

Section 4 – Specific Area Studies

✚ 4a. Introduction

Specific area studies are area wide studies, usually defined as Community Council boundaries, which engage an entire community to determine broad measures which can be implemented to reduce traffic speeds and cut-through traffic as well as enhance safety and livability. A specific area study is focused on long term solutions.

✚ 4b. Study Process

Following is the typical process to initiate and complete a new specific area study:

- Study area nomination/funding
- Consultant selection/contract approval
- Public involvement
 - Meet with Community Council
 - Form traffic calming work group
 - Public meetings

- Identify areas of concern
- Collection of data
 - Volume
 - Speed
 - Cut-through
 - Transit
 - Safety/Emergency vehicle routes
- Analysis and report
 - Results of analysis
 - Which traffic calming measures are appropriate and fit with community
 - Graphical map showing improvements
 - Prioritized improvement listing with estimated cost

Public involvement and working groups help identify critical and priority needs in neighborhoods. This process also works to keep the community in the loop and apprised of the decisions and progress of the study. A sample of the recommenda-

tion from the area study is shown at the end of this section.

4c. Types of Traffic Calming Measures

Traffic calming can be divided into three categories:

1. **Volume control measures:** consist of modifications that reduce the quantity of vehicles that use a specific roadway.
2. **Vertical speed control measures:** are elevated segments of roadway and gateway/landscape treatments which require vehicles to slow down.
3. **Horizontal speed control measures:** alter the typical straight line traveled way or narrow a specific roadway to reduce speed.

These three categories comprise the Municipality of Anchorage’s traffic calming toolbox, shown in Table 4-1, and have varying effects on speeds and volumes, illustrated in Table 4-2. All catego-

ries of traffic calming can be utilized in some aspect of the traffic calming program. Greater detail on these measures, and their effectiveness, are shown in Section 5 of this Policy Manual or the Protocol Manual.

Table 4-1

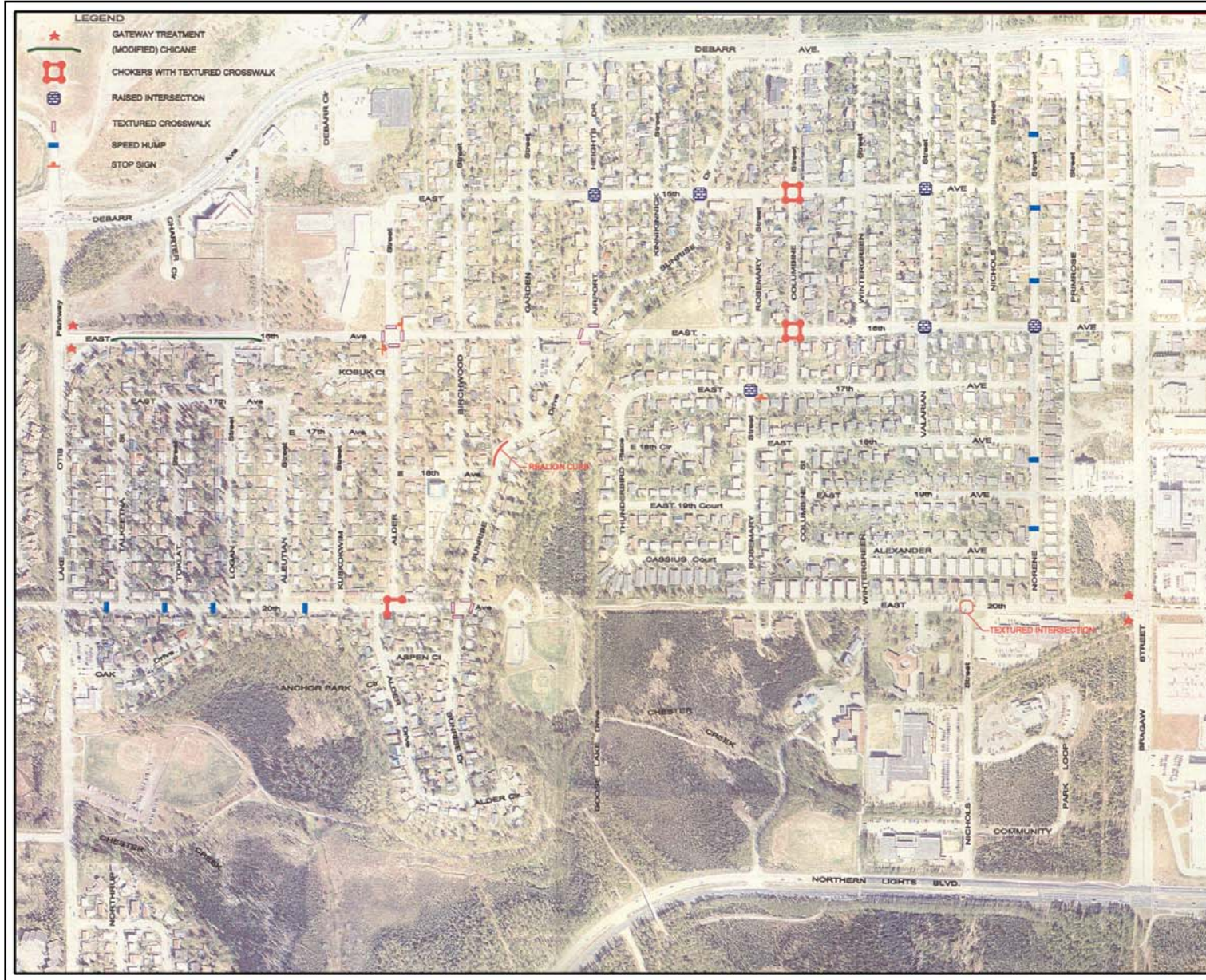
Traffic Calming Measures	
Volume Control	Full Street Closures
	Half Street Closures
	Forced Turn Islands
	Diverters
Vertical Speed Control	Speed humps
	Speed Tables
	Gateway/Landscape
	Raised Crosswalks
	Raised Intersections
Horizontal Speed Control	Mini traffic Circle
	Roundabouts
	Road Narrowings
	Lateral Shifts
	Chicanes
	Neckdowns
	Chokers
	Island Narrowings

Table 4-2

TRAFFIC CALMING TOOL BOX	Volume Reduction	Speed Reduction	Safety Improvement	Pollution Reduction	Access Restriction	Emergency Access	Maintenance Issues	Community Acceptance	Cost
Full Closures	●	●	⊖	●	●	●	●	○	●
Half Closures	⊖	⊖	⊖	↔	●	●	○	○	●
Forced turn islands/ Diverters	⊖	⊖	⊖	↔	●	●	●	○	●
Speed Humps/Tables/ Raised Crosswalk/Raised Intersection	⊖	●	○	○	○	●	⊖	○	⊖
Traffic Circle/Roundabouts	○	⊖	⊖	○	○	●	⊖	○	●
Lateral Shifts/Chicanes	⊖	○	⊖	○	○	○	○	●	●
Neckdowns/Chokers	⊖	⊖	⊖	○	○	○	○	○	●

- Low, Unlikely, No
- K ⊖ Mid, Moderate, Possible
- E ● High, Likely, Yes
- Y ↔ Traffic Shift
- n/a Not applicable

Sample of recommendation from an area study



AIRPORT HEIGHTS TRANSPORTATION STUDY
1999 FINAL DRAFT PLAN