**Town of Bloomfield**  
**Traffic Calming Program**

**Introduction**

The Town of Bloomfield is committed to the safety and livability of its neighborhoods. This Traffic Calming Program is designed to be a joint effort between the residents and the Town to: identify traffic issues, create and implement strategies to address those issues, and evaluate the effectiveness of the various solutions.

**Objectives and Guiding Principles**

The intent is to establish a consistent process to address traffic impact concerns within our town. Prudent implementation of traffic calming measures can promote a higher quality of life and active character within the Town’s neighborhoods.

**Program Objectives:**

- Improve neighborhood livability by mitigating the negative impacts of motor vehicle traffic.
- Making our streets safer and calmer for residents, motorists, bicyclists, pedestrians and transit riders, typically through the inclusion of speed and crash reduction.
- Promote and support pedestrian, bicycle, transit and other transportation alternative uses.
- Enhance the street environment.
- Encourage citizen participation in all phases of traffic calming program activities.
- Make efficient use of Town resources by prioritizing program activities.

**Guiding Principles:**

- Traffic calming measures shall be planned and designed in keeping with sound engineering and planning practices.
- Emergency vehicles, bus traffic, and drainage will be accommodated.
- Pedestrian, bicycle and transit access will be encouraged or enhanced where possible.
- Through traffic will be encouraged to use arterial and collector streets rather than local streets.
- Reasonable vehicle access will be maintained; the diversion of traffic to the detriment of traffic conditions on other streets is discouraged.

**Street Eligibility**

Only Town-maintained streets are eligible for traffic calming strategies under this program. Applicable measures may vary based on the classification and particulars of a street. In addition, to be eligible for the program, a street must have an average daily traffic volume (ADT) of greater than 800 vehicles and the 85% percentile speed (i.e. the speed that 15% of the vehicles are exceeding) on the street must be greater than 5 mph over the posted speed limit.
Local Road Safety Committee

A staff committee designated the “Local Road Safety Committee” (LRSC) shall be responsible for overseeing and administering the Traffic Calming Program. The LRSC shall consist of representatives of the following departments:

- Police Department in their Legal Traffic Authority (LTA) role;
- Police Department in their Emergency Management role;
- Public Works;
- Planning Department
- Engineering

The chief/director of each department shall designate the subject member(s) representing each department. The Chief of each fire district, the Board of Education Facilities Manager, the Town Manager, and up to two members of the Town Council, as designated thereby, shall be notified of and have the opportunity to participate in all proceedings as advisors.

Traffic Calming Program Process

Stakeholder Request:

The initial step is for residents or other stakeholders to identify one or more traffic concerns on a particular street, or streets, in their neighborhood; and to inform the Town through a written stakeholder request, using the designated form or by letter addressed to the Town Manager, stating the problems or issues being experienced and requesting traffic calming measures be enacted.

Initial Assessment and Neighborhood Meeting:

The objective of this step is to define the problem in a manner that properly represents the issues identified by the stakeholders and objectively assess the problem based on the program rating criteria and characteristics of the subject street or streets.

Upon receipt of a stakeholder request, the LRSC will arrange for a general overview assessment of the issues raised (including an eligibility assessment), and the LRSC will also arrange for an open neighborhood meeting to discuss the request. The objectives of the meeting will be to:

- Summarize the traffic calming program and process.
- Inform the attendees of the request and the outcome of the overview assessment.
- Properly define the problem and the strategy area; the strategy area must be large enough to have an appreciable mitigation effect on the street (or reasonable portion thereof) as a whole.
- Identify some typical measures that may be used to address this type of problem.
- Gage the overall neighborhood interest/support in proceeding with the traffic calming process. (Note: the meeting may be followed up with some sort of process to better gage support.)
- If desired by the neighborhood, establish a neighborhood stakeholder advisory panel to participate and advise in the process.

If there is not adequate support for continuing, the LRSC may determine to end the process at this point.
Neighborhood residents/stakeholders are important to the process. Whether or not an advisory panel is formed, mechanisms will be put in place to keep the neighborhood informed of proceedings and allow for public comments and questions throughout the process.

Various techniques are available to assist in the defining and assessment of a traffic calming problem, including:

- Stakeholder input, including observations, experiences, needs, values, suggestions, etc.
- Professional observations, and the application of professional standards and methods.
- Environmental concerns, including noise, air pollutions, safety, access for all modes of travel, aesthetics, livability, etc.
- Observations of various street-related activities.
- Collection of pertinent data, including crash history, traffic volume, movements, and speed, land use, curb cut location, frequency, and purpose, sight lines, drainage, bus travel, emergency response travel, pedestrian and bicycle accommodations, proximity to typical pedestrian generators, etc.
- Involvement of professional consultants.

The techniques to be used will depend upon the nature, scope, impacts, and other particulars of the identified problem. When the identified problem has been adequately defined and assessed, the LRSC will assign it a preliminary priority score based on the established priority scoring system as set forth on the Traffic Calming Program Priority Scoring Sheet; see Attachment A.

**Strategy Development:**

(Note: future references to the LRSC will be assumed to include any formed advisory panel as appropriate.)

Next, the LRSC will define what look to the traffic calming “toolbox” of available measures to brainstorm what measures are most appropriate for the mitigation of the defined problem. The group will evaluate the identified measures, individually, in groups, and as alternatives, to develop an appropriate strategy to address and mitigate the problem as best as is possible and practical. Estimated implementation cost will be a factor in strategy development. Once the strategy has been identified, the LRSC will develop a preliminary concept and cost estimate for implementing the strategy and an articulation of how to define success upon implementation.

Also as part of this step, the LRSC will identify what they consider to be the properties that will directly benefit from the strategy to the extent as to be included in cost sharing should it be implemented, (the “benefitting properties”). In addition, the group will also identify the properties within the area of the neighborhood, including the benefitting properties, determined to have a distinct interest in the strategy implementation, (the “interested properties”).

**Strategy Presentation Part 1 – Neighborhood:**

Upon completion of the strategy development, the LRSC will arrange for a second open neighborhood meeting to present the developed strategy, the preliminary priority scoring, an overview of the process to develop the strategy, anticipated funding, the possibility of cost sharing, and the anticipated process moving forward. The presentation will highlight the upcoming petition process and the identified benefitting and interested properties. The presenters will entertain questions and feedback from the attendees and via written correspondence. Based on the feedback associated with the meeting, the LRSC may determine to amend the scoring, strategy, or petition areas as appropriate.
Neighborhood Support

If the final strategy will significantly affect travel, or otherwise involve a significant cost, then the LRSC will conduct a neighborhood support solicitation to gage appropriate stakeholder support for the strategy. A solicitation requesting a response expressing either support or non-support of the proposed strategy will be sent/made available to the interested properties. The solicitation will identify, or include the means to identify, benefitting parcels, their significance, and estimated cost sharing (if applicable).

Solicitation will occur through direct mailings, Town website announcement, and email blast (if appropriate), or other means as deemed fit by the LRSC. Responses will be to a designated member of the LRSC via letter/card or email. Responses must identify:

- Name of person responding;
- The property address associated with the response;
- The names of all record owners of the property;
- That the response represents the position of all record owners of the property; and,
- Whether the subject property owners support or do not support the proposed traffic calming strategy proceeding to implementation.

The LRSC may resend/re-notice the solicitation, or request correction of, or investigate, irregularities in responses, as deemed fit. Responses deemed irregular by the LRSC will be ignored.

In order for the strategy to proceed towards implementation:

- Greater than 50% of the benefitting properties must respond in support of the measure.
- Not greater than 50% of the interested properties may respond in non-support of the measure.

In the event that the solicitation results in a strategy passing the first test listed above but not the second test, then the benefitting properties may petition the Town Council to reconsider the matter by submitting such written petition signed by representation of at least 30% of the benefitting properties to the Town Manager in a timely manner; and the Council will consider the matter following a public hearing on the same.

Strategy Presentation Part 2 – Town Council:

Where the neighborhood solicitation results in affirmative support for the strategy, the next step is presentation of the proposed strategy and related information to the Town Council, with the opportunity for public comment. The Council may request modifications, additional information, or additional steps. The ultimate positive outcome from this Town Council step would be:

1. The Council finalizes the priority scoring for the strategy/project. In the finalization process, the Council may determine to award the project bonus scoring, as provided on the Traffic Calming Program Priority Scoring Sheet, to account for environmental factors, neighborhood factors, timing factors, additional public benefits, etc.; and,

2. The Council approves the project to be added to the Traffic Calming Priority Project List based upon its final priority score. The Traffic Calming Priority Project List is a list of approved projects that is thus populated by the Town Council and is administered by the LRSC.
Installation of Temporary Measures (optional):

The Town may at its discretion install temporary traffic calming measures to evaluate effectiveness and/or viability in selective areas prior to final implementation of permanent traffic calming measures.

Funding:

Project funding is at the discretion of the Town Council. Resources are always limited; it is likely that the total cost of projects on the Traffic Calming Priority Project List will exceed the available funding at any given time. Selecting lower cost alternatives for strategy solutions can only increase the likelihood of a project receiving funding sooner.

Funding could come from various sources, including grants, the Town capital improvement budget, a Town enterprise fund for traffic calming, etc. Regardless of the source(s), the vast majority of funding for a project will originate from public tax revenues. It is incumbent upon the Town to spend these funds wisely and efficiently, and to maximize the public benefit. The project priority ranking will be an important factor in determining the timing and selection of project funding. The Council may also take into account additional considerations such as the costs of various projects in relation to available funding and other relevant matters in determining what projects to m at any given time; or they may delegate such decisions to the Town Manager or the LRSC.

Stakeholder cost sharing: The nature of traffic calming is that the parties receiving the most benefit from its implementation are those who directly abut a street, or sometimes are in an expanded immediate vicinity, where traffic calming is implemented. Also, traffic calming is typically implemented in a limited number of locations within a community. In order to create a more fair distribution of cost burden in relation to benefits, and to better ensure that public tax dollars are being spent on measures viewed by the benefitting properties as a true need rather than a desired amenity, the Town Council may implement a policy regarding participation in the costs of implementing a project by the benefitting parcels. Such cost sharing would likely come in the form of the creation of an assessment district encompassing the benefitting parcels.

Project Implementation:

Once funding has been appropriated for a project, staff will proceed with design and construction of the included traffic calming measures. Procurements associated with project implementation will follow the normal Town procedures.

Evaluation:

Each implemented project will be evaluated by the LRSC for effectiveness, based on the same factors utilized to assess the problem and prioritize the project and realistic expectations for success, using industry standard methods and timing. If the project fails to meet the minimum expectations for success, or if the experienced negatives outweigh the positives, removal may be considered.
**Town of Bloomfield**  
**Traffic Calming Program**  
**Priority Scoring Assignment**  

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Points</th>
<th>Basis for point assignment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed</td>
<td>0 - 40</td>
<td>3 points assigned for every mph greater than 5 mph above the posted speed limit for the 85th percentile speed.</td>
</tr>
<tr>
<td>Volume</td>
<td>0 - 30</td>
<td>Local road: 3 points assigned for every 400 ADT above 500. Collector: 3 points assigned for every 600 ADT above 2000.</td>
</tr>
<tr>
<td>Crash History</td>
<td>no limit</td>
<td>1 point for local street and .75 point for collector street assigned for each recorded vehicle crash per mile of street length in study area over the past 3 calendar years.</td>
</tr>
<tr>
<td>Pedestrian Generators</td>
<td>0 - 16</td>
<td>2/1 points assigned for occurrence of the following within 500/1000 feet of study area: bus route, public recreational facility, library, community center, religious assembly, commercial area. 4/2 points are assigned for each school.</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>0 - 14</td>
<td>1 point assigned for each 20% of length of street in the study area that does not have a sidewalk on a particular side of the street. 2 bonus point for each side of the street(s) on which all sidewalk gaps are being closed as part of the project.</td>
</tr>
</tbody>
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**Town Council Bonus Points:**

The Town Council may award the project up to *5 bonus points* to account for environmental factors, neighborhood factors, timing factors, additional public benefits, etc. as they see fit.

**Scoring Example:**

Scoring a collector street with a study area length of 5000 feet, an 85th percentile speed of 11 mph above the speed limit, an ADT of 5400 vehicles per day, 10 vehicle crashes over the past 3 years, a bus route and a park within 500 feet, a school and a church within 1000 feet, sidewalk for 4000 feet on the left side of the street and no sidewalk on the right side; the sidewalk gap on the one side of the street will be closed.

**Calculations:**

- **Speed:** $3 \times 11 = 33$ points
- **Volume:** $3 \times ((5500 - 2000) / 600) = 17.5$ points
- **Crash:** $.75 \times (10 / (5000 / 5280)) = 7.9$ points
- **Ped Gen:** $2 \times (1 \times (5000 / 5280)) + 2 \times (1 \times (5000 / 5280)) = 7$ points
- **Sidewalk:** $1 \times ((5000 / (5000 \times .2)) \times (1000 / (5000 \times .2)) \times (1000 / (5000 \times .2)) \times (1000 / (5000 \times .2)) \times (1000 / (5000 \times .2)) \times (1000 / (5000 \times .2)) \times (1000 / (5000 \times .2)) \times (1000 / (5000 \times .2)) \times (1000 / (5000 \times .2)) = 8$ points

**Total Score** = 73.4 – round to **73 points**