

TOWN OF WINDHAM BOARD OF SELECTMEN

Ordinance No. 2451

BE IT ORDAINED by the Board of Selectmen THAT

Town of Windham Traffic Calming Ordinance

Section 1. Title.

This Ordinance may be known as the "Traffic Calming Ordinance." It shall be codified in Chapter 8 of the Code of Ordinances for the Town of Windham, Titled "Motor Vehicles and Traffic", where its section numbers shall commence with Section 8-51. Traffic Calming Ordinance.

Section 2. Legislative Authority.

This Ordinance is enacted pursuant to the provisions of C.G.S. Section 7-148, et seq., as amended and Chapter V of the Town of Windham Charter, and, unless otherwise prescribed herein, is to be read and construed consistent with the provisions of Chapter 1 of the Code of Ordinances for the Town of Windham.

Section 3. Findings and Purpose.

The Board of Selectmen finds that in many neighborhoods residents are concerned about their safety and quality of life as a result of vehicle noise, speeding and cut-through traffic, limited availability of curb parking, and the attendant exhaust emissions, traffic-induced residential vibrations. Many of these roads are used by bicyclers and pedestrians. The Town of Windham is committed to reducing the negative impact of traffic and to ensuring the overall safety and livability of residential neighborhoods, and is interested in maintaining, regulating and promoting sound roadway use and safety on the Town roads and streets.

The Board of Selectmen finds that based upon the report and recommendations of the Ad Hoc Traffic Safety Committee, created and charged in accordance with Board of Selectmen Resolution No. 2385, that traffic control measures known as traffic calming measures, whether passive or otherwise, will have a beneficial effect by managing and controlling traffic patterns, speeds, and by creating community awareness and an interactive process among citizens and the Board of Selectmen in selecting the locations for such measures and in evaluating their effectiveness.

The Board of Selectmen has therefore determined that it is in the public interest to adopt an ordinance that establishes a policy that (a) fosters new and periodic examinations of public roadways in order to determine traffic volumes, vehicular speeds, parking activity and pedestrian usage; (b) encourages motor vehicle drivers to travel an appropriate speed; (c) redirects inappropriate local street and "cut-through" traffic to a designated arterial or collector roadway; (d) maintains the livability and environmental quality of the Town's neighborhoods while ensuring the safe, efficient and economical movement of persons and goods; (e) involves residents, property owners, drivers, police, fire and emergency personnel, in the decision-making processes in all phases of traffic calming activities; (f) meets the goals, objectives and policies contained in the Town's Transportation Plan; and (g) promotes conditions that provide safe neighborhoods for motorists, bicyclists, pedestrians and residents while maintaining levels of access and services, including emergency services, to the neighborhoods.

Section 4. Traffic Calming Devices and Measures.

The Board of Selectman may implement traffic calming devices and measures as described in this Ordinance. In an effort to achieve the objectives of this Policy, a variety of traffic calming techniques, including physical devices and operational measures, set forth in Section 7 of this Ordinance, may be employed by the Board of Selectmen.

Section 5. Creation of the Windham Traffic Calming Committee

A committee that shall be known as the Windham Traffic Calming Committee is hereby created. It will be referred to in this Ordinance as the "WTCC." Membership shall be appointed by the Board of Selectmen in accordance with the provisions of the Town Charter. The WTCC shall consist of seven members: Town Manager, Town Engineer, Fire Department Representative, Police Department Representative, Public Works Representative, two (2) residents at large from electors or voters within the Town of Windham.

The purpose and powers of the WTCC will be to consider requests for the installation, modification or removal of traffic calming measures, to gather evidence that is pertinent to traffic calming within the Town of Windham, and to make recommendations to the Board of Selectmen for the installation, modification or removal of traffic calming measures on the Town's public roadways.

In furtherance of its charges, the WTCC may collect evidence and data, conduct evaluations and gather pertinent information from the public and other sources.

Recommendations by the WTCC for the installation, modification or removal of traffic calming measures shall be based upon the provisions and guidelines in this Ordinance.

Section 6. Definitions.

As used in this Ordinance, the following words or terms shall have the meanings set forth here:

Arterials – Roadways that conduct vehicular traffic between collector streets and highways.

Collector Streets – Collector streets are typically streets that provide access between local streets and arterial streets. Collector streets often carry some amounts of through-traffic. To be considered under this policy, a collector street must be primarily residential. As a general guideline, "primarily residential" means that at least 75% of the properties with frontage on the street are in residential zoning or have existing land use that is residential.

Cut-Through Traffic – Through traffic diverted from arterial and collector streets onto local residential streets to avoid congestion or to short-cut.

Level-of-Service – A qualitative measure describing operational conditions within a traffic stream, generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. It ranges from A to F as shown in the table below:

Level of Service	General Operating Conditions
A	Free Flow
B	Reasonable Free Flow
C	Stable Flow
D	Approaching Unstable Flow

E	Unstable Flow
F	Breakdown Flow

Note: Specific definitions of levels-of-service A through F vary by facility type.

Traffic Calming – Methods used to reduce vehicular speed and volume and increase the sharing of streets by pedestrians and other users. Generally refers to physical measures and roadway design changes but enforcement and education can be components.

Traffic Calming Measure – An element of a traffic-calming plan selected from available and appropriate devices.

Traffic Calming Study – An appraisal of traffic conditions and the development of a plan for implementing one or more traffic calming devices.

85th Percentile Speed – The speed at or below which 85% of the vehicles are moving.

Section 7. Traffic Calming Devices and Measures.

The following physical traffic calming measures and devices, defined below, may be used or installed in residential neighborhoods in Town. In addition, the Board of Selectmen/Council may consider using other measures that include turn prohibitions, striping, addition of bicycle lanes, etc. The Board may use one or any combination of the devices and measures.

1. *Bulb-out* – An extension of a curb in the form of a bulb, usually at an intersection, that narrows the vehicular pathway and inhibits fast turns. Also called Curb Extension or Neck down.
2. *Chicane* – A series of fixed objects, usually extensions of the curb, which alter a straight roadway into a zigzag or serpentine path to slow vehicles. *Choker* – A narrowing of the fixed street, often in mid-block and sometimes near an intersection. May be done with curb extensions, landscaping or islands in the street.
3. *Circle* – A small circular island, usually less than 26ft in diameter, used in the middle of intersections and intended to force vehicular traffic to slow and negotiate around it. When used in residential areas, they can be landscaped for aesthetic or barrier purposes, and may have mountable curbs to facilitate movement of emergency vehicles.
4. *Cul-de-Sacs/Full Street Closures* – Full street closures are barriers placed across an entire width of street to completely close the street to through-traffic, usually leaving only sidewalks open. They are also referred to as cul-de-sacs or dead ends.
5. *Diagonal Diverter* – A partition that connects two diagonally opposite curbs, bisecting the intersections, to force motor vehicles to slow down and turn. A traversable barrier allows emergency vehicles, as well as bicyclists and pedestrians, to cross over.
6. *Forced Turns* – These are islands used on approaches to an intersection that force drivers to turn to only one direction (usually right).
7. *Gateways* – Also known as entry treatments; may involve alterations in the pavement surface, with bricks, stamped concrete, or other colored materials intended to signal to drivers that they are entering a

neighborhood or community that requires lower speeds. Pillars and archways are sometimes used to complement gateways.

8. *Half Closures* – These are barriers that block travel in one direction for a short distance on an otherwise two-way street. Also called semi-diverters.

9. *Median Barriers* – These are narrow islands constructed between travel lanes through an intersection. They are intended to prevent left turns from the major street and through movements along the minor street.

10. *Raised Crosswalk* – A traditional pedestrian crossing area purposely raised above the normal pavement surface level in order to give motorists and pedestrians a better view of the crossing area.

11. *Rumble Strips* – Pavement surface treatments intended to cause drivers to experience vehicular vibrations signaling the drivers to slow down.

12. *Speed Bumps* – Narrow mountable obstructions installed on the pavement surface, across the traveled lanes, and intended to cause vehicles to slow. Speed bumps are usually less than 14 inches wide and 4 inches high.

13. *Speed Humps* – They are similar to speed bumps, but utilize larger vertical radii that result in wider widths and a gentler crossing by vehicles.

14. *Speed Tables* – Wide mountable obstructions installed on the pavement surface across the travel lanes, and intended to cause vehicles to slow. They are similar to speed humps, except for the flat-topped section located between the approach and far edges. Speed tables are generally wider than speed humps and are gentler on vehicles.

15. *Passive Traffic Control Measures*

Passive control measures are encouraged, especially when the average speed is only 5 mph faster than the speed limit. These include:

- a. Police Enforcement. Periodic Radar enforcement.
- b. Speed notification sign board. This device displays a motorist's speed as they approach the sign board, raising driver consciousness of inappropriate speed.
- c. Neighborhood mailings. A letter sent to local residents asking for assistance to help control the speed by observing the speed limit.
- d. Adopt-a-Cone. A voluntary program in which traffic cones are placed on the roadway in front of their residence during each day. The cones are coordinated within the neighborhood.

16. *Speed Cushions* Speed Cushions have several distinct advantages. Designed as three small speed humps, speed cushions effectively slow cars down. However, the wider axle of emergency vehicles allows them to pass without slowing down. In addition, speed cushions are more affordable than speed humps or tables since they require less materials.

Section 8. Criteria for recommendations.

A rating system, as outlined in Table 1, will be utilized by the WTCC to enable competing traffic calming projects to be ranked in relation to budget constraints, and anticipated benefits. This ranking system will consider total points and project costs if multiple projects compete for traffic calming funds. Each roadway will be analyzed individually within the study area according to the criteria listed below, and the WTCC shall prepare a report for the Board of Selectmen/Council.

WTCC shall rank streets and neighborhoods in its report, based upon the rating system. Only the traffic calming projects, which have been approved for implementation, will be ranked. WTCA will use its discretion to:

- a. Select a project for implementation based on the rating system in Table below;
- b. Balance projects within The Town of Windham ;
- c. Rank projects which involve the installation of physical measures in areas under construction of physical measures in areas under construction or programmed for construction within a reasonable time frame.

TABLE : Criteria for Rating Projects

CRITERIA	MAXIMUM POINTS	BASIS
Speed (85% tile)	30	5 pts. For every 5 mph over posted speed limit
Volume	20	ADT divided by 100 Average Daily Traffic
Accident	15	1pt for each crash/year at one location
School Crossing	10	2 pts if children must cross street to go to school
Residential Density	10	1 pt for every 150 dwelling units/sq mile of study area
Pedestrian Generators	5	1 pt each for up to five pedestrian generating facilities
No Sidewalks	10	5 pts if no continuous sidewalk, and 5 pts if pedestrian traffic volume is considered high
Total Possible Points	100	

In addition to the rating process, the WTCC shall consider:

1. Seasonal traffic calming measures during peak athletic, bicycle, and or pedestrian usage.
2. Where speeding is determined to be a problem, traffic calming measures should be designed to reduce speeds.
3. The location of traffic calming measures.
4. The requirements of pedestrians, senior citizens, children and local residents.
5. Traffic calming measures should not result in a significant reduction of the capacity of intersections and roadways where they are placed.

6. Traffic calming solutions for identified problems should be cost effective.
7. Traffic calming measures may conform to engineering and procedural standards.
8. A traffic calming measure on a trial basis. If installed, all such deployments should be evaluated for effectiveness within three (3) months of installation.
9. Traffic calming measures implemented at intersections and on roadways shall not result in lowering the overall level of service below "D".
10. Collector streets may be considered by on a case-by-case basis.
11. Physical traffic calming measures (such as speed bumps/humps) should generally not be considered on:
 - i. Emergency and evacuation routes;
 - ii. Roadways with grades of 7% or more;
 - iii. Through truck routes.
12. The impact or effect on fire, police, ambulance and other emergency response times and quality. Ingress and egress of police, fire and other emergency vehicles must be maintained.
13. Crash (accident) data for the most recent three years should be analyzed by type, severity, location, roadway condition, and time of crash. Accident rates should be considered significant when there are 3 or more reported cases involving pedestrian, bicycle and automobiles along a local residential street within a one-year period.
14. In cases where parking may have to be removed, the effect(s) on businesses and other parking facilities within the neighborhood, as well as alterations to traffic patterns.
15. When the 85th percentile speed on a street segment exceeds the posted speed limit by at least 10 mph, traffic calming measures should be considered.
16. The need to promote a sequence through the hierarchy of streets, such as residential to collector, arterial to highway and then back down the hierarchy.

Periodically, the WTCC will review these guidelines to determine whether they are appropriate for current conditions, and make recommendations to change this Ordinance to the Board of Selectmen.

The WTCC shall conduct a traffic calming study if the majority of residents in the problem area petition for such a request.

Section 9. WTCC Process.

1. Requests for a traffic calming study by the WTCA may be initiated by the WTCC, the Board of Selectmen/Council, or by a petition request of the majority of the electors who reside on the street(s) where the device is requested. The WTCC may prepare and use a form to facilitate such a community request, may place the petition form on the Town's website, and may provide for the location where the form shall be delivered. Any petition shall be referred to the Town Engineer for comment.
2. Within approximately four (4) weeks of a petition or a decision to initiate a study by the WTCC or the Board of Selectmen/Council, the WTCC shall organize a neighborhood meeting where traffic

problems, issues and solutions shall be discussed. Failure to meet the deadline does not nullify any action or recommendation made by the WTCC.

3. A traffic engineering study shall be conducted, where practical, by WTCC or a consultant appointed by WTCC. This shall involve study area determination, data collection and analyses. A report summarizing findings on the following parameters should be submitted to WTCC for review:

- Vehicular volume
- Speeds
- Cut through traffic
- Crash rates
- Road alignment and grade
- Street or segment classification
- Parking
- Pedestrian activities
- Other physical conditions on roadway or segment

The report should also contain recommendations on traffic calming solutions.

4. The WTCC shall present its conclusions and recommendations in a community meeting for the residents in the affected area. The recommendations may include solution(s) not requested, but which are warranted based on the factors surrounding each case, additional solutions, or none at all.
5. The WTCC may thereafter in its discretion amend its plan based upon the community meeting.
6. The WTCC shall thereafter submit the report and its recommendations to the Board of Selectmen.
7. A removal or modification to a traffic calming measure shall occur in the same manner.

Section 10. Transition to Town Council.

References to the Board of Selectmen prescribed herein shall become references to the Town Council after the election of the Town Council in November, 2009 and the seating thereof.

Effective date: Upon Passage

Introduced By: Dan m. Hill Adopted: 9/1/09