

Traffic Calming Request

Town of Bloomfield, CT

What's in this download? This download contains this request form, the Traffic Calming Program process summary, a description of what traffic calming is – and isn't, and an effectiveness chart of common traffic calming measures. For more complete information on the Traffic Calming Program, download the full Program Manual from the same webpage where you obtained this request form.

Directions: This form is created as a fillable pdf form. The form may be filled out, and saved on your device, from within many applications that read pdf documents. Otherwise, the form may be printed out (or requested in hard copy form from the Engineering Department) and filled out by hand. Completed forms should then be emailed, sent via U.S. Mail, or hand delivered (including placing in the drop box in front of Town Hall) to the Engineering Department at the addresses given at the bottom of the page.

❖ ***Identify the principal contact person for the request:***

Name _____

Address _____

Email _____

Phone number(s) _____

❖ ***Specify the location:***

Street _____

Between _____ and _____
(cross street / address / landmark) (cross street / address / landmark)

❖ ***Describe your concerns and the time of day those concerns are most noticeable:***

Please return completed form to - email: dlemire@bloomfieldct.gov

U.S. Mail or hand delivered: Bloomfield Engineering Department
21 Southwood Drive
Bloomfield, CT 06002
(860-769-3573)

Please include **REQUEST DATE:** _____ (MONTH/DAY/YEAR)

Town of Bloomfield

Traffic Calming Program - Process Summary

Below is a brief summary of the steps involved in the Town of Bloomfield Traffic Calming Program Process:

- 1) ***Stakeholder request*** – A request for traffic calming is submitted to the Local Road Safety Committee (LRSC) on the proper form.
- 2) ***Initial assessment / neighborhood information session*** – LRSC performs technical assessment and conducts a neighborhood information session to define the scope and limits of the problem, generally gauge neighborhood interest, and develop priority scoring.
- 3) ***Strategy development*** – LRSC, with appropriate neighborhood involvement, develop a preferred strategy, including cost estimate, for addressing the defined problem.
- 4) ***Neighborhood strategy presentation*** – The strategy development team presents the preferred strategy at a neighborhood open house meeting.
- 5) ***Neighborhood support process*** – Solicitation to determine if the neighborhood adequately supports the proposed traffic calming strategy to move the strategy forward.
- 6) ***Town Council strategy presentation*** – Preferred strategy is presented to the Town Council; Council finalizes priority score and adds project to the Traffic Calming Priority Project List.
- 7) ***Installation of temporary measures (optional)*** – Where appropriate, to evaluate effectiveness/viability before expending funds on a permanent measure.
- 8) ***Funding*** – Identify funding source(s) for measure implementation.
- 9) ***Project implementation*** – Installation of the traffic calming measure.
- 10) ***Evaluation*** – Measure and evaluate the effectiveness of the installed measure.

Town of Bloomfield

Traffic Calming Manual

What Is Traffic Calming?

Building on the Institute of Transportation Engineers' definition, traffic calming is a methodology that incorporates mainly physical measures to influence motorist behavior to discourage undesirable driving practices thereby reducing the negative effects of motor vehicle use in the street environment and improving conditions for non-motorized street users. The goal of traffic calming is to make streets safer and more comfortable for all users (e.g. pedestrians, bicyclists, transit rides, people with disabilities, motorists, etc.) by implementing measures that encourage drivers to slow down and pay more attention to their surroundings. This helps to minimize conflicts between vehicles and non-vehicular users of the street corridor.

What Traffic Calming Is Not:

Traffic Calming vs Traffic Control:

Traffic control measures, such as stop signs, traffic signals, do-not-enter signs, etc., are intended to assign motorist right of way priorities or restrictions in otherwise confusing or unsafe situations. Regulatory compliance with most traffic control measures is defined by law and enforced by law officers. Actual compliance generally depends upon the motorist's willingness to comply, concern about their or others' safety, perception of the reasonableness of a particular measure, and concern regarding being enforced upon. Traffic control measures tend to be associated with certain negative travel-related consequences, including increased delay and disruption to continuous traffic flow, increased fuel consumption and vehicle emissions, and increased noise from vehicle deceleration and acceleration. There is a long history of transportation research into traffic control; and traffic control measures should only be implemented where a warrant for a particular measure, based on that research history, exists in a particular circumstance.

Traffic calming is generally self-enforcing. There are relatively few laws relating specifically to traffic calming measures. Rather, traffic calming effectively uses design features and what the driver experiences to encourage the motorist to operate their vehicle in a calm and safe manner. Traffic calming measures are typically designed to keep traffic moving, albeit at a slower speed, which mitigates most of the negatives of traffic control.

Stop signs, in particular, are not effective traffic calming measures. Stop signs are a valuable and effective traffic control device when used under the right conditions, as warranted. Stop signs used in a manner that is perceived by drivers as unreasonable, however, can lead to numerous unwanted behaviors and consequences. Research overwhelmingly shows that stop signs are not effective as a speed control device; and, in fact, have been found to aggravate speeding conditions between traffic control locations.

Table 1: Effectiveness of Calming Measures at Addressing Identified Issues

Measure ↓	Identified Issue →	Excess Speed	Cut-Thru Traffic	Vehicle Crashes	Pedestrian Safety	Air/Noise Pollution
<i>Lane Deflection / Narrowing</i>						
Median Island	□	◊	◊	■	◊	
Choker (2-way)	□	◊	◊	■	◊	
Median Island/Choker Combined	□	□	□	■	◊	
Chicane / Lateral Shift	□	□	□	□	◊	
[Corner] Bump Out	□	◊	□	■	◊	
<i>Circular Intersections</i>						
Traffic Circle	□	□	■	□	□	
Roundabout / Mini-Roundabout	□	◊	■	◊	■	
<i>Intersection Restrictions</i>						
Diagonal Diverter	□	■	□	□	✗	
Median Barrier (target direction)	□	■	□	□	✗	
Forced Turn Island (target dir.)	□	■	□	□	✗	
Half Closure (target direction)	□	■	□	□	✗	
Full Closure (target direction)	□	■	□	□	✗	
<i>Vertical Deflection</i>						
Speed Hump	■	■	□	□	✗	
Speed Table / Raised Crosswalk	□	□	□	■	◊	
Speed Cushion	□	□	□	□	◊	
Raised Intersection	□	□	□	■	◊	
<i>Roadway Narrowing</i>						
Road Diet	■	□	□	□	◊	
On-street Parking	■	□	◊	◊	◊	

Key:

- Significant
- Moderate
- ◊ Somewhat / Possible
- ◊ Indifferent / None
- ✗ Counter productive

Note: Table 1 assumes proper usage of measures in appropriate circumstances and sequences to address the identified issue(s).