



Urban Engineers, Inc.
Hartford Square West Ste. 2-303
75 Charter Oak Avenue
Hartford, CT 06106

City of Stamford
888 Washington Blvd.
Stamford, CT 06901



STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

SUBJECT: HUBBARD HEIGHTS AND WEST SIDE OPENING CHARRETTE

DATE: OCTOBER 24, 2007 **TIME:** 6:30 PM

LOCATION: WESTOVER SCHOOL MEDIA CENTER, 412 STILLWATER AVENUE

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 Rachele Avenue and St George Avenue	27
Drivers speed on Hubbard Avenue when the midblock signal is green	23
Speeding on Hubbard Avenue	21
Crosswalks needed on Hubbard Avenue at Bridge Street	18
Pedestrian crossings on West Main Street between West Avenue and Stillwater Avenue are difficult	17
Truck traffic at the intersection of West Broad Street and Hubbard Avenue	15
Speeding on Bridge Street	14
Improve access to Scalzi Park	14
Parked cars obstruct traffic at Mill River Street at Greenwich Avenue, Tresser Boulevard and Main Street	14
Improvements needed on Hubbard Avenue at West North Street	12
Speeding at the intersection of Stillwater Avenue and Hubbard Avenue	8
Speeding on West North Street at St George Avenue	7
Truck traffic on Hubbard Avenue	7
Traffic circle needed on Stillwater Road at Stillwater Avenue	7
No Turn on Red sign needed on Washington Boulevard at Bridge Street	6
Install an island at the intersection of Stillwater Avenue and Smith Street	6
Cut through traffic and speeding on Grandview Avenue	5
Speeding on the hill on West Broad St between Stillwater Ave and Adams Ave	2
Poor sightlines on Stillwater Avenue at Liberty, Finney, and Virgil	2
Signage improvements are needed throughout the neighborhoods	1
Difficulty for pedestrians crossing West Main Street	1
Improve emergency access on West Main Street	1
Improve access to the park on Bridge Street	1
Speeding on Fairfield Avenue	1
Convert Lower Smith Street to a two way street	1
Harvard Avenue is too wide	0
High number of accidents on Wright Street at Broad Street	0
Access and safety on Stevens Street at Broad Street	0
Speeding and cut through traffic on Hillside Avenue and Ivy Street	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:

HUBBARD HEIGHTS AND WEST SIDE GROUP #1

- Install “No Through Trucks” signs on Hubbard Avenue
- Speeding is an issue along the entire length of Hubbard Avenue.
- Drivers speed on Hubbard Avenue because visually it looks safe to do so.
- Narrow the lanes on Hubbard Avenue from 15 feet down to 10-12 feet. Visually reduce the amount of space available so drivers don’t travel so fast.
- Install a roundabout at the intersection of Bridge Street and Hubbard Avenue.
- Slow traffic on Saint George Avenue.

HUBBARD HEIGHTS AND WEST SIDE GROUP #2

- Install a roundabout at the intersection of West Broad Street, Stillwater Avenue, and Stillwater Road.
- Install a roundabout at the intersection of Hubbard Avenue and West Broad Street.
- Install a roundabout at the intersection of Stillwater Avenue and West Avenue.
- Install a roundabout at the intersection of West Main Street and West Avenue.
- Speeding is an issue on Mill River Street.
- More crosswalks are needed on Mill River Street near the Main Street intersection.
- Lower Smith Street currently operates as a one way street. It should be converted to a two way street.
- Open the bridge on Main Street in order to alleviate traffic congestion on West Main Street and Stillwater Avenue.
- Install a roundabout at the intersection of West Main Street, Greenwich Avenue, and Tresser Boulevard.
- Cars park too close to the intersection of West Main Street, Greenwich Avenue, and Tresser Boulevard.

HUBBARD HEIGHTS AND WEST SIDE GROUP #3

- Install a roundabout at the intersection of Hubbard Avenue and Bridge Street in order to reduce speeding on Hubbard Avenue.
- Install sidewalks and bicycle lanes on Woodmere Road as well as on the south side of Bridge Street.
- Reduce the apparent width of lanes on Hubbard Avenue using pavement markings, bicycle paths, and curb extensions.
- Install a mini-roundabout at the intersection of Hubbard Avenue and West North Street.
- Install a roundabout at the intersection of Hubbard Avenue and West Broad Street.

HUBBARD HEIGHTS AND WEST SIDE GROUP #4

- Install a mini-roundabout at the intersection of Hubbard Avenue and Bridge Street.



- There is a sightline issue at the intersection of Hubbard Avenue and Bridge Street.
- Pedestrian crossings are needed on Bridge Street between Hubbard Avenue and Riverside Avenue.
- Sidewalks are needed along the south side of Bridge Street between Hubbard Avenue and Riverside Avenue.
- Install a roundabout at the intersection of Bridge Street and Riverside Avenue.
- Implement bicycle lanes or median islands on Hubbard Avenue.
- West North Street, Rachelle Avenue, and Saint George Avenue are used as a short cut for traffic avoiding West Broad Street and Hubbard Avenue.
- Install a mini roundabout at the intersection of Hubbard Avenue and West North Street.
- Install curb extensions on West Broad Street at the intersections of Rachelle Avenue and Saint George Avenue.
- Install a roundabout at the intersection of West Broad Street and Hubbard Avenue.
- Implement a parking chicane on Hinckley Avenue.
- School buses use West North Street as a short cut.

HUBBARD HEIGHTS AND WEST SIDE GROUP #5

- Build median islands on Bridge Street between Stillwater Road and Hubbard Avenue.
- Paint crosswalks on Bridge Street at the intersections of Hubbard Avenue, Woodmere Road, and Riverside Avenue.
- Construct sidewalks on the south side of Bridge Street as well as on the east side of Hubbard Avenue between Bridge Street and Woodmere Road.
- Paint a bicycle lane on Hubbard Avenue.
- Prohibit through trucks on Hubbard Avenue, Rachelle Avenue, and Saint George Avenue.
- Install median islands on Hubbard Avenue.
- Install roundabouts on Hubbard Avenue at the intersections of Pellom Place, Charles Mary Lane, West North Street, and West Broad Street.
- Install a crosswalk on Hubbard Avenue between Grandview Avenue and Charles Mary Lane.
- Implement mini-roundabouts on Woodcliff Street at the intersections of Hubbard Court and Grandview Avenue.
- Implement roundabouts on Adams Avenue at the intersections of West North Street and Green Street.
- Paint crosswalks at the intersection of Hubbard Avenue and West North Street.
- Paint crosswalks on West Broad Street at the intersections of Hubbard Avenue and Rachelle Avenue.
- Put up a “No Noise” sign in front of the hospital on West Broad Street.



HUBBARD HEIGHTS AND WEST SIDE GROUP #6

- It is difficult to make any turning movement at the intersection of West Main Street and West Avenue.

HUBBARD HEIGHTS AND WEST SIDE GROUP #7

- Install roundabouts on Hubbard Avenue at the intersections of Bridge Street, Woodmere Road, Vuono Drive, West North Street, and West Broad Street.
- Install roundabouts on Rachele Avenue at West North Street and at West Broad Street.
- Use medians to slow down traffic on Saint George Avenue.

HUBBARD HEIGHTS AND WEST SIDE GROUP #8

- Crosswalks are needed on Bridge Street at the intersections of Hubbard Avenue and Washington Boulevard and in front of Scalzi Park.
- Install roundabouts on Hubbard Avenue at the intersections of Bridge Street and Broad Street.
- Speeding is an issue on Rachele Avenue, Grandview Avenue, and Woodmere Road.
- Downhill visibility is poor on West Broad Street.
- Pedestrian crossings on West Broad Street are in need of improvement.

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