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STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

SUBJECT: ROXBURY AND CEDAR HEIGHTS/CASTLEWOOD NEIGHBORHOOD
CLOSING CHARRETTE

DATE: JUNE 4, 2008 **TIME:** 7:00 PM

LOCATION: WEST HILL HIGH SCHOOL, 125 ROXBURY ROAD

Mani Poola, City Traffic Engineer, welcomed the attendees and introduced the project. Joe Rimiller, Assistant Project Manager, discussed the charrette process. This is the closing charrette and it is the second of two charrettes. The first charrette was aimed at gathering input from the community. Following the opening charrette the project team analyzed all of the identified issues and prepared a neighborhood traffic calming plan addressing them. During this evening's charrette that plan will be presented the community will have the opportunity to critique and make additions to it before it is finalized. Residents are also encouraged to submit additional comments to the project team via phone, e-mail, or the project website (www.stamfordtrafficcalming.com). Updates including meeting minutes, the neighborhood traffic calming plans, and other information will be posted on the website.

National traffic calming expert Dan Burden 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

Following a brief overview of the neighborhood traffic calming plan, participants were asked to identify concerns and provide comments:

RESULTS

- Riverbank Road at June Road – speeding is a concern. Cars have run into stone walls on three occasions. Trucks heading to and from Greenwich travel fast.
- Old Mill Lane
- Westwood Road speeding
- Roxbury Road at West Hill High School
- High Ridge Road – speeding and safety in front of the school
- Cedar heights Road at Clay Hill Road – dangerous turn
- Bangall Road
- Stone wall limit space for maneuvering
- Mailboxes on Roxbury Road should be on the corresponding properties rather than across the street.
- Stop sign running occurs on Long Ridge Road in front of West Hill High School
- Speeding around the curve on Roxbury Road near Westover School
- Buses can't navigate the intersection of Stillwater Road, West Hill Road, and Roxbury Road
- Speeding down the hill on Roxbury Road at Overhill Drive
- Drivers coming off the Merritt Parkway speed on Den Road
- Stop sign running is an issue on Den Road
- Speeding on Long Ridge Road
- Speeding near the horse farm on Bangall Road
- Black ice forms near the bump at the intersection of Long Ridge Road and the Merritt Parkway. Also, a left turn indication is needed at the intersection.
- Consider using a median island to address speeding on Clay Hill Road

Activity #2

Participants were asked to identify the locations that should be top priorities for receiving treatment. Each participant was then allowed to vote for three of the locations identified by the group.

RESULTS

It was determined that Roxbury Road was the neighborhood's top priority. Issues identified on Roxbury Road include a need for sidewalks to be installed, a dangerous intersection at West Hill Road, desired roundabouts at Den Road and at Westover Road and Riverbank Road, speeding between Den Road and the high school, and the Stillwater Road/Long Ridge Road intersection. Other priorities include the following:



McClellan Avenue	2
Clay Hill Road at Cedar Heights Road	2
Wire Mill Road at Cedar Heights Road – speeding and stop sign running	2
Bangall Road, Riverbank Road, and June Road	12

Activity #3

Attendees were given an opportunity to sign up to be part of a steering committee which will oversee the plan through the implementation phase. Those who were unable to commit time to being full members of the committee were able to sign up to be assistants to the committee.

Activity #4

Participants were given an opportunity to review the preliminary neighborhood traffic calming plan in detail and write down their comments. Results are as follows:

RESULTS

- Left turn phases should be lead movements rather than lag movements at all signalized intersections throughout the City.
- Street signs should be placed on traffic signal mast arms or span wires so that they are more visible to drivers.
- Paint the ends of the downtown median islands yellow or place reflectors on them to make them more visible to drivers.
- Instead of using parking chicanes on McClellan Avenue, Cross Road, and Terrace Avenue, use midblock medians. These roads are wide and medians will create more deflection.

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