborhood). Other attachments include an overview map with key issues marked (see legend for details), specific location maps, and photos or drawings pertaining to specific locations.

Priority areas include: Mather Street, Treadwell, Putnam Ave., Whitneyville Center, Auger/Carleton, Carleton/Heloise/Hall. The spreadsheet lists the neighborhood, the category (auto/bike/pedestrian/bus), issue/concern, suggested solution, contact person and any notes related to the issue reported.

It is the understanding of the committee and all resident participants that this report will be reviewed by the Town administration and a traffic engineer, and that solutions will be created with the involvement of the residents. We understand that physical and engineered suggestions are subject to the town/state regulations and codes, and that our suggestions are for the engineers to finalize. It is our intention to work with the Town administration and traffic engineer(s) in their efforts to include our concerns in Town traffic calming measures.

While this report has been compiled by Lisa Kamenoto, Chair of the WCA Traffic Calming Committee, area residents are listed on the spreadsheet of issues, and in the Mather Street report document. All contributors are to be recognized for their input and knowledge of a specific issue area. Lisa Kamenoto is the key point person on this project, however, the individuals listed as contacts for specific issues can also be contacted for further information.

**Three Foundations of Traffic Calming in Hamden (The Three E's)**

**Engineering**: physical changes to locations in need of traffic calming or slowing:

Throughout our report, residents have suggested various structures be built to help calm high speed traffic and to alleviate illegal parking which often causes accidents and unsafe challenges to drivers. These suggested structures include:

- Traffic circle with garden (5 corners of Mather)
- Garden and welcome sign at Mather/Treadwell/Whitney triangle/traffic light
- Stop signs, stop lane, no parking signs and improvements
- Speed bumps
- Improved sidewalks
- Traffic circle and chicanes on Auger St.

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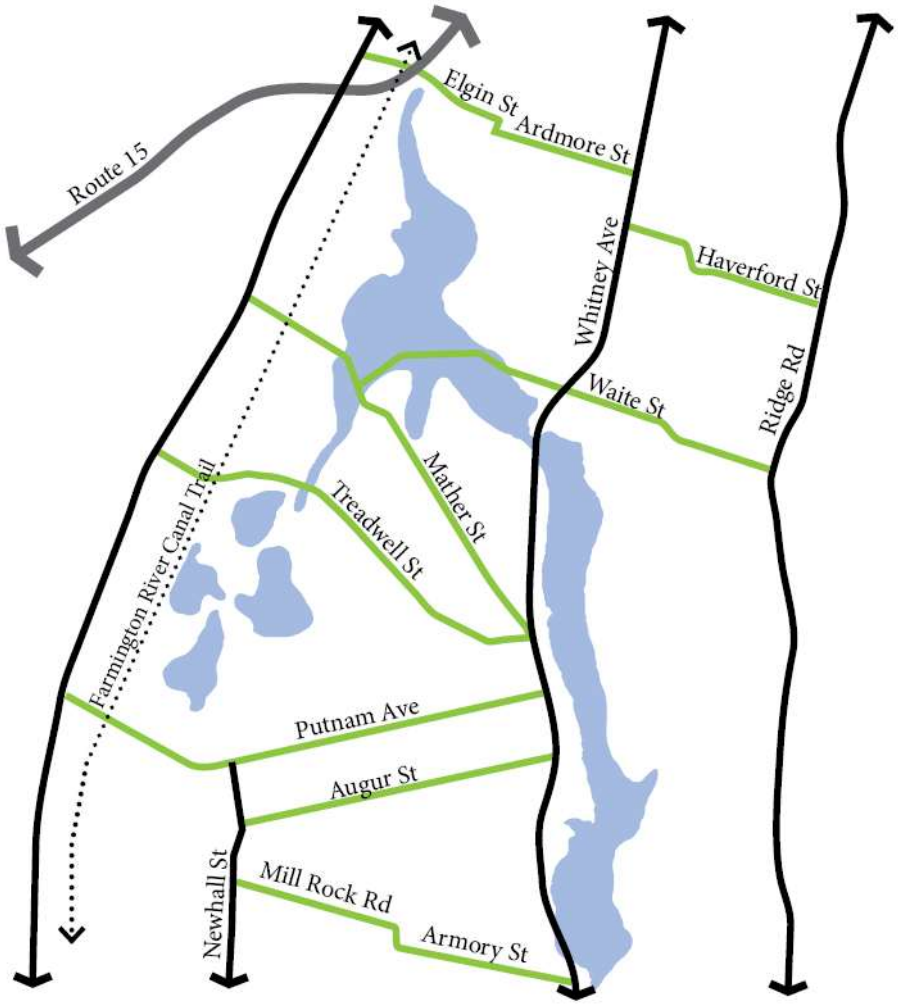
# Steering Committee Workshop

- Held in September
- Attended by town officials, residents and association members of Spring Glen and Whitneyville
- Spring Glen concerns: Traffic speed and volume, pedestrian conflicts due to inadequate crossings and incomplete sidewalk networks
- Whitneyville concerns: Pedestrian crossing issues, access to the Farmington Canal Trail, stop sign running, truck traffic, on-street parking, sidewalk gaps, and speeding.

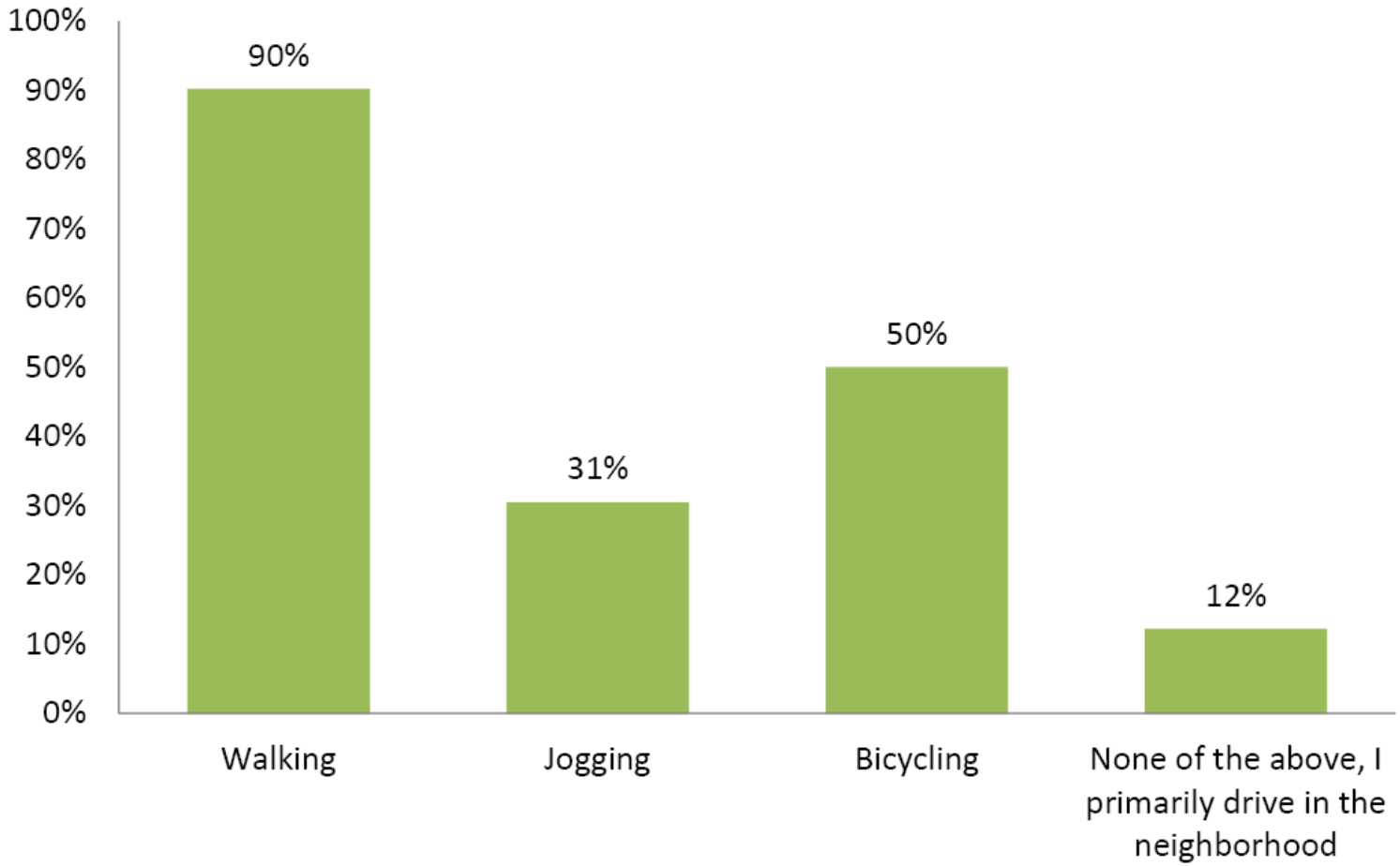
# Study Corridors



# On-Line Survey

- Posted on-line in October
- Over 160 responses from residents of 51 different streets
- The streets with the most respondents:
  - Blake Street
  - Mather Street
  - Whitney Street
  - Treadwell Street
  - Ralston Street
  - Armory Street
  - Carleton Street
  - King Street
  - Wilkins Street
  - Putnam Avenue

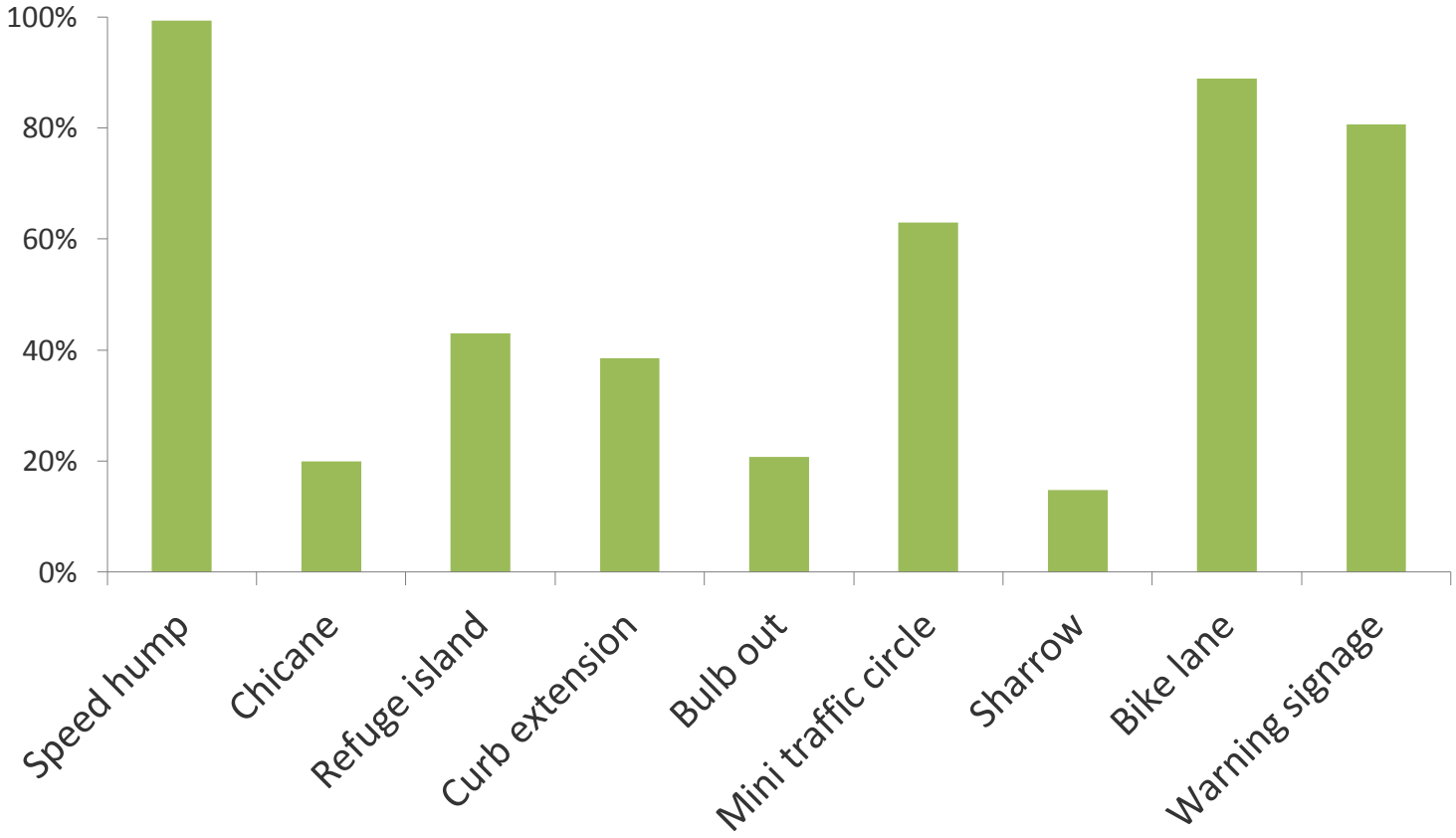
# What activities do you regularly engage in within Spring Glen or Whitneyville?



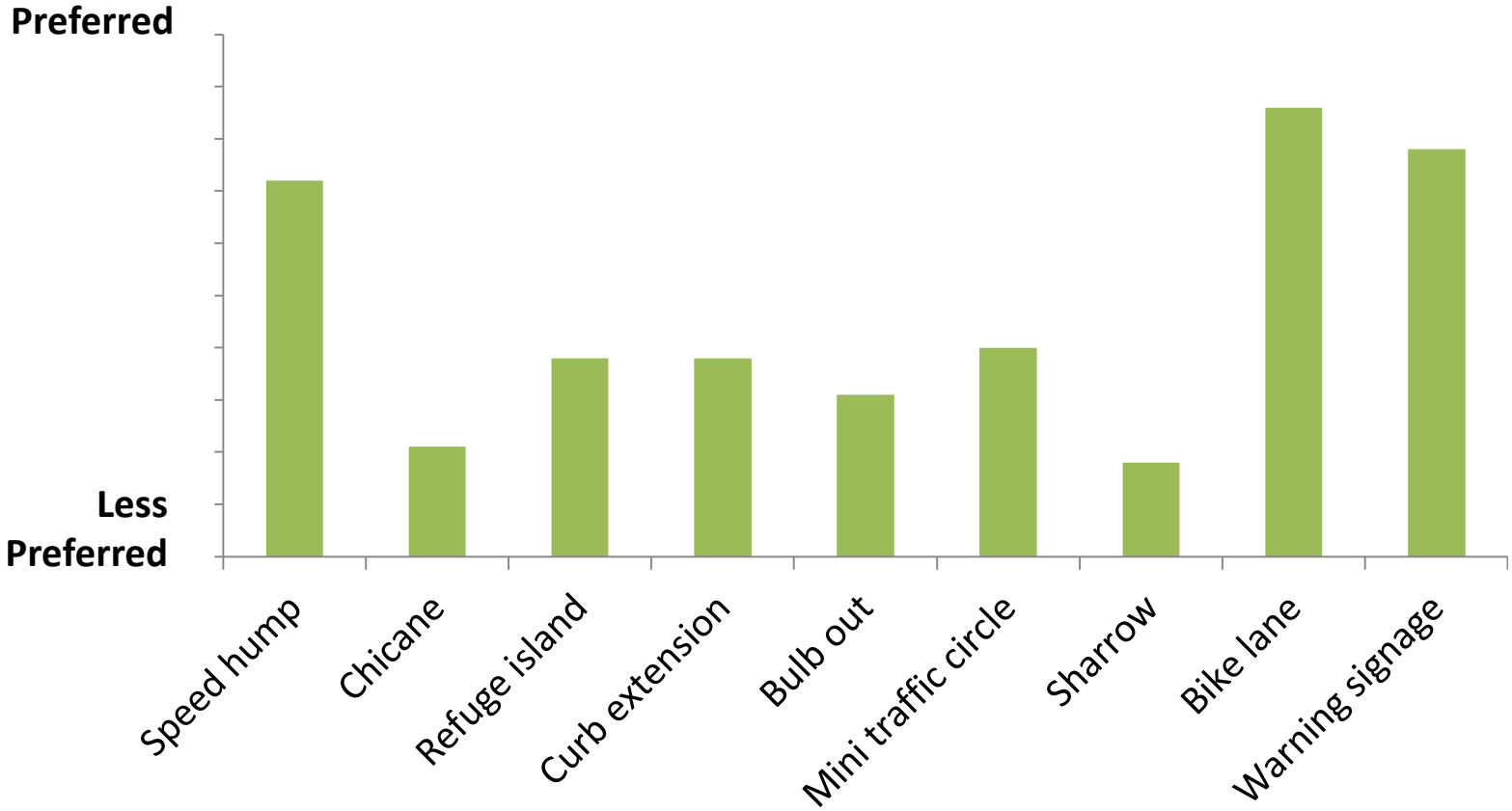
# Ranking of Traffic Study corridors in terms of degree of concern

1. Putnam Avenue
2. Mather Street
3. Treadwell Street
4. Waite Street
5. Augur Street
6. Armory Street
7. Connolly Parkway
8. Mill Rock Road
9. Ardmore Street
10. Elgin Street
11. Haverford Street

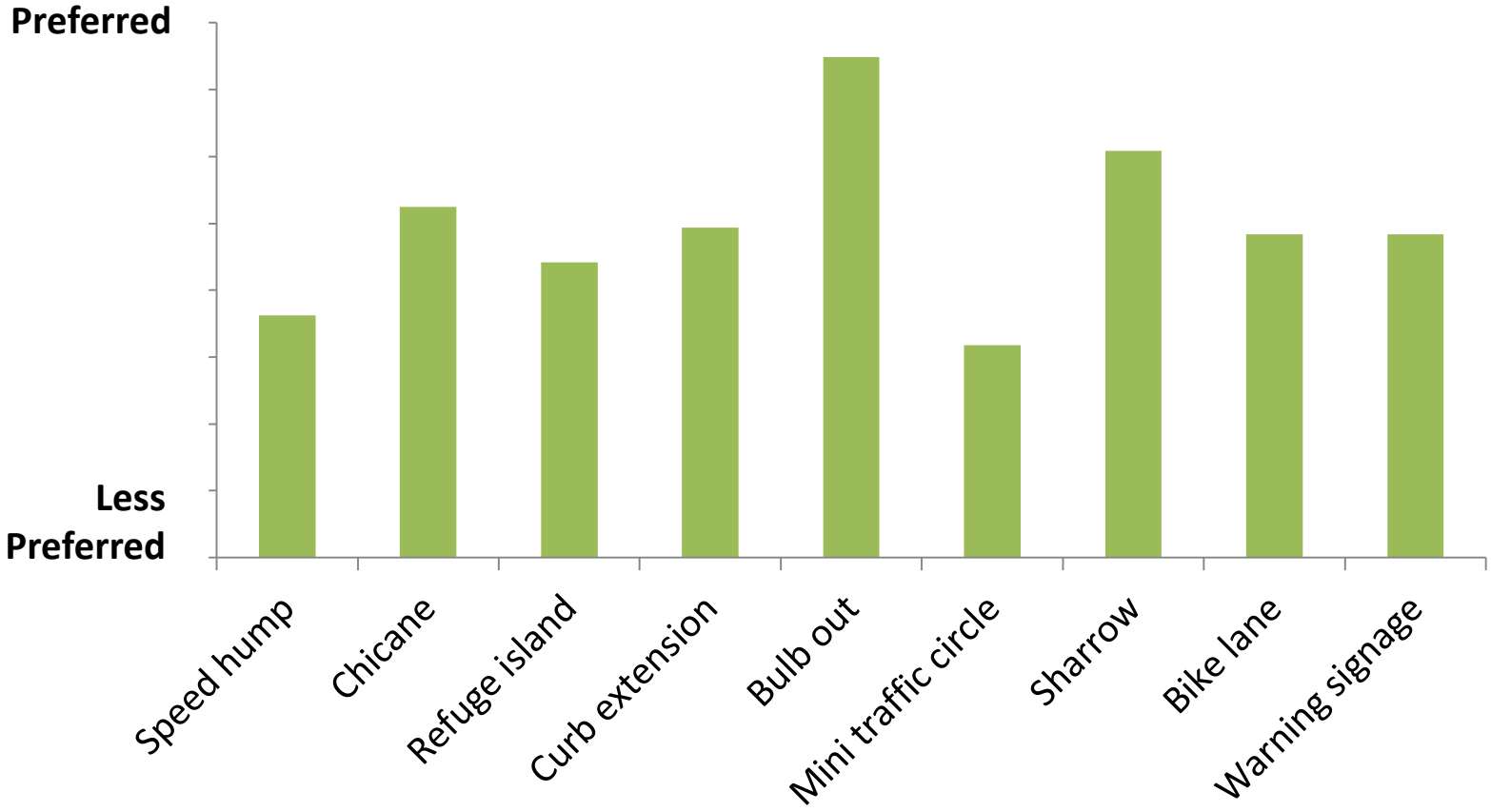
# Familiarity with Traffic Calming Measures



# Rating of Traffic Calming Measures



# Indexed rating of Traffic Calming Measures



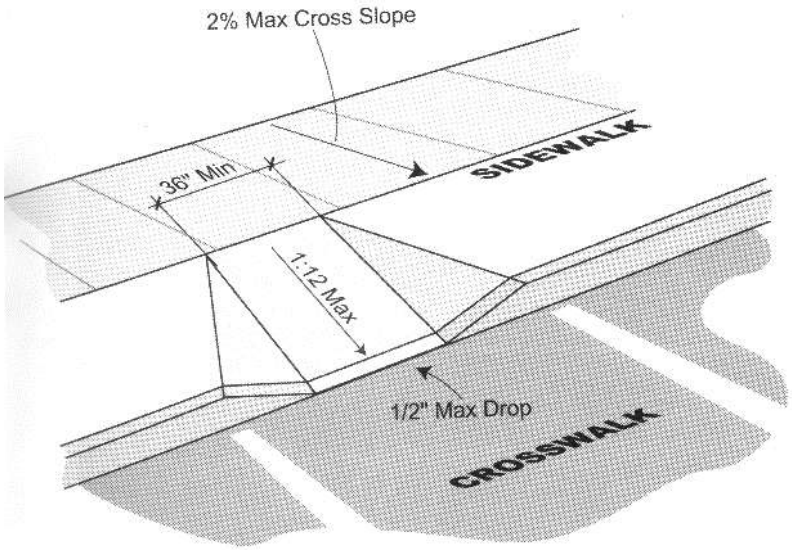
# Traffic Calming/Safety Toolbox

# Crosswalks

- Encourages pedestrians to cross the street at regular locations
- Improves visibility of pedestrians, alerts drivers to the presence of pedestrian traffic

# Curb Ramps

- Required by federal law whenever roadway improvements are made
- Improves accessibility for people with mobility aids
- Improves the mobility of people with carriages, strollers, carts, and children on bicycles
- Encourages pedestrians to cross roadway at a fixed point



# Crosswalk Signage

- Increases driver awareness
- Encourages pedestrians to cross at safe locations

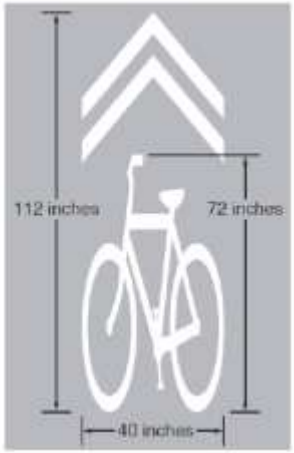
# Refuge Islands

- Reduces vehicle speeds
- Decreases pedestrian crossing distance
- Increases visibility of crossing

# Sharrow

- Assist bicyclists with positioning on the roadway
- Alert road users of the location bicyclists are likely to occupy
- Encourage safe passing of bicyclists by motorists
- Reduce the incidence of wrong-way bicycling

Shared lane roadway



# Bicycle Lanes

- Visually narrows the travel lane thereby reducing vehicle speeds
- Provides riding space for bicyclists
- Moves traffic away from edge of roadway and nearby sidewalks

# Speed Humps

- Slows vehicle speeds
- Can be combined with a crosswalk

# Chicanes

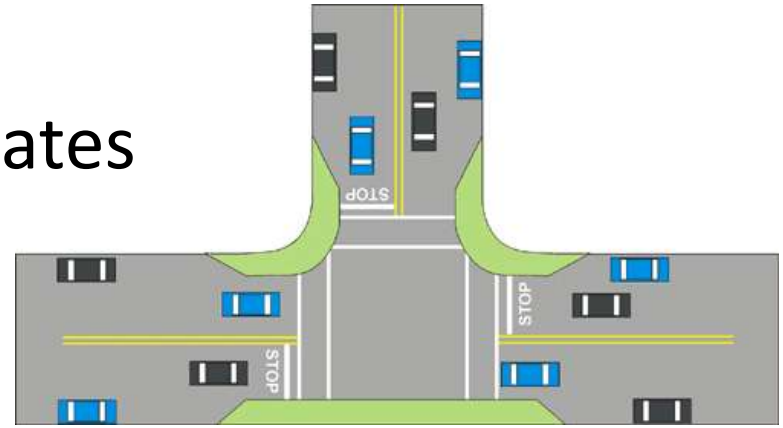
- Reduces vehicle speeds
- Can be used in conjunction with on-street parking
- Chokers may be used with a mid-block crosswalk

# Mini-Traffic Circles

- Prevents red-light or stop sign running
- Slows vehicle speeds through intersection

# Curb Extensions & Bulb Outs

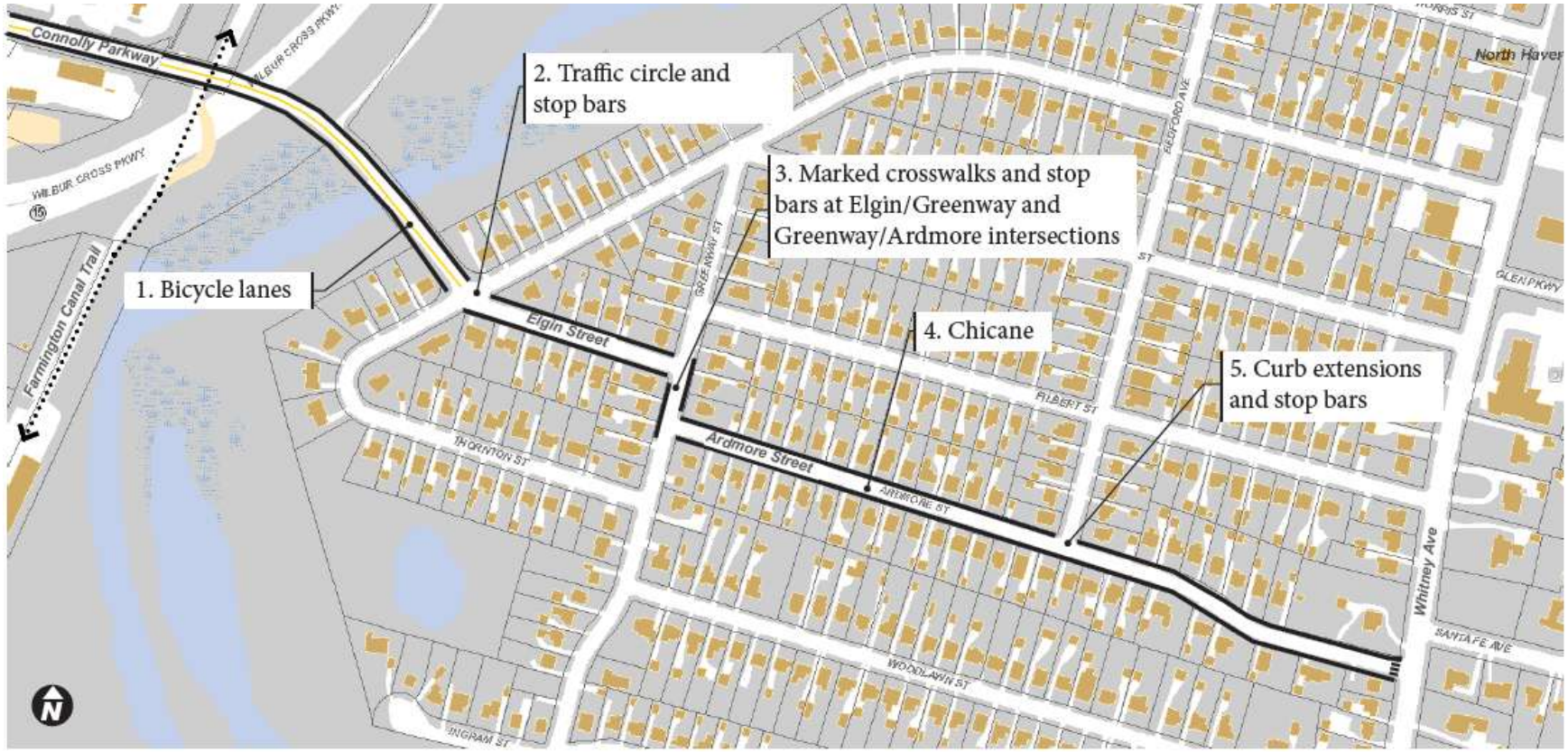
- Shortens crossing distance for pedestrians
- Provides additional space for curb ramps
- Improves pedestrian visibility of roadway by extending past parked vehicles
- Improves driver's visibility of pedestrians
- Slows turning vehicles
- Prevents parking at corner
- Decreased crossing time creates more green time for cars



# Existing Conditions and Concepts

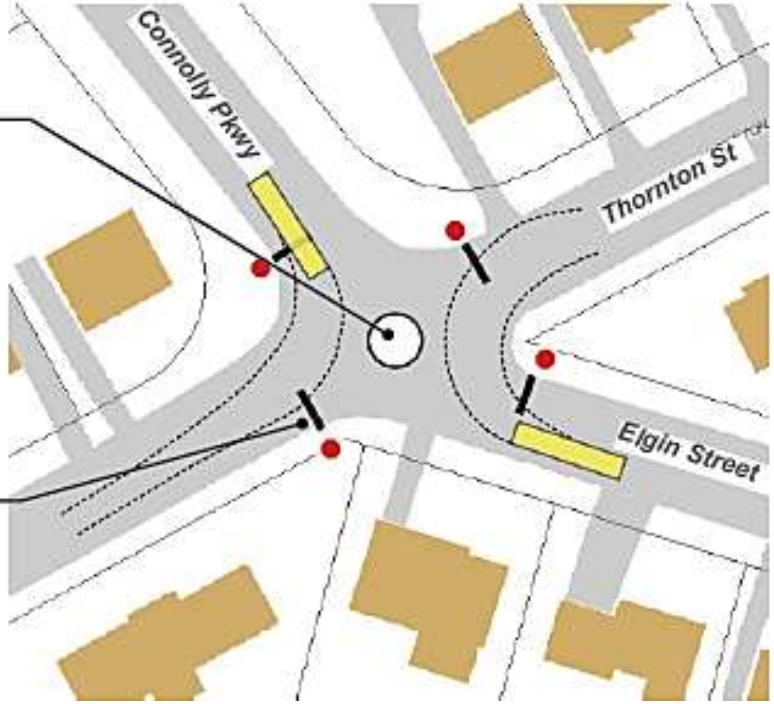
# Connolly Parkway/Elgin Street/Ardmore Street

# Connolly Parkway/Elgin Street/Ardmore Street



2. Install mini-traffic circle at intersection of Connolly Parkway, Thornton and Elgin Street. Traffic circle will prevent stop sign running and will accommodate bus and emergency vehicle traffic.

2.1 Paint marked stop bars at each approach.

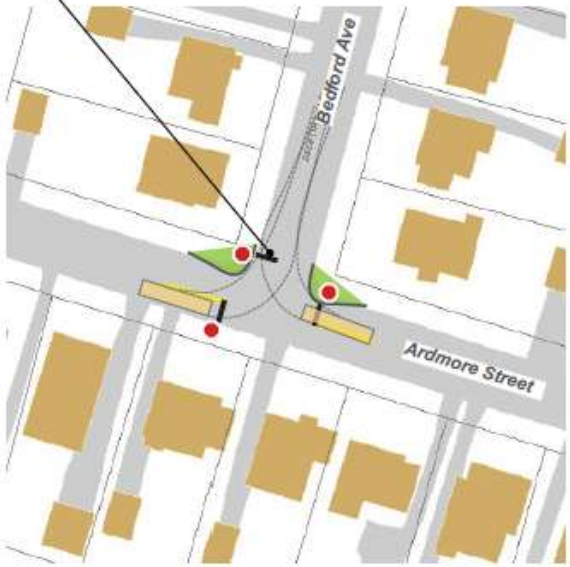


3. Paint stop bars, yellow centerlines, and crosswalks at intersection of Elgin Street and Greenway Street and Greenway and Ardmore Street. This measure will make stop signs more visible and encourage full stops before the intersection and thereby slowing vehicle speeds on Greenway between Elgin Street and Ardmore Street.

4. Install chicanes on Ardmore Street half-way between Greenway Street and Bedford Ave so as to shift and slow traffic.

5. Install curb extensions and new curb ramps at Bedford Avenue intersection to slow turning traffic and shift and slow thru-traffic.

5.1 Paint stop bars at each leg of intersection, install 20 lf of yellow centerline on each leg of Ardmore Street



# Haverford Street

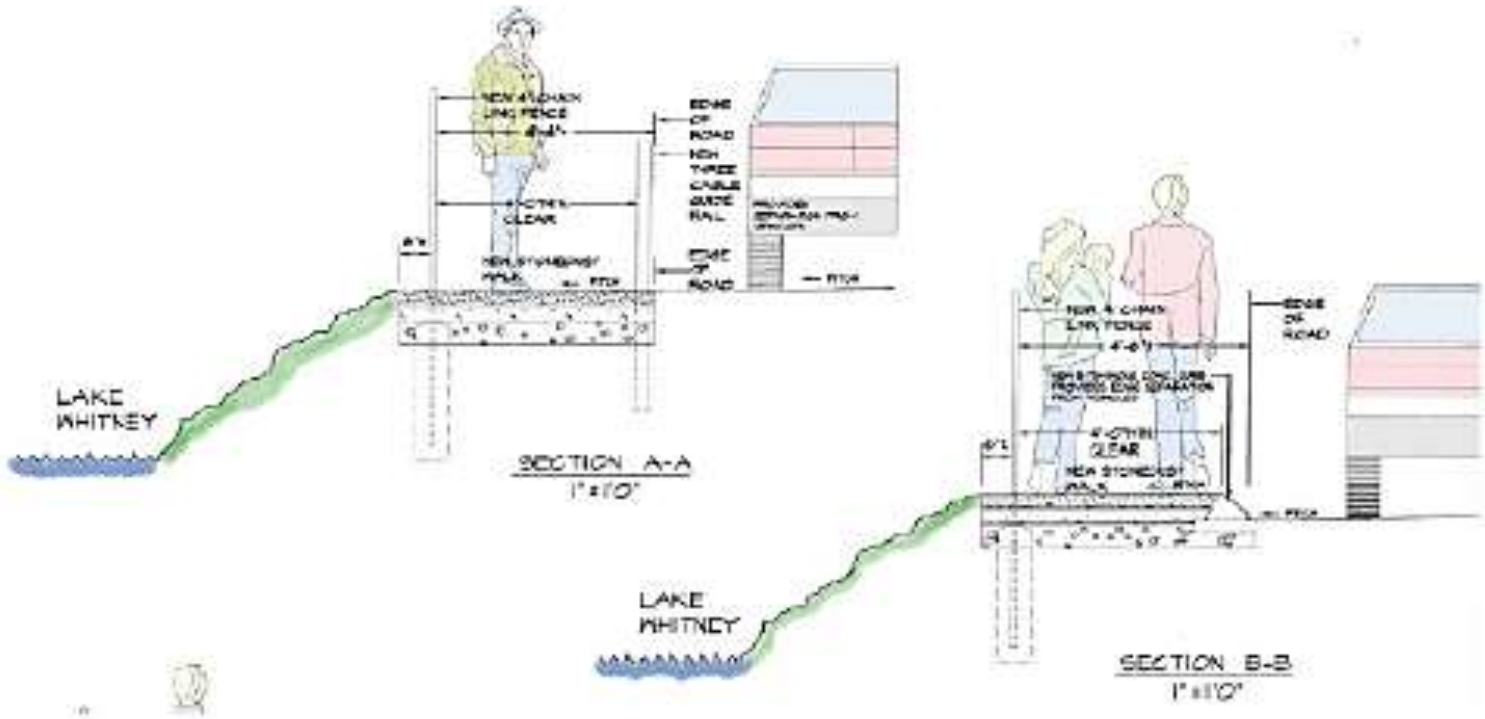
# Haverford Street

# Waite Street

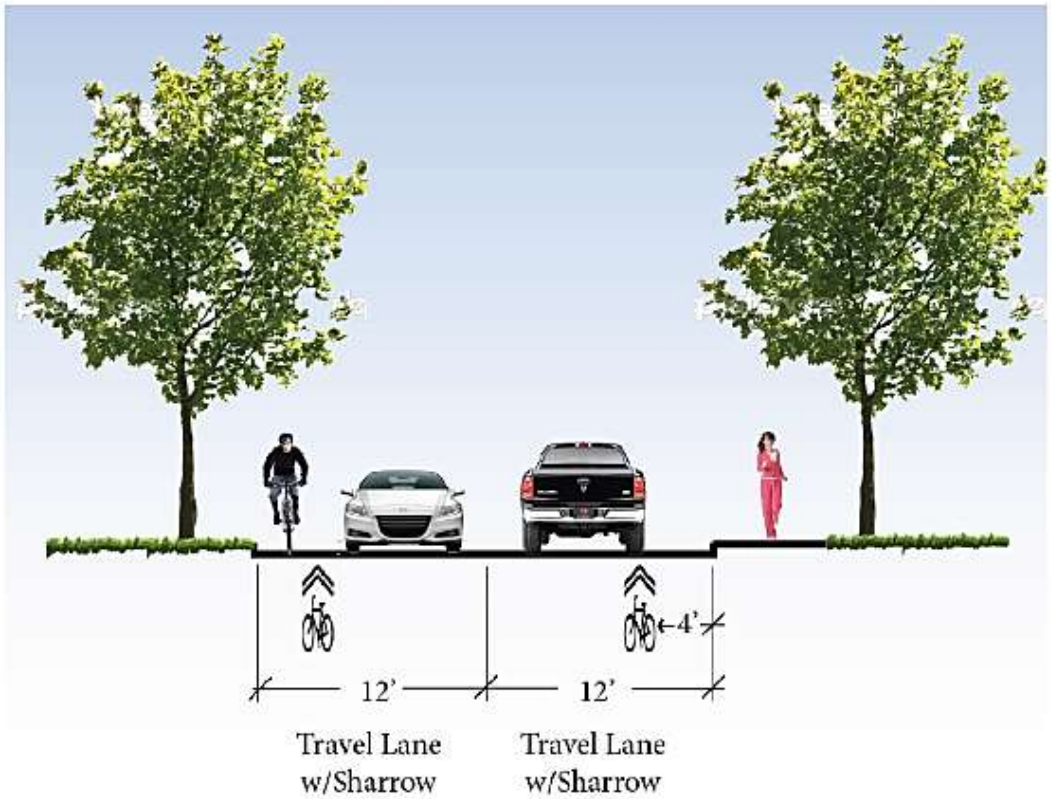
# Waite Street

1. Convert Waite/Mather Street intersection to traditional "T" intersection. Maintain island for traffic separation and sign placement. Pursue warrant for new stop sign, consider evaluating intersection for all-way stop during warrant process.

2. Install sidewalk on the north side of Waite Street. Sidewalk to extend to Mather Street.

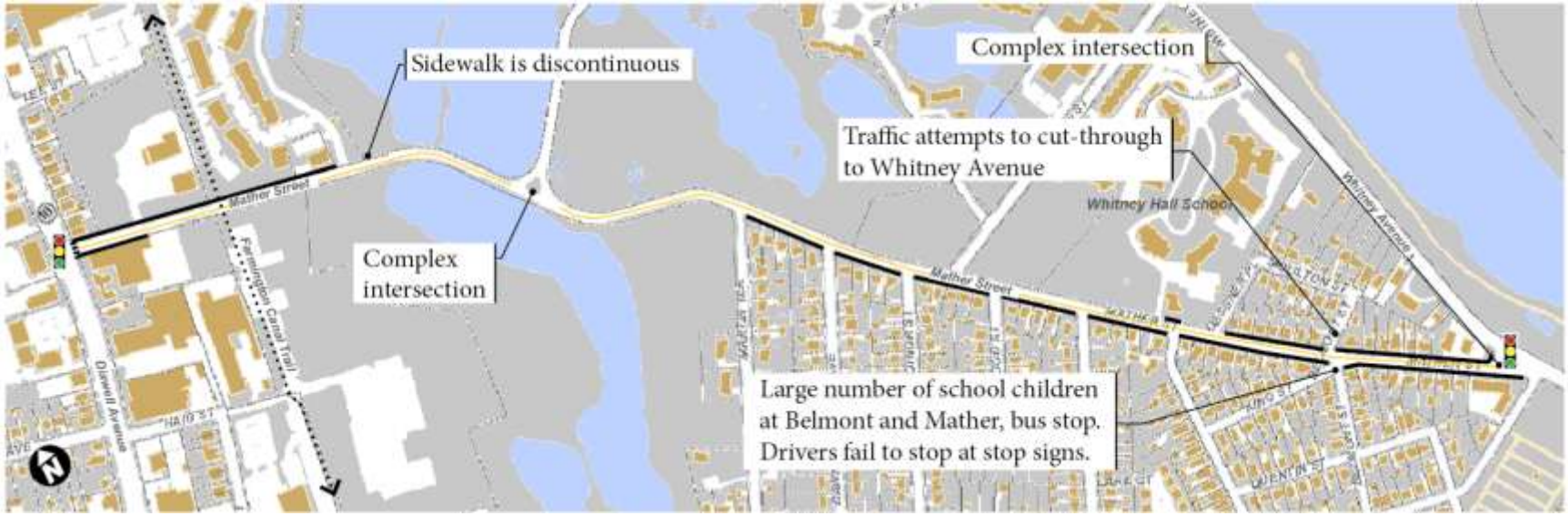



2. Sidewalk improvements to Waite Street. Drawings from TPA Group.




4. Shared lane designation on Waite Street "Sharrow"

# Mather Street



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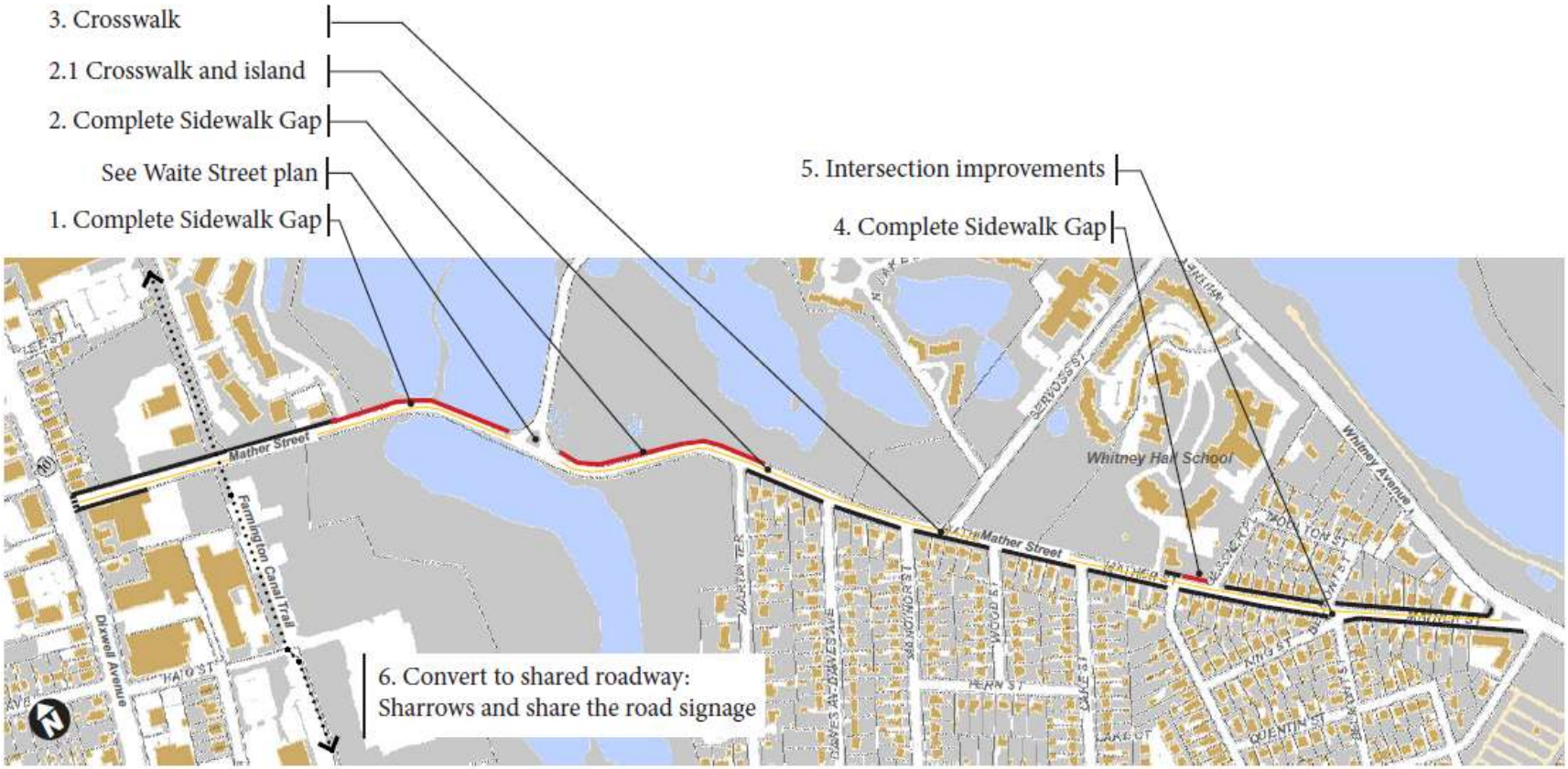
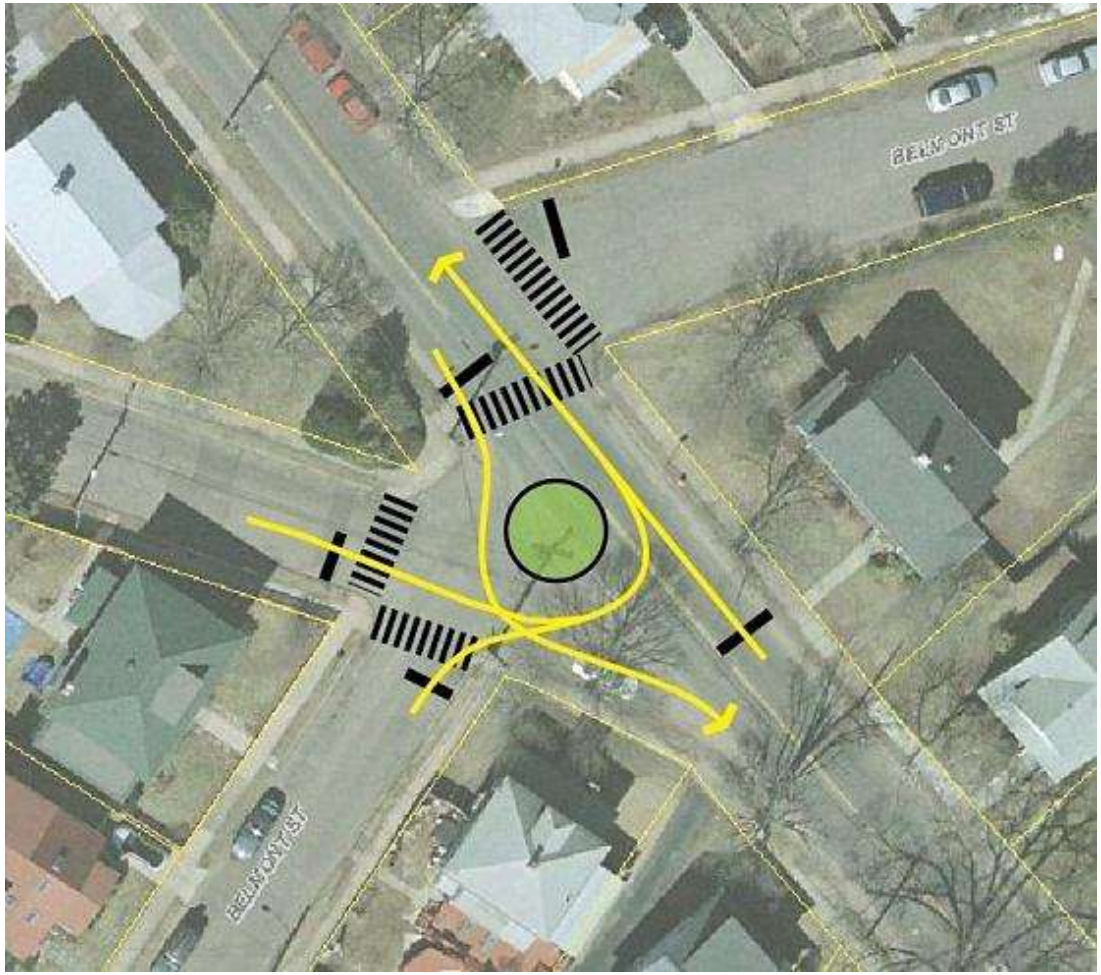


2. New Sidewalk to Waite Street

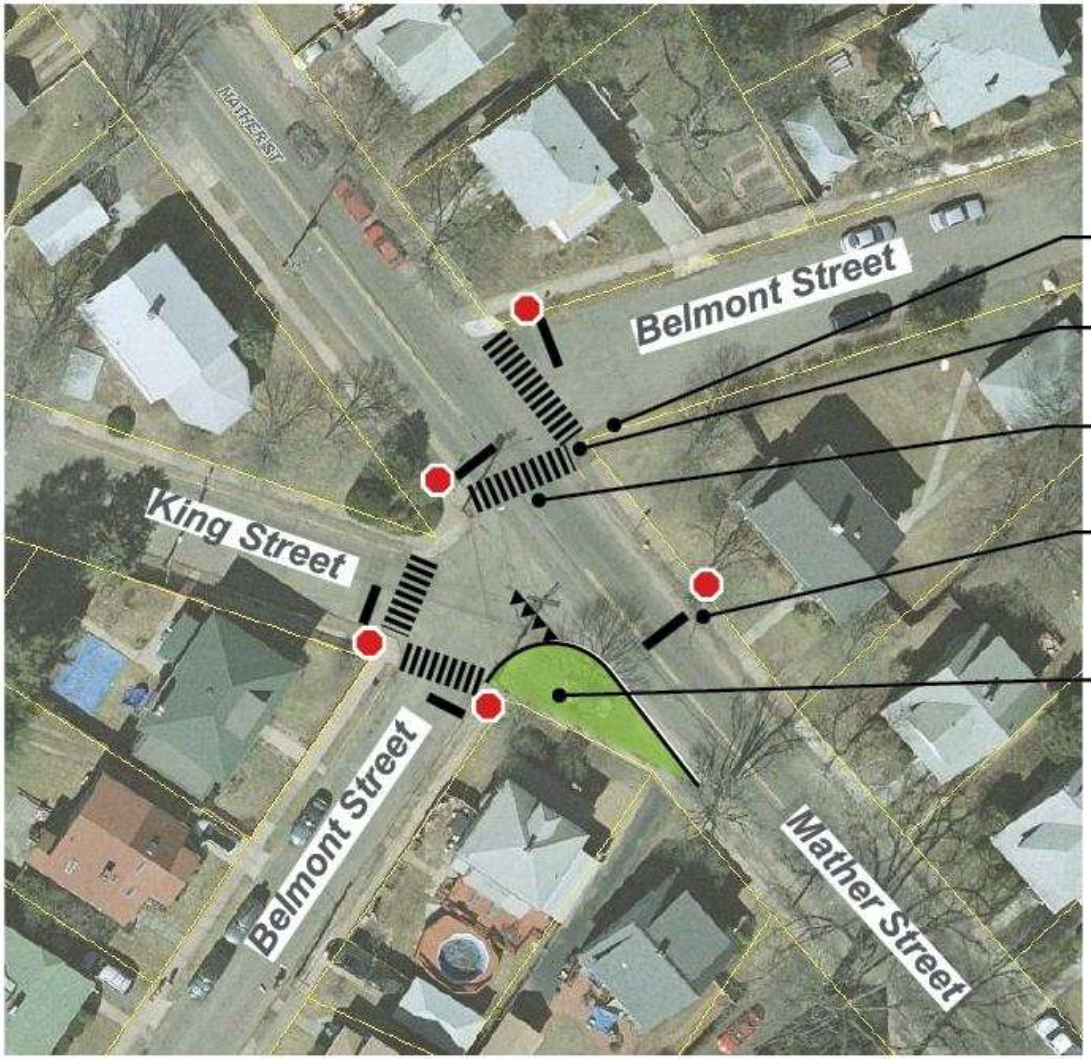
2.1 Mid-block crosswalk and pedestrian refuge island

3. Install crosswalk and curb ramps

4. Complete sidewalk gap




Mather at Belmont




5. Mather-Belmont Improvements

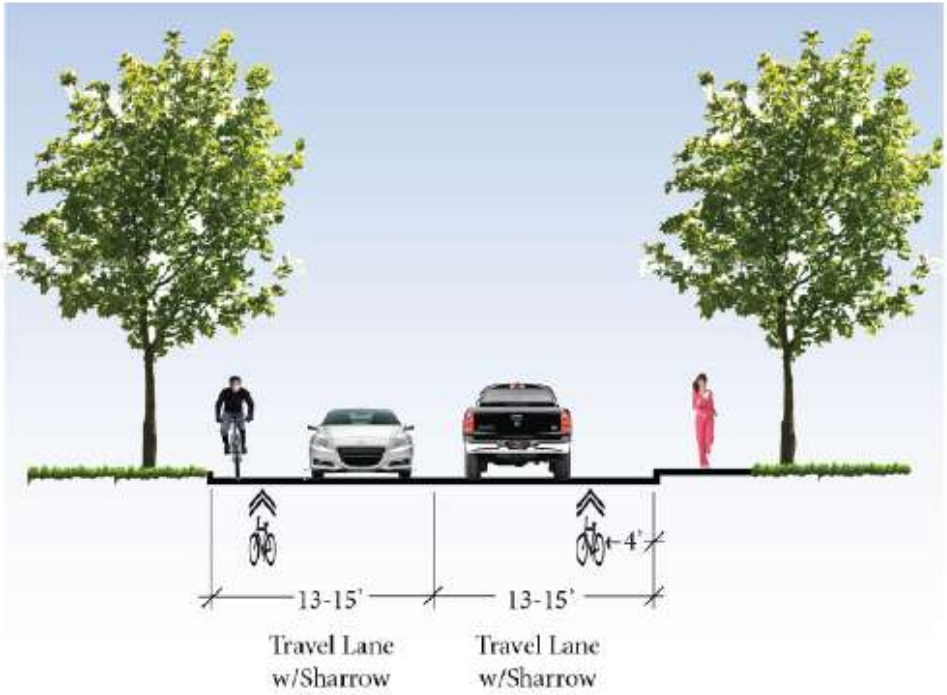
5.1 "No Outlet" sign

5.2 Install curb ramp

5.3 Paint crosswalks

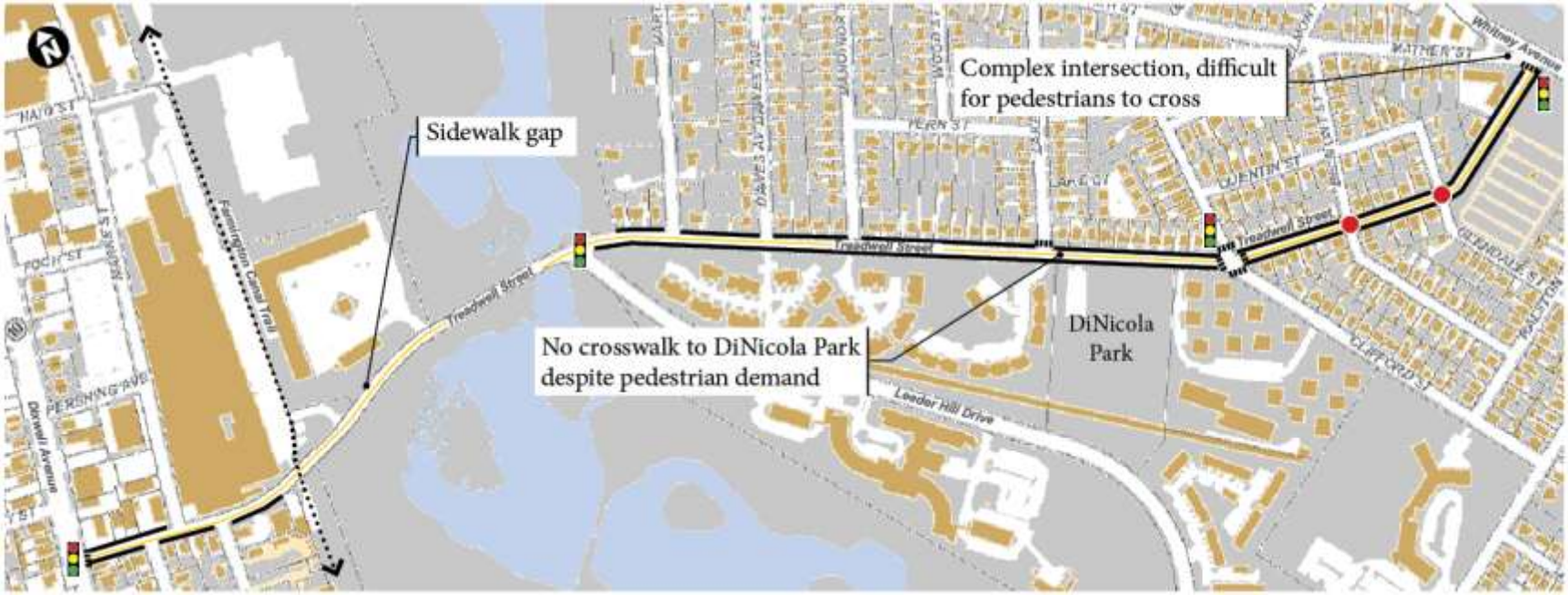
5.4 Relocate stop sign & bar

5.5 Extend curb, install yield-to pavement markings




6. Shared lane designation on Mather Street "Sharrow"

# Treadwell Street



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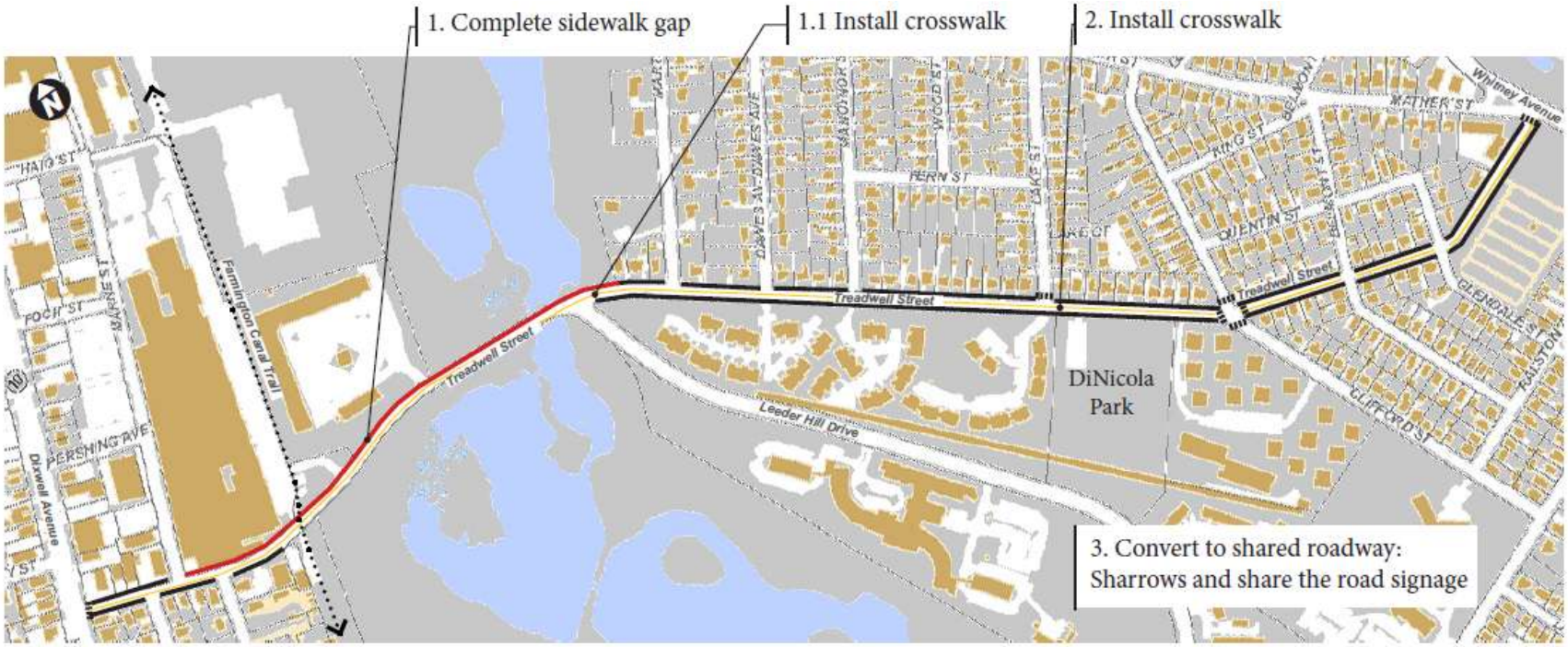
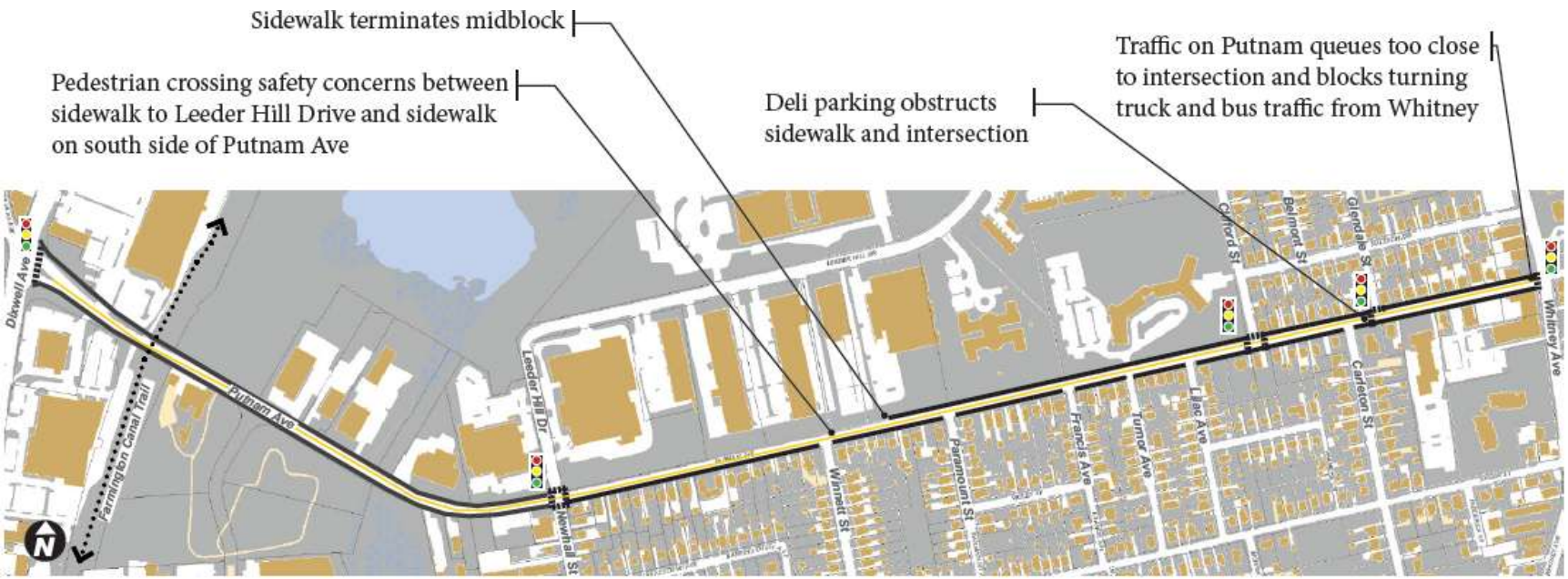


# Putnam Avenue



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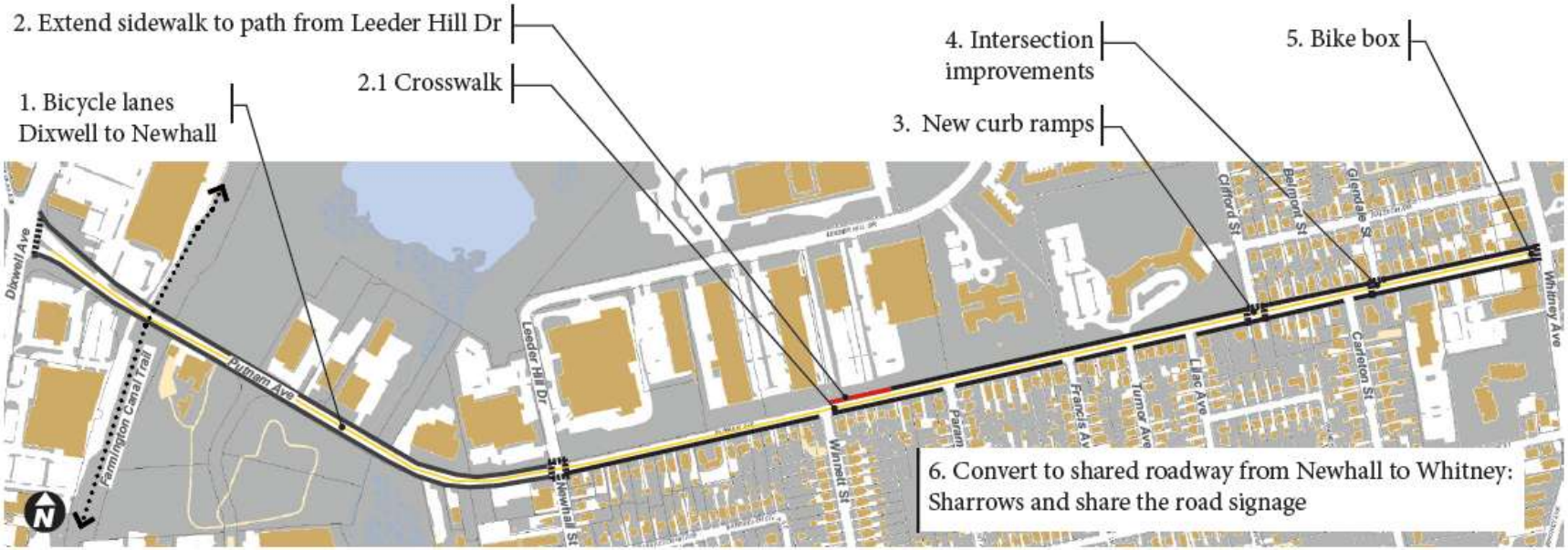


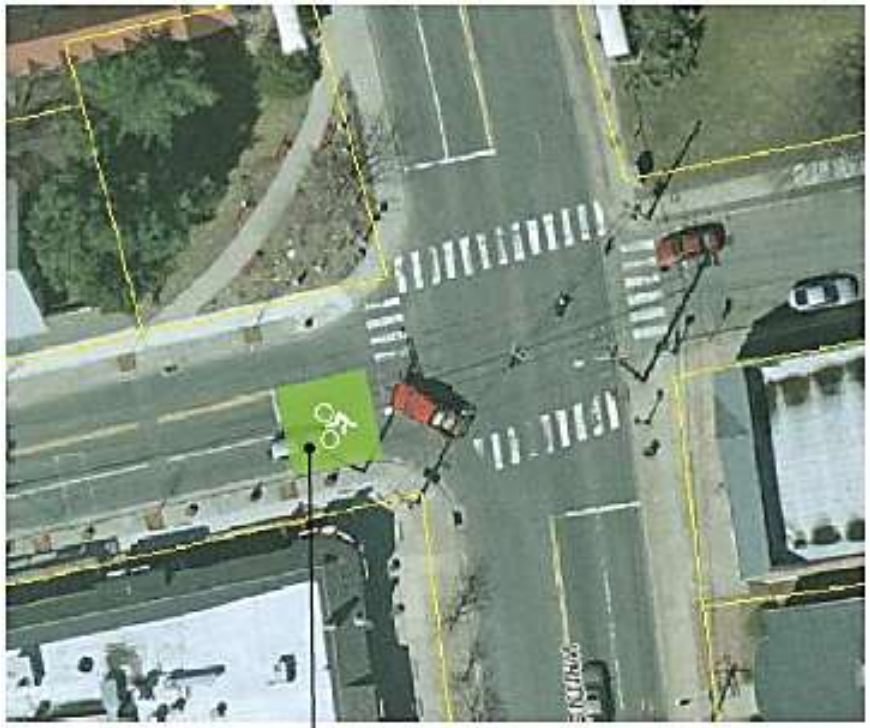
2. Extend sidewalk from existing sidewalk to pathway to Leeder Hill

2.1 Install crosswalk and pedestrian refuge island

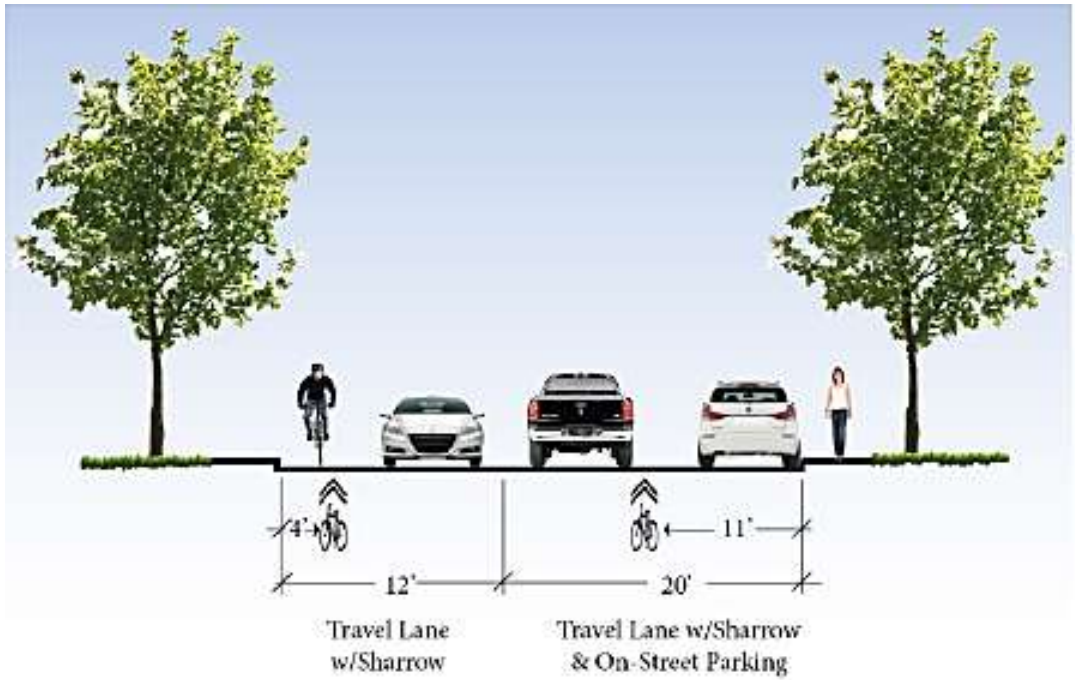
3. Upgrade curb ramps on north side of intersection, install curb ramps on south side at both crosswalks

4. Replace curb and install new 6" high curb to prevent parking on sidewalk. Install "no parking" signage

4.1 Install "no parking" signage and paint angled markings between shoulder stripe and curb line from crosswalk to utility pole



5. Paint bike box marking to accommodate left turning bikes and discourage queuing too close to intersection




6. Shared lane designation on Putnam Avenue "Sharrow"

# Augur Street

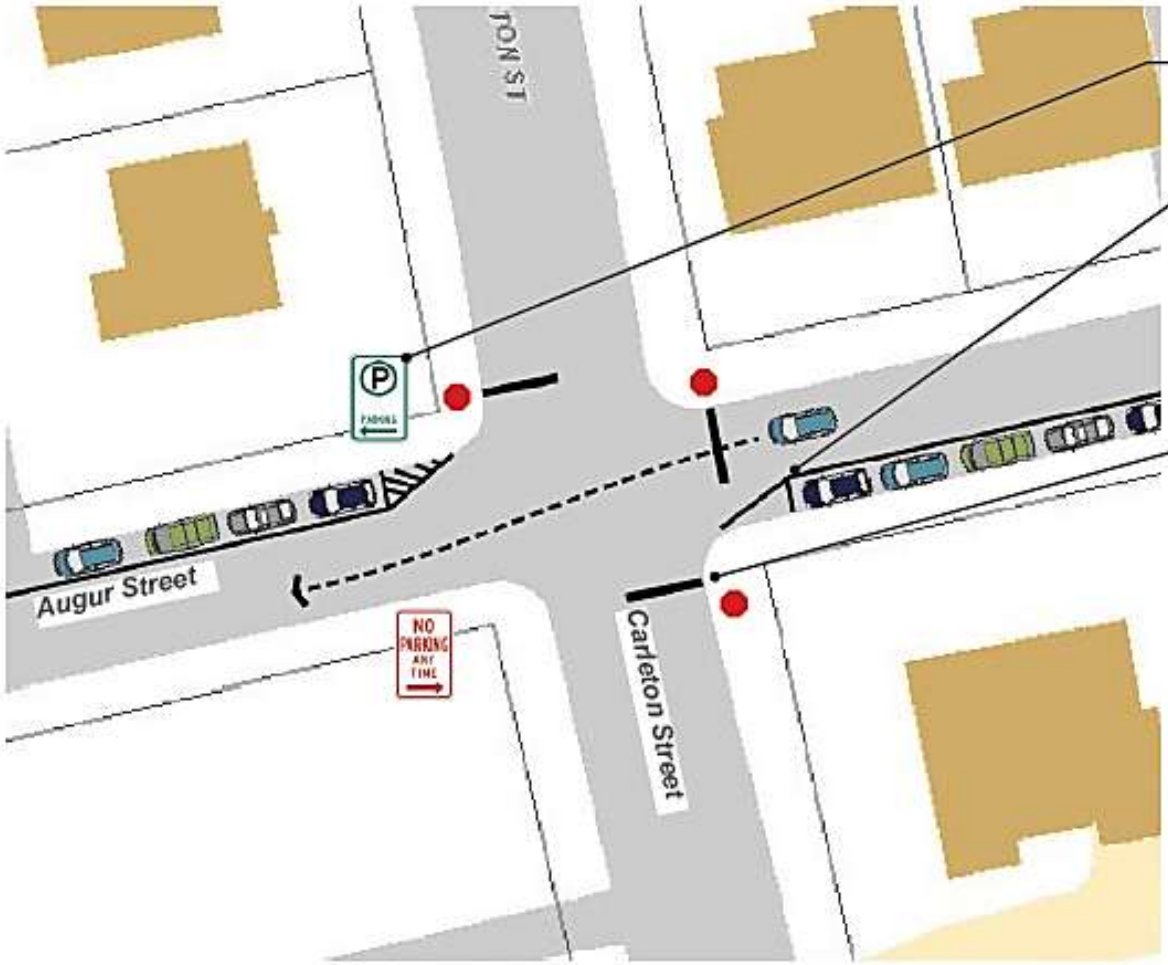
# Augur Street

1. Chicane traffic by alternating parking to north side of street

2. Complete sidewalk

3. Stop bars & signage improvements

4. Stop bars & signage improvements




1.1 Install new parking and "no parking" signage

1. Stripe 8' wide parking bays on alternating north and south sides of road

4. Paint stop bars and add vertical reflective strips to stop sign posts

2. Install sidewalk on south side of Augur Street west side of Farnsworth Street to east of Rolfe Road

# Mill Rock Road/Armory Street

# Mill Rock Road/Armory Street

3.1 Install W1-6R warning sign

3.2 Paint crosswalk and stop bar with "STOP" pavement marking

3.3 Island with additional STOP sign

3.4 Upgrade lighting as per U.I. proposal

3.5 Add vertical reflective strips to stop sign and stop ahead posts

3.6 Trim vegetation as needed

3. Intersection improvements to Prospect Street

2.1 Install curb ramps on both sides of roadway

2.2 Install crosswalk and crosswalk warning signage

2.3 Install pedestrian refuge island

2. Crosswalk at playground

# Questions?