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STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

SUBJECT: GLENBROOK NEIGHBORHOOD OPENING CHARRETTE

DATE: MAY 22, 2007 **TIME:** 6:00 PM

LOCATION: JULIA STARK SCHOOL, 398 GLENBROOK 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

General lack of enforcement	17
Speeding on Glenbrook Road	17
Speeding on Holcomb Avenue	16
Speeding, truck traffic, and high volumes on Courtland Avenue	15
Speeding on Courtland Hill Street	12
Speeding on Strawberry Hill Avenue	12
Cut through traffic and truck traffic on Lennox Avenue	10
Speeding on Rock Spring Road	10
Commuter traffic on Church Street and Glenbrook Road	8
Speeding on Colonial Road	8
Speeding, cut through traffic, and stop sign running on Oscar and Scofield	8
Cut through traffic on Toms Road	8
Cut through traffic on Center Street	7
Cut through traffic on Pine Hill Avenue	7
Speeding by the high school, lack of crosswalks and enforcement on Toms Road	7
Parking issues on Treat Avenue	7
Speeding near the park on Belltown Road	6
Cut through traffic on Coolidge Avenue and Hope Street	6
Cut through traffic on Elmbrook Drive and Pine Hill Avenue	5
Cut through traffic on Plymouth Road	5
Cut through traffic on Howes Avenue	4
Intersection improvements needed on Glenbrook Road at Crescent Street	4
Cut through traffic on Bellmere Street	2
Cut through traffic on Francis Avenue	1

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:

GLENBROOK GROUP #1

- Speeding and lack of enforcement on Strawberry Hill Avenue
- Speeding, heavy volumes, lack of speed limit signs, and lots of children walking to school on Plymouth Road
- Speeding, heavy volumes, and children crossing the street on Scofield Avenue



- Speeding on Oscar Street. Children walking to school are in danger.
- Double parking and unorganized pick ups and drop offs at Julia Stark School.
- Cut through traffic and speeding are problems on Center Street. Consider converting it to a one-way street, or building speed tables, chokers, or curb extensions.

GLENBROOK GROUP #2

- Improve signal progression.
- Replace existing pedestrian signals with countdown pedestrian signals.
- Bellmere Avenue is the only road in the area without a speed hump. Drivers avoiding the surrounding roads use Bellmere Avenue instead.
- The “No Turn on Red” sign at the intersection of Strawberry Hill Avenue and Upland road is ignored. It should be removed because there are no problems with the sight lines.
- Drivers speed on Strawberry Hill Avenue.
- The intersection of Strawberry Hill Avenue and Fifth Street gets congested.
- Drivers speed on Holcomb Avenue.
- Parents picking up and dropping off their children for school park illegally on Toms Road near Overbrook Drive.
- Additional sidewalks and crosswalks are needed on Toms Road. Curb extensions may also be beneficial. Pavement markings could be used to slow down traffic.
- Sidewalks are needed on Hope Street, Derwen Street, Rutz Street, and DeLeo Drive.

GLENBROOK GROUP #3

- Speeding on Colonial Road.
- Parking should be restricting to one side of the road on Mayflower Avenue.
- The sightlines at the intersection of Cowan Avenue and Treat Avenue are poor due to vehicles parking too close to the intersection.
- Curb extensions are needed at the intersection of Treat Avenue and Hillandale Avenue in order to prevent drivers from parking too close to the intersection and obstructing sight lines.
- Speeding is a problem on Holcomb Avenue. School bus drivers are among those speeding. Consider installing speed bumps.
- Parked vehicles from the apartments obstruct the road on Holcomb Avenue between Ardsley Road and Coolidge Avenue.
- Install a raised intersection at the intersection of Holcomb Avenue and Hillandale Avenue.
- The intersection of Hillandale Avenue, Fenway Street, and Wenzel Terrace is offset.
- Build a sidewalk in front of Stamford High School.
- Drivers park on the sidewalk at the intersection of Colonial Road and Pilgrim Walk. Many accidents occur at the intersection. Consider constructing curb extensions.



- Drivers speed and run red lights at the intersection of Pine Hill Avenue and Hope Street. The store parking lots at the intersection should have a one way circulation pattern in order to improve safety.
- Illegal parking is an issue on Oakdale Road. Drivers park on the sidewalk, park in one-hour parking spaces for days at a time, and park too close to the intersection.
- Commercial vehicles and trucks use Oakdale Road all day and night. Trucks should not be permitted to use the street.
- Oakdale Road is too narrow to allow on-street parking on both sides while permitting two way traffic.
- Heavy volumes and speeding are problems on Glenbrook Road.
- Only right turns should be permitted for vehicles exiting the train station.
- The corner at the intersection of Courtland Avenue and Pale Tree Avenue is too sharp.
- Truck traffic is a concern on Cowing Place.

GLENBROOK GROUP #4

- Speeding and red light running are problems on Glenbrook Road.
- Parents make dangerous U-turns and aren't careful when dropping children off at Julia Stark School.
- Speeding is a problem on Pine Hill Avenue, Elmbrook Drive, and Rock Spring Road.
- The speed humps on Howes Avenue are not effective. Something else is needed to slow drivers down.
- Drivers speed on Belltown Road and Upland Road by Barrett Park and the commercial strip.
- Lenox Avenue and Courtland Avenue are used as shortcuts.
- Trucks speed on Lenox Avenue and Courtland Avenue.
- Drivers use Newfield Avenue and Belltown Road as shortcuts in order to avoid the traffic signals on Fairland Street.
- Crosswalks are needed on both sides of Glenbrook Island.
- It is difficult for pedestrians to walk to the train station. Curb extensions and raised crosswalks are needed near the station.
- Install speed humps on Glendale Road between Glendale Drive and Elmbrook Road.
- The sidewalk at Dunkin Donuts is used as part of the parking lot.

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

Respectfully submitted,



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URBAN ENGINEERS, INC.

Najib O. Habesch
Project Manager

cc: File