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STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

SUBJECT: ROXBURY, CEDAR HEIGHTS, AND CASTLEWOOD OPENING CHARRETTE

DATE: OCTOBER 29, 2007 **TIME:** 6:30 PM

LOCATION: WEST HILL HIGH SCHOOL, 125 ROXBURY 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

Improvements needed at the intersection of Roxbury Rd and Stillwater Ave.	11
Speeding and pedestrian safety on High Ridge Road	10
Speeding and lack of pedestrian access on Roxbury Road at Bethel.	9
Speeding on Den Road	6
Speeding near the schools on West Hill Road and High Ridge Road	6
Roxbury Road is too wide between Westover Road and Den Road	5
Speeding on McClean Avenue	5
Speeding on Wire Mill Road. New exit will compound the issue.	4
Flashing school signs should be improved	4
Signal at West Hill Road and Palmers Hill Rd doesn't work	3
Roxbury Road at Den Road is a dangerous intersection	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:

ROXBURY, CEDAR HEIGHTS, AND CASTLEWOOD GROUP #1

- The intersection of Long Ridge Road and Roxbury Road is a major problem.
- Roxbury Road should be narrowed near West Hill High School and Roxbury Elementary School. Narrowing the road will help slow traffic.
- Pedestrians and bicyclists aren't safe near the schools on Roxbury Road.
- The curve on Roxbury Road, south of Barncroft Road, is dangerous. Drivers speed around it.
- Speeding is a problem on Roxbury Road between Den Road and Westover Road.
- The two stop signs at the intersection of Westover Road and Roxbury Road are confusing. Drivers don't know who has the right of way. Replace them with a roundabout.
- Drivers speed on Roxbury Road because it is an open road with no traffic signals. They do not see the hairpin turn until they are upon it. Then they pick up speed going down the hill.

ROXBURY, CEDAR HEIGHTS, AND CASTLEWOOD GROUP #2

- Drivers run red lights and speed through the intersection of Roxbury Road and West Hill Road.



- The intersection of Long Ridge Road and Roxbury Road is confusing and many accidents occur there.
- The sightlines on Roxbury Road at the Brighton Assisted Living Center are poor.
- Drivers don't stay in their own lanes when going through the curves on Roxbury Road.
- Install shoulder markings on Den Road and a roundabout at the intersection of Den and Walter Lane.

ROXBURY, CEDAR HEIGHTS, AND CASTLEWOOD GROUP #3

- Narrow High Ridge Road and install a bicycle lane to create a buffer between the sidewalks and traffic.
- The sidewalks on High Ridge Road are narrow and poorly maintained. During the winter they are covered in snow.
- It is difficult to cross High Ridge Road even with the pedestrian signal.
- The existing cross walks on High Ridge Road should be more clearly marked.
- Drivers can't pull out of Knollwood Road onto High Ridge Road safely.
- Speeding is a problem on High Ridge Road. Put it on a road diet by eliminating some of the travel lanes.
- The areas surrounding the schools on High Ridge Road should be clearly marked to alert drivers to the fact that they are entering a school zone.
- Consider installing a roundabout or median islands with trees near Rippowam High School and AIT.
- Drivers can't pull out of McClean Avenue onto High Ridge Road safely.
- McClean Avenue is a cut through street where speeding is a problem. It also has too much truck traffic.
- Median islands should be installed at the intersections on McClean Avenue to prevent drivers from making wide turns around the corners.
- Residents of McClean Avenue would be willing to have a parking chicane installed on their street.
- McClean Avenue is very wide. At times on-street parking helps to narrow the street and discourage speeding, but at other times of the day there are few cars parked on the street and the road becomes a runway.
- Long Ridge Road has a bus stop near Terrace Avenue but there are no sidewalks.

ROXBURY, CEDAR HEIGHTS, AND CASTLEWOOD GROUP #4

- Speeding is an issue on Wire Mill Road. Residents are concerned that the new exit being built could bring more traffic into the area.



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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