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## STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

**SUBJECT:** SHIPPAN NEIGHBORHOOD OPENING CHARRETTE

**DATE:** APRIL 19, 2007                      **TIME:** 6:00 PM

**LOCATION:** OUR LADY OF THE STAR OF THE SEA SCHOOL, 1170 SHIPPAN AVE.

Mani Poola, City Traffic Engineer, welcomed the attendees and introduced the project. Najib Habesch, Project Manager, discussed the charrette process. This is the opening charrette and it will be the first of two charrettes. Tonight's charrette is aimed at gathering input from the community. Following the opening charrette the project team will begin an intensive process during which all of the identified issues are analyzed and potential solutions are selected. The end result, a neighborhood traffic calming plan, will be presented during the closing charrette. During the closing charrette the community will have the opportunity to critique and make additions to the plan before it is finalized. Residents are encouraged to submit additional comments to the project team via phone, e-mail, or the project website ([www.stamfordtrafficcalming.com](http://www.stamfordtrafficcalming.com)). Updates including meeting minutes, neighborhood traffic calming plans, and other information will be posted on the website.

National traffic calming expert gave a presentation which detailed the benefits of traffic calming and described a wide variety of specific treatments. Highlights include the following:

- Pedestrian survival following a collision is directly related to vehicular speed.
- A driver's peripheral vision decreases as speed increases.
- According to a study by Appleyard, interaction between neighbors decreases as traffic speeds and volumes increase.
- Appleyard also studied the size of the area which people consider part of their homes. On streets with low volumes and speeds residents considered both sides of the street to be part of their home, while on streets with fast speeds on high volumes residents didn't even consider the front of their houses to be part of their homes.
- Traffic calming is a way of improving quality of life, safety, and sense of community.
- Most communities initially take a reactive approach to traffic calming which involves unwarranted stop signs and speed humps. Unwarranted stop signs lead to speed spiking while the overuse of speed humps delays emergency response vehicles. The approach which Stamford is currently taking will result in a citywide traffic calming master plan. This approach is much more proactive and effective.



- The devices in the traffic calming toolbox can be grouped into three categories – visual treatments, horizontal treatments, and vertical treatments.

#### Visual Treatments

- Visual treatments are the first option that should be considered when addressing a traffic issue. They usually have the greatest impact, are the most aesthetically pleasing, and are the least expensive treatments.
- Road diets can be implemented by simply changing the lane markings on a street. Road diets involve either using narrower or fewer lanes. They result in slower speeds and fewer crashes because they force drivers to pay closer attention to the road.
- Trees in medians or on the sides of the roads discourage speeding.
- On street parking reduces the width of the travel lanes and thus prevent speeding.
- Parking chicanes involve alternating parking from one side of the street to another. They prevent drivers from having a straight path on which to accelerate.
- Pocket parking protects parked vehicles and limit roadway width.
- On very wide streets angle parking can be implemented. Angle parking increases the number of spaces available, is aesthetically pleasing, and reduces roadway width.

#### Horizontal Treatments

- Crosswalks alert the driver that they are entering an area reserved for pedestrians.
- Medians narrow roads and prevent drivers from sling-shotting around curves.
- Refuge islands cut the distance which pedestrians must cross at one time in half.
- Curb extensions shorten the distance the pedestrians must cross, make pedestrians more visible to drivers, and prevent vehicles from parking at corners and obstructing sightlines.
- Mini-roundabouts improve safety by limiting the number of conflicting movements at an intersection. They also offer opportunities for landscaping.
- Curb radii reductions are used at intersections that are excessively wide. They prevent vehicles from speeding around corners.
- Chokers narrow two lane roadways down to one lane at a midblock location.

#### Vertical Treatments

- Vertical treatments should be used when visual and horizontal treatments are not an option.
- Speed humps provide vertical deflection.
- Speed tables are similar to speed humps but they have a flat top. Unlike speed humps they are effective in slowing larger vehicles such as SUV's.
- Raised intersections raise the intersection up to the height of the sidewalk. They are expensive because they require more material but they are effective, particularly in school areas.

#### Activity #1



Residents made a list of concerns they would like to see addressed by the traffic calming project. Each resident then received seven stickers that he/she placed next to the concerns they considered most important.

### RESULTS

Early morning drag racing and speeding on Shippan Ave.	20
Bicycle lanes are needed on Shippan Ave.	20
Add inset parking on Shippan in front of playing field	15
Speeding on Magee Ave.	12
Speeding on Harbor Dr.	12
Poor sight distance at northern intersection of Ocean Drive West and Shippan Ave	12
Speeding at the intersection of Stamford Ave. and Ocean Drive West	12
Flooding at the intersection of Shippan Ave. and Magee Ave.	10
Blind spots on Harbor Drive	9
S-curve problem on Harbor Dr.	8
High volumes on Harbor Dr.	6
Harbor Dr. (In general)	4
Speeding on Rippowam Rd.	3
Speeding on Downs Ave.	2
Speeding on Mitchell St.	2

Participants assembled in small groups with the other representatives from their neighborhood. Each group identified specific traffic issues affecting their neighborhood and proposed possible solutions they would like to see used to address their concerns. Residents were also asked to sign their neighborhood maps. Results are summarized below:

### SHIPPAN GROUP #1

- At the intersection of Magee Ave. and Harbor Dr. drivers don't come to a stop before making right turns.
- The turn at the marina parking lot is blind due to the fence obstructing sightlines.
- The sidewalk on Harbor Dr. comes to an end at the racquet club. It should join up with a sidewalk or continuous bike path at the hurricane wall.
- Remove the racquet club sign.
- When a vehicle on Harbor Dr. slows to turn into the racquet club other drivers speed up and pass on the left.
- The curve on Harbor Dr., at Wallace St. is sharp.
- Harbor Lane should be placed on a road diet, reducing the total number of lanes from four to two, in order to address the speeding problem.
- The crosswalk on Harbor Drive, north of Wallace St. is ineffective. There is no safe way to cross the road on foot.
- It is difficult to make a left turn out of Palmer Landing/Schooner Cove due to the poor sightline to the right and the speed of traffic on both approaches.



### SHIPPAN GROUP #2

- Shippan Avenue currently faces a speeding problem. Consider adding bike lanes, medians, or traffic circles to address the issue. Ocean Dr. East (northern intersection) Wallace St., and Harbor Dr. are intersections where traffic circles could be installed.
- Install crosswalks on Shippan Avenue in front of the athletic fields. Also, install curb extensions with inset parking at this location.
- Implement a bicycle lane on Magee Ave. and Shippan Ave.
- Speeding is an issue on Ocean Drive West. Add bike lanes to address the issue.

### SHIPPAN GROUP #3

- Install roundabouts (with improved signage) and/or medians with chokers on Shippan Avenue at the intersections of Harbor Dr., Wallace St., Ocean Dr. W (northern intersection), and Ocean Dr. W (southern intersection).
- Add bike lanes on Shippan Ave., Ocean Dr. West, and Ocean Dr. East.
- Revise the signage at the existing roundabout on Shippan Ave.
- Construct attractive, pigmented, crosswalks on Shippan Ave. at Wallace St., Rippowam Rd., Lanark Rd., Ocean Dr. East, and Hobson St.
- Rippowam Rd. carries heavy traffic volumes. Implement on street parking as a visual traffic calming tool.
- Drivers make turns at high speeds at the (southern) intersection of Shippan Ave. and Ocean Drive.
- The section of Shippan Ave. between Ocean Drive West (northern intersection) and Auldwood Rd. is on a grade. Northbound vehicles travel downhill and achieve especially high speeds.

### SHIPPAN GROUP #4

- Install a roundabout at the intersection of Shippan Ave., Magee Ave., and Harbor Dr.
- Implement inset parking on Shippan Ave. in front of the park.
- Add bike lanes on Shippan Ave., Ocean Drive East, and Ocean Drive West.
- Remove the sign from the racquet club on Harbor Dr. because it obstructs the view.
- Install a median on Harbor Dr. at the curve near Wallace St.
- Install a roundabout at the intersection of Shippan Ave. and Wallace St. with a walkway for children crossing to Our Lady of the Star of the Sea School.
- Add crosswalks at the intersection of Shippan Ave. at Wallace St. and Shippan Ave. at Lanell Dr.
- Add a median or Belgian block on the curved portion of Ocean Drive West, west of Palsey Rd.
- Install crosswalks and pedestrian refuge islands at the northern intersection of Shippan Ave. and Ocean Drive West.
- Install Belgian block on Ocean Drive West, west of Stamford Ave. in order to slow speeding vehicles.



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- Install a mini-roundabout or Belgian block at the southern intersection of Shippan Ave. and Ocean Drive in order to slow traffic.
- Implement landscaped medians on Downs Ave. and Mitchell St.

It is believed that the above represents an accurate description of the major events that transpired at this meeting.

Respectfully submitted,

URBAN ENGINEERS, INC.

Najib O. Habesch  
Project Manager

cc: File