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## STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

**SUBJECT:** DOWNTOWN OPENING CHARRETTE

**DATE:** OCTOBER 30, 2007      **TIME:** 6:00 PM

**LOCATION:** STAMFORD GOVERNMENT CENTER, 888 WASHINGTON BOULEVARD

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](http://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.

RESULTS

- Speeding on Grove Street
- A crosswalk is needed on Grove Street in between Forest Street and Strawberry Hill Avenue
- Any treatment used on Washington Boulevard, Bedford Street, or Summer Street should not take away capacity.
- Hoyt Street should be included in the boundaries for downtown
- The capacity of the North-South route structure should be expanded
- Capacity of East-West running roads is lacking
- Implement back-in angle parking where possible
- A sign pole in the sidewalk on Grove Street blocks the path of pedestrians
- Consider installing a bicycle lane on Atlantic Street
- On Highland Road drivers speed up as they go over the hill
- Consider WB-40 vehicles when altering intersection designs
- Speeding is an issue on Forest Street
- There are no crosswalks at the intersection of Forest Street and Grove Street.
- There are no crosswalks at the intersection of Hoyt Street and Prospect Street.
- Why is there an island at the intersection of Forest Street and Grove Street?
- There is poor sight distance at the intersection of Highland Road and Forest Street.
- The sidewalks on Grove Street should be made more comfortable.
- Downtown residents would walk more often if the sidewalks were more inviting. The overall walking experience could be improved.
- There should be a speed limit sign on Grove Street between Forest Street and Highland Road. This is the block where most speeding occurs.

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