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## STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

**SUBJECT:** WATERSIDE NEIGHBORHOOD OPENING CHARRETTE

**DATE:** APRIL 26, 2007                      **TIME:** 6:00 PM

**LOCATION:** SAINT CLEMENT'S CHURCH, 535 FAIRFIELD 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

Pulaski St. at Greenwich Avenue	11
The stop sign at the Congress St @ Fairfield Ave. intersection is ignored	10
Trucks have difficulty on Fairfield and Selleck by the RR bridge due to sight distance at the hump	9
The Greenwich Ave and Southfield Ave intersection is bad	9
Speeding on Fairfield Ave. between St. Clement's and Shore Rd.	8
Parked cars on Southfield between Homestead and Sunnyside interfere w/ sweeper	8
The Southfield Ave. and Top Gallant Rd. intersection is confusing	8
Parking on sidewalks at Selleck St.	7
Erosion and garbage on Shore Road into Sound Beach	7
Heavy traffic, parking, and speeding on Bonner St.	6
Access to Keith St. is limited due to on-street parking on both sides	4
Access to Homestead difficult on Homestead due to narrow road, hill, and parking	3
Speeding on Bonner St.	3
Blind spot at Sunnyside Ave. and Orchard St. intersection	3
Congress St.	2
Orchard St. is too wide	1

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:

WATERSIDE GROUP #1

- Traffic is congested and slow on Greenwich Avenue between Pulaski Street and Selleck Street.
- Traffic backs up at the intersection of Selleck Street and Greenwich Avenue.
- Speeding, roadway condition, and sight lines are issues on Selleck Street near Fairfield Avenue.
- The stop sign at the intersections of Fairfield Avenue and Congress Street, and Fairfield Avenue at Barley Place are ignored.
- The sight lines at the intersection of Fairfield Avenue at Barley Place are poor.
- Erosion, garbage, defoliating, and blight are problems on Shore Road.
- The entrance to Playtex is used as an exit onto Fairfield Avenue and Shore Road.
- Speeding is a problem on Fairfield Avenue and Burwood Avenue. The roads should be painted in order to provide visual narrowing.



### WATERSIDE GROUP #2

- Install a mini-roundabout at the intersection of Fairfield Avenue and Congress Street.
- Alternate parking and paint lines on Sunnyside Avenue, Orchard Street, Taft Avenue, Homestead Avenue, and Southfield Avenue.
- Paint lines and improve parking on Selleck Street. Install a choker or curb extension at the intersection of Selleck Street and Durant Street in order to reduce speeds to 15 miles per hour.
- Install a curb extension at the bend on Greenwich Avenue (north of Milion Street).
- There was a traffic circle on Selleck Street at the intersection of West Avenue about twenty years ago but it was removed.
- The condition of the pavement on Selleck Street is poor.

### WATERSIDE GROUP #3

- The parked vehicles on both sides of Wells Avenue make it too narrow for two-way traffic.
- There is a speeding problem on Congress Street. Also, vehicles are parked on both sides of the street.
- Sweepers are unable to clean Bonner Street because of the vehicles parked on both sides of the street. There is a speeding problem despite the speed humps.
- Massive congestion exists at the intersection of West Avenue and Selleck Street.
- On Fairfield Avenue (south of Congress Street) drivers park on-street despite it being illegal. There is a speeding problem and heavy pedestrian traffic, but no sidewalks. Residents like the trees on the street and they should not be impacted by treatments.
- Parking on both sides of Beal Street creates a situation where only one vehicle can pass at a time.
- The stop sign at the intersection of Fairfield Avenue and Congress Street is ineffective. Consider installing a mini-roundabout.
- Speeding is a problem on Congress Street.
- Cars are parked on both sides of Congress Street.
- Cars park on the sidewalk on West Avenue.

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

Respectfully submitted,

URBAN ENGINEERS, INC.



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Najib O. Habesch  
Project Manager

cc: File