



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: NORTH STAMFORD NEIGHBORHOOD OPENING CHARRETTE

DATE: JUNE 2, 2008 **TIME:** 7:00 PM

LOCATION: SCOFIELD MAGNET MIDDLE SCHOOL, 641 SCOFIELDTOWN 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 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 Hunting Ridge Road at Wildwood Road	11
Speeding on Long Ridge Road	8
Safety at the pedestrian crossings at the schools on Scofieldtown Road	7
Chestnut Hill Road is very curvy and narrow with blind entrances, many fatal accidents occur there	7
North Stamford Road between Cascade Rd and High Ridge Rd	6
Haviland Road is very narrow between West Haviland Road and Hunting Ridge Road	6
Wire Mill Road	5
Erickson Drive at Hunting Ridge Road	5
Speeding on High Ridge Road	5
Speeding on the straight section of Lakeside Avenue	4
Visibility problem at the intersection of High Ridge Rd and Hoyclo Rd	4
Parents dropping off children at Northeast School speed and don't come to complete stops	3
Scofieldtown Road has too many stop signs, speeding is a problem, sidewalks are needed	3
Visibility problem at the intersection of High Ridge Rd and Sky Meadow Dr	3
Sight distance problem at the intersection of Winesap Rd and Crab Apple Pl	1
Lack of visibility on Davenport Ridge Rd	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:

NORTH STAMFORD GROUP #1

- The stop sign at the intersection of Wire Mill Road and Gutzon Borglum Road is not obeyed
- Wire Mill Road is a narrow road with poor visibility. Joggers think it is a country road. Consider installing speed humps.
- Wire Mill Road is an escape from the Merritt Parkway when traffic is backed up.
- Wire Mill Road has "No Thru Truck" signs posted. However, truck drivers speed down it anyways and cross the double yellow line.



- People travel south on High Ridge Road going way too fast and then continue at the same speed once they turn onto North Stamford Road. Sometimes they go even faster on North Stamford Road. Residents pulling out of their driveways have almost been rear ended on several occasions.
- Kids race on the long straight portion of Lakeside Drive even though the road is already narrow.
- Drivers cannot safely make the left turn from the northern intersection of North Stamford Road onto High Ridge Road because the intersection is too wide.
- Drivers ignore the stop signs at the intersection of North Stamford Road and Lakeside Drive.
- Nine children use the bus stop at the intersection of North Stamford Road and Lakeside Drive this year. They don't have enough standing room at the bus stop.
- There is a bus stop at the intersection of North Stamford Road and Cascade Road but no sidewalk.
- At the southern intersection of High Ridge Road and North Stamford Road the median should be closed to southbound traffic. Make the median a true left turn to southbound traffic or one way north.
- The intersection of High Ridge Road, Sky Meadow Drive, and Bartlett Lane has terrible visibility.
- Water cascades with rocks down Sky Meadow Drive during rainstorms.
- The intersection of High Ridge Road and Hoyclo Road has terrible visibility. Get rid of the land projecting into the Hoyclo Road intersection.

NORTH STAMFORD GROUPS #2 AND #3

- There intersection of Winesap Road and Crab Apple Place has poor visibility
- Paint yellow lines on Hunting Ridge Road near Long Ridge Road
- Improvements are needed at the intersection of Hunting Ridge Road and Erickson Drive.
- Bring back the mini circle at the intersection of Hunting Ridge Road and Wildwood Road. Without it it is very difficult to see when entering Hunting Ridge Road from Wildwood Road.
- Paint yellow lines at the intersection of Hunting Ridge Road and Wildwood Road.
- Drivers speed at 65 miles per hour on Hunting Ridge Road near Surrey Road even though the posted speed limit is 25 miles per hour.
- There are issues with sight lines at the intersection of Wildwood Road and Long Ridge Road.
- Remove some of the unwarranted stop signs on Scofieldtown Road. People don't stop at them. Use a police radar trailer to monitor speeding on Scofieldtown Road.
- Sidewalks are needed on Scofieldtown Road. It is difficult to walk on the road with all of the speeding cars.
- The secretary of the Fairfield Woods Association, which represents forty two families on Gary Lane and Lolly Lane objects to removing the stop signs on Scofieldtown Road.



- Both entrances to North Stamford Road from High Ridge Road are too wide. Cars coming off of High Ridge Road northbound fly through the intersection. Consider a signal or making North Stamford Road one-way.
- No one stops at the stop signs at the intersection of North Stamford Road and Lakeside Drive. Consider replacing them with a roundabout.
- There is a blind curve on Lakeside Drive, south of North Stamford Road.
- The intersection of North Stamford Road and Cascade Road is a disaster. There are five to ten near collisions per day. Extend the triangular median so that there is only one entrance to Cascade Road rather than two. Also, drivers “sling shot” around the curve at the intersection.
- Excessive speeding (60 to 70 miles per hour) occurs on North Stamford Road between High Ridge Road and Cascade Road.
- Excessive speeding occurs on Lakeside Drive (in excess of 70 miles per hour). Consider using speed humps.
- There is a lack of visibility over the hill on North Stamford Road between Cascade Road and High Ridge Road.
- No one knows how to use the existing roundabout at the intersection of Newfield Avenue and Davenport Ridge Road. The yield signs are ignored. Consider using stop signs instead.
- No one stops at the stop signs at the intersection of Lakeside Drive and Interlaken Road.
- Speeding is an issue on Davenport Ridge Road.
- Children from Jeanne Court have to cross Davenport Ridge Road to catch the bus. Visibility coming up the hill on Davenport Ridge Road towards the intersection is an issue. Consider regarding the lower section of the road.
- Commuters from neighboring towns use Davenport Ridge Road as a shortcut.
- Trucks have difficulty turning around in the Jeanne Court cul de sac.
- There is a blind spot for drivers turning from Chestnut Hill Road onto Long Ridge Road going southbound. Consider making the short block on Chestnut Hill Road one-way northbound.
- Speeding cars cross over the double yellow line on Long Ridge Road near the Merritt Parkway. Traffic signals should be moved in order to allow vehicles from side streets and private driveways to get onto and off of Long Ridge Road.
- Speeding and truck traffic are issues on Wire Mill road. Consider using speed humps or median islands.

It is believed that the above represents an accurate description of the major events that transpired at this meeting.



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Respectfully submitted,

URBAN ENGINEERS, INC.

Najib O. Habesch
Project Manager

cc: File