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STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

SUBJECT: NEWFIELD NEIGHBORHOOD OPENING CHARRETTE

DATE: OCTOBER 22, 2007 **TIME:** 6:30 PM

LOCATION: TURN OF RIVER SCHOOL AUDITORIUM, 117 VINE 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

Speeding on Pepper Ridge Road	6
High Clear Dr, Unity Rd, and Pepper Ridge Rd should be treated holistically	5
Truck traffic and speeding on Turner Road	4
High volumes and drivers failing to stop at the intersection of Case Road and Brinkerhoff Avenue	3
Speeding on Unity Road between High Ridge Road and High Clear Drive	3
Speeding on Dannel Drive and Crestwood Drive	2
Speeding and cut through traffic on Club Road	2
Speeding on Cedar Heights Road	2
Speeding on Silver Hill Road	2
Poor sightlines and turning radii at the intersection of Vine and Newfield	2
Speeding on Vine Road in front of Turn of River School	2
Difficulty turning at the intersection of Oaklawn Avenue and Pepper Ridge Road	2
Speeding on Alpine Street	1
Speeding and poor curbs on Wire Mill Road	1
Drivers ignore the stop sign at the intersection of Unity Rd and High Clear Dr	1
Speeding on Brandywine Road at Vine Road	0

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:

NEWFIELD GROUP #1

- It is difficult to make a southbound left turn from Newfield Avenue into the Jewish center. Consider installing a mini-roundabout at this intersection.
- The intersection of Wire Mill Road and Red Fox Road has poor sightlines.
- The intersection of Wire Mill Road and Four Brooks Road has poor sightlines.
- It is difficult to make a left turn from Wire Mill Road to High Ridge Road.
- Curb extensions or a roundabout are needed at the intersection of Club Road and Kerr Road.
- Cut through traffic, speeding, and high volumes are issues on Club Road. Speed bumps, stop signs, or chokers are needed.
- The intersection of Newfield Avenue and Vine Road is on a tight curve which is dangerous for both drivers and pedestrians.



- Speeding is a problem on Vine Road.
- Drivers speed at the hill on Silver Hill Lane despite the limited sightlines.
- The stop sign at the intersection of Case Road and Brinkerhoff Avenue is blocked by a tree.
- A raised intersection, curb extensions, or pavers should be used at the intersection of Case Road and Brinkerhoff Avenue to slow drivers down as they approach the intersection.
- Traffic on Turner Road looks like the Indy 500. Medians, bicycle lanes, speed limit signs, raised intersections, and police enforcement are needed to slow it down.
- Truck traffic should be kept off of Turner Road. Only local deliveries should be permitted.
- The intersection of Tuner Road and Newfield Avenue should have a gateway feeling.
- Better sidewalks are needed on Newfield Avenue between Newfield Court and Todd Avenue.
- Crosswalks and better signage are needed near the ball field on Vine Road to improve safety for the children.
- The stop sign at the intersection of High Clear Drive and Unity Road is ineffective.
- Pepper Ridge Road should be narrowed with pavement marking and mini-roundabouts should be installed at several intersection including Silver Hill Lane and Turner Road.
- Unity Road and High Clear Drive experience speeding and cut through traffic. If one of these streets is improved a similar treatment should be applied to the other in order to avoid displacing the problem.
- High Clear Drive should be blocked and the rear entrance to Rippowam School should be opened.

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