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STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

SUBJECT: SPRINGDALE NEIGHBORHOOD OPENING CHARRETTE

DATE: JUNE 14, 2007 **TIME:** 6:00 PM

LOCATION: SPRINGDALE SCHOOL, 1127 HOPE STREET

Mani Poola, City Traffic Engineer, welcomed the attendees and introduced the project. Joe Rimiller, Assistant 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-shooting 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

Hope St @ Camp Ave (difficult to make a left turn)	9
Hope St Corridor	9
Hope St @ Slice Dr	8
Hope St @ Largo Dr (Springdale Diner)	8
Haig Ave (Entire length)	8
Hope St @ Springdale School (rear entrance also)	8
Weed Hill Ave (speeding on hill)	7
Saint Charles Ave	7
Hope St (In front of the train station)	7
Upper Knox Rd	6
Knickerbocker Ave (Used as a shortcut)	5
Chatfield St @ Edgewood Ave and Ridgewood Ave	3
Hope St @ Edgewood Ave	3
Fifth St @ Bedford St	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:

SPRINGDALE GROUP #1

- It is easy to miss the stop sign on Eden Road at the intersection of Hope Street. Drivers feel that they can drive through the intersection without stopping.
- Consider adding a mini-roundabout at the intersection of Hope Street and Bouton Street West.
- Curb extensions are needed on Weed Hill Avenue between Sterling Pl and Elmer Street as well as between Estwick Place and Bouton Street West.
- Use a chicane at the intersection of Weed Hill Avenue and Newfield Avenue.
- Consider using a series of short medians on Haig Avenue. One short median could be installed between Nyseous Place and Dagmar Place, another between Crestview Avenue and Gray Farms Road, and another between Joffre Avenue and Saint Charles Avenue.
- A mini-roundabout is needed at the intersection of Hope Street and Northhill Street.
- Speeding is a problem on Saint Charles Avenue. It is used as a shortcut to get from Haig Avenue to Knickerbocker Avenue and vice versa. Consider implementing speed tables on Saint Charles Avenue.



- Add striping on Saint Charles Avenue in order to visually narrow the width of the road.
- Place a choker at the intersection of Hope Street and Viaduct Road.
- Put a mini-roundabout at the intersection of Hope Street and Chatfield Street.
- Pedestrian refuge islands are needed on Hope Street at River Bend Drive.
- Use a mini-roundabout at the intersection of Knickerbocker Avenue and Saint Charles Avenue.

SPRINGDALE GROUP #2

- Vehicles stop on Hope Street while waiting to make a left turn onto Camp Avenue. The stopped vehicles block traffic on Hope Street and create congestion.
- Trucks from I-95 cannot make the turn from Hope Street onto Largo Lane. The railroad trucks and diner are located in the area.
- There is a steep hill on Chatfield speed which makes it difficult to stop at Ridgewood Avenue.
- Parents fly through the neighborhood to get to Toquam School.
- Drivers park on Saint Charles Avenue at the blind curve near Marion Street.
- Cars back up on Weed Hill Avenue while turning onto Upper Haig Avenue. This makes it difficult to get in and out of driveways.

SPRINGDALE GROUP #3

- There is a sightline issue for drivers turning left from Slice Drive onto Hope Street. The issue could be resolved by cutting down a tree on the southeast corner of the intersection.
- Turn lanes are needed on Hope Street at Camp Avenue.
- It is dangerous for pedestrians to cross Hope Street in front of Springdale School. A raised intersection or pedestrian refuge island would be helpful.
- Drivers can't make the left turn from Hope Street into the shopping center north of Fahey Street.
- It is too difficult to turn from Avon Lane onto Hope Street due to heavy traffic.
- Parked vehicles block the sightlines at the intersection of Hope Street and Avon Lane.
- It is difficult to cross at the intersection of Hope Street and Clearview Street. Striping the roadway may help.
- Problems on Hope Street include congestion, speeding, aesthetic issues, and a lack of left turn lanes.
- Speeding is a problem on Haig Avenue. Building a series of roundabouts along the road might help.
- Ridgeway Street is a curvy narrow road where cars park on the street. The sightlines at the intersection of Mulberry Street are an issue.
- Weed Hill Avenue is dangerous because the road is curved and it is on a hill which encourages drivers to speed.
- Speeding is a problem on Knox Road. There are no speed limit signs posted on the road. Children can't play in their front yards because speeding vehicles swerve off the road.



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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