

3.2 Recommended Improvement Strategies

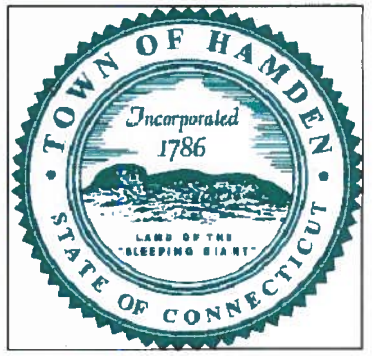
The following outlines recommended traffic calming improvement strategies. Figure 10 illustrates the following traffic calming measures.

1. Oval Medians

Consider implementing oval median at the following intersections:

- a. South Leg of Intersection with Hartford Turnpike
 - Impact:
 - i. Acts as a gateway to the neighborhood
 - ii. Reduces speeds
 - iii. Improved aesthetics
 - b. North Leg of Intersection with Pickwick Road
 - Impact:
 - i. Reduces SB speed through school zone
 - ii. No trees or shrubbery taller than 3 feet should be planted for maximum visibility for pedestrians and drivers
 - c. South Leg of Intersection with Pickwick Road
 - Impact:
 - i. Reduces NB Speed through the school zone
 - ii. No trees or shrubbery more than 3 feet should be planted for maximum visibility for pedestrians and drivers
 - d. Between Davis Street and Lilibridge Court and
 - Impact:
 - i. Acts as a gateway to the neighborhood –
 - ii. Reduces speeds
 - iii. Improved aesthetics
- #### 2. Painted Divergent Medians
- Impact:
 - i. Reduces speed
 - ii. Encourages drivers to pay attention at intersections
 - iii. Creates a sense of enclosure
 - b. South Leg of Intersection with Pickwick Road
 - c. North Leg of Intersection with Carew Road
 - d. South Leg of Intersection with Carew Road
 - e. North Leg of Intersection with Fernwood Road
 - f. North Leg of Intersection with Brookhaven Road
 - g. South Leg of Intersection with Brookhaven Road
 - h. North Leg of Intersection with Woodstock Road
 - i. South Leg of Intersection with Woodstock Road
 - j. North Leg of Intersection with Mullberry Hill Street
 - k. South Leg of Intersection with Mullberry Hill Street

3. Horizontal Realignment
 - a. Between Mulberry Hill Street and Killdeer
 - Impact:
 - i. Reduces speed
4. Lateral Speed Reduction Markings
 - a. North Leg of Intersection with Lillibridge Court
 - Impacts:
 - i. Reduces Speed by making drivers feel like they are speeding up
 - ii. Provides more gap acceptance time for left turning vehicles
5. Louvered Signal Heads or Programmable Signal Heads
 - a. Southbound Approach to Ridge Road and Davis Street Intersection
 - Impact:
 - i. Southbound traveling vehicles would not see the status of the signal indication before reaching Lillibridge Court Intersection.
6. Painted Directional Arrows at Driveway
 - a. Saint Stephen Elementary School
 - Impact:
 - i. Designates and assigns the exiting and entering driveways.
7. Regulatory and Warning Sign Installation
Figure 10 exhibits the type and location of regulatory and warning signs:
 - a. On the Hartford Turnpike and Ridge Road Median Facing Southbound Traffic
 - i. Keep Right sign
 - b. On the Pickwick Road Median Facing Southbound Traffic
 - i. School crossing sign
 - ii. Keep Right sign
 - c. At the Southbound Speed Sign
 - i. Replace with a 25mph Speed Limit Ahead sign
 - d. 300 Feet Upstream of the Southbound Speed sign
 - i. Add a Supplementary 300 Feet sign
 - e. At Northernmost exit at Elementary School
 - i. Do Not Enter sign
 - ii. One-Way Traffic (two sided) sign
8. Wall Removal/ Shrubbery Clearing
 - a. Intersection with Lillibridge Court, Northwestern Corner
 - i. Improve sight line greatly



W16-7p



W16-2a (300)



S4-5 (15)
S4-5 (25) called out



S1-1



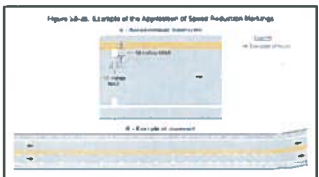
R6-1(R)



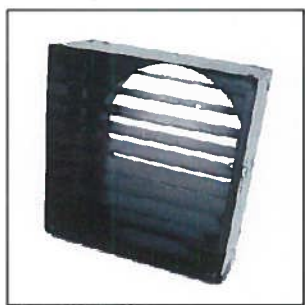
R5-1



R4-7



MUTCD 3B-28



Louvered Traffic Signal

1" = 200'



Proposed Traffic Calming Concepts, Ridge Road Corridor; Hamden, CT