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STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

SUBJECT: COVE NEIGHBORHOOD OPENING CHARRETTE

DATE: MAY 21, 2007 **TIME:** 6:00 PM

LOCATION: KT MURPHY SCHOOL, 19 HORTON STREET

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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| Additional police enforcement is needed | 24 |
| Speeding, tractor trailers, and double parking on Seaside Ave. | 20 |
| Speeding, speed spiking, drag racing, trucks, and commuter traffic on Weed Ave. | 18 |
| Speeding, double parking, and truck traffic on Cove Rd. from Cove Park to Seaside | 18 |
| Speeding and icy streets during the winter on Willowbrook Ave. and Uncas Ave. | 15 |
| Cut through traffic and trucks on Seaside Ave., Cove Rd., and Weed Ave. | 15 |
| Improvements needed at the intersection of Willowbrook Ave and Soundview Ave. | 14 |
| Long red lights and poor sequencing of signals on East Main Street cause drivers to use neighborhood streets as shortcuts | 13 |
| High volumes, too mark on-street parking, and too many school bus stops throughout the entire neighborhood | 11 |
| Speeding and difficulty fitting two way traffic with parked cars on both sides of Soundview Avenue | 11 |
| It is difficult to get out of a parked car on Seaside Ave. without getting hit | 9 |
| Poor sightlines, lack of crosswalks, and parking problems at the intersections of Cove Rd. at Euclid Ave. and Cove Rd. at Dean St. | 9 |
| Drag racing on Willowbrook Ave. | 8 |
| Speed spiking on Cove Rd. and Weed Ave. | 7 |
| Heavy parking and pedestrian traffic around beach during the summer | 5 |
| Police don't ticket illegally parked cars on Dean St. | 5 |
| Motorcycles on Island Heights Circle and Island Heights Dr. | 5 |
| Trucks use Seaside Ave. and Cove Rd. as shortcuts | 4 |
| Dangerous driving by motorcycles throughout the neighborhood | 4 |
| Cars park in the travel lane on Cove Rd. | 3 |
| I-95 traffic uses neighborhood roads | 3 |
| Poor sightlines at the intersection of Webb Ave. and Seaside Ave. | 3 |
| Ineffective speed humps on Houston Terr. and Waterbury Ave. | 2 |
| Speeding at Givens Ave. and Palmers Hill Ave. | 2 |
| On Matthews St. drivers have difficulty seeing past hills and it is difficult for two way traffic to operate with cars parked on both sides of the street | 2 |
| School buses on Cove Rd. block traffic | 2 |

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:

COVE GROUP #1

- Weed Avenue should be a one-way street near Seaside Avenue
- During winter storms everyone finds parking. This shows that there is enough parking available.
- Consider installing a small median island on Matthews Street in order to curb speeding.
- Speeding and commuter and truck traffic are problems on Seaside Avenue. Seaside Avenue is narrow enough already due to the parked vehicles on both sides of the road. Speed humps should be installed on Seaside Ave.
- Allow on-street parking on one side of Seaside Avenue only, or use a parking chicane.
- Implement a parking permit program on Seaside Avenue.
- Trucks exiting I-95 at Exit 9 should be use East Main Street rather than Seaside Avenue and Cove Road.
- Close Exit 9 or put up a “No Thru Truck Traffic” sign.
- Install stop signs or a roundabout at the intersection of Sylvan Knoll Road.
- Additional police enforcement is needed.
- Sidewalks are needed on Seaside Avenue. The portion of Seaside Avenue between Cummings Park and Willowbrook Avenue is dangerous for pedestrians.
- Median islands could be used to narrow Seaside Avenue.
- Cars overflow onto Bungalow Park from Seaside Avenue.
- Cove Road needs a facelift.
- Curb extensions and sidewalks are needed on Wascussee Lane. The intersections are very wide and drivers don’t slow down before making turns.
- Van Buskirk Road is too narrow because of the parked cars on both sides of the road. Children dart in and out from between the cars.
- Raised crosswalks should be installed on Willowbrook Avenue at the intersections of Uncas Rd. and Hale St. Children cross these intersections on their way to school.
- Bicycle lanes should be installed on Willowbrook Avenue.
- The intersection of Willowbrook Avenue and Uncas Rd. gets very icy during the winter.
- Vertical treatments should be used on Willowbrook Avenue in order to impede motorcyclists.
- Mini-roundabouts should be installed at the following intersections: Uncas Rd. at Sachem Pl., Uncas Rd. at Wascussee Ln., Uncas Rd. at Willowbrook Ave., and Willowbrook Ave. at Hale St.
- Install curb extensions at the intersection of Uncas Rd. and Wascussee Ln. in order to prevent drivers from speeding through the intersection as they turn.

COVE GROUP #2

- Additional law enforcement is needed to regulate speeding.



- The intersection of Cove Road and Shippan Avenue is terribly dangerous.
- Install a mini-roundabout at the intersection of Seaside Avenue and Sylvan Knoll Road.
- Vehicles speed through the intersection of Neponsit Street and Dora Street.
- There is a blind curve on Weed Avenue, north of Cove Road. Treat Weed Avenue with a chicane and reclaim water so that there is more land that can be used for slowing traffic. The water creates a wide view and encourages speeding.
- Speed spiking occurs at the 20 mile per hour light on Weed Avenue, as well as at the intersection of Weed Avenue and Cove Road.
- Use a mini-roundabout at the intersection of Weed Avenue and Cove Road.
- Install median islands with trees on Cove Road between Weed Avenue and Albin Road.
- Do not install a sidewalk on the north side of Cove Road.
- Do not designate Weed Avenue as a one-way street. Making it a one-way street would make the speeding and drag racing problem worse.
- Install a sidewalk on the south side of Sound View Avenue between Tupper Drive and Willowbrook Avenue.
- Build a mini-roundabout at the intersection of Willowbrook Avenue and Hale Street.

COVE GROUP #3

- Implement inset parking on Cove Road between Willowbrook Ave. and George St.
- Install curb extensions on Cove Road at the following intersections: Euclid Ave., Dean St., Avery St., George St., and Horton St.
- Traffic patterns in the neighborhood vary based on season, time of day, and day of the week.
- Speeding is a problem on Dean Street and speed tables should be installed to address the issue.
- The sightlines on Cove Road at the intersections of Willowbrook Avenue and Dean Street need improvement.
- Speeding is a problem on Willowbrook Avenue.

COVE GROUP #4

- Install a "No thru traffic" sign on Euclid Avenue so drivers know that it is a dead end road.
- The signs on Euclid Avenue are overgrown with weeds.
- Set backs for corners at Cove Road and Seaside Avenue. Use painted markings to create no parking areas.
- Replace the speed bumps in the Cove Island Park parking lot and on Matthews Street, Waterbury Avenue, and Houston Terrace to softer sinusoidal humps.
- Install curb extensions and raised crosswalks on Cove Road between George Street and Weed Avenue.
- Consider installing short medians on Cove Road.
- Widen the existing sidewalk on the south side of Cove Road near Cove Island Park.



- Install pedestrian refuge islands at all crosswalks on Cove Road.
- Something should be done to slow traffic on Island Heights Drive.
- Synchronize the traffic signals on East Main Street between Weed Avenue and Myrtle Avenue.
- Post a “No thru trucks” sign on Seaside Avenue. Trucks should use Route 1 to Myrtle Avenue rather than Seaside Avenue and Cove Road.
- Implement a parking chicane on Seaside Avenue.
- Drivers exiting the store at the intersection of Cove Road and Duffy Street back up into traffic on Cove Road.
- Eliminate the driveway on the north side of Cove Road, just east of Shippan Avenue.

COVE GROUP #5

- Many streets are too narrow for traffic calming tools to be implemented. Police should enforce zoning and parking laws instead.
- There are too many cars parked on Frederick Street.
- Cars travel too fast on Sound View Avenue and there are no sidewalks in many areas, which creates a dangerous situation for pedestrians.

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