

TRAFFIC CALMING PRIORITIZATION

What is Traffic Calming?

Traffic calming refers to a wide range of measures designed to reduce traffic speed, discourage motorists from cutting through residential areas, and increase the safety of roadway users. These measures can include physical changes to streets, such as erecting speed humps (segments where the street is raised by several inches for a length of several feet), bump-outs (extensions of the sidewalk to narrow the traffic lanes, particularly at crosswalks), and chicanes (changes in the alignment of lanes). Other measures affect how drivers perceive the roadway, e.g., painting lines on the road to make lanes appear narrower and planting trees or shrubs along roads. Traffic calming can also involve education and speed limit enforcement, programs. Traffic calming provides a significant contribution in making streets safer for all modes of transportation. Prioritizing this work will allow the Traffic and Engineering Departments to identify projects that will have the greatest impact to the Town.

Below is a list of different forms of traffic calming

- [Choker](#)
- [Chicane](#)
- [Closure](#)
- [Corner Extension/Bulb-Out](#)
- [Diagonal Diverter](#)
- [Lateral Shift](#)
- [Median Barrier/Forced Turn Island](#)
- [Median Island](#)
- [Mini Roundabout](#)
- [On-Street Parking](#)

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- [Raised Intersection](#)
- [Realigned Intersection](#)
- [Road Diet](#)
- [Roundabout](#)
- [Speed Cushion](#)
- [Speed Hump](#)
- [Speed Table](#)
- [Traffic Circle](#)

When Is Traffic Calming Appropriate?

Traffic calming measures have the potential to impact significant portions of the Town's population, particularly in areas with vulnerable populations (school zones, elderly care facilities, and/or socio-economically disadvantaged communities). Traffic calming can contribute significantly to complete streets design principles and help reduce the disproportionate risks faced by vulnerable populations. Installing traffic calming that is effective and fiscally responsible should be an iterative, multi-disciplinary process. Substantial roadway changes to provide traffic calming often occurs as the final step of a multi-step process referred to as the **"the E's for Traffic Management"** (education, equity, enforcement, engineering, and evaluation).

Education

Educational programs seek to remind drivers of the negative effects of unsafe driving actions. This can be accomplished via signage in the roadway to alert users to sensitive areas such as school zones. Signage can also be used to alert users to their travel speed throughout the neighborhood. Public awareness campaigns via engagement at events, social media, and other Town operated web spaces can also help alert roadway users to the risks of unsafe driving practices.

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Equity

Car oriented transportation is often not accessible to disadvantaged populations, yet is often the primary focus of transportation design. Engage with communities to determine transportation needs specific to their population. Consider multiple modes of transportation for a given transit corridor, and how designs can improve the safety of those users. Prioritize the safety of the most vulnerable populations in actions.

Enforcement

Targeted enforcement in specific scenarios. Example: enforcement of traffic regulations at School Zones. Involves a more intensive police presence and a greater allocation of time to enforcing the speed limit in a particular neighborhood. Unfortunately, it is often not practicable nor equitable to maintain targeted enforcement.

Engineering

Engineering includes, but is not limited to, traffic calming measures. It can also include the use of signs and pavement markings to obtain the desired effect.

Prior to installing traffic calming measures on local or collector streets, traffic conditions on adjacent arterial streets should be investigated to determine if operational deficiencies are contributing to the identified traffic concerns. If the adjacent arterial streets are the responsibility of the local government, these deficiencies should be addressed before traffic calming is considered. In addition, when the use of traffic calming measures may divert large volumes of traffic from local streets, the effects on adjacent roadways should be addressed.

Traffic calming measures should be designed to the appropriate Town, State, and Federal design guidelines. Designs should be informed by community input.

Evaluation

Evaluate an area of concern to determine the needs of the transportation infrastructure and if any previous work has had an impact. Evaluation includes but is not limited to review of available data to understand risks and strengths of the area. It should include public engagement and feedback, data collection regarding user behavior (speed, collision history, and injuries to users), and physical data regarding configuration of the roadway.

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Request for Study

A resident, neighborhood group or a local official may formally submit a request to the Hamden Traffic Authority or Town Engineer/Local Traffic Agent for a traffic calming study at a particular location within the municipality.

Collect and Compile Supporting Data

After the request for study has been reviewed by the LTA and Traffic Authority, the traffic department will then gather preliminary information such as vehicle data collections, street classification, and roadway configuration to determine if the project warrants further study and evaluation. (Classification must fall under Local residential street or Collector streets with predominantly residential use with posted speeds of 30 mph or less)

PROJECT RANKING SYSTEM

It may be desirable to establish a ranking system to prioritize projects that meet the criteria established in the study and approval process. Sufficient funding may not be available to complete all of the traffic calming projects identified.

Therefore, the ranking system will help establish the order in which projects will be completed.

Criteria Points Basis for Point Assignment

Criteria	Points	Basis for Point Assignment
Speed	0 to 25	Extent by which 85 percentile speeds exceed posted speed limit; 2 points assigned for every 1 mph.
Volume	0 to 20	Average daily traffic volumes (1 point assigned for every 120 vehicles).
Crashes	0 to 10	1 point for every crash reported within past 3 years.
Proximity to Schools	0 to 10	5 points assigned for each school crossing on the project street.
Pedestrian Generators	0 to 15	5 points assigned for each public facility (such as parks, community centers, and high schools) or commercial use that generates a significant number of pedestrians.
Pedestrian Facility	0 to 10	5 points assigned if there is no continuous sidewalk on one side of the street; 10 points if missing on both sides.
Bike Facility	0 to 10	5 points if the bike lanes are not protected by grade separation or other physical barriers such as bollards; 10 points assigned if there are no continuous bike lanes on the street.

Maximum of 100 Points

There may be existing conditions, other than what is included on the project ranking system, that warrant the need for traffic calming. Establishing the ranking for these traffic calming projects will require the use of engineering judgment.