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# STAMFORD NEIGHBORHOOD TRAFFIC CALMING
# MEMORANDUM OF MEETING

**SUBJECT**: WESTOVER NEIGHBORHOOD OPENING CHARRETTE

**DATE**: APRIL 25, 2007 **TIME:** 6:00 PM

**LOCATION**: STILLMEADOW, 800 STILLWATER ROAD

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). 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

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| Blind spots and speeding on the straightaway on Skyview Dr | 11 |
| Young drivers and bus traffic around West Hills High School | 9 |
| Stop sign running and cut thru traffic at the intersection of Skyview and Westwood | 8 |
| Brodwood Dr and Barina La are used as shortcuts | 8 |
| Vehicles block the intersection of Palmers Hill Rd and Westover Rd | 7 |
| Speeding and winding on Westover Rd from Roxbury on down | 7 |
| Speeding on Roxbury Road and Westover Road | 6 |
| Difficulty getting in and out of the high school on Roxbury Road | 6 |
| Confusing geometry of the Roxbury Rd and Long Ridge Rd intersection | 6 |
| Speeding and pedestrian safety at Skyview at Stanton | 6 |

Activity #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:

WESTOVER GROUP #1
- Speeding is a problem on West Hill Road. The road is winding, hilly, and narrow.
- Install a roundabout at the intersection of Skyview Drive and Westwood Rd.
- Drivers don't stop at the intersections of Blueberry Dr at Skyview Dr and Pond Rd. Mini-roundabouts would work at these intersections.
- Sidewalks are needed on Stillwater Rd. Speeding is a problem on Stillwater and the blind curves are dangerous. Similar problems exist on Westover Rd.
- The intersection of Palmers Hill Road and Westover Road is congested.
- Speeding is a problem on Brodwood Drive. Consider painting lines on the road.
- Put up signs that are enforceable so the police can compliment the traffic calming treatments.

WESTOVER GROUP #2
- Walking on West Hill Road is dangerous. The lanes are narrow and pedestrians can't even walk on the grass in some locations because there are trees and rocks in the way.
- The park off of Merriebrook La. doesn't get enough use because it is too difficult to walk to.

- There is no coordination between the signals on Palmers Hill Road at the intersections of Stillwater Rd. and Westover Rd.
- Drivers run the stop signs at the intersection of Westwood Rd and Skyview Dr. A pedestrian was almost killed by a speeding motorist who ran a stop sign. A raised intersection would make this intersection safer.
- Sidewalks are needed on Skyview Dr., Westwood Rd., Stanton Ln., Stanton Dr., Green Tree Ln., and Stillview Rd.
- Add bicycle lanes on Westwood Rd. and Skyview dr. in order to provide visual narrowing.
- Curb extensions or raised intersections are needed on Stanton Ln. at Skyview Dr. and at Westwood Rd.
- Speeding is a problem along the entire length of Westover Rd. It is a very narrow road. Consider installing a sidewalk or implementing a road diet. A speed table may be needed between the Canfield Dr. intersections.
- Several problems exist at the intersection of Roxbury Rd., Long Ridge Rd., and Stillwater Rd., including speeding, drivers failing to stop at the lights, congestion, and lack of coordination with other signals.
- The signage at the intersection of Westover Rd. and Roxbury Rd. is confusing. There is a stop sign for northbound traffic but not for southbound traffic.
- Speeding is a problem on Roxbury Rd., especially near the intersection of Doral Farm Rd.
- The existing roundabout at the intersection of Roxbury Rd. and Den Rd. is inefficient.

<u>WESTOVER GROUP #3</u>

- Drivers do not stop at the intersection of Westwood Rd and Skyview Dr. There is also a bad blind spot at the intersection.
- There is a speeding problem on Skyview Dr. especially near the big hill and at the straightaway between Westwood Rd. and Green Tree Ln. Consider installing mini-roundabouts.
- The intersection of Westover Road and Palmers Hill Road is ineffective.
- Speeding is a problem on Brodwood Dr. The intersection of Broadwood Dr. and Bartina Ln needs improvement.
- Consider roundabouts at the following locations: Stillwater Rd. at Clover Hill Dr., Carriage Dr. at S. Carriage Dr., Westover Rd. at Westover Ave., and Palmers Hill Rd. at Havenmeyer La.

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