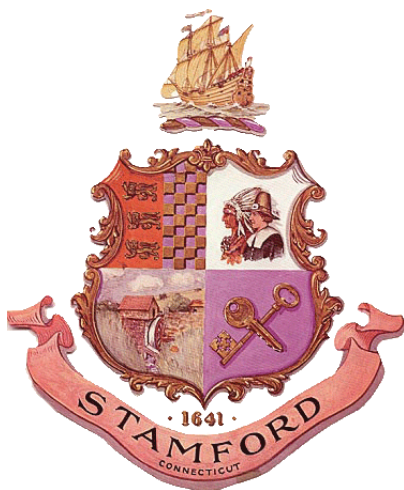


# Stamford Neighborhood Traffic Calming Final Report Appendices



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# APPENDIX A

## NEIGHBORHOOD PLANS

# Bulls Head

The opening charrette for the Bull Head neighborhood was held on October 23, 2007 at Rippowam Middle School. Residents who attended identified pedestrian safety as an issue throughout the entire neighborhood. The intersection of Prospect Street, Hoyt Street, Strawberry Hill Avenue, Grove Street, and Hillandale Avenue was described as being particularly confusing and unfriendly for pedestrians. Other areas singled out as being in need of pedestrian safety improvements are Oaklawn Avenue, Strawberry Hill Avenue, High Ridge Road, Long Ridge Road, and the intersection of Bedford Street and Summer Street. Speeding was noted to be a concern on Oaklawn Avenue, Halpin Avenue, Fourth Street, Washington Boulevard, Bedford Street, Terrace Avenue, McClean Avenue, and Cross Road. Participants identified the Halpin Road at High Ridge Road and Halpin Avenue at Oaklawn Avenue as intersections where traffic safety was an issue.



On June 10, 2008 a closing charrette for the neighborhood was conducted at Cloonan Middle School. Fifth Street was singled out as an additional location where speeding was an issue. Residents also recommended that Fifth Street and Fourth Street be treated simultaneously so that the speeding issue is not simply shifted from one street to the other. It was suggested that pedestrian safety on Bedford Street could be improved through the introduction of a buffer such as a shoulder or bicycle lane which would separate the sidewalk from traffic. Improvements aimed at addressing intersection safety were requested for Oaklawn Avenue at Old North Stamford Road and for Summer Street at Second Street. Residents suggested that low maintenance, environmentally friendly landscaping be incorporated to the proposed traffic calming improvements where possible.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Downtown Neighborhood:

1. The treatments that can be implemented on Long Ridge Road and High Ridge Road are limited due to their being State owned roadways. However, it is recommended that shoulder markings or bicycle lanes be considered on these roadways.
2. Replace all existing Bulls Head neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
3. The treatments that can be implemented on Long Ridge Road are limited due to their being State owned roadways. However, it is recommended that shoulder markings or bicycle lanes be considered on this roadway.
4. Improve pedestrian and vehicular safety on Oaklawn Avenue by installing sidewalks on both sides of the street; adding enhanced crosswalks at all intersections; installing curb extensions at the Dann Drive, Sherwood Road, and Dorlen Road intersections; constructing roundabouts at the Stanwick Place, Pepper Ridge Road, Dorlen Road, and Newfield Avenue intersections; and realigning the Old North Stamford Road intersections.
5. Install curb extensions, inset parking, and median islands on North Street, Hoyt Street, Oak Street, Second Street, Third Street, Fifth Street, Chester Street, and Urban Street. North Street should also be placed on a road diet.
6. Install curb extensions and inset parking on First Street, Fourth Street, and Sixth Street.
7. Construct a median island on Dolsen Place at the Bedford Street intersection.

# Bulls Head

8. Implement bike lanes or shoulder markings, curb extensions, inset parking, and enhanced crosswalks on both Summer Street and Bedford Street.
9. Install curb extensions, inset parking, and a parking chicane on Halpin Avenue.
10. Implement enhanced crosswalks on Washington Boulevard.
11. Construct curb extensions at all Franklin Street intersections.
12. Install curb extensions and enhanced crosswalks at the intersection of Strawberry Hill Avenue, Hillandale Avenue, Grove Street, Prospect Street, and Hoyt Street.
13. On Strawberry Hill Avenue, implement a bike lane or shoulder markings along with enhanced crosswalks. Also install a roundabout at the Upland intersection. Place curb extensions where Strawberry Hill Avenue intersections Colonial Road, Rock Spring Road, and Holcomb Avenue. Place a median island on Strawberry Hill Avenue in front of the Stanwich School.
14. Install curb extensions and inset parking on Prospect Street.
15. On Richards Avenue, install roundabouts at the Randall Avenue and Hoover Avenue intersections.
16. Install curb extensions, inset parking, and enhanced crosswalks on Morgan Street. At the intersection of Morgan Street and Strawberry Hill Court install a roundabout. At the intersection of Morgan Street and Hoyt Street construct a median island.
17. Implement a bicycle lane or shoulder markings on Hoyt Street.
18. Implement a bicycle lane or shoulder markings on Revonah Avenue.
19. Relocate the traffic signal on Bedford Street at the intersection of Summer Street, Long Ridge Road, and High Ridge Road. The signal should be moved closer to Bedford Street so that the stop car can be set back from the intersection and the crosswalk.
20. Realign the intersection of Washington Boulevard and Cold Spring Road.
21. Relocate the existing traffic signal mast arm on Bedford Street at the intersection of Long Ridge Road, High Ridge Road, and Bedford Street. Then move the stop bar further away from the crosswalk.



# Castlewood/Cedar Heights

A joint charrette was conducted for members of the Cedar Heights/Castlewood and Roxbury communities on October 29, 2007 at West Hill High School. Residents highlighted several issues pertaining to the Cedar heights/Castlewood neighborhood including safety concerns at the Long Ridge Road, Stillwater Road, and Roxbury Road intersection. High Ridge Road was identified as a location where speeds could be reduced and pedestrian safety could be improved. Specifically, residents requested that lanes be narrowed and a shoulder or bicycle lane be implemented in order to create a buffer between traffic and pedestrians on the sidewalk. Crosswalk markings could also be improved to enhance pedestrian safety. Residents also requested that McClean Avenue be considered for traffic calming improvements aimed at addressing speeding, cut through traffic, and wide turns that are made off of High Ridge Road and Long Ridge Road. Residents stated that speeding occurs on Wire Mill Road and the new highway exit ramp could bring additional traffic onto the road.



A closing charrette was conducted on June 4, 2008. Additional issues discussed during this meeting include the intersection of Cedar Heights Road and Clay Hill Road where residents have difficulty safely executing turning maneuvers. Speeding occurs on Clay Hill road. At the intersection of Wire Mill Road and Cedar Heights Road drivers speed through the intersection without obeying stop signs. Long Ridge Road experiences speeding problems. Also, improved maintenance is requested to address ice formation on Long Ridge Road at the Merritt Parkway entrance ramp. Residents asked that sidewalks be added to Long Ridge Road to make it more pedestrian friendly.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Castlewood/Cedar Heights Neighborhood:

1. The treatments that can be implemented on Long Ridge Road, High Ridge Road, and Washington Boulevard are limited due to their being Stated owned roadways. However, it is recommended that shoulder markings or bicycle lanes be considered on these roadways.
2. Replace all existing Castlewood/Cedar Heights neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
3. Install sidewalks, median islands, and bike lanes or shoulder markings on McClean Avenue, Terrace Avenue, and Cross Road. Also, install enhanced crosswalks where each of these streets intersects with High Ridge Road.
4. Place bike lanes or shoulder markings on Wire Mill Road. Construct a roundabout at the intersection of Wire Mill Road and Cedar Heights Road. Construct a median island on Wire Mill Road, north of Cedar Heights Road.
5. Add bicycle lanes or shoulder markings to both Clay Hill Road and Cedar Heights Road. Install rumble strips on Clay Hill road, southwest of Cedar Heights Road. Also, construct a roundabout at the intersection of Clay Hill Road and Archer Lane.
6. Install a roundabout at the intersection of Roxbury Road, Stillwater Road, and Long Ridge Road.
7. Replace existing crosswalks on High Ridge Road with more visible enhanced crosswalks.
8. Install new sidewalks on both sides of Long Ridge Road between Woodridge Drive South and Terrace Avenue.

# Castlewood/Cedar Heights

9. Install bicycle lanes or shoulder markings on Dunn Avenue. Construct median islands on all approaches to the Dunn Avenue and Dunn Court intersection.
10. Install curb extensions at all Hartwood Road and Lewis Road intersections. Construct roundabouts at the Hartwood Road/Meadowpark Avenue intersection and at the Lewis Road/Ayres Drive intersection.
11. Implement a bicycle lane or shoulder markings on Buckingham Drive. Install a roundabout at the intersection of Buckingham Drive and Warwick Lane.
12. Construct curb extensions on Amherst Place at the Warwick Lane and Amherst Place intersections. Install a roundabout at the intersection of Amherst Place and Woodridge Drive South.
13. Install a bicycle lane or shoulder markings on Woodridge Drive South.
14. On Nichols Avenue, construct a roundabout at the Meadow Park Avenue intersection and a median island at the High Ridge Road intersection.
15. Install a bicycle lane or shoulder markings on Stillwater Road.
16. Add a bicycle lane or shoulder markings on Ridge Park Avenue. Install curb extensions and a roundabout at the Ridge Park Avenue and Woodridge Drive intersection. Install curb extensions at the Ridge Park Avenue and Rosano Road intersection.
17. On Clover Hill Drive implement bike lanes or shoulder markings. Construct medians at the Stillwater Road and Long Ridge Road intersections and roundabouts at the Long Hill Drive and Evergreen Court intersections.
18. Install bicycle lanes and shoulder markings on Brook Run Lane and Lakeview Drive. On Lakeview Drive construct roundabouts at the Stonewall Drive, Coopers Pond Road, and Brook Run Lane intersections.
19. Construct a roundabout at the intersection of Three Lakes Drive and Bridal Path.
20. Construct curb extensions at the intersection of Woodridge Drive and Brookvale Place.

# Cove

Residents of the Cove neighborhood convened for an opening traffic calming charrette at KT Murphy School on May 21, 2007. The attendees identified speeding, truck traffic, and double parking as issues on a number of streets including Seaside Avenue, Weed Avenue, and Cove Road. Speeding is also a concern for many residents on Willowbrook Avenue. The Willowbrook Avenue and Soundview Avenue intersection was identified as being in need of safety improvements. Residents noted that the area surrounding Cove Park experiences heavy pedestrian traffic during the summer season. They requested additional police enforcement throughout the neighborhood. The meeting participants would also like to see signal timings improved on East Main Street as some of the cut through traffic is perceived to be using neighborhood streets in an attempt to avoid red lights on East Main.



During the closing charrette, held on June 4, 2007 at KT Murphy School, residents reiterated the need to address speeding concerns on Cove Road, Weed Avenue, Willowbrook Avenue, Seaside Avenue, and Soundview Avenue. Additional locations identified as possibilities for traffic calming include Island Heights Drive, Island Heights Circle, Mathews Street, and Givens Avenue. Potential landscaping opportunities were discussed. The attendees were informed that while the City was willing to provide aesthetic landscaping options, however, the community would be expected to provide maintenance. Cove residents expressed a preference for moderate to high levels of landscaping. Additional information on the proceedings may be found in the meeting minutes in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Cove Neighborhood:

1. Replace all existing Cove neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. Implement a variety of traffic calming improvements on Cove Road. The proposed improvements include a median island at the Shippan Avenue intersection; inset parking between Shippan Avenue and Van Buskirk Avenue and between Willowbrook Avenue and Seaside Avenue; bicycle lanes or shoulder markings between Van Buskirk Avenue and Willowbrook Avenue; a sidewalk between Willowbrook Avenue and Cove Road; and curb extensions at the Dean Street intersection.
3. Install a sidewalk on the east side of Weed Avenue. At the intersection of Weed Avenue and Cove Road construct a roundabout.
4. On Soundview Avenue implement a parking chicane between Cove Road and Limerick Street; a road diet and bicycle lanes or shoulder markings between Limerick Street and Wallacks Lane; sidewalks between Tupper Drive and Willowbrook Avenue; roundabouts at the Cummings Park driveways; curb extensions at the Cummings Park driveways and Tupper Drive; and enhanced crosswalks at the Cummings Park driveways, Tupper Drive, and Willowbrook Avenue.
5. Implement curb extensions and inset parking on Seaside Avenue.
6. Construct curb extensions at all Mathews Street intersections.
7. Construct curb extensions at all Willowbrook Avenue intersections between Cove Road and Soundview Avenue, along with raised crosswalks at the Caldwell Avenue and Uncas Road intersections.



# Cove

8. Utilize curb extensions and inset parking at the following locations: Wardwell Street, Frederick Street, McMullen Avenue, James Street, East Avenue, Van Buskirk Avenue, Ranson Street, Caldwell Avenue, George Street, Webb Avenue, Dora Street, Hale Street, Hobbie Street, Albin Road, Andover Road, Cambridge Road, Horton Street, Sylvan Knoll Road, Charles Street, Martin Street, and Duffy Street.
9. Install a curb extension at the intersection of Park Street and Cummings Avenue.
10. Implement a parking chicane on Middlebury Street along with roundabouts at the Andover Road and Cambridge Road intersections.
11. On Neponsit Street, utilize a parking chicane between Dora Street and Island Heights Drive, a roundabout at the Webster Road intersection, and a diverter at the Island Heights Drive intersection.
12. Place Island Heights Drive on a road diet between Cove Road and Island Heights Circle. Also install a median island at the roadway's curve and a roundabout at the Island Heights Circle intersection. Between Island Heights Circle and Neponsit Street implement a chicane.
13. Construct a diverter at the intersection of Duffy Street and Palmers Avenue.
14. Install curb extensions and inset parking on Uncas Road between Sachem Place and Wascussee Lane. Construct road diets on Uncas Road at the Sachem Place and Wascussee Lane intersections.
15. Create chicanes on Wascussee Lane between Soundview Avenue and Wascussee Lane East as well as between Sachem Place and Uncas Road. Implement a chicane at Wascussee Lane East as well.
16. At Sachem Place implement a chicane between Uncas Road and the curve. Construct curb extensions at the Wascussee Lane intersection and implement inset parking between Wascussee Lane and the curve.
17. Install curb extensions and inset parking on Wascussee Lane between Wascussee Lane East and Sachem Place. Construct a roundabout at the Wascussee Lane and Wascussee Lane East intersection.

# Downtown

The Downtown neighborhood opening charrette was conducted at the Stamford Government Center on October 30, 2007. Participants identified roadway capacity as a key concern for the neighborhood. Because roadways such as Bedford Street, Summer Street, and many of the east-west running streets already experience significant traffic demand, any recommendations aimed at calming should not reduce their capacity. Stakeholders also requested that the project team improve pedestrian amenities in order to provide a more comfortable walking experience throughout the downtown. It was noted that a significant number of large trucks make delivery trips to downtown businesses and all traffic calming treatments should be designed to accommodate these vehicles. Specific locations which were identified include both Grove Street and Forest Street where speeding and pedestrian safety are concerns.



Downtown stakeholders reconvened on June 5, 2008 to participate in a closing charrette. Additional issues were identified at this time including speeding and excessive roadway width on North Street. Participants identified the Main Street/Summer Street and the Washington Boulevard/Broad Street intersections as locations where crosswalk improvements could prove beneficial. They also expressed a desire for additional bicycle lanes to be implemented on streets where the cross-section and capacity of the roadway permit their inclusion. The area surrounding the Transportation Center was identified as an area in which pedestrian safety improvements were needed and this is being addressed through a separate project financed by the Royal Bank of Scotland. Several requests made at this meeting were considered by the project team but were not ultimately included in the Traffic Calming Master Plan due to associated impacts on capacity including requests to implement parking on Summer Street and Bedford Street, inclusion of exclusive pedestrian phases at signalized intersections, and widening of the Washington Boulevard through the elimination of right turn lanes. Additionally, a request to eliminate the Atlantic Street median was not incorporated into the plan as doing so would likely lead to an increase in vehicular speeds.



Urban conducted focus group meetings with members of the Downtown Special Services District. Participants in the focus groups highlighted the importance of improving safety at all downtown pedestrian crossings. On Tresser Boulevard in particular crosswalks are very long and faded and pedestrian refuge islands are needed. Preservation of on street parking was also identified as an important element of the traffic calming plan as business owners view availability of parking as critical to the success of their establishments. The DSSD requested that improvements be made to the traffic signals on Broad Street at Summer Street and at Washington Boulevard. Intersection realignment was requested at the intersection of Broad Street and Gay Street in order to facilitate left turns for westbound and southbound traveling traffic. They also identified a need to adjust the stop bar location at the westbound Spring Street approach to Summer Street. The intersection of Main St, Summer Street, West Park Place, and Bank Street was targeted for improvement due to its complicated geometry and heavy pedestrian volumes. Finally, the DSSD requested that the City consider designating Bedford Street and Summer Street as two-way streets in order to improve capacity.

# Downtown

Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Downtown Neighborhood:

1. The treatments that can be implemented on Main Street and Washington Boulevard are limited due to their being State owned roadways. However, it is recommended that shoulder markings or bicycle lanes be considered on these roadways.
2. Replace all existing Downtown neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
3. Install several curb extensions at the intersection of Main Street, Summer Street, West Park Place, and Bank Street. The curb extension proposed for the easternmost corner of Columbus Park should extend as far as possible in order to provide additional space for pedestrians.
4. Improve signal sequencing and reevaluate right-turn-on-red designations at the Broad Street at Summer Street and Broad Street at Washington Boulevard intersections.
5. Redesign the crosswalk and median break at the intersection of Broad Street and Gay Street to facilitate left turns for westbound and southbound traffic.
6. Relocate the stop bar on the westbound approach of the Spring Street and Summer Street intersection. It should be located further back from the intersection and a "Stop Here on Red" sign should be installed.
7. Investigate converting Bedford Street and Summer Street to two-way operation. Although Stamford Town Center has a permanent agreement in place with the City requiring one-way operation to be maintained on these streets, the potential benefits of two-way operation warrant further exploration of the issue. Two-way operation could potentially improve capacity, discourage speeding, and improve pedestrian safety.
8. Place North Street on a road diet. Also, implement curb extensions and inset parking on the section of North Street between Summer Street and Bedford Street.
9. Install median islands on many of the side streets which intersect Summer Street and/or Bedford Street. These locations include North Street, Dolsen Place, Hoyt Street, and Forest Street.
10. Implement curb extensions and inset parking on segments of the following streets: Bedford Street, Franklin Street, Summer Street, Main Street, Forest Street, Broad Street, Greyrock Place, Grove Street, Greenwich Avenue, Prospect Street, Hoyt Street, and Spring Street.
11. Use bicycle lane/shoulder markings on Bedford Street.
12. Reconstruct the existing median islands on Tresser Boulevard.
13. Construct median islands on Washington Boulevard between Tresser Boulevard and North State Street.
14. Place the portion of Grove Street between East Main Street and Broad Street on a road diet by eliminating a travel lane and constructing a median island.
15. Install bicycle lanes/shoulder markings on Hoyt Street.
16. Realign the intersection of Main Street, Mill River Street, Smith Street, and Greenwood Hill Street. Construct curb extensions and implement enhanced crosswalks on all approaches.
17. Place South State Street (from Canal Street to Elm Street) on a road diet by narrowing the existing travel lanes. Also, construct a sidewalk on the south side of the street.
18. Construct curb extensions at the intersection of Washington Boulevard and West Park Place.
19. Construct curb extensions at the intersection of Bank Street and Atlantic Street.
20. Construct curb extensions at the intersection of Main Street and Washington Boulevard.
21. Install median islands on Atlantic Street at the Federal Street and North State Street intersections.

# East Side

The opening charrette for the East Side neighborhood was held on April 17, 2007 at Rogers Magnet School. Residents and stakeholders at the meeting raised a number of issues including speeding and pedestrian safety along East Main Street. Pedestrian safety is also an issue on Broad Street at the intersection of East Main Street. The attendees also requested that pedestrian safety improvements be incorporated around Rogers Magnet School, particularly on Lockwood Avenue where curb extensions and improved crossings were requested. Seaton Road and Ursula Place were both identified as streets experiencing cut through traffic and speeding.



On June 13, 2007 the East Side neighborhood's closing traffic calming charrette was held at the Holiday Inn Select on East Main Street. At this meeting, a majority of the attendees voted to incorporate moderate levels of landscaping into the proposed treatments in order to enhance aesthetics without requiring excessive maintenance. The attendees also identified additional locations where improvements could be used to enhance safety, including the intersections of East Street at Myrtle Avenue and East Main Street at Quintard Terrace. The residents also requested that the project team look at Courtland Avenue to see what improvements could be made. Although Glenbrook Road was considered to be part of the Glenbrook neighborhood for the purpose of this project, it was discussed by attendees of this charrette and identified as an area where speeding occurs. The intersection of Glenbrook Road and Daskam Place was singled out as being particularly unsafe in the minds of residents. They also felt that speeding was an issue on South State Street. It was reported that trucks have been using Crystal Street and Hundley Court as shortcuts. Additional details on the East Side neighborhood charrettes can be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the East Side Neighborhood:

1. The treatments that can be implemented on East Main Street and Courtland Avenue are limited due to their being State owned roadways. However, it is recommended that shoulder markings or bicycle lanes be considered on these roadways.
2. Replace all existing Courtland Avenue neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
3. Improvements to Myrtle Avenue will be addressed through the Urban Transitway project. The enhancements include bicycle lanes, new sidewalks, and improved crosswalks.
4. Construct a curb extension on the median at the intersection of Broad Street and East Main Street. Widening the median will reduce the distance that pedestrians must cross. Also, install an enhanced crosswalk in order to improve pedestrian safety.
5. Incorporate curb extensions and enhanced crosswalks onto Lockwood Avenue. Also, add bicycle lanes or shoulder markings between East Main Street and Warren Street. Construct raised intersections on Lockwood Avenue at the William Street and Frank Street intersections.
6. Install curb extensions and enhanced crosswalks on Maple Avenue. Also, incorporate shoulder markings and bicycle lanes along the entire street and raised intersections at the Warren Street and William Street intersections.
7. Implement curb extensions and inset parking on Seaton Road.



# East Side

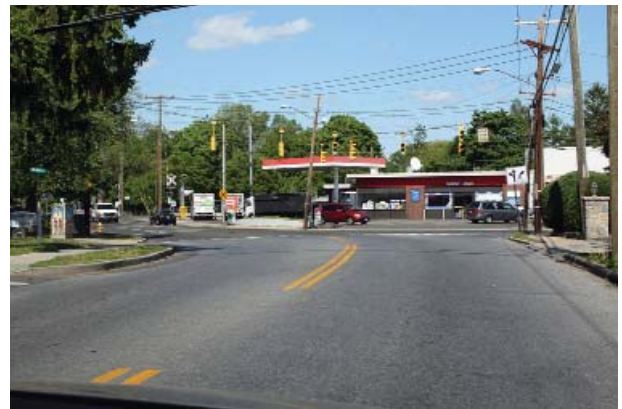
8. Use a parking chicane on Standish Road.
9. Utilize curb extensions, inset parking, and shoulder markings or bicycle lanes on Revere Drive.
10. On Lawn Avenue, paint shoulder markings or bicycle lanes. Construct curb extensions at the Custer Street, Trumbull Gate, and Sherman Street intersections.
11. Install curb extensions and inset parking on the following streets: Custer Street, Sherman Street, Grant Avenue, Sheridan Street, and Lincoln Avenue. On Custer Street, incorporate shoulder markings or bicycle lanes as well.
12. Implement a parking chicane on Culloden Road. Construct curb extensions at the intersection of Culloden Road and Penzance Road. Install a roundabout at the intersection of Culloden Road and Crystal Street.
13. Install curb extensions and inset parking on Penzance Road and Clovelly Road. Install a roundabout at the intersection of Penzance Road and Clovelly Road.
14. Use curb extensions and inset parking on Scott Place and Peveril Road. On Scott Place, construct roundabouts at the Clovelly Road and Peveril Road intersections.
15. Install curb extensions and inset parking on Crystal Street and on Daskam Place. On Crystall Street, also install shoulder markings or a bicycle lane. Build a roundabout at the intersection of Crystal Street and Daskam Place.
16. On Quintard Terrace, construct curb extensions and inset parking. Also, construct a raised intersection at the Hundley Court intersection.
17. Place a parking chicane, curb extensions, and inset parking on Hundley Court.
18. Install curb extensions, inset parking, and shoulder markings or bicycle lanes on Lafayette Street.
19. Construct a median island on Grove Street, between Broad Street and East Main Street. Also add curb extensions and inset parking.
20. Implement curb extensions and inset parking on Clarks Hill Avenue and Daly Street.
21. On North State Street, utilize median islands, curb extensions, and inset parking. Also, construct a roundabout at the Clarks Hill Avenue intersection.
22. Add shoulder markings or bike lanes on South State Street.
23. Implement parking chicanes on Seaside Avenue, Home Court and Houston Terrace. On Seaside Avenue, construct curb extensions as well.
24. Construct curb extensions at the intersection of Waterbury Avenue and Birch Street.
25. Install a sidewalk on the east side of Weed Avenue.
26. Add curb extensions, inset parking, and bicycle lanes on the following streets: Frederick Street, Warren Street, William Street, Orange Street, Woodrow Street, Dale Street, Shippan Avenue, Ursula Place, Maher Road, and Orange Street.
27. Use curb extensions and inset parking on the following Streets: Frank Street, Lillian Street, and Stafford Road.
28. Install shoulder markings or bicycle lanes on Lee Street.
29. Construct roundabouts on Shippan Avenue at Frederick Street and at Warren Street.
30. Build a roundabout at the intersection of Orange Street and Ursula Place.
31. Implement a parking chicane on Leeds Street.

# Glenbrook

Members of the Glenbrook community convened on May 22, 2007 for the neighborhood's opening traffic calming charrette. During this charrette residents expressed a desire for increased police enforcement. They also identified several streets which could benefit from treatments aimed at reducing speeds, including Glenbrook Road, Holcomb Avenue, Courtland Avenue, Courtland Hill Street, and Rock Spring Road. Cut through traffic was noted as a concern on Lenox Avenue, Church Street. Participants described how unorganized on street parking at the intersection of Colonial Road and Pilgrim Walk blocked sight lines and had caused a number of accidents. Speeding, heavy volumes, and the safety of young pedestrians were the primary concerns on Scofield Avenue. The attendees requested that pedestrian safety be enhanced on Toms Road, particularly near Dolan Middle School. Many residents also were concerned with sight lines on Treat Avenue, where parked vehicles made it difficult for drivers to see oncoming traffic.



The closing charrette for the Glenbrook neighborhood was held at Julia Stark School on June 5, 2007. During this meeting residents expressed a preference for incorporating moderate levels of landscaping into the proposed traffic calming devices. Such landscaping enhances the aesthetics of the devices without requiring excessive maintenance. Stakeholders provided additional details regarding issues that were discussed during the opening charrette and highlighted several new issues. Shoulder markings or bicycle lanes were requested on Rock Spring Road to narrow travel lanes and discourage speeding. They also requested that Hillandale Avenue traffic be calmed in order to improve safety, particularly near the school and nursery. Residents asked that new sidewalks be built on Toms Road. Pedestrian safety improvements were requested on Strawberry Hill Avenue due to a high number of children using the street. Many residents also expressed a desire to see improvements made on Hope Street. Further details on the proceedings of the Glenbrook neighborhood's opening and closing charrettes may be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the East Side Neighborhood:

1. The treatments that can be implemented on Courtland Avenue are limited due to it being a State owned roadway. However, it is recommended that shoulder markings or bicycle lanes be considered on this roadway.
2. Replace all existing Glenbrook neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
3. On Glenbrook Road, implement curb extensions and inset parking between East Main Street and Hamilton Avenue. Construct new sidewalks on the south side of the street from Hope Street to Hamilton Avenue. Also, build roundabouts at the Hamilton Avenue and Church Street intersections. Finally, upgrade all existing crosswalks on Glenbrook Road and throughout the neighborhood.
4. Implement curb extensions and inset parking along the length of Holcomb Avenue.
5. The treatments that can be implemented on Courtland Avenue are limited, due to the road being State-owned. However, it is recommended that shoulder marking or bicycle lanes as well as enhanced crosswalks be considered.
6. Utilize curb extensions and inset parking on Courtland Hill Street. Install a roundabout at the intersection of Courtland Hill Street, Hamilton Avenue, and Midland Avenue.
7. Install curb extensions, inset parking, and shoulder markings or bicycle lanes on Rock Spring Road.

# Glenbrook

8. On Toms Road, construct new sidewalks. Install a median island, which will provide pedestrian refuge, in front of Dolan Middle School. Add either shoulder markings or bicycle lanes.
9. Use curb extensions and inset parking on Hope Street, between Glenbrook Road and Douglas Avenue.
10. On Hillandale Avenue, use curb extensions and inset parking between Strawberry Hill Avenue and Underhill Street. From Underhill Street to Treat Avenue, implement a parking chicane. Construct a roundabout at the Wenzel Terrace intersection.
11. Incorporate curb extensions and inset parking onto Lenox Avenue, Fairmont Avenue, and Tremont Avenue.
12. Add curb extensions and either shoulder markings or bicycle lanes along Midland Avenue.
13. On Hamilton Avenue, install curb extensions and inset parking from Glenbrook Road to Culloden Road. Add shoulder markings or bike lanes between Culloden Road and Midland Avenue. Construct new sidewalks between Glenbrook Road and Courtland Avenue.
14. Use curb extensions and inset parking and inset parking on Center Street, Coolidge Avenue, Treat Avenue, Colonial Road, Plymouth Road, Pilgrim Walk, and Howes Avenue.
15. Install signage restricting parking at the intersection of Treat Avenue and Cowan Avenue.
16. Implement parking chicanes on Scofield Avenue, Morris Street, and Mayflower Avenue.
17. Install curb extensions and inset parking on Fenway Street, Wenzel Terrace, Underhill Street, Hillcrest Avenue, Lindale Street, Forest Street, Valley Road, and Greyrock Place.
18. Realign the corner of Hillcrest Avenue and Lindale Street by introducing pavement markings.
19. On Highland Road, implement a parking chicane between Grove Street and Lindale Street. Use curb extensions and inset parking, as well as shoulder markings, between Lindale Street and Highland Road.
20. Add shoulder markings or bicycle lanes on Arlington Road.
21. Install curb extensions and inset parking on Frankel Place, Crescent Street, Arthur Place, and Cowing Place.
22. Add shoulder markings or bicycle lanes on Ely Place, Kirkham Place, and Union Street.
23. Install curb extensions at all Oakdale Road intersections.
24. On Belltown Road, implement curb extensions, inset parking, and shoulders or bicycle lanes. Also, construct a roundabout and a median island at the Pershing Avenue intersection.
25. Install shoulder markings or bicycle lanes on Upland Road.
26. Build curb extensions and inset parking on Elmbrook Drive.
27. Install shoulder markings or bicycle lanes on Glendale Road.
28. Create a parking chicane on Pine Hill Avenue.
29. Construct sidewalks and either shoulder markings or bicycle lanes on Alton Road.
30. Build a speed table and a median island on Research Drive.
31. Implement a parking chicane on Fairland Street.
32. Install curb extensions and inset parking on Francis Avenue.
33. On Burdick Street, install curb extensions, inset parking, and a new sidewalk.



# Hubbard Heights

A joint opening charrette was held for the Hubbard Heights and West Side neighborhoods at Westover School on October 24, 2007. Residents identified a number of concerns in each neighborhood. For Hubbard Heights, speeding on Hubbard Avenue was of particular concern, especially when drivers are able to avoid a red light at the traffic signal at West North Street. Some residents suggested that Hubbard Avenue be visually narrowed in order to discourage speeding. Speeding was also identified as an issue on Rachelle Avenue, St. George Avenue, Bridge Street, West North Street, and other streets. Residents requested that crosswalks, curb extensions, and a roundabout be installed at the intersection of Hubbard Avenue and Bridge Street in order to improve pedestrian safety and reduce vehicular speeds. They also requested that improvements be made on Bridge Street and Washington Boulevard in order to improve access to Scalzi Park. The attendees expressed concern over truck traffic at the intersection of West Broad Street and Hubbard Avenue. They also suggested that a roundabout be installed at the intersection of Stillwater Road and Stillwater Avenue.



The neighborhood's closing charrette was also a joint meeting conducted with residents of Hubbard Heights and the West Side. The meeting was held on June 11, 2008 at Westover School. During this meeting, residents reiterated the need to address many of the previously discussed issues and highlighted additional concerns. They expressed concern over the availability of on street parking and asked that the project team avoid removing on street parking whenever possible. A request was made that treatments utilizing vertical deflection be avoided on Hubbard Avenue as such devices would impact emergency response vehicles on an important access route. Stakeholders closed the meeting by casting a vote to identify the top issues that they felt must be addressed by the Traffic Calming Master Plan. They selected the following concerns: speeding at the intersection of Bridge Street and Hubbard Avenue, discouraging truck traffic from using Hubbard Avenue and West Broad Street, and improving the intersection of Bridge Street and Washington Boulevard. Additional details on both the opening and closing charrettes can be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Hubbard Heights Neighborhood:

1. Replace all existing Hubbard Heights neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. At the intersection of Bridge Street and Hubbard Avenue install a roundabout, curb extensions, and enhanced crosswalks.
3. On Hubbard Avenue install curb extensions at several intersections along with a roundabout at the Woodmere Road intersection. Add shoulder markings or a bicycle lane between West Broad Street and Bridge Street. Also, construct a sidewalk on the west side of the road from Vuono Drive to Bridge Street.
4. Construct new sidewalks on both sides of Bridge Street.
5. Implement shoulder markings or bicycle lanes on West Broad Street. Also, install curb extensions at the Merrell Avenue, Rachelle Avenue, Saint George Avenue, Hubbard Avenue, Hinckley Avenue, Wright Street, and Stephen Street intersections.
6. Place North Street on a road diet between Washington Boulevard and Cloonan School. Implement shoulder markings or a bicycle lane along the entire length of the street. Also, construct curb extensions at all intersections between Powell Place and Rachelle Avenue and implement inset parking.



# Hubbard Heights

7. Use curb extensions and inset parking on the following streets: Rachelle Avenue, Saint George Avenue, Grandview Avenue, Woodcliff Street, and Powell Place.
8. On Hinckley Avenue implement curb extensions and inset parking. In addition to curb extensions at the intersecting street, two sets of midblock curb extensions should be installed to create a narrowing “choker” effect.
9. On Anderson Street, install curb extensions and inset parking. Also, construct a new sidewalk on the west side of the street.
10. On Adams Avenue, install curb extensions and inset parking, as well as a median island to the north of the Chestnut Street intersection.
11. Install curb extensions, inset parking, and shoulder markings or bicycle lanes on Green Street and Hanrahan Street.

# Newfield

Residents of the Newfield neighborhood participated in an opening charrette at Turn of River School on October 27, 2007. Residents informed the project team that speeding on Pepper Ridge Road was among their top concerns. They requested that shoulder markings be used to narrow the street and roundabouts be installed at several intersections to slow aggressive drivers. Speeding, along with cut through traffic, was also a concern on High Clear Drive and Unity Road. Charrette participants asked that these streets be treated simultaneously, along with Pepper Ridge Road, in order to prevent shifting the speeding issue from one location to another. Speeding and truck traffic were listed as concerns on Turner Road. Residents have observed several issues at the intersection of Case Road and Brinkerhoff Avenue including failure to stop, sight distance obstructions, and speed. The intersection of Turner Road and Newfield Avenue intersection be improved to locations where speeding was identified as an issue include D Hill Lane.



The Newfield neighborhood closing charrette was held at Turn of River School on June 3, 2008. Stakeholders at the meeting identified several traffic issues that they felt should be the neighborhood's top priority, including: cut through traffic and speeding at the intersection of Hollow Oak Lane and Rolling Wood Drive, a high number of accidents at the intersection of Turner Road and Pepper Ridge Road, speeding on High Clear Drive and Dann Drive, pedestrian safety and cut through traffic on Pepper Ridge Road, and truck traffic on Club Road. Residents also highlighted stop sign running as being an issue at the Turner Road and Pepper Ridge Road intersection as well as at the Rolling Wood Drive and Bel Aire Drive intersection. Further details on both meetings can be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Newfield Neighborhood:

1. Replace all existing Newfield neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. On Pepper Ridge Road, install shoulder markings or bicycle lanes along the entire length of roadway. Install roundabouts at the Redbird Road, Berrian Road, Crestwood Drive, Silver Hill Lane, Turner Road, and Hirsch Road intersections. Median islands should be constructed at the Fawn Drive intersection. Curb extensions are suggested at the Berrian Road and Turner Road intersections.
3. Implement shoulder markings or bicycle lanes on Unity Road. Install a median island at the intersection of Unity Road and High Clear Drive.
4. Add shoulder markings or bicycle lanes to High Clear Drive. Construct curb extensions at the Kijek Street, Dann Drive, and Turner Road intersections. Construct a roundabout at the Dann Drive intersection. Implement inset parking between Dann Drive and Turner Road. Build median islands at the intersection of High Clear Drive and Unity Road.
5. On Turner Road install curb extensions at each intersection. Install roundabouts at the Dann Drive, Sherwood Road, Pepper Ridge Road, Barrett Avenue, Brinkerhoff Avenue, and Newfield Avenue intersections. Install median islands at the Pepper Ridge Road intersection. Also, add shoulder markings or bicycle lanes.

# Newfield

6. Implement shoulder markings or bicycle lanes on Newfield Avenue. Install roundabouts at the Turner Road/Belltown Road and Oaklawn Avenue intersections.
7. On Vine Road add shoulder markings or bike lanes. Build curb extensions at the Vine Place, Malvern Road, and Pepper Ridge Road intersections.
8. On Turn of River Road implement shoulder markings or bicycle lanes. Also, construct a roundabout at the Buxton Farm Road intersection and curb extensions at the Talmadge Lane intersection.
9. Construct a new sidewalk on the south sides of Intervale Road and Newfield Drive. Construct curb extensions at the Intervale Road, Newfield Drive, and Joan Road intersection.
10. Install shoulder markings or bicycle lanes on Eden Road. Implement a roundabout at the Eden Road and Twin Brook Drive intersection.
11. Implement a parking chicane on Vine Place.
12. Install stop signs at the intersection of Little Hill Drive and Idlewood Drive.
13. Construct roundabouts on Bel Aire Drive at the Hollow Oak Lane and Rolling Wood Drive intersections.
14. Use shoulder markings or bicycle lanes on Little Hill Drive. Construct roundabouts where Little Hill Drive intersects Hollow Oak Lane and Berrian Road. Build curb extensions at the Little Hill Drive and Hollow Oak Lane intersection.
15. On Rolling Wood Drive install both roundabouts and curb extensions at the Hollow Oak Lane and Berrian Road intersections.
16. Install curb extensions and a roundabout at the intersection of Berrian Road and Woods End Road. Also, create shoulder markings or bicycle lanes on Berrian Road.
17. On Club Road add shoulder markings or bike lanes. Also, construct roundabouts and curb extensions at the Malvern Road and Kerr Road intersections.
18. On Dannell Drive, install roundabouts at the Loveland Road and Crestwood Drive intersections. Install curb extensions at both Crestwood Drive intersections and implement inset parking in between them. Add shoulder markings or bicycle lanes along the entire length of the street.
19. On Loveland Road construct a roundabout at the White Birch Lane intersection and curb extensions at the Silver Hill Lane intersection. Also, add shoulder markings or bicycle lanes.
20. Add shoulder markings or bicycle lanes on the following streets: White Birch Lane, Harvest Hill Lane, Kensington Road, and Kerr Road.
21. Construct a roundabout at the intersection of Janice Road and Woods End Road. Also, add shoulder markings or bicycle lanes on Janice Road.
22. On Crestwood Drive, build a roundabout at the western Hazelwood Lane intersection. Construct curb extensions at both Hazelwood Lane intersections and add shoulder markings or bicycle lanes along the length of the street.
23. On Sanford Lane, install roundabouts at the Harvest Hill Lane and Kensington Road intersections. Also, construct curb extensions at all intersections and implement inset parking.
24. Construct a roundabout at the intersection of Simsbury Road and Nutmeg Lane.
25. On Silver Hill Lane construct curb extensions at all intersections and implement inset parking. Also, add shoulder markings or bicycle lanes along the entire length of the road.
26. Install curb extensions and inset parking on the following streets: Sherwood Road, Hirsch Road, and Ogden Road.
27. Install curb extensions and add shoulder markings or a bicycle lane on Dann Drive.
28. Implement parking chicanes on DuBois Street and Halpin Avenue.

# North Stamford

Residents of the North Stamford neighborhood participated in an opening charrette at Scofield Magnet Middle School on June 2, 2008. During the meeting participants identified a number of issues including speeding on Long Ridge Road, High Ridge Road, Hunting Ridge Road, and Wildwood Road. They also voiced concerns pertaining to pedestrian safety, speeding, and chaotic traffic during school opening and closing hours on Scofieldtown Road. Residents voiced mixed opinions pertaining to existing stop signs on Scofieldtown Road as well. Speeding on North Stamford Road was also discussed. Residents were concerned that after drivers turn off of High Ridge Road onto the residential North Stamford Road they don't slow down. The width of the High Ridge Road and North Stamford Road intersection was described as part of the reason why drivers fail to slow down after making the turn. The speeding issue was of particular concern at the North Stamford Road and Lakeside intersection where drivers also fail to obey the stop signs. Residents were concerned with Wire Mill Road being used as a cut through route to the Merritt Parkway as well as with speeding that occurs on the street. They also requested safety improvements at the intersection of Long Ridge Road and Chestnut Hill Road, particularly for drivers making a southbound left turn onto Chestnut Hill Road. A number of residents asked that sight distance issues at the intersection of Davenport Ridge Road and Jeanne Court also be addressed.



The neighborhood's closing charrette was held on June 12, 2008 at Scofield Magnet Middle School. During the meeting stakeholders identified the issues that they felt should be the highest priorities. Their priorities included: safety at the blind curve on Hannah's Road; congestion at Northeast School on Scofieldtown Road; congestion at the intersection of Wire Mill Road and Long Ridge Road; speeding on Wire Mill Road; heavy volumes at the intersection of Davenport Ridge Road and Jeanne Court; improving the existing traffic circle at the intersection of Newfield Avenue, Lakeside Drive, and Davenport Ridge Road; high volumes on Hunting Ridge Road, improving safety on all roads used by children, and working with the lack of east-west running streets in the neighborhood. Residents reiterated many of the issues discussed during the opening charrette and identified new issues such as the limited sight distance at the intersection of Long Ridge Road and Hunting Ridge Road. Further details on the proceedings of both meetings may be found in Appendix. B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the North Stamford Neighborhood:

1. The treatments that can be implemented on High Ridge Road and Long Ridge Road are limited due to their being State owned roadways. However, it is recommended shoulder markings or bicycle lanes be considered on this roadway.
2. Replace all existing North Stamford crosswalks with more visible enhanced crosswalks as funding becomes available.
3. On Wildwood Road implement shoulder markings or bicycle lanes. Construct a roundabout at the Harpischord Turnpike/Rocky Rapids Road and Hunting Ridge Road intersections and median islands at the Long Ridge Road intersection.
4. On Hunting Ridge Road install a roundabout at the Foxwood Road intersection and median islands and curb extensions at the Haviland Road intersection. Also, install shoulder markings or bike lanes.



# North Stamford

5. On Wire Mill Road install a median island between Linwood Lane and Red Fox Road. Build a roundabout at the intersection of Red Fox Road. Realign the Studio road intersection and install shoulders or bicycle lanes along the length of the street. Construct median islands at the Wire Mill Road and Four Brooks Road intersection.
6. Construct roundabouts on Scofieldtown Road at the Skymeadow Drive, Rock Rimmon Road, and Brookdale Road intersections. Add shoulder markings or bike lanes along the entire length of Scofieldtown Road. Install median islands on all approaches at the Northeast School Driveway. Realign the Scofieldtown Road approach to High Ridge Road.
7. Build a roundabout at the intersection of Hannahs Road and Larkspur Road.
8. Realign both intersections of North Stamford Road and High Ridge Road. Construct roundabouts where North Stamford Road intersects Lakeside Drive and Cascade Road.
9. On Rock Rimmon Road add shoulders or bicycle lanes. Construct roundabouts at the Old Long Ridge Road, Mayapple Road, and Dads Lane intersections. Install curb extensions at the Rock Rimmon Road and Breezy Hill Road intersection.
10. Construct a roundabout at the intersection of Mayapple Road and Country Club Road. Install a median island on the Mayapple Road approach to High Ridge Road. Also, narrow Mayapple Road by using shoulders or bicycle lanes.
11. Install median islands on the Russet Road approaches to Mayapple Road and to High Ridge Road. Install median islands on all approaches of the Russet Road and McIntosh Road intersection. Construct midblock curb extensions between McIntosh Road and Winesap Road. Also, implement shoulders or bicycle lanes along the length of Russet Road.
12. Build a roundabout at the intersection of Winesap Road and McIntosh Road.
13. Install a median island on the Laurel Road approach to High Ridge Road.
14. Realign the Old Long Ridge road approach to Long Ridge Road.
15. On Riverbank Road install a median island at the Long Ridge Road intersection, roundabouts at the Erskine Road, Riverbank Drive, June Road, and Bangall Road, intersections, and install shoulders or bike lanes.
16. Install roundabouts where Briar Brae Road intersects Briar Woods Trail and North Briar Brae Road. Install a median island on the north Briar Brae Road approach to High Ridge Road.
17. Convert the section of Ingleside Drive between High Ridge Road and Briar Brae Road from a two way street to a one-way northbound street.
18. Construct roundabouts at the Laurel Road and Ingleside Drive intersection as well as at the Laurel Road, Reservoir Lane, and Woodbine Road intersection.
19. Implement shoulders or bicycle lanes on Woodbine Road and install a roundabout at the Cascade Road intersection.
20. Use shoulder markings or bike lanes to narrow Haviland Road. Also, install median islands and curb extensions at the Haviland Road/West Haviland Lane intersection.
21. Realign the Sunset Road and High Ridge Road intersection.
22. Build a median island on the Sawmill Road approach to Long Ridge Road.
23. Build median island on the Boulder Brook Drive and Erickson Drive approaches to Hunting Ridge Road.
24. On West Haviland Road install a roundabout at the Bennington Court intersection, a median island and curb extensions at the Chestnut Hill Road intersection, and shoulders or bike lanes along the length of the street.
25. Place shoulder markings or bicycle lanes on Cascade Road.
26. Replace the existing island at the intersection of June Road and Guinea Road with a roundabout and install shoulders or bike lanes on June Road.
27. Construct a median on the Partridge Road approach to Long Ridge Road.
28. Realign the Hunting Ridge Road and Butternut Lane approaches to Long Ridge Road.
29. Close the northern and southern Chestnut Hill Road approaches to Long Ridge Road, leaving only the central intersection open.
30. Install shoulder markings or bike lanes on Webbs Hill Road, along with a roundabout at the Lynam Road intersection. Also improve sight distances at the intersection of Webbs Hill Road and Pheasant Lane by removing vegetation located with the City's right of way.

# North Stamford

31. Build a median on the Chestnut Hill Lane approach to Chestnut Hill Road.
32. Build a median on the Michael Road approach to Cascade Road.
33. Build a median on the Den Road approach to Long Ridge Road.
34. Install shoulders or bicycle lanes on Lakeside Drive and on Newfield Avenue.
35. Create shoulders or bicycle lanes on Guinea Road.
36. Install a roundabout at the intersection of Den Road, Bangall Road, and Constance Lane.
37. Construct a median island on the Midrocks Drive approach to Long Ridge Road.
38. Implement a median island on the Northwood Lane approach to Long Ridge Road.
39. Realign the Jeanne Court and Davenport Ridge Road intersection and improve sight distances.
40. Construct roundabouts on Blackberry Drive at the Blackberry Drive East and Mill Valley Lane intersections.
41. Install roundabouts on Briar Brae Road at the Shady Lane, Ingleside Drive, and Briar Brae Road intersections.
42. Install a roundabout at the intersection of Rock Rimmon Road and Mill Road.
43. Build a roundabout at the intersection of Wildwood Road and Riverbank Road.
44. Construct a roundabout at the Aspen Lane and Frost Pond Road intersection.
45. Install a roundabout at the intersection of Larkspur Road and Cousins Road.
46. Install a roundabout at the intersection of Interlaken Road and Lakeside Drive.
47. Replace the existing traffic circle at the intersection of Davenport Ridge Road and Newfield Avenue with a better designed roundabout.

# Roxbury

The Roxbury opening charrette was conducted in conjunction with the Cedar Heights/Castlewood charrette on October 29, 2007 at West Hill High School. Residents provided a number of helpful comments pertaining to traffic in the Roxbury neighborhood. They stated that many find the intersection of Roxbury Road and Stillwater Road confusing and a number of crashes have been observed there. They also were concerned with speeding and the lack of pedestrian amenities along the entire length of Roxbury Road. These issues were of particular concern at the area in front of Roxbury Elementary School. Residents recommended that the roadway be narrowed in order to discourage speeding. Safety improvements were also requested on West Hill Road near the elementary school.

It was reported that drivers frequently run red lights at the intersection of Roxbury Road and West Hill Road. Other intersections identified by participants as being dangerous include Roxbury Road at Den Road and Roxbury Road at Westover Road.



The neighborhood's closing charrette was held on June 4, 2008 at West Hill High School. At the meeting stakeholders provided additional details on several of the issues identified during the opening. It was noted that speeding on Roxbury Road appears to be a particular problem on several of the roadway's curves. It was also noted that navigating the Stillwater Road and Roxbury Road intersection was especially difficult for buses and other large vehicles. Residents also expressed concern over speeding on Long Ridge Road and on Riverbank Road. They asked that medians be signed or painted so that they are suitably visible to drivers. It was agreed that the neighborhood's top priority is speeding, safety, and the lack of sidewalks on Roxbury Road. Further details on both charrettes can be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Roxbury Neighborhood:

1. The treatments that can be implemented on Long Ridge Road are limited due to it being a State owned roadway. However, it is recommended that shoulder markings or bicycle lanes be considered on this roadway.
2. Replace all existing Roxbury neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
3. On Roxbury Road, install a new sidewalk on the north side of the roadway. Construct roundabouts at the Westover Road, Den Road, and Stillwater Road intersections. Install median islands at many of the curved portions of the roadway and a longer median island extending from West Hill Road to Stillwater Road. Also, build curb extensions and create inset parking from West Hill Road to Stillwater Road. Implement shoulders or bike lanes along the entire length of Roxbury Road.
4. Add shoulders or bicycle lanes on Westover Road. Construct short median islands to the north of the High Line Trail, Old Mill Lane, and Canfield Drive intersections.
5. Implement shoulders or bike lanes on Canfield Drive. Also, construct curb extensions at both of the Canfield Drive approaches to Westover Road.
6. Install shoulders or bicycle lanes on MacGregor Drive. Construct curb extensions at the MacGregor Drive and West Hill Road intersections.
7. Construct curb extensions with inset parking on West Hill Road between Roxbury Road and West Hill Lane.
8. Realign the intersection of Westover Road and Merriebrook Lane.

# Shippan

On April 19, 2007 residents of the Shippan neighborhood met for an opening charrette at Our Lady of the Star of the Sea School. During the charrette they pointed to speeding on Shippan Avenue as being one of their top concerns. They reported that the street is used for drag racing and asked that traffic calming treatments be used to narrow the road and create horizontal deflection. They also asked that enhanced crosswalks be used on Shippan Avenue next to the athletic fields. Speeding on Magee Avenue was also discussed. Speeding was also reported to be an issue on Harbor Drive, in part due to the excess travel lanes which allow aggressive drivers to pass more prudent drivers. The speeding is reported to be most severe at Harbor Drive's curves. The participants requested that new sidewalks be installed along the entire length of Harbor Drive. Speeding was also identified as an issue for Rippowam Road, Downs Avenue, Mitchell Street, and other neighborhood roads.



The Shippan closing charrette was conducted at Our Lady of the Star of the Sea School on June 11, 2007. At the meeting residents overwhelmingly expressed a preference for high level landscaping to be incorporated into future traffic calming deployments, even if it meant that they would be responsible for maintenance. The charrette participants also voted on the streets that they felt should be priorities for treatment. Shippan Avenue was once again the top priority, followed by Harbor Drive, Ocean Drive West, and the intersection of Fairview Avenue and Stamford Avenue. Residents asked that a left turn storage lane be provided on Harbor Avenue in front of Palmers Landing. They also requested that a roundabout be installed at the intersection of Shippan Avenue, Verplanck Avenue, and Ocean Drive in order to slow drivers attempting to make high speed turns from Shippan Avenue onto Ocean Drive West. Additional details on the proceedings of both meetings can be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Shippan Neighborhood:

1. Replace all existing Shippan neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. Place Shippan Avenue on a road diet by installing shoulders or bicycle lanes, thus narrowing the visual appearance of the roadway. Install curb extensions and inset parking between Cove Road and Magee Avenue. Construct roundabouts at the Harbor Drive, Shippan Avenue, Wallace Street, and the southern Ocean Drive West intersections. Construct curb extensions at the Harbor Drive and Magee Avenue intersection. Install new enhanced crosswalks at several Shippan Avenue intersections. Build sidewalks on the west side of Shippan Avenue from Harbor Drive to the southern end of the street.
3. Implement curb extensions and an enhanced crosswalk on Shippan Avenue at the driveway for West Beach Park.
4. Place Harbor Drive on a road diet by replacing two of the travel lanes with a median left turn lane and installing shoulders or bike lanes. Also, build a median island at the sharp curve located approximately at midblock. Install new sidewalks on both sides of the road, extending the entire length of Harbor Drive.
5. Install curb extensions, inset parking, and shoulder markings or a bicycle lane on Magee Avenue.
6. Utilize curb extensions and inset parking on Harborview Avenue, Mohegan Avenue, Ponus Avenue, Algonquin Avenue, Wampanaw Avenue, Rippowam Road, Iroquois Road, Downs Avenue, Sea Beach Drive, Fairview Avenue, and Verplanck Avenue.



# Shippan

7. Implement parking chicanes on Mitchell Street and Auldwood Road.
8. On Stamford Avenue implement a parking chicane from Ralsey Road to Ocean Drive West. Construct curb extensions and a roundabout at the intersection of Stamford Avenue and Ocean Drive West. Between the northern and southern Ocean Drive West intersections place Stamford Avenue on a road diet by using shoulders or bike lanes to narrow the travel lanes.
9. Place Ocean Drive East on a road diet by using pavement markings to narrow the travel lanes.
10. Install shoulders or bicycle lanes on Ocean Drive West.
11. On Hobson Street, install curb extensions, inset parking, and construct a new sidewalk on the south side of the street.

# South End

An opening charrette for the South End neighborhood was conducted on April 18, 2007 at the CTE Lathon Wider Community Center. Members of the community identified limited sight distance as being an issue at a number of intersections including Elmcroft Road at Belden Street, Elmcroft Road at East Walnut Street, East Walnut Street at Pacific Street, Cedar Street at Henry Street, and Atlantic Street at Lipton Place. Speeding was described as being an issue on Washington Boulevard, Dyke Lane, Elmcroft Road, and Henry Street. Residents expressed concern over truck traffic on Cedar Street, Ludlow Street, Canal Street, and Market Street. Meeting participants also asked that pedestrian safety be improved on Woodland Avenue and Pacific Street.



The neighborhood's closing charrette was held on June 12, 2007 at the same location. During this meeting residents expressed a preference for minimal landscaping which did not require any maintenance. It was understood that the vote was only meant to provide a general sense of the level of landscaping that the neighborhood was willing to maintain and that landscaping may vary from location to location depending on the availability of sponsors willing to provide maintenance. The participants also identified five streets that they felt should be the highest priorities for traffic calming improvements: Henry Street, Canal Street, Ludlow Street, Elmcroft Road, and Washington Boulevard. Residents then established additional areas of concern and made recommendations for potential improvements. The intersection of Henry Street and Atlantic Street was noted as being another intersection where sight distances were restricted. Requests for specific treatments included inset parking on Elmcroft Road and a roundabout at the intersection of Washington Boulevard and Atlantic Street. Additional information on these meetings may be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the South End Neighborhood:

1. Replace all existing South End neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. Realign the intersection of Washington Boulevard, Pacific Street and Dyke Lane.
3. On Washington Boulevard install roundabouts at the Pulaski Street and Atlantic Street intersections as well as the realigned Pacific Street intersection. Utilize curb extensions and inset parking between Pulaski Street and Pacific Street. Also, construct new sidewalks between Atlantic Street and Pacific Street.
4. Install a raised intersection on Henry Street at Garden Street, next to the Henry Street School for International Studies. Also, install curb extensions at all Henry Street intersections. Implement inset parking from Atlantic Street to Pacific Street and a parking chicane from Pacific Street to Canal Street.
5. On Pacific Street construct roundabouts at the Woodland Avenue and Crosby Street/Belden Street intersections. Implement curb extensions and inset parking between Manhattan Street and East Walnut Street. Install bike lanes or shoulder markings south of the Manhattan Street intersections.
6. On Woodland Avenue construct curb extensions with inset parking as well as new sidewalks on both sides of the street.
7. Implement a parking chicane on Garden Street.
8. Install curb extensions, inset parking, and bicycle lanes or shoulders on Elmcroft Road. Construct a new sidewalk on the south side of the street from Dyke Lane to Belden Street.
9. Implement a parking chicane on Cedar Street between Henry Street and Ludlow Street.

# South End

10. Install curb extensions and inset parking on the following streets: Manor Street, Harbor Street, Belden Street, Woodland Place, Ludlow Street (between Pacific Street and Canal Street), Canal Street, Walter Wheeler Drive, Dyke Lane, Rugby Street, John Street, and Manhattan Street (between Atlantic Street and Pacific Street).
11. Implement curb extensions, inset parking, and either shoulders or bicycle lanes on the following streets: Atlantic Street (from Henry to Walter Wheeler Drive), East Walnut Street, Remington Street, and Market Street.
12. Add shoulder marking or bicycle lanes on Henry Street from Washington Boulevard to Atlantic Street.

# Springdale

The opening charrette for the Springdale neighborhood took place on June 14, 2007 at Springdale School. Residents raised a number of concerns including speeding, congestion, aesthetics, and difficulty turning at a number of locations on Hope Street. Residents were also concerned with speeding on Haig Avenue and suggested that roundabouts be used to slow drivers. Speeding has been observed on Weed Hill Avenue, particularly on and near the hill. On Saint Charles Avenue speeding and on-street parking near the roadway's curve concerned residents. Attendees reported that several vehicles had swerved off the road on Knox Road and asked that improvements be made to enhance the safety of children playing on the street. Sight distance improvements were requested at the intersection of Ridgeway Street and Mulberry Street. Cut through traffic on Knickerbocker Avenue was described as problematic.



The closing charrette was held on October 25, 2007 at Springdale School. Residents were asked to vote on the locations that should be priorities for traffic calming treatments. Residents selected the area around Springdale School as their primary concern, followed by the intersection of Haig Avenue at Knox Road, and Weed Hill Avenue. Additional locations receiving votes include the Hope Street business district, Minimal Road, the blind hill on Knapp Street, and Saint Charles Avenue. Additional details on both charrette can be found in Appendix B.

Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Springdale Neighborhood:



1. Replace all existing Springdale neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. Use bike lanes or shoulder markings on Hope Street to create visual narrowing and discourage speeding.
3. On Haig Avenue, construct roundabouts at both of the Knox Road intersections. Build curb extensions at all Haig Avenue intersections and use inset parking. Add bicycle lanes or shoulder markings. Implement a median island on Haig Avenue at Pershing Avenue.
4. Implement curb extensions, inset parking, and bike lanes or shoulders along the entire length of Weed Hill Avenue.
5. Add shoulder markings or bicycle lanes on Knox Road. Construct curb extensions at the intersection of Knox Road and Lund Avenue.
6. On Minivale Road implement roundabouts at the Gaymoor Drive, Prudence Drive, and Bouton Street intersections. Implement curb extensions and inset parking from Prudence Drive to Gaymoor Drive. Add shoulder markings or bicycle lanes along the entire length of the street.
7. Place shoulder markings or bicycle lanes on Eden Road. Construct curb extensions at the intersection of Eden Road and Old Well Road.
8. On Gaymoor Drive construct roundabouts at the Gaymoor Circle and Salem Place intersections. Implement curb extensions, inset parking, and shoulders or bike lanes along the entire length of the street.
9. On Mulberry Street construct curb extensions at the Ridgeway Street and Elmer Street intersections. Implement inset parking west of Elmer Street.
10. On Bouton Street, implement shoulder markings or bicycle lanes along the entire length of the street. Construct a roundabout at the Prudence Drive intersection. Build curb extensions at the Old Colony Road and Prudence Drive intersections with inset parking in between.



# Springdale

11. Install curb extensions and inset parking on Salem Place as well as on Prudence Drive between Minivale Road and Bouton Street.
12. Add shoulder markings or bicycle lanes on Woodway Road.
13. On Highview Avenue install curb extensions and inset parking from Bouton Street to Mead Street. Install shoulders or bicycle lanes along the entire length of the street.
14. On Gray Farms Road build a roundabout and curb extensions at the Mitzi Road intersection. Also, install shoulder markings or bicycle lanes.
15. On Saint Charles Avenue implement parking chicanes between Haig Avenue and Klondike Avenue as well as between Marian Street and Knickerbocker Avenue. Also, add shoulders or bike lanes and prohibit parking on the north side of the street between Klondike Avenue and Marian Street.
16. Implement curb extensions, inset parking, and either shoulders or bicycle lanes on Crestview Avenue. Also, provide an enhanced crosswalk at the Crestview Avenue and Woodbury Avenue intersection.
17. On Knapp Street construct curb extensions at the Brundage Street and Gilford Street intersections. Implement inset parking between these streets.
18. On Northhill Street implement curb extensions at all intersections along with inset parking and shoulders or bike lanes.
19. On Woodbury Avenue install roundabouts at the Tower Avenue and Buena Vista Street intersections. Construct curb extensions at all intersections and implement inset parking and shoulders or bicycle lanes along the length of the street.
20. Construct a roundabout at the intersection of Lawton Avenue and Woodledge Road.
21. Install roundabouts at all intersections on Tower Avenue and Clearview Avenue. On Tower Avenue also construct curb extensions at all intersections between Woodbury Avenue and Palmer Street and implement inset parking.
22. Implement a parking chicane on Knickerbocker Avenue.
23. Add shoulder markings or bicycle lanes on Buena Vista Street.
24. Implement a parking chicane on Cerretta Street.
25. On Chatfield Street install curb extensions at the Ridgewood Avenue and Chatfield Street intersections. Also add shoulder markings or bicycle lanes along the length of the street.
26. Realign the intersection of Research Drive, Viaduct Road, and Larkin Street and install a roundabout.

# Waterside

Residents of the Waterside community participated in an opening charrette on April 26, 2007 at Saint Clement's Church. The topics discussed during this charrette include the intersection of Greenwich Avenue and Pulaski Street, where congestion often occurs. Stop sign running was reported to be an issue on Fairfield Avenue at the Congress Street and Barry Place intersections. Sight distance difficulties have been reported on Fairfield Avenue at the Selleck Street and Barry Place intersections. Some residents also indicated that the intersections of Southfield Avenue at Greenwich Avenue and Southfield Avenue at Top Gallant Road are confusing. Speeding issues were reported at several locations including Fairfield Avenue, Bonner Street, Congress Street, and Orchard Street.



The neighborhood's closing charrette was held on June 7, 2007 at Saint Clement's Church. During this meeting options for incorporating landscaping into the proposed traffic calming treatments were discussed. Some residents expressed a preference for moderate level landscaping that was attractive yet easily maintained. Others preferred high level landscaping that would require additional maintenance on the part of the community. The participants agreed that moderate landscaping could be used at many locations and that high level landscaping could be utilized at certain key locations. It was also suggested that moderate landscaping could later be enhanced if maintenance volunteers were identified. Residents also voted on the locations that they felt should be top priorities for treatment. The intersections of Selleck Street at Greenwich Avenue and Southfield Avenue, Congress Street at Southfield Avenue, Selleck Street at Fairfield Avenue, and Greenwich Avenue at Pulaski Street received the most votes. Additional details on each charrette can be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Waterside Neighborhood:

1. Replace all existing Waterside neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. Construct a roundabout at the intersection of Greenwich Avenue and Pulaski Street.
3. Realign the Greenwich Avenue approach to Selleck Street. Also, install a curb extension at the intersection's southwest corner.
4. Realign the Davenport Street approach to Selleck Street.
5. On Fairfield Avenue install curb extensions at all intersections between Jackson Street and Selleck Street and implement inset parking. Construct new sidewalks on both sides of the street and add shoulders or bike lanes between Selleck Street and Congress Street. Also implement shoulders or bike lanes between Congress Street and Shore Road.
6. On Congress Street construct roundabouts at each of the Fairfield Avenue intersections. Also, construct curb extensions at all intersections and implement inset parking.
7. On Southfield Avenue install curb extensions at all intersections between Selleck Street and Sunnyside Avenue and implement inset parking. Provide similar treatments between Wells Avenue and Top Gallant Road. Implement shoulder markings or bicycle lanes between Selleck Street and Congress Street.
8. Implement curb extensions and inset parking on Selleck Street between Durant Street and Irving Avenue and from Fairfield Avenue to Southfield Avenue. Construct a median island just west of Fairfield Avenue. Also, install shoulders or bike lanes along the entire length of the street.

# Waterside

9. Install curb extensions and inset parking on Betts Avenue, Durant Street, Bonner Street, and Amelia Place.
10. Install curb extensions and inset parking on Wilson Street, Baxter Avenue, Waverly Place, Pressprich Street, and Irving Avenue.
11. Install new sidewalks on both sides of Vassar Avenue. Also, install curb extensions at both ends of the street and implement inset parking.
12. Implement a parking chicane on Melrose Place.
13. Install curb extensions and inset parking on Beal Street, Noble Street, Keith Street, Carlisle Place, Wells Avenue, Silver Street, Burwood Avenue, Homestead Avenue, and Milton Street.
14. Implement a parking chicane on Orchard Street.
15. Construct new sidewalks on both sides of Taff Avenue between Orchard Street and Southfield Avenue. Also, install curb extensions and inset parking on Taff Avenue from Orchard Street to Southfield Avenue.
16. On Sunnyside Avenue construct new sidewalks and implement a parking chicane.
17. Install bicycle lanes or shoulder markings on Top Gallant Road.

# West Side

The West Side neighborhood opening charrette was held in conjunction with the Hubbard Heights neighborhood's charrette on October 24, 2007 at Westover School. At the meeting attendees identified pedestrian safety on West Main Street between West Avenue and Stillwater Avenue as a top concern. The intersection of Mill River Street, Greenwich Avenue, Tresser Boulevard, and West Main St was also identified as being in need of improvement due to parked vehicles obstructing sight distances. Residents felt that installing a roundabout at the intersection of Stillwater Avenue and Smith Street would improve safety and discourage speeding. A roundabout was also requested at the intersection of Stillwater Avenue and West Avenue. Sight lines were described as poor at the Liberty Street, Finney Lane, and Virgil Street intersections on Stillwater Avenue. speeding was an issue on Fairfield Avenue.



The residents also informed the project team that

The closing charrette for the West Side neighborhood was conducted at Westover School on June 11, 2008. When asked to identify the locations they felt should be top priorities for traffic calming improvements, residents selected the Tresser Boulevard/West Main Street/Greenwich Avenue/Mill River Street intersection, the West Main Street at Stillwater Avenue intersection, the West Main Street at Spruce Street and Hazel Street intersection, the Stillwater Avenue at Smith Street intersection, the West Broad Street at Mill River Street intersection, and the West Main Street at West Avenue intersection. Participants also identified Perry Street, Rose Park Avenue, and Taylor Street as being in need of sight line improvements at intersections. The residents felt that on street parking was already limited throughout the neighborhood and asked the project team to avoid implementing treatments that would reduce the amount of available parking. Additional details on each of these meetings can be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the West Side Neighborhood:

1. Replace all existing West Side neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. Consider implementing shoulder markings or bicycle lanes on West Main Street.
3. Realign the intersection of Tresser Boulevard, West Main Street, Greenwich Avenue, and Mill River Street.
4. On West Main Street install curb extensions at all intersections between Richmond Hill Avenue and Stillwater Avenue. Also, construct a roundabout at the intersection of West Main Street and Richmond Hill Avenue.
5. Reconfigure the existing island at the intersection of Stillwater Avenue and Smith Street so that it operates as a roundabout.
6. Install enhanced crosswalks at the intersection of West Broad Street and Mill River Street.
7. Build a roundabout at the intersection of Stillwater Avenue, Stillwater Road, and West Broad Street.
8. On Stillwater Avenue install curb extensions at Oxford Court, Progress Drive, and all intersections between Virgil Street and West Main Street. Add shoulders or bike lanes between West Broad Street and West Avenue and implement inset parking between Virgil Street and West Main Street.
9. On Connecticut Avenue install curb extensions at the Stillwater Road and Mayno Lane intersections and implement inset parking. Also construct a roundabout at the Myano Lane intersection and implement a shoulder or bike lane along the entire length of the street.



# West Side

10. Install curb extensions on all Myano Lane intersections. Also, implement a parking chicane between Connecticut Avenue and Catoona Lane. Implement inset parking between Catoona Lane and West Main Street.
11. Build new sidewalks on the east side of Whitmore Lane.
12. Install shoulder markings or bicycle lanes on Alvord Lane.
13. Construct new sidewalks on the east side of Harvard Avenue.
14. Install curb extensions and implement inset parking on Aberdeen Street, Sylvandale Avenue, and Ferris Avenue. Construct new sidewalks on both sides of Sylvandale Avenue and the north side of Ferris Avenue.
15. Add shoulder markings or bicycle lanes on West Avenue.
16. Install curb extensions and inset parking on the west side of Virgil Street. Add a shoulder or bicycle lane on the east side of the street.
17. Install curb extensions on Liberty Street. Implement inset parking on the west side of the street and a shoulder or bike lane on the east side.
18. Implement curb extensions and inset parking on the following streets: Diaz Street, Victory Street, Roosevelt Avenue, Wilson Street, Hall Place, Madison Place, Perry Street, Taylor Street, Mission Street, West Street, Ann Street, Rose Park Avenue, High Street, Hazel Street, Alden Street, Stephen Street, and Greenwood Hill Street.
19. Install curb extensions and inset parking on the east side of Merrell Avenue along with a shoulder or bicycle lane on the west side.
20. Install curb extensions and inset parking on Finney Lane. Construct a new sidewalk on the west side of Finney Lane between Stillwater Avenue and Spruce Street. Eliminate parking along the curve near the intersection of Finney Lane and Hillhurst Street.
21. Install curb extensions and inset parking on the east side of Fairfield Avenue. Also implement a shoulder or bicycle lane on both sides of the street between West Main Street and Richmond Hill Avenue and on the east side of the street between Fairfield Avenue and Madison Place.
22. Implement curb extensions and inset parking on Spruce Street from Finney Lane to West Main Street. Build new sidewalks on the west side of the roadway between Finney lane and Stillwater Avenue and on the east side of the street from Stillwater Avenue to West Main Street.
23. Install curb extensions and inset parking on the north side of Smith Street. Add a shoulder or bicycle lane on the south side of Smith Street.
24. Install curb extensions, inset parking, and either shoulder markings or bicycle lanes on Schuyler Avenue.
25. Utilize curb extensions and inset parking on the north side of Richmond Hill Avenue.
26. Install curb extensions, inset parking, and new sidewalks on the north side of Grenhart Road.

# Westover

An opening charrette was held for the Westover neighborhood on April 25, 2007 at Stillmeadow School. Participants identified speeding and blind spots as concerns on Skyview Drive. Skyview Drive was of particular concern as drivers have been observed running the intersection's stop signs. Speeding and pedestrian safety are the primary concerns at the intersection of Skyview Drive and Stanton Lane. Residents reported that both Brodwood Drive and Bartina Lane are used as shortcuts. Speeding was also thought to be as an issue on Westover Road and on West Hill Road. Participants requested that roundabouts be installed on Blueberry Drive at the Skyview Drive and Pond Road intersections where drivers reportedly ignore stop signs. Additional locations where roundabouts were requested include Carriage Drive at South Carriage Drive and the intersection of Westover Road and Westover Avenue.



The Westover neighborhood closing charrette took place on June 6, 2007 at Stillmeadow School. The residents who attended expressed a preference for the highest level of landscaping to be incorporated into the proposed traffic calming treatments, even if it meant that the community would be responsible for identifying sponsors or volunteers to provide maintenance. Residents also voted to target the Westwood Road and Skyview Drive intersection, West Hill Road, and Brodwood Drive as top priorities for improvement. Requests were made for the installation of roundabouts at several intersections, including several previously identified intersections and the intersection of West Hill Road at Green Tree Lane. Additional details on the proceedings of both meetings can be found in Appendix B.



Based on the community's feedback, along with sound engineering judgment, the following suggestions have been made for the Westover Neighborhood:

1. Replace all existing Westover neighborhood crosswalks with more visible enhanced crosswalks as funding becomes available.
2. On Skyview Drive construct roundabouts at the Green Tree Lane, Stanton Lane, and Blueberry Drive intersections, as well as at both Westwood Road intersections. Install curb extensions at both Westwood Road intersections and at Green Tree Lane and Stanton Lane. Add shoulder markings or bicycle lanes along the entire length of Skyview Drive.
3. Install curb extensions and a roundabout at the intersection of Westwood Road and Stanton Lane.
4. Narrow Stanton Lane, Stanton Drive, Stillview Road, Westwood Road, and Green Tree Lane by using shoulder markings or bicycle lanes.
5. Install shoulders or bike lanes on West Hill Road. Also, construct a roundabout and curb extensions at the intersection of West Hill Road and Green Tree Lane.
6. Build curb extensions on Dancy Drive at West Hill Road.
7. Construct a roundabout at the intersection of Carriage Drive and South Carriage Drive.
8. Implement shoulder markings or bicycle lanes on Stillwater Road.
9. Install shoulders or bike lanes on Westover Road. Convert the existing island at the intersection of Westover Road and Westover Avenue into a roundabout.
10. Install shoulders or bike lanes on Canfield Drive and construct curb extensions at the Canfield Drive and Westover Road intersection.
11. On West Glen Drive construct both roundabouts and curb extensions at the Bend of River Lane and West Bank Lane intersections. Also, install shoulders or bicycle lanes on West Glen Drive.

# Westover

12. Install two speed tables on Mianus Road.
13. On Brodwood Drive construct roundabouts at the Greenleaf Drive, Caprice Drive, and Bartina Lane intersections and curb extensions at the Bartina Lane intersection. Also, implement shoulders or bicycle lanes.
14. On Bartina Lane install curb extensions at the Westover Road and West Hill road intersections and add shoulders or bike lanes.
15. Construct a roundabout at the intersection of Wyndover Lane and Hemlock Drive. Implement shoulder markings or bicycle lanes on both Wyndover Lane and Hemlock Drive.
16. Construct roundabouts at both intersections of Blueberry Drive and Pond Road. Install shoulders or bicycle lanes on both Blueberry Drive and Pond Road. Also, build curb extensions at the intersection of Blueberry Drive and West Hill Road.
17. Install a roundabout and curb extensions at the intersection of Summit Ridge Road and Victoria Lane. Also, use shoulders or bike lanes to slow traffic on Summit Ridge Road.
18. Implement a parking chicane on Emery Drive East.
19. On Indian Hill Road install shoulder markings or bicycle lanes along with curb extensions at the Bayberrie Drive intersection.
20. Paint a centerline at the Halliwell Drive curve located just south of the Sycamore Terrace intersection.
21. Install median islands and either shoulders or bike lanes on Palmers Hill Road between Havenmeyer Lane and Westover Road.

# APPENDIX B

## FOCUS GROUP AND CHARRETTE MINUTES





Urban Engineers, Inc.  
1010 Wethersfield Avenue  
Hartford, CT 06114

City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901



## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** STAMFORD PUBLIC SCHOOLS FOCUS GROUP

**DATE:** OCTOBER 31, 2006

**TIME:** 10:00 AM

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

**INVITED:**

NAME	ORGANIZATION/COMPANY	ATTENDANCE	
		YES	NO
Najib Habesch	Urban Engineers	X	
Joe Rimiller	Urban Engineers	X	
Steve Schneider	Stamford Public Schools	X	
Susan Nabel	Board of Education		X
Angela Lorenti	Board of Education		X
Marggie Laurie	Board of Education		X
Charles Conway	Board of Education		X
Archie Elam	Board of Education		X
Richard Freedman	Board of Education		X
Martin Levine	Board of Education		X
Rosanne McManus	Board of Education		X
Kara Prawl	Board of Education		X
Dannel Malloy	Board of Education		X
Joshua Starttr	Stamford Public Schools		X
John Chardavoyne	Stamford Public Schools		X
Sarah Arnold	Stamford Public Schools		X

The City of Stamford has retained Urban Engineers, Inc. to develop a citywide traffic calming master plan which addresses traffic issues in all of its residential neighborhoods. Traffic calming is an approach that can be used to reduce speeding and cut through traffic, make streets more bicycle and pedestrian friendly, and better manage traffic on non-residential streets. The master plan will be developed through an approach which will be driven by the public. Urban will



conduct neighborhood charrettes at which residents will have the opportunity to discuss traffic issues and suggest potential traffic calming solutions. Urban's traffic calming team will then perform field visits and analyze the suggested treatments to ensure that they are constructible and can provide the intended benefit. Prior to the neighborhood charrettes Urban will conduct focus groups with a wide range of organizations in order to discuss ways in which the traffic calming program and master plan can incorporate the unique needs of these groups. This focus group was conducted with representatives of **Stamford Public Schools**.

**Urban: What is your role in the Stamford Public School system?**

- Developing a safe, efficient, effective transportation plan which ensures that kids have safe egress to bus stops and that buses run on time. I also work on circulation patterns around the schools.

**Urban: What do you feel is the most important issue for the Traffic Calming Team to be aware of?**

- We are unable to have buses stop at every child's home. Therefore children have to walk to bus stops within a reasonable distance from their homes and they need to be able to get their safely.
- Elementary school students may walk distances of up to one mile from their homes to their bus stops. Middle school students may walk distances of up to one-and-a-half miles, and high school students walk distances of up to two files. Pedestrian safety is a larger concern for elementary school students.
- There are seven elementary schools and twenty bus stops on Stillwater Road. Buses need to be able to provide service on Stillwater Road while safety is preserved.
- Urban should observe the areas around schools and bus stops to see what routes children take and how traffic behaves in the area.
- The school system faces liability if safe egress to schools and bus stops is not available for children.
- Children may experience difficulty crossing roads such as Main Street, Long Ridge Road, and High Ridge Road.
- The public school system is also responsible for providing light transportation to private schools.
- The number of children at certain bus stops is an issue. There are 15,600 children enrolled in Stamford Public Schools and two-thirds are available for bus service. Some bus stops are used by up to 100 children.



**Urban: How do you see traffic calming impacting the areas immediately around Stamford's schools?**

- In many instances the school properties and the areas surrounding them are overbuilt. There may not be enough room to accommodate bus circulation as well as parents' and teachers' vehicles during the morning and afternoon peak hours. Congestion is a key concern. The traffic calming team should visit the schools during peak hours in order to understand the congestion issue.
- The areas within 1 mile of a school are referred to as the "walk zone." Pedestrian safety should be focused upon in these areas.
- By law, children walking to school cannot walk within a certain radius of a registered sex offender's house.

**Urban: What do you think should be done to improve safety in the school "walk zones"?**

- The Safe Walks to School program implemented four or five years ago was successful. The program involved using different types of paint and materials to enhance crosswalks.
- In the past, "No Thru Traffic" signs have been used. However, they are no longer used because no laws were in place which allowed the designation to be enforced.
- The schools are responsible for the behavior of children waiting at the bus stops. Sometimes people complain about the behavior of children when in reality there is no problem. The residents who are complaining just don't like the location of the bus stop.

**Urban: What single issue do you think the Traffic Calming Team should focus on?**

- The team should be consistent in the approach to traffic calming. Currently, uncontrolled crosswalks are permitted in some locations within the City and not permitted in others. Uniform policies should be implemented throughout the City.
- Sign pollution should be avoided.

**Urban: What haven't we asked you that you feel we should be aware of?**

- It is important to perform field visits and observe actual site conditions. When the West Hill School was redesigned engineers visited the site during the morning peak hour and felt they provided enough space for parking and circulation. However, the afternoon peak hour conditions were different and the site was designed improperly. Now congestion occurs during the afternoon peak hour. A sufficient amount of field visits should be performed so that similar situations are avoided.
- Stamford hires a subcontractor to provide school bus service.



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- Redistricting of public schools will occur within the next couple years. There will also be changes in magnet school policy. Judy Singer for the Board of Education's research department can provide you with more information on the history of redistricting.
- Stamford's buses currently run on time 98.4% of the time.
- Many parents drive their children to school in the morning. Buses sometimes run half empty.
- The buses do not drive down cul-de-sacs because it is too difficult to turn around when there are parked vehicles or snow on the road.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File





Urban Engineers, Inc.  
1010 Wethersfield Avenue  
Hartford, CT 06114

City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901



## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** EMERGENCY SERVICE PROVIDERS FOCUS GROUP

**DATE:** OCTOBER 31, 2006

**TIME:** 1:00 PM

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

**INVITED:**

		<b>ATTENDANCE</b>	
<b>NAME</b>	<b>ORGANIZATION/COMPANY</b>	<b>YES</b>	<b>NO</b>
Najib Habesch	Urban Engineers	X	
Joe Rimiller	Urban Engineers	X	
Chief Ray Whitbread	Turn of River Fire Department	X	
Sergeant F. Ryan Devanney	Stamford Police Department	X	
Captain Alan Shaw	Belltown Fire Depsrtmant	X	
Sergeant Andrew Gallagher	Stamford Police Department	X	
Chief Robert McGrath	Stamford Fire and Rescue		X
Barry Callahan	Chief Fire Marshal		X
Chief Brent Larrabee	Stamford Police Department		X
Thomas Lombardo	Director of emergency Management		X
Chief John Didelot	Belltown Fire Department		X
Chief Robert Bennett	Long Ridge Fire Company		X
William Callion	Director of Public Safety		X

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groups with a wide range of organizations in order to discuss ways in which the traffic calming program and master plan can incorporate the unique needs of these groups. This focus group was conducted with **Emergency Service Providers**.

**Urban: What department do you represent? What are your duties?**

- Stamford has six fire departments. The Turn of River Fire Department is centrally located and covers the largest geographic area. The Turn of River Fire Department service area includes several high volume roadways and probably sees the highest number of traffic accidents.
- The Belltown Fire Department covers a smaller area and is also centrally located.
- Supervising serious accidents for the City.
- Supervising extra duty jobs and construction.

**Urban: What are your concerns regarding traffic safety and how do you hope to see this traffic calming program address them?**

- Serious traffic accidents and fatalities on the main roadways are a major concern. The accidents which occur on minor roadways are often a result of drivers taking shortcuts to avoid congestion on arterial roads. There is not enough enforcement to address pedestrian and bicycle safety. There have been a significant number of accidents involving pedestrians being hit by turning vehicles. Funding the proposed traffic calming improvements is also a concern.
- Traffic signal timings are problematic. The delays caused by signals cause drivers to take shortcuts on residential streets.
- Drivers have aggressive mentalities. People from other areas move to Stamford and see that the roads are wider and they are encouraged to speed.
- Enforcement is difficult because there is not enough manpower. The police department does not have a traffic unit.
- The road in front of the Belltown Fire Department is used by cut-through traffic.
- Previous attempts at traffic calming have mainly involved speed humps. Drivers have changed their routes in order to avoid roads with too many speed humps.
- Areas such as Hope Street have experienced rapid growth including newly constructed condominiums and schools. The resulting congestion causes drivers to take shortcuts on intersecting residential streets.
- High Ridge Road has experienced a high number of pedestrian accidents. There are not many intersections on the portion of High Ridge south of the Parkway so pedestrians cross at mid-block locations. The heaviest pedestrian traffic occurs at the shopping centers around Buxton Farms Road.



**Urban: How can we avoid having a negative impact on your emergency response vehicles?**

- We will provide Urban with a map showing primary response routes.
- Traffic calming treatments which create vertical deflection have some impact on response time.
- Raised curbs and landscaping can prevent trucks with large turning radii from making turns. We can find the turning radii of our largest trucks and provide Urban with this information.
- Sixteen to twenty feet of width are required for the outriggers.
- The police department's vehicles have no special requirements.
- The police department is purchasing a 34' long vehicle.
- There is a long waiting list for speed humps. Some neighborhoods have requested speed humps and then wanted them removed after they were installed.

**Urban: What types of traffic calming treatments do you feel would or would not work?**

- Road diets may not be a good treatment because there are not any underutilized roads.
- Everyone in the City will want speed humps and feel that their street is a top priority.
- People have an aversion to road widening.
- The midblock crosswalks where portable Yield to Pedestrian signs are unsafe. They make pedestrians bolder but drivers don't necessarily yield. There have been pedestrian accidents in front of a school where this treatment was utilized.
- Crosswalks should be installed or painted efficiently so that the process does not create major back ups.

**Urban: What do you think makes people want to live in Stamford?**

- Short commute to New York City.
- The geography of the City. There are lots of parks as well as the New York Sound.
- The City has an active downtown.
- Access to transit and the hub station.
- Many City residents also work in the City.
- Active commerce.
- Good quality of life.
- High property values.

**Urban: Is there anything else you feel we should know?**

- High Ridge Road and Long Ridge Road are state roads with high volumes and high speeds. There have been 1,300 accidents on these roads in the last seven years, including a high number of fatalities. (See the attached summary provided by Turn of River Fire Department).



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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink, appearing to read "Joe Kimiller".

Najib O. Habesch  
Project Manager

cc: File





Urban Engineers, Inc.  
1010 Wethersfield Avenue  
Hartford, CT 06114

City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901



## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** STAMFORD TRANSIT FOCUS GROUP

**DATE:** OCTOBER 31, 2006

**TIME:** 3:00 PM

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

**INVITED:**

		<b>ATTENDANCE</b>	
<b>NAME</b>	<b>ORGANIZATION/COMPANY</b>	<b>YES</b>	<b>NO</b>
Najib Habesch	Urban Engineers	X	
Joe Rimiller	Urban Engineers	X	
Jim Cameron	Metro-North Commuter Council	X	
Ellen Bromley	Social Services	X	
Jon Gallup	Greater Stamford Transit District		X
Robert Calling	Connecticut Transit		X
Floyd Lapp	South Western Regional Planning Authority		X
Thomas Cristino	Connecticut Transit		X
	Shuttle Service		X
	Fast Shuttle		X
	Odie One Travel		X

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**Urban: What do you feel is the most important issue for the Traffic Calming Team to be aware of?**

- Transit users need to be able to get to the train station on time, whether by car or by shuttle.
- ConnDOT is tearing down the old train station garage which accommodated 800 vehicles and building a new garage that will hold 1200 vehicles. Additional construction will be taking place at the Bank of Scotland. During this construction period altered traffic patterns and availability of parking will be a concern for transit users.
- The shuttle services do a good job of getting commuters from the train station to their places of employment but they don't necessarily do a good job getting Stamford residents from their homes to the station.
- Aggressive driving is a problem in Stamford.
- There are many aging drivers some of whom have deteriorating driving skills.

**Urban: What safety concerns do you have?**

- The Metro-North Commuter Council got involved with improving safety inside the parking garage by the train station. The Council helped to get "Stop" pavement markings painted on the garage floor, improving safety.
- A large number of shuttle vans and buses park beneath the I-95 overpass. Passengers need to be able to get from the drop off point to the station safely.
- People will only be intermodal if they feel they can get to the station safely.
- Richard Stow is a bicycle advocate from New Canaan. He has worked to encourage bicycles to be allowed on trains. You may want to speak with him about bicycle use as it relates to traffic calming. Nancy Carrol and Lou Schulman from Norwalk Transit should also be included in the process.
- There should be more bicycle routes leading to the train station.

**Urban: What is the one issue that you feel should be addressed in order to make the traffic calming project a success?**

- Traffic on arterial streets should operate more efficiently. If traffic calming is used to discourage drivers from using shortcuts then they must be able to use the arterial streets without major delays.
- Pedestrians should be discouraged from crossing roadways at midblock locations and jumping over medians.
- Make sure drivers can get where they need to go on arterial roadways without major delays.
- Encouraging people to use transit would mitigate congestion on the arterial roadways.



**Urban: What are the main reasons why people choose to live in Stamford?**

- Proximity to work.
- Good quality of life.

**Urban: What issues should we be sensitive to in terms of accommodating vehicles and equipment?**

- Traffic calming treatments should not prevent drivers from having a gentle ride. However, this is not a major concern and there hasn't seemed to be a problem with driver comfort at existing treatments.
- The traffic signal by Turn of River Library should be switched to flashing mode at night.

**Urban: Is there anything else you feel we should be aware of?**

- There is a high demand for bus stops because many commuters don't own cars. The frequent bus stops often obstruct traffic and create delays. Buses should be able to stop and pick up passengers without impeding traffic.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
1010 Wethersfield Avenue  
Hartford, CT 06114

City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901



## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** STAMFORD PUBLIC WORKS FOCUS GROUP

**DATE:** NOVEMBER 1, 2006

**TIME:** 10:00 AM

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

**INVITED:**

		<b>ATTENDANCE</b>	
<b>NAME</b>	<b>ORGANIZATION/COMPANY</b>	<b>YES</b>	<b>NO</b>
Najib Habesch	Urban Engineers	X	
Joe Rimiller	Urban Engineers	X	
Mani Poola	Traffic Engineer	X	
Veera Karukonda	Traffic Engineer	X	
Robert Gerbert	Highway Department	X	
Robert Stein	Planning & Zoning		X
Ed Gentile	Assistant City Engineer		X
Louis Casolo	Assistant City Engineer		X
Tim Curtin	Director of Operations		X
Jeanette Brown	Water Pollution Control Authority		X
Michael Docimo	Parks & Recreation		X
Frank Fedeli	Public Services Bureau		X
Alex Turgis	Public Services Bureau		X
Douglas Arndt	Highway Department		X

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can provide the intended benefit. Prior to the neighborhood charrettes Urban will conduct focus groups with a wide range of organizations in order to discuss ways in which the traffic calming program and master plan can incorporate the unique needs of these groups. This focus group was conducted with representatives of **Stamford Public Works**.

**Urban: What do you feel is the most important issue for the Traffic Calming Team to be aware of?**

- Don't install speed humps all over the City. Speed humps have been overused in the past. They have often been installed in poor locations—either they are located too close to stop signs or in areas where they aren't sufficiently visible. Speed humps also create problems for motorcycles and snow plows. Drivers either speed over the humps or drive around them.
- Replace some of the existing speed humps with alternative traffic calming treatments.
- Cut through traffic on streets intersecting the north-south running arterials is a problem.
- A high volume of inter-town traffic travels through Stamford. When the interstate highways are congested drivers use City roads as shortcuts and add to the congestion.

**Urban: What safety issues would you like to see the Traffic Calming Master Plan address?**

- Traffic calming treatments should be designed properly and installed in appropriate locations.
- Traffic calming treatments should be visible for snow plows and street sweepers. Reflective markings should be used so that the treatments can be seen at night.
- Some of the City's older trucks have large turning radii. The traffic calming treatments should be designed so that these vehicles can navigate them.
- If traffic calming treatments aren't designed properly plows won't be able to clean the area properly and someone will have to go back to clean up remaining snow.
- Be sure to design treatments with fire trucks in mind. This means accommodating larger turning radii and outriggers.
- Granite curbing had to be removed at the intersection of Forest Street and Bedford Street because the radius was not designed with fire trucks in mind.
- Field test the traffic calming treatments by having fire trucks test their ability to navigate them. The fire department will be willing to do this.

**Urban: What is the one issue you feel the Traffic Calming Master Plan must address in order to be considered a success?**

- Make sure that residents are happy with the results.
- Bring about noticeable speed reductions.



- The treatments should be aesthetically pleasing.
- The City has resisted installing speed humps but residents have continued to fight to have them installed on their streets. The City has given in and installed speed humps because they are a quick and cost effective solution, although not necessarily the best solution. The Traffic Calming Master Plan should recommend the best solutions rather than the easiest ones.
- Some streets have started off with two speed humps and ended up with three or four because drivers were speeding up in between the humps.
- Some collector streets are as narrow as sixteen feet.

**Urban: Why do people choose to live in Stamford?**

- Many residents were born and raised in Stamford.
- Convenient commute to jobs.
- There is a lot of money to be made in the City.
- It is a safe city.
- Stamford is on its way up. The quality of life is improving.
- A lot of young adults are moving to Stamford.
- Residents take a lot of pride in their neighborhoods.
- There is an active downtown area with nightlife and culture.

**Urban: What kind of complaints does the public works department receive from residents?**

- People complain about potholes, litter, debris, weeds, street maintenance, sidewalk repairs, leaf cleanup, and snow removal.
- Residents and non-residents now have more respect for City streets because the center of town is much cleaner. Street sweepers have been running regularly. The downtown special services district, neighborhood associations, and businesses also help with the cleanup. If people don't see debris they won't create new debris. Alternate side parking has been implemented in order to facilitate street sweeping.
- Residents, businesses, and neighborhood associations will likely be willing to help with landscaping the traffic calming devices.
- The roundabout on Shippan Avenue is aesthetically pleasing. Similar landscaping treatments are desirable.
- Residents complain about speeding and sightlines.
- Residents request traffic signal installations because they have difficulty pulling out onto busy streets.
- Frank Fidelli has a log of complaints received through the City's hotline. The complaints are stored in Access and can be sorted by different criteria.



**Urban: What other issues should we be aware of?**

- Building consensus within the neighborhood is very important. Aim for a two-thirds majority when building a consensus on the types of treatments and their location.
- Residents will not be very accepting of traffic calming treatments involving only concrete or grass. Landscaping should be used wherever possible.
- Residents never want anyone driving through their neighborhood. This can never be prevented but in some locations it can be minimized.
- The traffic calming presentation should show treatments with varying levels of landscaping so that residents understand their options.
- Maintain close contact with the legislative representatives.
- The neighborhood associations may not represent the opinions of everyone in the neighborhood but they generally have a good grasp on residents' thoughts.

**Urban: What haven't we discussed that you feel we should know about?**

- Cleaning and sweeping sometimes has to be done manually around some traffic calming treatments.
- Build consensus among the neighborhood and its representatives.
- Do a pilot program in one neighborhood in order to show people how traffic calming works. Temporary treatments could be used as part of a demonstration. Starting on a smaller scale will allow the Traffic Calming Team to see what types of problems arise.
- The City generally uses granite curbs in downtown areas and Portland cement in other areas.
- Look into alternative ways of marking traffic calming treatments such as curb extensions so that maintenance personnel can see them.

**Urban: Traffic calming treatments may be installed as part of previously scheduled street reconstruction projects. Who maintains Stamford's street reconstruction schedule?**

- Frank Fidelli probably has a list. Reconstruction projects are generally schedule two to three years in advance.
- Doug Arndt may have the most accurate list.
- Mani Poola can provide Urban with a list of engineering projects.



Stamford Neighborhood Traffic Calming  
Memorandum of Meeting  
November 1, 2006  
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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.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File





Urban Engineers, Inc.  
1010 Wethersfield Avenue  
Hartford, CT 06114

City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901



## STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

**SUBJECT:** STAMFORD PLANNING & ZONING FOCUS GROUP

**DATE:** NOVEMBER 1, 2006

**TIME:** 1:00 PM

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

**INVITED:**

		ATTENDANCE	
NAME	ORGANIZATION/COMPANY	YES	NO
Najib Habesch	Urban Engineers	X	
Joe Rimiller	Urban Engineers	X	
Josh Lecar	City Transportation Planner		X
Audrey Cosentini	Zoning Board		X
Nicholas Aivalis	Zoning Board		X
Phyllis Kapiloff	Zoning Board		X
Harry Parson	Zoning Board		X
David Stein	Zoning Board		X
Robert Stein	Zoning Board		X
Rose Marie Grasso	Planning Board		X
Duane Hill	Planning Board		X
John Garnjost	Planning Board		X
Claire Fishman	Planning Board		X
Theeresa Dell	Planning Board		X

The City of Stamford has retained Urban Engineers, Inc. to develop a citywide traffic calming master plan which addresses traffic issues in all of its residential neighborhoods. Traffic calming is an approach that can be used to reduce speeding and cut through traffic, make streets more bicycle and pedestrian friendly, and better manage traffic on non-residential streets. The master plan will be developed through an approach which will be driven by the public. Urban will conduct neighborhood charrettes at which residents will have the opportunity to discuss traffic issues and suggest potential traffic calming solutions. Urban's traffic calming team will then perform field visits and analyze the suggested treatments to ensure that they are constructible and can provide the intended benefit. Prior to the neighborhood charrettes Urban will conduct focus



groups with a wide range of organizations in order to discuss ways in which the traffic calming program and master plan can incorporate the unique needs of these groups. This focus group was conducted with representatives of **Stamford Planning and Zoning**.

**Urban: What are your responsibilities?**

- Working closely with Mani Poola I review broad and long range transportation plans, streetscape improvements, and traffic calming improvements.

**Urban: What issues do you feel we should be aware of?**

- The railroad underpasses have serious vertical and horizontal limitations.
- Stamford's existing traffic calming program will continue as the Master Plan is developed. We can look for opportunities for the two programs to piggyback on one another.
- There is a possibility that residents will make financial contributions so that traffic calming treatments can be installed sooner.
- It would be nice to incorporate bicycle and pedestrian safety improvements into the urban redevelopment projects that are currently going on. There have been some pedestrian fatalities recently.
- On Washington Avenue pedestrian crossings outside of the crosswalks should be further discouraged.

**Urban: What is your vision of how traffic calming can address pedestrian safety concerns?**

- Good streetscape and urban design are key. There are some opportunities to lose lanes including right turn lanes that were only installed because of a lane drop on the other side of an intersection. These areas could be converted to bus stops with chokers.

**Urban: Does Stamford have streetscape guidelines?**

- Yes, there is a streetscape design manual which Planning can provide you with. Streetscape designs are also subject to reviews by the Planning & Zoning and Environmental Protection Boards.

**Urban: In order for the Traffic Calming Master Plan to be considered a success what do you feel is the one issue that must be addressed?**

- Good criteria should be developed for determining which locations receive traffic calming treatments?



- The public should be able to understand why some locations are selected for traffic calming treatments over others.
- Providing safe pedestrian access to the Mill River Parkway is an important objective. The residential developments that have been proposed in this area will significantly increase pedestrian traffic in the area. There may have to be some sort of compromise between the natural travel paths to the Parkway and the safest routes for getting there.

**Urban: How do you see this traffic calming program addressing your safety concerns?**

- Reducing speeds and cut through traffic should reduce the number of accidents and improve overall safety.
- The perception people have of the traffic calming treatments and their impact are also important.
- Traffic calming should involve more than just speed humps.
- Landscaped medians are likely to be very popular among stakeholders.
- The City has been receiving requests for more roundabouts.

**Urban: What are the most frequent complaints the City hears from residents?**

- Frank Fidelli maintains a list of citizen complaints.
- Frequently people complain about traffic problems more often after they have children, even though the characteristics of their street haven't necessarily changes.

**Urban: What other issues do we need to be sensitive to?**

- The Traffic Calming Team should use context sensitive design especially in the more historical neighborhoods.
- Don't relocate problems from one street onto another.
- Create an overall pedestrian friendly environment where children can safely cross streets, even if it means going beyond the traditional definition of traffic calming. Improving pedestrian safety may also require better street lighting and other improvements.
- More children would walk to school if parents felt the routes were safer.
- Planning has a list of locations which are currently scheduled for traffic calming. Traffic calming treatments in Stamford have traditionally been installed in clusters.
- Stamford received funding from the State to install new sidewalks around KT Murphy School as part of the Safe Routes to School program.
- A large area will be redefined by the Antares development.
- Several neighborhoods are currently undergoing major redevelopment. This may provide opportunities to incorporate traffic calming at a reduced cost.



**Urban: Are you aware of any issues we should be sensitive to in terms of accommodating public service vehicles?**

- The City has implemented traffic calming treatments before and was still able to access those roadways with public vehicles.
- Emergency service vehicles may have some difficulty with treatments that create vertical deflection.
- Have heard reports that the City of Albany had some problems plowing around medians but don't see it as an issue for Stamford.

**Urban: Why do you think people want to live in Stamford?**

- There is a lot of diversity in the City. There is a mixture of suburban and urban environments.

**Urban: Is there anything we haven't discuss that you feel we should be aware of?**

- Funding is an important issue. Funding construction may be outside of the scope of this project but finding potential sources of funding and any additional information would help the City implement the Plan.
- There are not a lot of arterials that can be calmed. The focus may have to be on more residential streets.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script, appearing to read "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
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Hartford, CT 06114

City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901



## STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

**SUBJECT:** DOWNTOWN SPECIAL SERVICES DISTRICT FOCUS GROUP

**DATE:** NOVEMBER 1, 2006

**TIME:** 3:00 PM

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

**INVITED:**

		ATTENDANCE	
NAME	ORGANIZATION/COMPANY	YES	NO
Najib Habesch	Urban Engineers	X	
Joe Rimiller	Urban Engineers	X	
Steve Hoffman	Downtown Special Services District		X
Sandy Goldstein	Downtown Special Services District		X
John Ruotolo	Downtown Special Services District	X	
Lynne Colatrella	Downtown Special Services District		X
Jacqueline Wetenahll	Downtown Special Services District		X
Annette Einhorn	Downtown Special Services District		X
Heather Scott	Downtown Special Services District		X
Marion Glowka	Downtown Special Services District		X

The City of Stamford has retained Urban Engineers, Inc. to develop a citywide traffic calming master plan which addresses traffic issues in all of its residential neighborhoods. Traffic calming is an approach that can be used to reduce speeding and cut through traffic, make streets more bicycle and pedestrian friendly, and better manage traffic on non-residential streets. The master plan will be developed through an approach which will be driven by the public. Urban will conduct neighborhood charrettes at which residents will have the opportunity to discuss traffic issues and suggest potential traffic calming solutions. Urban's traffic calming team will then perform field visits and analyze the suggested treatments to ensure that they are constructible and can provide the intended benefit. Prior to the neighborhood charrettes Urban will conduct focus groups with a wide range of organizations in order to discuss ways in which the traffic calming program and master plan can incorporate the unique needs of these groups. This focus group was conducted with representatives of the **Downtown Special Services District**.





**Urban: What are your responsibilities within the Downtown Special Services District?**

- The Downtown Special Services District is responsible for the economic development, maintenance, and promotion of the City's business district. The Director of Operations is responsible for physical improvements and serving as a liaison between the City and downtown stakeholders. The Director of Operations also develops a new set of parking and traffic recommendations every few years. Mr. Ruotolo will send Urban a copy of the latest report.

**Urban: Why do you think is the most important issue for the Traffic Calming Team to be aware of?**

- The Downtown Special Services District is already very familiar with traffic calming and is a big supporter of it. The DSSD has worked with the City on traffic calming treatments in the past, specifically Fred Kent. Mr. Ruotolo will check to see if Mr. Kent has additional traffic calming plans for the downtown.
- The DSSD would like to see curbside parking implemented on Summer Street.

**Urban: What safety issues would you like to see the traffic calming program address?**

- There are primary streets in the downtown area where traffic needs to be slowed down. However, speeding on these streets is not viewed as a major problem.
- Traffic calming could be used to make it easier for pedestrians to cross Broad Street.
- There are few north-south running arteries in the City and these roadways experience congestion. Introducing traffic calming on these streets may not be a good idea.
- Washington Boulevard is still difficult for pedestrians to cross. The medians help prevent midblock crossings but many pedestrians climb over the medians.
- Enforcement or education may be needed to convince pedestrians to cross in the proper locations.

**Urban: What is the most important issue we should address if this project is to be considered a success?**

- Make it easier for pedestrians to cross Broad Street between Bedford Street and Summer Street.

**Urban: How can traffic calming make downtown businesses more successful? What amenities can be introduced to benefit the businesses?**

- Provide more curbside parking.



- Provide safer crosswalks on streets with retail.
- The DSSD implemented diagonal parking on Bedford Street and it has been very successful. However it doesn't appear that there are any other streets where diagonal parking could work in terms of width, volume, land use, and increasing the total number of spaces.

**Urban: Have you seen anything in the downtown areas of other cities that you would like to see implemented in Stamford?**

- Greenwich Avenue has human traffic control all of the time.
- Other cities seem to use pedestrian and crosswalk signage better than Stamford.

**Urban: What issues do we need to be sensitive towards?**

- The perception of the average business owner is that the success of their business depends on the parking spaces in front of their building. The Traffic Calming Team should avoid removing any of these parking spaces. Also, from a driver's point of view, know that those parking spaces are there makes them more likely to do their shopping downtown.

**Urban: Is the downtown area facing any challenges or receiving any complaints that traffic calming could address?**

- The DSSD has successfully encouraged restaurants to promote outdoor dining. However, on some streets traffic travels so fast that it is detrimental to the dining experience. Calming traffic on streets with this problem (Atlantic Street and Broad Street for example) could improve the outdoor dining experience.

**Urban: What makes people want to live in Stamford?**

- Proximity to New York City
- Job opportunities
- Cultural benefits

**Urban: Is there anything else you would like to address?**

- The heaviest pedestrian flows occur from the Transportation Center to the downtown area during weekday mornings. During the afternoon the heaviest pedestrian flows are from parking garages to dining and entertainment establishments.



**Urban: How would you describe the City's pedestrian amenities?**

- There are a few rough spots but there have been improvements recently. Overall the amenities are good.
- Sidewalk improvements could be used in some downtown areas.
- The City has done a good job with streetscapes.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
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75 Charter Oak Avenue  
Hartford, CT 06106

City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901



## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** DOWNTOWN SPECIAL SERVICES DISTRICT FOCUS GROUP

**DATE:** MARCH 22, 2007

**TIME:** 4:00 PM

**LOCATION:** 5 LANDMARK SQUARE

**ATTENDED:**

<b>NAME</b>	<b>ORGANIZATION/COMPANY</b>
Najib Habesch	Urban Engineers
Joe Rimiller	Urban Engineers
Sandy Goldstein	Downtown Special Services District
John Ruotolo	Downtown Special Services District
Kathy Emmett	Emmett and Glander
Mike McAndrews	100 Greyrock Place Management Office
Bob Karp	Downtown Special Services District
Josh Lecar	City of Stamford

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**Urban: Do you consider downtown Stamford to be “walkable”? Why or why not?**

- Most of downtown Stamford is walkable although some locations are not. Some locations suffer from poorly timed traffic signals make it difficult to cross. In some locations sidewalks are too narrow. Speeding is a problem in other locations.
- Tresser Boulevard and Washington Boulevard are not walkable. Washington Boulevard should be made more walkable because the Government Center and several major housing complexes are located on it.
- It is difficult to cross Broad Street and lower Summer Street because the pedestrian signal phases are not exclusive. Drivers are allowed to make turns while pedestrians are crossing.
- The signal at the intersection of Spring and Summer is useless.
- Greyrock Place is not pedestrian friendly.
- The streets south of Tresser Boulevard are not walkable.

**Urban: What would you like to see done (from a traffic calming perspective) to make downtown Stamford more “walkable”?**

- Pedestrians don't want to cross six lanes on Tresser Boulevard.
- Drivers don't pay attention to signals or No Right Turn on Red signs on Tresser Boulevard.
- East Main Street is very congested.
- On-street parking should be eliminated on East Main Street and Summer Street in order to reduce congestion.
- On-street parking has been an effective way of slowing down speeding traffic.
- The signals on Summer Street have better progression than those on Washington Boulevard. Therefore, drivers treat Summer as an arterial roadway, rather than Washington.
- Traffic in the outer downtown loop should be calmed and the roads should be made more pedestrian friendly.
- Summer Street used to be a speedway before on-street parking was added.
- Traffic calming has been effectively implemented in Stamford's downtown in the past but in some locations it has caused congestion.
- It is difficult to make a left turn from Broad Street onto Summer Street.
- If a driver is parking on lower Summer Street, traffic backs up because there is only one lane. Sometimes trucks double park on Summer while they are making deliveries.





**Urban: What traffic calming treatments have been successfully implemented in the downtown area?**

- The addition of diagonal parking on Bedford Street has been very successful. Downtown professionals love it. It is good for retail and pedestrian friendly. It also creates a buffer separating the sidewalk from traffic.
- The curb extensions on Spring, Summer, and Bank Street have worked very well.
- The textured pavement crosswalks on Summer and Broad are attractive and have a calming effect.
- The speed tables on Franklin Street are semi-effective.
- Medians are effective in some locations but there has to be enough width to accommodate them.
- Drivers make U-Turns at the intersection of Greyrock Place and Tresser Boulevard. The movement is dangerous for pedestrians. No U-Turn signs should be installed.
- The DSSD is opposed to the installation of a pedestrian bridge on Tresser Boulevard. Pedestrians should be kept on the sidewalks at street level.
- The mid-block crosswalk on Broad Street between Greyrock Place and Bedford Street does not work. Cars exiting the garage and parking lot put pedestrians in danger because they make illegal left turns. A traffic signal should be installed and the left turn movements should be made legal. Pedestrian volumes are fairly low at this location so drivers don't expect to see any in the crosswalk.
- There is a mid-block crossing on Atlantic Street between Broad Street and Main Street which does not work because drivers fail to yield to pedestrians.
- Planters block drivers' views of pedestrians in some areas.
- On Washington Boulevard pedestrians sometimes climb over the median barricade.
- There have been several deaths on Washington Boulevard between North Street and Tresser Boulevard.
- There is a lot of pedestrian traffic from UConn at the intersection of Broad Street and Washington Boulevard. UConn put up a fence along the street in order to prevent midblock pedestrian crossings and it has worked well.
- Most signals in the downtown do not have an exclusive pedestrian phase. This has been brought to the attention of the City's traffic engineers. The engineers claim that introducing exclusive pedestrian phases would interfere with signal progression throughout the downtown.
- As traffic volume increases throughout the downtown it may be helpful to reduce the lengths of some signal cycles. Long cycle lengths tempt pedestrians to jaywalk and drivers to run red lights.
- The signal at the intersection of Summer Street and Main Street is not timed properly. One direction has a green phase that is too long.



- Drivers are not aware of the fact that they are supposed to yield to pedestrians, especially at mid-block crossings. Drivers should yield to pedestrians no matter what the status of the traffic signal.
- Progression between the signals at High Ridge and at Cold Spring Road is a problem for drivers traveling northbound on Long Ridge Road during the afternoon peak hour. During other times of the day there is no problem.

**Urban: What are the general issues impacting downtown Stamford?**

- The parking and pedestrian study prepared by the DSSD explains the issues well.
- More on-street parking is needed.
- Shorter cycles are needed on the downtown's outer loop in order to give pedestrians more frequent crossing opportunities. Progression between signals on the outer loop should be improved.
- More street activity of all kinds (including retail) should be generated.
- Textured pavement crosswalks should be installed at more intersections.
- On Tresser Boulevard the crosswalks are too long and many of them are faded. Also, the pedestrian refuge islands are insufficient.
- Tresser Boulevard could be narrowed if some of the excess roadway and sidewalk width were to be reclaimed and used for on-street parking. However, there is not a lot of demand for on-street parking on Tresser.
- On-street parking should not be added to the streets comprising the outer loop. Traffic needs to flow efficiently on these streets.
- There are frequent back ups on Greyrock Place where drivers can not turn onto the I-95 ramp efficiently.
- On Tresser Boulevard the best technology available (short of a pedestrian bridge) should be implemented. The pedestrian deficiencies are a major problem for transit commuters.

**Urban: What do you feel is the single most important issue for the Traffic Calming Master Plan to address?**

- Improve pedestrian safety on Tresser Boulevard.
- Improve pedestrian crossings at all major streets and intersections.
- Improving pedestrian safety is more important than slowing down vehicles.
- Make it easier for the elderly to cross downtown streets.
- Create pedestrian refuges on Tresser Boulevard.
- Reduce congestion at the intersection of Summer and Broad Street.



Stamford Neighborhood Traffic Calming  
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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.

A handwritten signature in black ink, appearing to read "Joe Rimiller", written in a cursive style.

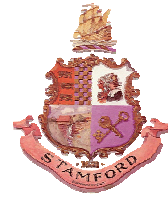
Joe Rimiller  
Project Engineer

cc: File



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** STAMFORD PARENT TEACHER ORGANIZATION FOCUS GROUP

**DATE:** NOVEMBER 16, 2006

**TIME:** 7:30 PM

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

**ATTENDED:**

NAME	ADDRESS
Joe Rimiller	Urban Engineers, Inc.
Jay Bertoli	Urban Engineers, Inc.
Jennifer Henkind	1275 Summer Street
Lisa Naumann	86 Severance Drive
Laurie Chase Finkel	26D Weed Hill Avenue
Zoe Schwartz	71 Russet Road
Monica Hoherchak	107 Stamford Avenue
Meg Dempsey	1748 Shippin Avenue
Miriam Kliewe	391 Hope Street
Joanne Berns	217 Sundance Road
Nancy Benjamin	56 North Lake Drive
Candace Burke	59 Courtland Avenue
Owen Nieberg	83 Overbrook Drive
Debbie Gibb	32 Eastwick Place
Robin Mattice	76 Kane Avenue

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perform field visits and analyze the suggested treatments to ensure that they are constructible and can provide the intended benefit. Prior to the neighborhood charrettes Urban will conduct focus groups with a wide range of organizations in order to discuss ways in which the traffic calming program and master plan can incorporate the unique needs of these groups. This focus group was conducted with representatives of **Stamford's Parent Teacher Organization**.

**Urban: What is your biggest concern relating to school safety and how do you hope to see traffic calming addressing it?**

- Speeding
- Drivers not stopping at stop signs and crosswalks
- Drivers pass buses at bus stops despite the retractable Stop signs.
- The entrances to Toquam School and Springdale School are dangerous.
- Safety concerns around Roxbury School.
- Right turns on red create pedestrian safety issues

**Urban: What traffic calming treatments have you seen in Stamford or other areas that you have liked and felt worked well?**

- Speed humps
- Speed tables
- Street closures

**Urban: Are there any traffic calming treatments you have seen and don't like?**

- Treatments which would lead to a reduction in capacity should not be used on busy streets.

**Urban: Do you feel that children have safe walking routes to their bus stops? How would you like to see them improved?**

- There are no sidewalks on many of the streets that children use to walk to their bus stops. Those streets are especially dangerous in the wintertime.
- The distances that children walk to get to their bus stops are too far. The bus stop locations are chosen for the convenience of the drivers rather than the children.

**Urban: What do you feel is the single most important issue that must be addressed in order for this project to be considered a success?**

- Child safety
- Pedestrian friendliness





- Address the lack of police enforcement

**Urban: What are some of the reasons why people choose to live in Stamford?**

- Train system
- Diverse population
- Proximity to New York City
- Mixture of urban and suburban land uses.

**Urban: What haven't we addressed that you feel we should be aware of?**

- Funding for schools should not be reduced in order to pay for the construction of traffic calming treatments.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File



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1010 Wethersfield Avenue  
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Stamford, CT 06901



## STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING

**SUBJECT:** CHAMBER OF COMMERCE – TRANSPORTATION BOARD FOCUS GROUP

**DATE:** DECEMBER 6, 2006

**TIME:** 10:00 AM

**LOCATION:** STAMFORD CHAMBER OF COMMERCE, 733 SUMMER STREET

**INVITED:**

NAME	ADDRESS
Len Vignola	40 Powell Place
Robert Kahn	111 Summer Street
Bob Karp	95 Atlantic Street
Sandy Goldstein	5 Landmark Square
Jack Condlin	733 Summer Street
Najib Habesch	Urban Engineers, Inc.
Joe Rimiller	Urban Engineers, Inc.

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**Urban: What are the biggest traffic issues impacting Stamford's commerce and what role do you see traffic calming having in improving these issues?**

- Additional on-street parking should be created. For years the City focused on speeding up traffic by removing on-street parking and widening the streets. More recently however the City has been calming traffic and providing additional on-street parking.
- Entice people to experience Stamford's downtown and retail areas. If drivers travel at 40 miles per hour through the downtown they will be less likely to be aware of their surroundings. At slower speeds they will be more likely to take notice of retail establishments.
- Make pedestrians feel safer and more comfortable on the sidewalks and crossing the street.
- The Traffic Calming Master Plan should be a work in progress because traffic conditions will change over time. In the past streets have been over calmed and treatments had to be removed or scaled back. For example, on Summer Street implementing on-street parking on both sides of the street created bottlenecks at some intersections. Fine tuning and adjustments should be made where needed.
- There is a fine line between slowing traffic down and creating congestion.
- Converting Bedford Street into a one-way street was a bad idea. It was done in large part to provide a more efficient route from the Merritt Parkway to the mall. That route is no longer needed. It has created an accident problem. Converting Bedford and Summer back to two-way streets would improve safety and put many cars on Washington Boulevard where they belong. However, doing this would likely mean removing the popular angled parking on Bedford Street. Also, it not known whether the streets would have the capacity to accommodate two-way traffic. While Summer Street can operate with three lanes as a one-way, if it were to be converted only one lane could be accommodated in each direction.
- The streets connecting Summer and Bedford should all be two-way streets.
- Stamford's streets were designed for the automobile and not the pedestrian. The Urban Renewal Plan created a loop around the downtown area consisting of Tresser Boulevard, Broad Street, Washington Boulevard, Elm Street, and Main Street. Hoyt Street could be extended in order to provide an alternative route around the downtown, but the City has refused to create the extension. Currently it is very difficult to make a left turn from the loop onto Hoyt Street.
- The timing of the City's traffic signals leaves much to be desired. There is little progression between signals. Sometimes red light running is a result of frustration with the signal timings.
- It is very difficult to make the westbound left turn from Broad Street onto Summer Street during the afternoon peak hour.
- It is difficult for pedestrians to cross in two-way traffic. Pedestrian signals should be installed at all signalized intersections. Even if pedestrians have the Walk signal they



still have to watch out for vehicles making a right turn on red. Enforcement is needed to prevent drivers from making right turns on red where they are not permitted to do so.

- Drivers run red lights and end up blocking intersections, which makes congestion even worse.
- The signals at Long Ridge Road, High Ridge road, and Bedford Street have the poorest timing. The timing is particularly bad for vehicles traveling northbound from Bedford Street onto High Ridge Road.
- Roundabouts work well on residential streets but there is some skepticism as to whether they would work in the downtown area.
- There are tire marks on the Shippan Avenue roundabout and on the curb at that intersection. That may mean the roundabout is too large. However, if it was smaller drivers would not have to slow down as much. Since the yield signs at the Fairfield Avenue roundabout have been removed some drivers have been confused about how to use it.

**Urban: Which traffic calming tools do you like or dislike?**

- Shippan Avenue could be narrowed by added a bicycle lane.
- Angle parking is good because it eliminates excess roadway width. Drivers have been traveling down Bedford Street more slowly since angle parking was introduced. There have also been fewer accidents than there were when parallel parking was in use.
- Most of the streets in the downtown area do not have speeding problems (with the exception of Summer and Broad). The problems are issues such as drivers failing to yield to pedestrians. These problems probably need to be addressed through enforcement.
- In the past the City installed signs which alerted turning drivers to the fact that pedestrians had right-of-way. Those signs were helpful.
- The median on Atlantic Boulevard (between Broad Street and the old Town Hall) is helpful for pedestrians because it gives them a safe harbor. However, it encourages drivers to go faster. On streets where medians have been removed speeds have slowed down. When the medians were removed, on-street parking was added so the road was not widened. Medians could be removed everywhere except at the intersections to allow pedestrians to keep the safe harbor.
- A consultant hired by Project for Public Spaces wanted to put an island at the Main Street, Bank Street, West Park Street, and Summer Street intersection. He also proposed eliminating the signal at the end of Summer Street.
- Raised intersections would be helpful at some of the intersections with heavy pedestrian volumes. Finding the correct slopes for the ramps is important so that driving through the experience doesn't become too uncomfortable for drivers.



- The intersection of Broad Street and Summer Street would be a good location for a raised intersection. Brick pavers could be used on the sidewalk and a different material could be installed in the raised intersection.
- The roundabout on Shippan Avenue slows drivers down but they speed up further down the road. It would have been better if roundabouts were installed at additional intersections on Shippan but some residents objected to the idea.
- Speed humps have been used in attempts to get drivers to stop running stop signs. They do slow drivers down but they don't prevent them from running the stop signs.
- Speed humps often vary in terms of length, pitch, and angle. An attempt should be made to keep them consistent.
- In Westport residents placed planters on the street in order to narrow its width. This was a successful approach towards slowing drivers down.
- Don't design speed humps like the ones in the driveway at the Sheraton hotel. You can't go over those speed humps any faster than one mile per hour. They are much too abrupt.

**Urban: Which would you say is the single most important issue which should be addressed in order for this project to be considered a success?**

- The Broad Street and Summer Street intersection is congested, especially during the morning and afternoon peak hours and on Thursdays and Fridays. Sometimes drivers on Broad Street pull into the parking lane and then try to cut back into traffic. A curb extension could be used to address this problem.
- Look into converting Summer Street and Bedford Street into two-way streets. It may not be feasible to convert the entire lengths of the streets to two-way roads but you may be able to convert at least portions of the road.
- Traffic on I-95 is a bigger threat to future development than local traffic.
- If Summer Street were to be converted into a two-way street it would be difficult to make left turns out of parking lots.
- More enforcement is needed to create an environment where drivers feel uncomfortable speeding and running red lights.
- Improve the progression of traffic signals in order to reduce driver frustration.
- Re-analyze the outer loop system and Hoyt Street extension.
- The Summer Street and Bedford Street two-way conversions are a good idea but the volumes are too high for it to work.
- Grove Street, Strawberry Hill Avenue, and Newfield Avenue should have been a major north-south arterial route.
- Median islands such as those on Atlantic and Broad are counterproductive. They speed up traffic rather than slow it down. Raised crosswalks and intersections are more effective.
- Be sure to consider the recommendations in the Parking, Traffic, and Pedestrian Plan.





Stamford Neighborhood Traffic Calming  
Memorandum of Meeting  
December 6, 2006  
Page No. 5

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- Countdown pedestrian signals have been tested on Atlantic Boulevard and Tresser Boulevard. They were well received.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink, reading "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
1010 Wethersfield Avenue  
Hartford, CT 06114

City of Stamford  
888 Washington Blvd.  
Stamford, CT 06901



## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** VISUAL IMPAIRMENT MOBILITY FOCUS GROUP

**DATE:** MARCH 1, 2007

**TIME:** 10:00 AM

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

**INVITED:**

		<b>ATTENDANCE</b>	
<b>NAME</b>	<b>ORGANIZATION/COMPANY</b>	<b>YES</b>	<b>NO</b>
Najib Habesch	Urban Engineers	X	
Joe Rimiller	Urban Engineers	X	
Bill Webb	Board of Ed. and Services for the Blind	X	

The City of Stamford has retained Urban Engineers, Inc. to develop a citywide traffic calming master plan which addresses traffic issues in all of its residential neighborhoods. Traffic calming is an approach that can be used to reduce speeding and cut through traffic, make streets more bicycle and pedestrian friendly, and better manage traffic on non-residential streets. The master plan will be developed through an approach which will be driven by the public. Urban will conduct neighborhood charrettes at which residents will have the opportunity to discuss traffic issues and suggest potential traffic calming solutions. Urban's traffic calming team will then perform field visits and analyze the suggested treatments to ensure that they are constructible and can provide the intended benefit. Prior to the neighborhood charrettes Urban will conduct focus groups with a wide range of organizations in order to discuss ways in which the traffic calming program and master plan can incorporate the unique needs of these groups. This focus group was conducted with representatives of the **State of Connecticut Board of Education and Services for the Blind**.

**Urban: What is your background and experience with the City of Stamford?**

- Mr. Webb is a mobility instructor who works with legally blind individuals. The territory he works in includes the City of Stamford. He has over twenty years of experience working with the State of Connecticut Board of Education and Services for the Blind. His main challenge in this capacity is helping visually impaired individuals to get from their homes to the downtown or other shopping areas.



**Urban: How would you like to see traffic calming enhance safety for the visually impaired?**

- For the visually impaired being able to cross the street is the root of their independence.
- Sidewalks should be available wherever possible and they should be devoid of obstructions.
- Audible signals are helpful, especially when they are located at intersections with traffic control. If they are not used in conjunction with traffic control then they may provide a false sense of security.

**Urban: How can we make crosswalks more accessible for the visually impaired?**

- People who are legally blind but have some vision can often see sharp contrasts. Therefore, a noticeable contrast between the color of the paint and the pavement is helpful.
- Pavers such as brick may provide acceptable contrast but they work best when white stripes are painted adjacent to them.
- Tactile pavement is the most helpful tool for individuals who are completely blind.
- Long straight roads are the best locations for crosswalks because they allow pedestrians to be readily visible to drivers and pedestrians can more easily hear approaching vehicles. (ex: Belltown Road)
- Crosswalks and pedestrian signals should be provided on every approach to an intersection whenever possible.

**Urban: What are the challenges that the visually impaired face when using sidewalks?**

- In urban areas the main concerns are obstructions such as hydrants, signs, trees, and tree grates are problematic. They should be kept out of the walking path.
- In rural areas the sidewalks should be level and consistent. Grass borders located on the street side of the sidewalk help people from falling.
- Trees should be trimmed. Low hanging branches are problematic for the visually impaired because canes do not detect them.
- Stop signs should be located outside of the natural walking paths of pedestrians.
- Five foot wide sidewalks seem to be sufficient.
- Truncated domes at intersection corners are helpful.
- Ramp which are located perpendicular to the roadway help the visually impaired cross the road in a straight path.



**Urban: What is your opinion of roundabouts?**

- Roundabouts appear to have their advantages and disadvantages. They improve capacity but lack stop control.

**Urban: How do you select routes for your clients?**

- Routes vary from client to client because they live in different locations and have different needs. The number one concern when defining a route is safety. Skill level is also taken into consideration.

**Urban: Are there any other disability groups you feel we should speak with?**

- You may want to speak with a wheelchair mobility instructor. Try contacting the Center for Independent Living. There is also a center located in Stratford. Meeting with an advocate for the hearing impaired may also be beneficial, although the hearing impaired tend to have fewer issues with mobility.

**Urban: We would be happy to have our Project Team undergo sensitivity training so that we can better understand the needs of the visually impaired. Are there any other issues we feel we should be aware of?**

- The implementation of traffic calming treatments would be a very positive improvement for my clients.
- Technology has changes the approach that the visually impaired take when crossing streets. Signals are often actuated rather than pre-timed which makes it harder to predict how they will operate.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink, appearing to read "Joe Rimiller". The signature is fluid and cursive, with the first name "Joe" being more prominent than the last name "Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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

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888 Washington Blvd.  
Stamford, CT 06901



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** BULLS HEAD NEIGHBORHOOD OPENING CHARRETTE

**DATE:** OCTOBER 23, 2007      **TIME:** 6:30 PM

**LOCATION:** RIPPOWAM MIDDLE SCHOOL, 381 HIGH RIDGE 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 request 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 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 discourage 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

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:

BULLS HEAD GROUP #1

- Walkability is a general problem throughout the neighborhood
- Merging is difficult at the intersection of Washington Boulevard and Cold Spring Road
- Speeding is an issue on Washington Boulevard
- Speeding is an issue on Bedford Street
- The intersection of Prospect Street, Hoyt Street, Strawberry Hill Avenue, Grove Street, and Hillandale Avenue is confusing and unfriendly for pedestrians. For certain turning movements visibility is a concern as well.
- Cut through traffic and speeding are concerns on Fourth Street
- The area east of Strawberry Hill Avenue, between Upland Road and Burdick Street, should be a neighborhood park. However, there is limited pedestrian access across Strawberry Hill Avenue and limited parking
- It is difficult for pedestrians to walk on Oaklawn Avenue. Better sidewalks are needed.
- It is difficult to merge at the intersection of Halpin Avenue and High Ridge Road.
- Halpin Avenue is very wide and speeding is a problem
- Bus stops are not accessible, particularly on High Ridge Road
- Oaklawn Avenue experiences high volumes and high speeds.
- The sharp turns at the intersection of Halpin Avenue and Oaklawn Avenue are a safety concern.
- Pedestrian access is very limited along High Ridge Road and Long Ridge Road.
- Traffic never has to stop at the intersection of Bedford Street and Summer Street. This makes it difficult for pedestrians to cross the intersection.
- Terrace Avenue, McClean Avenue, and Cross Road are in need of traffic calming. Look at these streets as part of a system. If you only treat one of them the problems will move to the adjacent streets.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script, reading "Joe Rimiller".

Joseph Rimiller  
Project Engineer

cc: File



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

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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** BULLS HEAD NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 10, 2008

**TIME:** 7:00 PM

**LOCATION:** CLOONAN MIDDLE SCHOOL, 11 W NORTH STREET

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 request 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](http://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 discourage 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

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

### RESULTS

- Address speeding on Fifth Street
- At the intersection of Oaklawn Avenue and Old North Stamford Road drivers swing around the curve and into the oncoming lane
- Address speeding on Halpin Avenue
- Consider using low maintenance, environmentally friendly landscaping
- There should be a buffer between the sidewalk and traffic on Bedford Street near Ridgeway Plaza. The proposed bicycle lane would achieve this.
- Realignment is needed at the intersection of Summer Street and Second Street
- Fourth Street and Fifth Street should be treated in unison. Additional treatments should be considered to address speeding on these streets.
- The Long Ridge Road development should pay for implementation of some of the traffic calming treatments
- Drivers speed as they come down the hill on Fifth Street near Revonah Avenue. Consider adding a traffic circle at the intersection of Fifth Street and Revonah Avenue. The speeds make it difficult for pedestrians to cross.
- Don't put parking in front of the homes on Fifth Street. Bicycle lanes would be preferable.
- Reduce the number of cars entering the neighborhood
- High Ridge Road should be more pedestrian friendly
- The traffic and transit study prepared in 2002 discusses east-west connectivity. Prohibiting commercial traffic on east-west streets would move the burden to neighboring streets.

### Activity #2

Participants were asked to identify the locations that should be top priorities for receiving treatment.

### RESULTS

- Fifth Street and Fourth Street, between Strawberry Hill Avenue and Bedford Street
- Halpin Avenue and Oaklawn Avenue
- Install sidewalks on Oaklawn Avenue
- Improve pedestrian access across High Ridge Road
- The intersection of Prospect Street, Hoyt Street, Strawberry Hill Avenue, and Grove Street
- Protect pedestrians on Bedford Street near Ridgeway Plaza by adding a bicycle lane to serve as a buffer between the sidewalk and traffic



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

- Speeding is an issue on Fifth Street between Revonah Avenue and Morgan Street. Consider putting a roundabout at the intersection of Fifth Street and Revonah Avenue. Also, consider installing crosswalks at the intersection because many pedestrians cross there.
- Sightlines for vehicles pulling out of Halpin Avenue onto Oaklawn Avenue are poor due to tall bushes.
- There is often trash on the northeast corner of the Halpin Avenue and Oaklawn Avenue intersection.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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

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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 request 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 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

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- 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.
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- 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 Road 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.



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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

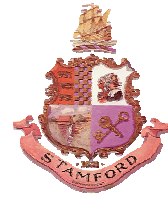
Joe Rimiller  
Project Engineer

cc: File



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



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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 request 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](http://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 discourage 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:



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

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.

A handwritten signature in cursive script that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** COVE NEIGHBORHOOD OPENING CHARRETTE

**DATE:** MAY 21, 2007

**TIME:** 6:00 PM

**LOCATION:** KT MURPHY SCHOOL, 19 HORTON STREET

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 request 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 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 discourage 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

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

Additional police enforcement is needed	24
Speeding, tractor trailers, and double parking on Seaside Ave.	20
Speeding, speed spiking, drag racing, trucks, and commuter traffic on Weed Ave.	18
Speeding, double parking, and truck traffic on Cove Rd. from Cove Park to Seaside	18
Speeding and icy streets during the winter on Willowbrook Ave. and Uncas Rd.	15
Cut through traffic and trucks on Seaside Ave., Cove Rd., and Weed Ave.	15
Improvements needed at the intersection of Willowbrook Ave and Soundview Ave.	14
Long red lights and poor sequencing of signals on East Main Street cause drivers to use neighborhood streets as shortcuts	13
High volumes, too much on-street parking, and too many school bus stops throughout the entire neighborhood	11
Speeding and difficulty fitting two way traffic with parked cars on both sides of Soundview Avenue	11
It is difficult to get out of a parked car on Seaside Ave. without getting hit	9
Poor sightlines, lack of crosswalks, and parking problems at the intersections of Cove Rd. at Euclid Ave. and Cove Rd. at Dean St.	9
Drag racing on Willowbrook Ave.	8
Speed spiking on Cove Rd. and Weed Ave.	7
Heavy parking and pedestrian traffic around the beach during the summer	5
Police don't ticket illegally parked cars on Dean St.	5
Motorcycles on Island Heights Circle and Island Heights Dr.	5
Trucks use Seaside Ave. and Cove Rd. as shortcuts	4
Dangerous driving by motorcycles throughout the neighborhood	4
Cars park in the travel lane on Cove Rd.	3
I-95 traffic uses neighborhood roads	3
Poor sightlines at the intersection of Webb Ave. and Seaside Ave.	3
Ineffective speed humps on Houston Terr. and Waterbury Ave.	2
Speeding at Givens Ave. and Palmers Hill Ave.	2
On Matthews St. drivers have difficulty seeing past hills and it is difficult for two way traffic to operate with cars parked on both sides of the street	2
School buses on Cove Rd. block traffic	2

### 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:

#### COVE GROUP #1

- Weed Avenue should be a one-way street near Seaside Avenue
- During winter storms everyone finds parking. This shows that there is enough parking available.
- Consider installing a small median island on Mathews Street in order to curb speeding.
- Speeding and commuter and truck traffic are problems on Seaside Avenue. Seaside Avenue is narrow enough already due to the parked vehicles on both sides of the road. Speed humps should be installed on Seaside Ave.
- Allow on-street parking on one side of Seaside Avenue only, or use a parking chicane.
- Implement a parking permit program on Seaside Avenue.
- Trucks exiting I-95 at Exit 9 should be using East Main Street rather than Seaside Avenue and Cove Road.
- Close Exit 9 or put up a "No Thru Truck Traffic" sign.
- Install stop signs or a roundabout at the intersection of Sylvan Knoll Road.
- Additional police enforcement is needed.
- Sidewalks are needed on Seaside Avenue. The portion of Seaside Avenue between Cummings Park and Willowbrook Avenue is dangerous for pedestrians.
- Median islands could be used to narrow Seaside Avenue.
- Cars overflow onto Bungalow Park from Seaside Avenue.
- Cove Road needs a facelift.
- Curb extensions and sidewalks are needed on Wascussee Lane. The intersections are very wide and drivers don't slow down before making turns.
- Van Buskirk Avenue is too narrow because of the parked cars on both sides of the road. Children dart in and out from between the cars.
- Raised crosswalks should be installed on Willowbrook Avenue at the intersections of Uncas Rd. and Hale St. Children cross these intersections on their way to school.
- Bicycle lanes should be installed on Willowbrook Avenue.
- The intersection of Willowbrook Avenue and Uncas Rd. gets very icy during the winter.
- Vertical treatments should be used on Willowbrook Avenue in order to impede motorcyclists.
- Mini-roundabouts should be installed at the following intersections: Uncas Rd. at Sachem Pl., Uncas Rd. at Wascussee Ln., Uncas Rd. at Willowbrook Ave., and Willowbrook Ave. at Hale St.
- Install curb extensions at the intersection of Uncas Rd. and Wascussee Ln. in order to prevent drivers from speeding through the intersection as they turn.





#### COVE GROUP #2

- Additional law enforcement is needed to regulate speeding.
- The intersection of Cove Road and Shippan Avenue is terribly dangerous.
- Install a mini-roundabout at the intersection of Seaside Avenue and Sylvan Knoll Road.
- Vehicles speed through the intersection of Neponsit Street and Dora Street.
- There is a blind curve on Weed Avenue, north of Cove Road. Treat Weed Avenue with a chicane and reclaim water so that there is more land that can be used for slowing traffic. The water creates a wide view and encourages speeding.
- Speed spiking occurs at the 20 mile per hour light on Weed Avenue, as well as at the intersection of Weed Avenue and Cove Road.
- Use a mini-roundabout at the intersection of Weed Avenue and Cove Road.
- Install median islands with trees on Cove Road between Weed Avenue and Albin Road.
- Do not install a sidewalk on the north side of Cove Road.
- Do not designate Weed Avenue as a one-way street. Making it a one-way street would make the speeding and drag racing problem worse.
- Install a sidewalk on the south side of Sound View Avenue between Tupper Drive and Willowbrook Avenue.
- Build a mini-roundabout at the intersection of Willowbrook Avenue and Hale Street.

#### COVE GROUP #3

- Implement inset parking on Cove Road between Willowbrook Ave. and George St.
- Install curb extensions on Cove Road at the following intersections: Euclid Ave., Dean St., Avery St., George St., and Horton St.
- Traffic patterns in the neighborhood vary based on season, time of day, and day of the week.
- Speeding is a problem on Dean Street and speed tables should be installed to address the issue.
- The sightlines on Cove Road at the intersections of Willowbrook Avenue and Dean Street need improvement.
- Speeding is a problem on Willowbrook Avenue.

#### COVE GROUP #4

- Install a "No thru traffic" sign on Euclid Avenue so drivers know that it is a dead end road.
- The signs on Euclid Avenue are overgrown with weeds.
- Set backs for corners at Cove Road and Seaside Avenue. Use painted markings to create no parking areas.
- Replace the speed bumps in the Cove Island Park parking lot and on Mathews Street, Waterbury Avenue, and Houston Terrace with softer sinusoidal humps.
- Install curb extensions and raised crosswalks on Cove Road between George Street and Weed Avenue.



- Consider installing short medians on Cove Road.
- Widen the existing sidewalk on the south side of Cove Road near Cove Island Park.
- Install pedestrian refuge islands at all crosswalks on Cove Road.
- Something should be done to slow traffic on Island Heights Drive.
- Synchronize the traffic signals on East Main Street between Weed Avenue and Myrtle Avenue.
- Post a "No thru trucks" sign on Seaside Avenue. Trucks should use Route 1 to Myrtle Avenue rather than Seaside Avenue and Cove Road.
- Implement a parking chicane on Seaside Avenue.
- Drivers exiting the store at the intersection of Cove Road and Duffy Street back up into traffic on Cove Road.
- Eliminate the driveway on the north side of Cove Road, just east of Shippan Avenue.

COVE GROUP #5

- Many streets are too narrow for traffic calming tools to be implemented. Police should enforce zoning and parking laws instead.
- There are too many cars parked on Frederick Street.
- Cars travel too fast on Soundview Avenue and there are no sidewalks in many areas, which creates a dangerous situation for pedestrians.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** COVE NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 4, 2007

**TIME:** 6:30 PM

**LOCATION:** KT MURPHY SCHOOL, 19 HORTON STREET

Mani Poola, City Traffic Engineer, welcomed the attendees and introduced the project. Najib Habesch, 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 request 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](http://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:

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- 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

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- Trees in medians or on the sides of the roads discourage speeding.
- On street parking reduces the width of the travel lanes and thus discourage 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 were asked to vote on what level of landscaping they would like to see incorporated into traffic calming devices in their neighborhood. "Gold" landscaping is highly aesthetic but residents or local organizations must agree to perform maintenance. "Silver" landscaping involves lesser planting and maintenance but can still make the traffic calming treatments attractive. "Bronze" landscaping does not include any type of planting or maintenance. It was understood that the vote was only meant to provide a general sense of the level of landscaping the neighborhood was willing to maintain. Landscaping may vary from location to location depending on the availability of sponsors willing to provide maintenance. Results were as follows:

### RESULTS

"Gold" level landscaping	8
"Silver" level landscaping	7
"Bronze level landscaping	1

Residents requested that gold level landscaping be incorporated into treatments by the Cove Park entrance.

### 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

Cove Road (between Willowbrook Avenue and Weed Avenue)	15
Cove Road (between Elm Street and Willowbrook Avenue)	10
Weed Avenue	9
Willowbrook Avenue	4
Seaside Avenue	3
Island Heights Drive/Island Heights Circle	3
Soundview Avenue	2
Mathews Street	1
Givens Avenue	1
Uncas Road and Wascussee Lane	1
Dora Street	0
Waterbury Avenue	0

### 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

- Do not implement inset parking on Cove Road between Dale Street and Willowbrook Avenue.
- Lengthen the proposed median at the intersection of Cove Road and Shippan Avenue so that it extends past the grocery store driveway.
- Traffic calming is needed on Givens Avenue and Palmer Avenue in between the intersections. Speeding is out of control.
- On Weed Avenue implement a painted shoulder rather than a sidewalk. (comment submitted by four participants)
- The proposed roundabout at the intersection of Middlebury Street and Cambridge Road should be large enough to slow down the traffic on Cambridge Road.
- The proposed roundabout at the intersection of Island Heights Drive and Island Heights Circle should be large enough to slow traffic.
- There is little to no parking on Island Heights Drive. No chicane is needed.
- Re-think the proposed roundabout at the intersection of Cove Road and Weed Avenue.
- The 20 mile per hour speed limit sign in front of 307 Weed Avenue should be more prominent.
- Paint the word "Slow" on the pavement on Weed Avenue.
- Reposition the booth in the Cove Park parking lot and add another lane in the parking lot to improve flow. This would take the back up off of the roads.
- The proposed curb extensions on Dean Street are a good idea.
- Additional treatments are needed along Weed Avenue and Cove Road in order to discourage drag racing.
- In order to prevent traffic from backing up at the Cove Park entrance, create separate one-way entrance and exit roads to and from the park.
- The traffic calming plan looks good.
- The proposed improvements on Uncas Road and Sachem Place are good ideas.
- Provide additional speed control measures on Soundview Avenue between Tupper Drive and Cove Road.
- The proposed raised intersection on Willowbrook Avenue should be at Hale Street rather than Caldwell Street because there is a bus stop at the Hale Street intersection.
- Islands may not be needed on Uncas Road, Wascussee Lane, and Sachem Place because the volumes are low, but something should be done to narrow the intersections.





Stamford Neighborhood Traffic Calming  
Memorandum of Meeting  
June 4, 2007  
Page No. 5

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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.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File



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



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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 request 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 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 discourage 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.

A handwritten signature in black ink, appearing to read "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
Hartford Square West, Ste. 2-303  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** DOWNTOWN NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 5, 2008

**TIME:** 7:00 PM

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

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 request 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](http://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 discourage 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

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





## RESULTS

- Summer Street and Bedford Street are traffic ridden. Consider implementing angle parking or converting them to two way streets in order to improve commerce.
- North Street should be placed on a road diet.
- Crosswalks are needed at the intersection of West Park Place, Summer Street, Bank Street, and Clark Street. Trucks making left turns present a dangerous intersection.
- Prospect Street at Dunkin Donuts – the intersection is dicey during all hours. Speeding is a problem, especially on Hoyt Street. Consider adding medians. Many pedestrians cross at the intersection.
- The Atlantic Street median isn't working. Consider eliminating it and replacing it with additional parking or a different treatment.
- Make sure coordination with other projects and developments takes place.
- Find locations where bike lanes can be installed. Summer Street, Bedford Street, Atlantic Street, and Broad Street should be candidates.
- Take the Transportation Center into account and make the area around it more pedestrian friendly.
- The City should include the Downtown Special Services District in the Transportation Center project.
- Remove a lane from Greyrock Place and replace it with parking.
- Hillendale Avenue has a lot of children walking on the street.
- Provide additional treatments in the core of the downtown rather than the periphery
- Certain intersections on Tresser Boulevard (including Atlantic Street, Greyrock Place, and Washington Boulevard) are nightmares due to the heavy traffic volumes.
- At the intersection of Washington Boulevard and Broad Street the crosswalks are tiny and the southbound left turn lane on Washington Boulevard is dangerous.
- Incorporate pedestrian only phases into downtown signals, possibly only during off peak hours. On Washington Boulevard and Tresser Boulevard left turns during concurrent pedestrian phases present a safety hazard.
- Improvements are needed at the intersection of Broad Street and Atlantic Street.
- The Washington Boulevard medians should be widened by eliminating unnecessary right turn lanes. This would provide pedestrians with more refuge.
- Improve the intersection of Atlantic Street, Main Street, and the mall ramp
- Wenzel Terrace needs more than a parking chicane. The road gets congested and police need to have it clear so they can use it.

## Activity #2

Participants were asked to identify the locations that should be top priorities for receiving treatment.

## RESULTS

Summer Street corridor

Atlantic Street corridor

Washington Street corridor



The Downtown core  
West Park Place at Summer Street  
Prospect Street at Grove Street, Strawberry Hill Avenue, and Hillandale Avenue  
Additional bicycle lanes throughout the downtown

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

- Speak with Ed Gentile regarding reconstruction plans for Main Street between Washington Boulevard and Summer Street and for the building on the southwest corner of the Broad Street and Atlantic Street intersection.
- Speak to the Director of Operations, Ben Barnes, regarding plans for Bank Street
- On Wenzel Terrace too many condominium residents park on the street, which makes it difficult for residents to pull out of their driveways. Parking should only be permitted on one side of the south side of the street.
- Consider installing curb extensions on the southeast corner of the Hillandale Avenue and Wenzel Terrace intersection rather than a roundabout.
- On Hillandale Avenue, cars don't park near Underhill Street.
- On Hope Street, parking is currently not permitted between Wenzel Terraces and Howes Avenue, where inset parking is proposed

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script, appearing to read "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** EAST SIDE NEIGHBORHOOD OPENING CHARRETTE

**DATE:** APRIL 17, 2007 **TIME:** 6:00 PM

**LOCATION:** ROGERS MAGNET SCHOOL, 83 LOCKWOOD 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 request 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 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 discourage 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.



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:

#### EAST SIDE GROUP #1

- There is a speeding problem on East Main Street, especially near the hill where drivers pick up speed. The group recommended installing a median between Lincoln Avenue and Seaton Road, as well as roundabouts at the Myrtle Avenue, Glenbrook Road, and East Main Street intersections.
- Broad Street should be reduced to one lane between Grove Street and East Main Street in order to improve pedestrian safety.
- Install roundabouts on East Main Street at the Broad Street and Glenbrook Road intersections.
- Eastbound left turns from East Main Street onto Crystal Street should be prohibited because the intersection is right before the bridge and the turning vehicles block traffic.
- The signage on East Main Street near Glenbrook Road is confusing and should be improved. It is unclear which intersection the turn lanes are intended for.
- Inset parking should be installed on East Main Street in front of the new condominiums (between Glenbrook Road and Lafayette Street).
- Additional parking is needed on Lockwood Avenue in front of Rogers Magnet School. Utilize inset parking.
- Crosswalks should be added at all intersections on Lockwood Avenue in order to improve school safety.
- Ursula Place is experiencing problems with cut through traffic and speeding.
- The City should adopt a policy of installing only concrete sidewalks.
- Seaton Road and the hill on Hamilton Avenue are used as short cuts.
- Crosswalks are needed at all intersections on Myrtle Avenue.
- Crosswalks are needed in front of the school at the intersection of East Main Street and Blachley Road.
- Drivers use the Blockbuster parking lot as a shortcut from East Main Street to Lockwood Avenue.

#### EAST SIDE GROUP #2

- Speeding is a problem on East Main Street. The group recommended reducing the number of lanes east of Courtland Avenue, and installing both short medians and curb extensions at the Standish Road, Seaton Road, Lawn Avenue, and Myrtle Avenue intersections. The group also requested curb extensions at the Lockwood Avenue intersection and both curb extensions and curb radii reductions at the Lafayette Street intersections.



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- The group recommended that roundabouts be installed on East Main Street at the intersections of Glenbrook Road and Broad Street.
- A choker should be installed on Broad Street, west of East Main Street in order to improve pedestrian safety.
- Inset parking is needed in front of the new condos at the intersection of East Main Street and Glenbrook Road. Inset parking is also needed on East Main Street between Quintard Terrace and Myrtle Avenue.
- Curb extensions and midblock crossings were recommended for all intersections on Lockwood Avenue.
- Seaton Road is used as a shortcut and many accidents have occurred there. Inset parking and midblock crossing should be installed in order to address the problem. Parking on Seaton Road is already limited so any treatment that is installed should not sacrifice parking.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

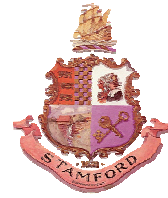
cc: File





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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** EAST SIDE NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 13, 2007 **TIME:** 6:30 PM

**LOCATION:** HOLIDAY INN SELECT, 700 EAST MAIN STREET

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 request 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](http://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

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#### Horizontal Treatments

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#### Vertical Treatments

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- 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 were asked to vote on what level of landscaping they would like to see incorporated into traffic calming devices in their neighborhood. "Gold" landscaping is highly aesthetic but residents or local organizations must agree to perform maintenance. "Silver" landscaping involves lesser planting and maintenance but can still make the traffic calming treatments attractive. "Bronze" landscaping does not include any type of planting or maintenance. It was understood that the vote was only meant to provide a general sense of the level of landscaping the neighborhood was willing to maintain. Landscaping may vary from location to location depending on the availability of sponsors willing to provide maintenance. Results were as follows:

#### RESULTS

"Gold" level landscaping	4
"Silver" level landscaping	7
"Bronze level landscaping	0

#### 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

Myrtle Avenue at East Main Street	10
Lockwood Avenue	5
Glenbrook Road	5
Courtland Avenue	4
Glenbrook Road at Daskam Place	4
Quintard Terrace at East Main Street	3
Hamilton Avenue at Courtland Avenue	2
South State Street	2
Elm Street at Cove Road	1

#### 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

- Use planters at the intersection of Glenbrook Road and Hamilton Avenue.
- Trucks use Crystal Street and Hundley Court as shortcuts.
- Courtland Avenue is an ideal location for roundabouts.
- Fix the sidewalks and curbs on East Main Street. Add more visible crosswalks and landscaping.
- Clearly mark the lanes going under the bridge and along all of East Main Street.
- Right turns should be permitted on red for eastbound traffic at the intersection of Glenbrook Road, Arlington Road, and Daskam Place.
- Consider installing a roundabout at the intersection of Glenbrook Road, Arlington Road, and Daskam Place.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** GLENBROOK NEIGHBORHOOD OPENING CHARRETTE

**DATE:** MAY 22, 2007

**TIME:** 6:00 PM

**LOCATION:** JULIA STARK SCHOOL, 398 GLENBROOK 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 request 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.

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- 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 discourage 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

General lack of enforcement	17
Speeding on Glenbrook Road	17
Speeding on Holcomb Avenue	16
Speeding, truck traffic, and high volumes on Courtland Avenue	15
Speeding on Courtland Hill Street	12
Speeding on Strawberry Hill Avenue	12
Cut through traffic and truck traffic on Lenox Avenue	10
Speeding on Rock Spring Road	10
Commuter traffic on Church Street and Glenbrook Road	8
Speeding on Colonial Road	8
Speeding, cut through traffic, and stop sign running on Oscar and Scofield	8
Cut through traffic on Toms Road	8
Cut through traffic on Center Street	7
Cut through traffic on Pine Hill Avenue	7
Speeding by the high school, lack of crosswalks and enforcement on Toms Road	7
Parking issues on Treat Avenue	7
Speeding near the park on Belltown Road	6
Cut through traffic on Coolidge Avenue and Hope Street	6
Cut through traffic on Elmbrook Drive and Pine Hill Avenue	5
Cut through traffic on Plymouth Road	5
Cut through traffic on Howes Avenue	4
Intersection improvements needed on Glenbrook Road at Crescent Street	4
Cut through traffic on Bellmere Street	2
Cut through traffic on Francis Avenue	1

### 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:

#### GLENBROOK GROUP #1

- Speeding and lack of enforcement on Strawberry Hill Avenue
- Speeding, heavy volumes, lack of speed limit signs, and lots of children walking to school on Plymouth Road
- Speeding, heavy volumes, and children crossing the street on Scofield Avenue
- Speeding on Oscar Street. Children walking to school are in danger.
- Double parking and unorganized pick ups and drop offs at Julia Stark School.



- Cut through traffic and speeding are problems on Center Street. Consider converting it to a one-way street, or building speed tables, chokers, or curb extensions.

#### GLENBROOK GROUP #2

- Improve signal progression.
- Replace existing pedestrian signals with countdown pedestrian signals.
- Bellmere Avenue is the only road in the area without a speed hump. Drivers avoiding the surrounding roads use Bellmere Avenue instead.
- The “No Turn on Red” sign at the intersection of Strawberry Hill Avenue and Upland Road is ignored. It should be removed because there are no problems with the sight lines.
- Drivers speed on Strawberry Hill Avenue.
- The intersection of Strawberry Hill Avenue and Fifth Street gets congested.
- Drivers speed on Holcomb Avenue.
- Parents picking up and dropping off their children for school park illegally on Toms Road near Overbrook Drive.
- Additional sidewalks and crosswalks are needed on Toms Road. Curb extensions may also be beneficial. Pavement markings could be used to slow down traffic.
- Sidewalks are needed on Hope Street, Derwen Street, Rutz Street, and DeLeo Drive.

#### GLENBROOK GROUP #3

- Speeding on Colonial Road.
- Parking should be restricted to one side of the road on Mayflower Avenue.
- The sightlines at the intersection of Cowan Avenue and Treat Avenue are poor due to vehicles parking too close to the intersection.
- Curb extensions are needed at the intersection of Treat Avenue and Hillandale Avenue in order to prevent drivers from parking too close to the intersection and obstructing sight lines.
- Speeding is a problem on Holcomb Avenue. School bus drivers are among those speeding. Consider installing speed bumps.
- Parked vehicles from the apartments obstruct the road on Holcomb Avenue between Ardsley Road and Coolidge Avenue.
- Install a raised intersection at the intersection of Holcomb Avenue and Hillandale Avenue.
- The intersection of Hillandale Avenue, Fenway Street, and Wenzel Terrace is offset.
- Build a sidewalk in front of Stamford High School.
- Drivers park on the sidewalk at the intersection of Colonial Road and Pilgrim Walk. Many accidents occur at the intersection. Consider constructing curb extensions.
- Drivers speed and run red lights at the intersection of Pine Hill Avenue and Hope Street. The store parking lots at the intersection should have a one way circulation pattern in order to improve safety.
- Illegal parking is an issue on Oakdale Road. Drivers park on the sidewalk, park in one-hour parking spaces for days at a time, and park too close to the intersection.



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- Commercial vehicles and trucks use Oakdale Road all day and night. Trucks should not be permitted to use the street.
- Oakdale Road is too narrow to allow on-street parking on both sides while permitting two way traffic.
- Heavy volumes and speeding are problems on Glenbrook Road.
- Only right turns should be permitted for vehicles exiting the train station.
- The corner at the intersection of Courtland Avenue and Maple Tree Avenue is too sharp.
- Truck traffic is a concern on Cowing Place.

GLENBROOK GROUP #4

- Speeding and red light running are problems on Glenbrook Road.
- Parents make dangerous U-turns and aren't careful when dropping children off at Julia Stark School.
- Speeding is a problem on Pine Hill Avenue, Elmbrook Drive, and Rock Spring Road.
- The speed humps on Howes Avenue are not effective. Something else is needed to slow drivers down.
- Drivers speed on Belltown Road and Upland Road by Barrett Park and the commercial strip.
- Lenox Avenue and Courtland Avenue are used as shortcuts.
- Trucks speed on Lenox Avenue and Courtland Avenue.
- Drivers use Newfield Avenue and Belltown Road as shortcuts in order to avoid the traffic signals on Fairland Street.
- Crosswalks are needed on both sides of Glenbrook Island.
- It is difficult for pedestrians to walk to the train station. Curb extensions and raised crosswalks are needed near the station.
- Install speed humps on Glendale Road between Glendale Drive and Elmbrook Road.
- The sidewalk at Dunkin Donuts is used as part of the parking lot.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** GLENBROOK NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 5, 2007

**TIME:** 6:00 PM

**LOCATION:** JULIA STARK SCHOOL, 398 GLENBROOK 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 request 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](http://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 discourage 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

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

### RESULTS

- Take inclined streets into consideration.
- Don't allow on-street parking on Rock Spring Road. That way bike lanes or shoulder markings can be installed.
- Address the problem of cars and motorcycles with loud engines or mufflers.
- Find funding for implementation.
- Address the portion of Hillandale Avenue near the school and the nursery.
- Parker Avenue is a narrow one-way street.
- The proposed sidewalks on Toms Road are needed.
- Traffic in front of the school on Hillandale Avenue is chaotic due to pick ups and drop offs.
- A lot of the on-street parking on Howes Avenue comes from other streets.
- Address pedestrian safety on Strawberry Hill Avenue because children use it to walk to school.
- There is heavy truck traffic on Courtland Avenue and Lenox Avenue.
- Center Street and Howes Avenue are experiencing problems with speeding and cut through traffic. A treatment other than inset parking should be utilized.
- Slow traffic at midblock locations in addition to intersections.
- Install "No Thru Trucks" signs to prevent truck drivers from using residential streets as shortcuts.
- Install rumble strips similar to the ones used in Darien.

### Activity #2

Residents were asked to vote on what level of landscaping they would like to see incorporated into traffic calming devices in their neighborhood. "Gold" landscaping is highly aesthetic but residents or local organizations must agree to perform maintenance. "Silver" landscaping involves lesser planting and maintenance but can still make the traffic calming treatments attractive. "Bronze" landscaping does not include any type of planting or maintenance. It was understood that the vote was only meant to provide a general sense of the level of landscaping the neighborhood was willing to maintain. Landscaping may vary from location to location depending on the availability of sponsors willing to provide maintenance. Results were as follows:

### RESULTS

"Gold" level landscaping	0
"Silver" level landscaping	14
"Bronze level landscaping	7





### Activity #3

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

Hope Street	18
Glenbrook Road at Church Street (near the train station)	15
Glenbrook Road	13
Holcomb Avenue	8
Strawberry Hill Avenue	7
Rock Spring Road	6
Hillandale Avenue (at the school)	5
Belltown Road at Toms Road and at Bellmere Avenue	4
Lenox Avenue	1

### Activity #4

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 #5

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

- The proposed roundabout and curb extensions at the intersection of Turner Road, Newfield Avenue, and Belltown Road are a good idea.
- Address the steep incline on Holcomb Avenue at Van Buren Circle.
- Speeding is a problem on Rock Spring Road because the road is too wide.
- Parking should not be allowed on Rock Spring Road between Treat Avenue and Coolidge Avenue. Vehicles cross the double yellow line all the time.
- Speeding cars ignore stop signs at the bottom of the hill on Holcomb Avenue, east of Ardsley Road.
- Speed bumps on Hillandale Avenue and Holcomb Avenue are a must because there is a nursing school at the intersection.
- Will police enforce the permit required for parking on Howes Avenue.
- Higher speed humps are needed on Howes Avenue? (two comments)
- The curb extensions on Howes Avenue are well liked.



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- Don't like the proposed chicane on Fairland Street. Something else is needed to discourage cut through traffic.
- The proposed parking chicane on Mayflower Avenue is good.
- Speeds are too high on Strawberry Hill Avenue.
- The proposed roundabout at Strawberry Hill Avenue, Upland Road, and Fieldstone Lane would be an improvement.
- Permit right turns on red for traffic turning onto Upland Road from Strawberry Hill Avenue.
- The proposed shoulder markings on Glendale Road are excellent.
- Don't implement inset parking on Center Street. The issue on Center Street is speeding and cut through traffic. Add landscaping, stop signs, and speed humps instead.
- Consider adding a flashing speed light or "Caution School Zone/Children Crossing" sign on Glenbrook Road at Windell Place (in front of Julia Stark School).
- Implement permit parking on Elm Tree Place.
- Something should be done to calm traffic and prevent cut through traffic on Kirkham Place between Glenbrook Road and Church Street.
- Curb extensions and a raised crosswalk are needed on Glenbrook Avenue to provide access to the train station.
- Close the gate from Glenbrook Industrial Park in order to eliminate truck traffic.
- The existing speed tables on Lenox Avenue don't work. If the proposed inset parking is not designed to stop speeding what will? Also, something is needed to address loud cars and trucks.
- Sidewalks are needed on the north side of Hamilton Avenue at Culloden Road because a car went through a window.
- The existing sidewalks at the intersection of Culloden Road and Hamilton Avenue are in terrible shape.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script, appearing to read "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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

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Stamford, CT 06901



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## **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 request 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 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 discourage 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

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 Rachelle 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 Rachelle 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 Rachelle 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.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
Hartford Square West, Ste. 2-303  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** HUBBARD HEIGHTS AND WEST SIDE NEIGHBORHOOD CLOSING  
CHARRETTE

**DATE:** JUNE 11, 2008 **TIME:** 7:00 PM

**LOCATION:** WESTOVER SCHOOL, 412 STILLWATER AVENUE

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 request 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](http://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 discourage 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

- Don't eliminate on street parking on residential streets
- Improvements are needed at the intersection of Woodcliff Street and Ivy Street
- A roundabout is needed at the intersection of Hubbard Avenue and Bridge Street
- Hazel Street is narrow. Make sure inset parking really would fit on Hazel Street.
- The intersection of Hazel Street and West Main Street is confusing. It switches between two-way and one-way traffic.
- Consider treatments on West Main Street even if they don't conform to state standards because Neighborhood Revitalization Zones can request waivers of state standards.
- Perry Street, Rose Park Avenue, and Taylor Street are narrow and curb extensions and additional narrowing through the use of curb extensions is not needed. However, curb extensions could be useful for improving sightlines.
- Mill River Street narrows from two lanes to one lane at the intersection of West Broad Street, creating a traffic jam. West Broad Street should be widened at Adams Avenue.
- Prohibit through truck traffic from using Hubbard Avenue
- Do not use any vertical treatments on Hubbard Avenue because they will impede emergency service vehicles heading to the hospital
- Look at traffic count data for West Broad Street
- Improvements are needed at the intersection of West Avenue and West Main Street
- Additional on street parking will be required once the condominiums being built on Liberty Street are opened. Don't implement inset parking if on street parking spaces will be lost.

### Activity #2

Participants were asked to identify the locations that should be top priorities for receiving treatment.

### HUBBARD HEIGHTS RESULTS

- Speeding at the intersection of Bridge Street and Hubbard Avenue
- Prohibit trucks from using Hubbard Avenue
- The intersection of West Main Street, Hazel Street, and Spruce Street is confusing
- Prohibit trucks from using upper West Broad Street
- Improvements needed at the Bridge Street and Washington Boulevard intersection

### WEST SIDE RESULTS

- 1A. Tresser Boulevard at West Main Street, Greenwich Avenue, and Mill River Street



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- 1B. West Main Street at Stillwater Avenue
2. West Main Street at Spruce Street and Hazel Street (near KFC)
3. Stillwater Avenue at Smith Street (Boxer Traffic Island)
4. Mill River Street at West Broad Street
5. West Main Street at West Avenue

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. No additional comments were received during this activity.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File





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



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** NEWFIELD NEIGHBORHOOD OPENING CHARRETTE

**DATE:** OCTOBER 22, 2007      **TIME:** 6:30 PM

**LOCATION:** TURN OF RIVER SCHOOL AUDITORIUM, 117 VINE 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 request 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 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 discourage 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

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 Pepper Ridge Road	6
High Clear Dr, Unity Rd, and Pepper Ridge Rd should be treated holistically	5
Truck traffic and speeding on Turner Road	4
High volumes and drivers failing to stop at the intersection of Case Road and Brinkerhoff Avenue	3
Speeding on Unity Road between High Ridge Road and High Clear Drive	3
Speeding on Dannel Drive and Crestwood Drive	2
Speeding and cut through traffic on Club Road	2
Speeding on Cedar Heights Road	2
Speeding on Silver Hill Road	2
Poor sightlines and turning radii at the intersection of Vine and Newfield	2
Speeding on Vine Road in front of Turn of River School	2
Difficulty turning at the intersection of Oaklawn Avenue and Pepper Ridge Road	2
Speeding on Alpine Street	1
Speeding and poor curbs on Wire Mill Road	1
Drivers ignore the stop sign at the intersection of Unity Rd and High Clear Dr	1
Speeding on Brandywine Road at Vine Road	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:

#### NEWFIELD GROUP #1

- It is difficult to make a southbound left turn from Newfield Avenue into the Jewish center. Consider installing a mini-roundabout at this intersection.
- The intersection of Wire Mill Road and Red Fox Road has poor sightlines.
- The intersection of Wire Mill Road and Four Brooks Road has poor sightlines.
- It is difficult to make a left turn from Wire Mill Road to High Ridge Road.
- Curb extensions or a roundabout are needed at the intersection of Club Road and Kerr Road.
- Cut through traffic, speeding, and high volumes are issues on Club Road. Speed bumps, stop signs, or chokers are needed.



- The intersection of Newfield Avenue and Vine Road is on a tight curve which is dangerous for both drivers and pedestrians.
- Speeding is a problem on Vine Road.
- Drivers speed at the hill on Silver Hill Lane despite the limited sightlines.
- The stop sign at the intersection of Case Road and Brinkerhoff Avenue is blocked by a tree.
- A raised intersection, curb extensions, or pavers should be used at the intersection of Case Road and Brinkerhoff Avenue to slow drivers down as they approach the intersection.
- Traffic on Turner Road looks like the Indy 500. Medians, bicycle lanes, speed limit signs, raised intersections, and police enforcement are needed to slow it down.
- Truck traffic should be kept off of Turner Road. Only local deliveries should be permitted.
- The intersection of Turner Road and Newfield Avenue should have a gateway feeling.
- Better sidewalks are needed on Newfield Avenue between Newfield Court and Todd Avenue.
- Crosswalks and better signage are needed near the ball field on Vine Road to improve safety for the children.
- The stop sign at the intersection of High Clear Drive and Unity Road is ineffective.
- Pepper Ridge Road should be narrowed with pavement marking and mini-roundabouts should be installed at several intersection including Silver Hill Lane and Turner Road.
- Unity Road and High Clear Drive experience speeding and cut through traffic. If one of these streets is improved a similar treatment should be applied to the other in order to avoid displacing the problem.
- High Clear Drive should be blocked and the rear entrance to Rippowam School should be opened.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File



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Hartford Square West, Ste. 2-303  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** NEWFIELD NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 3, 2008

**TIME:** 7:00 PM

**LOCATION:** TURN OF RIVER MIDDLE SCHOOL, 117 VINE 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 request 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](http://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.
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- Pocket parking protects parked vehicles and limit roadway width.
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#### Horizontal Treatments

- Crosswalks alert the driver that they are entering an area reserved for pedestrians.
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- Chokers narrow two lane roadways down to one lane at a midblock location.

#### Vertical Treatments

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- 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

- Many accidents occur at the intersection of Turner Road and Pepper Ridge Road. Stop sign running is an issue at the intersection. Sidewalks are needed.
- Speeding on Haig Avenue.
- Oaklawn Avenue has several dangerous intersections including Sherwood Road.

#### Activity #2

Participants were asked to identify the locations that should be top priorities for receiving treatment.

#### RESULTS

Oaklawn Avenue

Hollow Oak Lane at Rolling Wood Drive – cut through traffic and speeding

Turner Road at Pepper Ridge Road – accidents

Haig Avenue – speeding and accidents

High Clear Drive and Dann Dr

Pepper Ridge Road – pedestrian safety and school cut through traffic

Upper Vine Street near Newfield Avenue – trucks can't turn at the intersection so they use Club Road instead

#### 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 #3

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

- Stop sign running is an issue at the intersection of Rolling Wood Drive and Bel Aire Drive.
- Sidewalks are need on Turner Road and on High Clear Drive.

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.

A handwritten signature in black ink, reading "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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## **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 request 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 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

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#### Horizontal Treatments

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- Chokers narrow two lane roadways down to one lane at a midblock location.

#### Vertical Treatments

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- 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.



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- 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



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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.

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** NORTH STAMFORD NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 12, 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. Najib Habesch, 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 request 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](http://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 discourage 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

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



### RESULTS

- Speeding is an issue at the intersection of Scofieldtown Road and Janes Lane
- Don't obstruct the sightlines on Gary Road at Scofieldtown Road
- Stop signs are needed at the intersection of Jeanne Court and Davenport Ridge Road
- Sightline improvements are needed on Jeanne Court
- Chaos occurs on Scofieldtown Road when parents pick up and drop off students at Northeast School
- Dangerous curves on Hannahs Road at Larkspur Road
- Cars speed on Wire Mill Road after coming off of the Merritt Parkway
- Place 20 mph speed limit signs and pavement markings on Scofieldtown Road along with slight ambulance-friendly bumps, a crosswalk, and crosswalk warning signs
- Implement congestion pricing for parents dropping off children at Northeast School
- Speeding and cut through traffic are concerns on Brookdale Road
- A pedestrian crossing is needed in front of the arboretum on Brookdale Road
- Traffic coming off of High Ridge Road speeds onto North Stamford Road

### Activity #2

Participants were asked to identify the locations that should be top priorities for receiving treatment.

### RESULTS

- Blind curves on Hannahs Road
- Congestion on Scofieldtown Road in front of Northeast School
- At the intersection of Wire Mill Road and Long Ridge Road traffic blocks the intersection
- Speeding on Wire Mill Road between Long Ridge Road and High Ridge Road
- Heavy traffic volumes on Davenport Ridge Road at Jeanne Court
- The existing traffic circle at the intersection of Newfield Avenue, Lakeside Drive, and Davenport Ridge Road doesn't work
- Heavy volumes on Hunting Ridge Road
- Roads used by children should be a top priority
- There are not enough east-west running streets in the neighborhood

### 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

- The intersection of Hunting Ridge Road and Haviland Road is not a problem and does not need treatment.
- Instead of using a roundabout at the intersection of Hunting Ridge Road and Wildwood Road, put a median island on the Wildwood Road approach to the intersection.
- Speeding is a problem on Wire Mill Road between Long Ridge Road and High Ridge Road.
- Hunting Ridge Road is a two way, narrow road. Vehicles always cross over into the wrong lane. There are problems with the sight distance near the Long Ridge Road intersection.
- The new Merritt Parkway exit leads directly into Wire Mill Road. It is hard to make a left turn from Wire Mill Road onto Long Ridge Road. Noise from the Merritt Parkway is a concern.
- Speeding is an issue on Wire Mill Road. The road is used as a way to get from the Merritt Parkway to High Ridge Road. The speed limit on Wire Mill Road is 25 miles per hour and through trucks are prohibited. However, truck traffic uses Wire Mill Road to get from Long Ridge Road to High Ridge Road.
- There is no stop sign at the intersection of Studio Road and Wire Mill Road.
- The intersection of Newfield Avenue, Davenport Ridge Road, and Lakeside Drive is not clearly marked and needs work.
- Drivers making a left turn from Jeanne Court onto Davenport Ridge Road have difficulty seeing oncoming traffic.
- Davenport Ridge Road is used as a through street by New Canaan residents who like to speed.
- Regrade Davenport Ridge Road starting at the lower section near Newfield Avenue.
- The stop signs on Ponus Ridge Road work extremely well.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** SHIPPAN NEIGHBORHOOD OPENING CHARRETTE

**DATE:** APRIL 19, 2007 **TIME:** 6:00 PM

**LOCATION:** OUR LADY OF THE STAR OF THE SEA SCHOOL, 1170 SHIPPAN AVE.

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 request 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 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 discourage 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

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

Early morning drag racing and speeding on Shippan Ave.	20
Bicycle lanes are needed on Shippan Ave.	20
Add inset parking on Shippan Ave. in front of playing field	15
Speeding on Magee Ave.	12
Speeding on Harbor Dr.	12
Poor sight distance at northern intersection of Ocean Drive West and Shippan Ave	12
Speeding at the intersection of Stamford Ave. and Ocean Drive West	12
Flooding at the intersection of Shippan Ave. and Magee Ave.	10
Blind spots on Harbor Drive	9
S-curve problem on Harbor Dr.	8
High volumes on Harbor Dr.	6
Harbor Dr. (In general)	4
Speeding on Rippowam Rd.	3
Speeding on Downs Ave.	2
Speeding on Mitchell St.	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:

#### SHIPPAN GROUP #1

- At the intersection of Magee Ave. and Harbor Dr. drivers don't come to a stop before making right turns.
- The turn at the marina parking lot is blind due to the fence obstructing sightlines.
- The sidewalk on Harbor Dr. comes to an end at the racquet club. It should join up with a sidewalk or continuous bike path at the hurricane wall.
- Remove the racquet club sign.
- When a vehicle on Harbor Dr. slows to turn into the racquet club other drivers speed up and pass on the left.
- The curve on Harbor Dr., at Wallace St. is sharp.
- Harbor Lane should be placed on a road diet, reducing the total number of lanes from four to two, in order to address the speeding problem.
- The crosswalk on Harbor Drive, north of Wallace St. is ineffective. There is no safe way to cross the road on foot.



- It is difficult to make a left turn out of Palmer Landing/Schooner Cove due to the poor sightline to the right and the speed of traffic on both approaches.

#### SHIPPAN GROUP #2

- Shippan Avenue currently faces a speeding problem. Consider adding bike lanes, medians, or traffic circles to address the issue. Ocean Dr. East (northern intersection) Wallace St., and Harbor Dr. are intersections where traffic circles could be installed.
- Install crosswalks on Shippan Avenue in front of the athletic fields. Also, install curb extensions with inset parking at this location.
- Implement a bicycle lane on Magee Ave. and Shippan Ave.
- Speeding is an issue on Ocean Drive West. Add bike lanes to address the issue.

#### SHIPPAN GROUP #3

- Install roundabouts (with improved signage) and/or medians with chokers on Shippan Avenue at the intersections of Harbor Dr., Wallace St., Ocean Dr. W (northern intersection), and Ocean Dr. W (southern intersection).
- Add bike lanes on Shippan Ave., Ocean Dr. West, and Ocean Dr. East.
- Revise the signage at the existing roundabout on Shippan Ave.
- Construct attractive, pigmented, crosswalks on Shippan Ave. at Wallace St., Rippowam Rd., Lanark Rd., Ocean Dr. East, and Hobson St.
- Rippowam Rd. carries heavy traffic volumes. Implement on street parking as a visual traffic calming tool.
- Drivers make turns at high speeds at the (southern) intersection of Shippan Ave. and Ocean Drive.
- The section of Shippan Ave. between Ocean Drive West (northern intersection) and Auldwood Rd. is on a grade. Northbound vehicles travel downhill and achieve especially high speeds.

#### SHIPPAN GROUP #4

- Install a roundabout at the intersection of Shippan Ave., Magee Ave., and Harbor Dr.
- Implement inset parking on Shippan Ave. in front of the park.
- Add bike lanes on Shippan Ave., Ocean Drive East, and Ocean Drive West.
- Remove the sign from the racquet club on Harbor Dr. because it obstructs the view.
- Install a median on Harbor Dr. at the curve near Wallace St.
- Install a roundabout at the intersection of Shippan Ave. and Wallace St. with a walkway for children crossing to Our Lady of the Star of the Sea School.
- Add crosswalks at the intersection of Shippan Ave. at Wallace St. and Shippan Ave. at Lanell Dr.
- Add a median or Belgian block on the curved portion of Ocean Drive West, west of Palsey Rd.





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- Install crosswalks and pedestrian refuge islands at the northern intersection of Shippan Ave. and Ocean Drive West.
- Install Belgian block on Ocean Drive West, west of Stamford Ave. in order to slow speeding vehicles.
- Install a mini-roundabout or Belgian block at the southern intersection of Shippan Ave. and Ocean Drive in order to slow traffic.
- Implement landscaped medians on Downs Ave. and Mitchell St.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
Hartford Square West, Ste. 2-303  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** SHIPPAN NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 11, 2007

**TIME:** 6:00 PM

**LOCATION:** OUR LADY OF THE STAR OF THE SEA SCHOOL, 1170 SHIPPAN AVE.

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 request 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](http://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 discourage 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 were asked to vote on what level of landscaping they would like to see incorporated into traffic calming devices in their neighborhood. "Gold" landscaping is highly aesthetic but residents or local organizations must agree to perform maintenance. "Silver" landscaping involves lesser planting and maintenance but can still make the traffic calming treatments attractive. "Bronze" landscaping does not include any type of planting or maintenance. It was understood that the vote was only meant to provide a general sense of the level of landscaping the neighborhood was willing to maintain. Landscaping may vary from location to location depending on the availability of sponsors willing to provide maintenance. Results were as follows:

#### RESULTS

"Gold" level landscaping	13
"Silver" level landscaping	2
"Bronze level landscaping	0

#### 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

Shippan Avenue (south of Fairview Avenue)	1
Shippan Avenue (at the park)	16
Shippan Avenue (north of Fairview Avenue)	16
Harbor Drive	14
Ocean Drive West	2
Fairview Avenue at Stamford Avenue	1

#### 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

- Change the parking regulations on Shippan Avenue in front of the park so that drivers must park on the East side rather than the West side.



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- Stamford Avenue at Ocean Drive West is not as good a location for a roundabout as the other intersections where roundabouts are proposed.
- Shippan Avenue at Ocean Drive West (northern intersection) is a good site for a roundabout both functionally and aesthetically.
- Provide a left turn storage lane in front of Palmers Landing.
- There are blind spots for drivers making turns onto Harbor Drive due to an illegal fence.
- Although Westminster Road is a small street with a cul-de-sac, there are lots of children living there and a speeding problem. Consider adding curb extensions there just to visually narrow the street. Curb extensions should be included at the middle of the block.
- A roundabout should be included at the intersection of Shippan Avenue, Verplank Avenue, and Ocean Drive in order to slow drivers between the existing roundabout and the seawall. It would also slow drivers making high speed turns from Shippan Avenue onto Ocean Drive West.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

Joe Rimiller  
Project Engineer

cc: File



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75 Charter Oak Avenue  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** SOUTH END NEIGHBORHOOD OPENING CHARRETTE

**DATE:** APRIL 18, 2007 **TIME:** 6:00 PM

**LOCATION:** CTE LATHON WIDER COMMUNITY CENTER, 34 WOODLAND AVE.

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 request 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 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.
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- Trees in medians or on the sides of the roads discourage speeding.
- On street parking reduces the width of the travel lanes and thus discourage 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.





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:

#### SOUTH END GROUP #1

- There are speeding problems on Dyke Lane, Elmcroft Road, and Henry Street (between Pacific Street and Canal Street).
- Implement inset parking on Woodland Place.
- Cedar Street is a residential street which experiences too much truck traffic.
- It is difficult to pass on Cedar Street because the road is so narrow.
- Truck traffic should be kept off Ludlow Street and Canal Street. Force trucks to use Market Street instead of Ludlow.
- Trucks park on Market Street.
- The intersection of Henry Street and Atlantic Street isn't properly aligned.
- Install a curb extension at the intersection of Atlantic Street and Lipton Place.
- Implement inset parking on Henry Street between Pacific Street and Washington Boulevard.
- Make Woodland Avenue safer for children.
- The curb at the intersection of Cedar Street and Stone Street is protruding.
- The intersection of Elmcroft Road and Belden Street has a poor sight line. Consider installing a curb extension.
- Make Lipton Place a one-way street and limit parking.

#### SOUTH END GROUP #2

- Keep truck traffic off of Elmcroft Road.
- Improve the sight lines on Elmcroft Road at Belden Street and at Walnut Street.
- Improve parking and sight lines at the intersection of East Walnut Street and Pacific Street.
- There is a drag racing problem on Washington Boulevard, Dyke Lane, and Elmcroft Road.
- Install curb extensions at the intersection of Cedar Street and Henry Street in order to improve sight lines.
- Install a mini-roundabout at the intersection of Pacific Street and Henry Street in order to slow traffic, and curb extension in order to improve pedestrian safety.
- Do something to slow traffic at the intersection of Pacific Street and Woodland Avenue and make the intersection more pedestrian friendly.
- Relocate B&S Carting.



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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.

A handwritten signature in black ink that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** SOUTH END NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 12, 2007

**TIME:** 6:30 PM

**LOCATION:** CTE LATHON WIDER COMMUNITY CENTER, 137 HENRY STREET

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 request 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](http://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 discourage 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 were asked to vote on what level of landscaping they would like to see incorporated into traffic calming devices in their neighborhood. "Gold" landscaping is highly aesthetic but residents or local organizations must agree to perform maintenance. "Silver" landscaping involves lesser planting and maintenance but can still make the traffic calming treatments attractive. "Bronze" landscaping does not include any type of planting or maintenance. It was understood that the vote was only meant to provide a general sense of the level of landscaping the neighborhood was willing to maintain. Landscaping may vary from location to location depending on the availability of sponsors willing to provide maintenance. Results were as follows:

#### RESULTS

"Gold" level landscaping	0
"Silver" level landscaping	3
"Bronze level landscaping	5

#### 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

Henry Street (west side)	7
Canal Street	7
Ludlow Street	5
Elmcroft Road (between Belden Street and Dyke Lane)	4
Washington Boulevard	0

#### 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

- There is a speeding problem going up the hill on Lipton Place, as well as a blind spot on the top of the hill.



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- Curb extensions are needed on the north side of the intersection Henry Street and Atlantic Street due to sightline problems.
- The entrance to the school is on Woodland Avenue. It is more important to improve pedestrian safety on Woodland Avenue as opposed to Henry Street.
- Enforce a no parking rule on the south side of Lipton Place.
- Add midblock curb extensions on Woodland Avenue between Pacific Street and Henry Street. This is where buses pick up children from the school.
- Add roundabouts on Pacific Street at the Woodland Avenue and Henry Street intersections.
- There is a speeding problem on Elmcroft Road between Dyke Lane and Belden Street. Consider adding inset parking or a bicycle lane.
- The bend on Stone Street is wide and cars speed around it. Consider using curb extensions to narrow the road at that location.
- Cedar Street should be a one-way northbound street between Stone Street and Ludlow Street.
- Add bicycle lanes leading to the park on Washington Boulevard.
- Add a roundabout at the intersection of Atlantic Street and Washington Boulevard.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink, appearing to read "Joe Rimiller", written in a cursive style.

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
Hartford Square West, Ste. 2-303  
75 Charter Oak Avenue  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** SPRINGDALE NEIGHBORHOOD OPENING CHARRETTE

**DATE:** JUNE 14, 2007 **TIME:** 6:00 PM

**LOCATION:** SPRINGDALE SCHOOL, 1127 HOPE STREET

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 request 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 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 discourage 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

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

Hope St @ Camp Ave (difficult to make a left turn)	9
Hope St Corridor	9
Hope St @ Slice Dr	8
Hope St @ Largo Dr (Springdale Diner)	8
Haig Ave (Entire length)	8
Hope St @ Springdale School (rear entrance also)	8
Weed Hill Ave (speeding on hill)	7
Saint Charles Ave	7
Hope St (In front of the train station)	7
Upper Knox Rd	6
Knickerbocker Ave (Used as a shortcut)	5
Chatfield St @ Edgewood Ave and Ridgewood Ave	3
Hope St @ Edgewood Ave	3
Fifth St @ Bedford St	1

### 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:

#### SPRINGDALE GROUP #1

- It is easy to miss the stop sign on Eden Road at the intersection of Hope Street. Drivers feel that they can drive through the intersection without stopping.
- Consider adding a mini-roundabout at the intersection of Hope Street and Bouton Street West.
- Curb extensions are needed on Weed Hill Avenue between Sterling Pl and Elmer Street as well as between Estwick Place and Bouton Street West.
- Use a chicane at the intersection of Weed Hill Avenue and Newfield Avenue.
- Consider using a series of short medians on Haig Avenue. One short median could be installed between Nyseous Place and Dagmar Place, another between Crestview Avenue and Gray Farms Road, and another between Joffre Avenue and Saint Charles Avenue.
- A mini-roundabout is needed at the intersection of Hope Street and Northill Street.



- Speeding is a problem on Saint Charles Avenue. It is used as a shortcut to get from Haig Avenue to Knickerbocker Avenue and vice versa. Consider implementing speed tables on Saint Charles Avenue.
- Add striping on Saint Charles Avenue in order to visually narrow the width of the road.
- Place a choker at the intersection of Hope Street and Viaduct Road.
- Put a mini-roundabout at the intersection of Hope Street and Chatfield Street.
- Pedestrian refuge islands are needed on Hope Street at River Bend Drive.
- Use a mini-roundabout at the intersection of Knickerbocker Avenue and Saint Charles Avenue.

#### SPRINGDALE GROUP #2

- Vehicles stop on Hope Street while waiting to make a left turn onto Camp Avenue. The stopped vehicles block traffic on Hope Street and create congestion.
- Trucks from I-95 cannot make the turn from Hope Street onto Largo Lane. The railroad trucks and diner are located in the area.
- There is a steep hill on Chatfield speed which makes it difficult to stop at Ridgewood Avenue.
- Parents fly through the neighborhood to get to Toquam School.
- Drivers park on Saint Charles Avenue at the blind curve near Marion Street.
- Cars back up on Weed Hill Avenue while turning onto Upper Haig Avenue. This makes it difficult to get in and out of driveways.

#### SPRINGDALE GROUP #3

- There is a sightline issue for drivers turning left from Slice Drive onto Hope Street. The issue could be resolved by cutting down a tree on the southeast corner of the intersection.
- Turn lanes are needed on Hope Street at Camp Avenue.
- It is dangerous for pedestrians to cross Hope Street in front of Springdale School. A raised intersection or pedestrian refuge island would be helpful.
- Drivers can't make the left turn from Hope Street into the shopping center north of Fahey Street.
- It is too difficult to turn from Avon Lane onto Hope Street due to heavy traffic.
- Parked vehicles block the sightlines at the intersection of Hope Street and Avon Lane.
- It is difficult to cross at the intersection of Hope Street and Clearview Street. Striping the roadway may help.
- Problems on Hope Street include congestion, speeding, aesthetic issues, and a lack of left turn lanes.
- Speeding is a problem on Haig Avenue. Building a series of roundabouts along the road might help.
- Ridgeway Street is a curvy narrow road where cars park on the street. The sightlines at the intersection of Mulberry Street are an issue.



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- Weed Hill Avenue is dangerous because the road is curved and it is on a hill which encourages drivers to speed.
- Speeding is a problem on Knox Road. There are no speed limit signs posted on the road. Children can't play in their front yards because speeding vehicles swerve off the road.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



Urban Engineers, Inc.  
Hartford Square West, Ste. 2-303  
75 Charter Oak Avenue  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** SPRINGDALE NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** OCTOBER 25, 2007 **TIME:** 6:30 PM

**LOCATION:** SPRINGDALE SCHOOL LIBRARY, 1127 HOPE STREET

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 request 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](http://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 discourage 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

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

Springdale School	11
Haig Avenue at Knox Road	9
Weed Hill Avenue	6
Hope Street Business District	6
Minivale Road	3
Blind Hill on Knapp Street	3
Saint Charles Avenue	2
Toms Road at Dolan Middle School	0
Hope Street at Mead Street	0

Activity #2

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 #3

Participants were given an opportunity to review the preliminary neighborhood traffic calming plan in detail and write down comments on areas they would like to see reviewed or changed. No comments were received.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File





Urban Engineers, Inc.  
Hartford Square West, Ste. 2-303  
75 Charter Oak Avenue  
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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** WATERSIDE NEIGHBORHOOD OPENING CHARRETTE

**DATE:** APRIL 26, 2007 **TIME:** 6:00 PM

**LOCATION:** SAINT CLEMENT'S CHURCH, 535 FAIRFIELD AVE.

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 request 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 discourage 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

Pulaski St. at Greenwich Avenue	11
The stop sign at the Congress St @ Fairfield Ave. intersection is ignored	10
Trucks have difficulty on Fairfield and Selleck by the RR bridge due to sight distance at the hump	9
The Greenwich Ave and Southfield Ave intersection is bad	9
Speeding on Fairfield Ave. between St. Clement's and Shore Rd.	8
Parked cars on Southfield between Homestead and Sunnyside interfere w/ sweeper	8
The Southfield Ave. and Top Gallant Rd. intersection is confusing	8
Parking on sidewalks at Selleck St.	7
Erosion and garbage on Shore Road into Sound Beach	7
Heavy traffic, parking, and speeding on Bonner St.	6
Access to Keith St. is limited due to on-street parking on both sides	4
Access to Homestead difficult on Homestead due to narrow road, hill, and parking	3
Speeding on Bonner St.	3
Blind spot at Sunnyside Ave. and Orchard St. intersection	3
Congress St.	2
Orchard St. is too wide	1

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:

### WATERSIDE GROUP #1

- Traffic is congested and slow on Greenwich Avenue between Pulaski Street and Selleck Street.
- Traffic backs up at the intersection of Selleck Street and Greenwich Avenue.
- Speeding, roadway condition, and sight lines are issues on Selleck Street near Fairfield Avenue.
- The stop signs at the intersections of Fairfield Avenue and Congress Street, and Fairfield Avenue at Barley Place are ignored.
- The sight lines at the intersection of Fairfield Avenue at Barley Place are poor.
- Erosion, garbage, defoliating, and blight are problems on Shore Road.
- The entrance to Playtex is used as an exit onto Fairfield Avenue and Shore Road.
- Speeding is a problem on Fairfield Avenue and Burwood Avenue. The roads should be painted in order to provide visual narrowing.

### WATERSIDE GROUP #2

- Install a mini-roundabout at the intersection of Fairfield Avenue and Congress Street.
- Alternate parking and paint lines on Sunnyside Avenue, Orchard Street, Taft Avenue, Homestead Avenue, and Southfield Avenue.



- Paint lines and improve parking on Selleck Street. Install a choker or curb extension at the intersection of Selleck Street and Durant Street in order to reduce speeds to 15 miles per hour.
- Install a curb extension at the bend on Greenwich Avenue (north of Milion Street).
- There was a traffic circle on Selleck Street at the intersection of West Avenue about twenty years ago but it was removed.
- The condition of the pavement on Selleck Street is poor.

#### WATERSIDE GROUP #3

- The parked vehicles on both sides of Wells Avenue make it too narrow for two-way traffic.
- There is a speeding problem on Congress Street. Also, vehicles are parked on both sides of the street.
- Sweepers are unable to clean Bonner Street because of the vehicles parked on both sides of the street. There is a speeding problem despite the speed humps.
- Massive congestion exists at the intersection of West Avenue and Selleck Street.
- On Fairfield Avenue (south of Congress Street) drivers park on-street despite it being illegal. There is a speeding problem and heavy pedestrian traffic, but no sidewalks. Residents like the trees on the street and they should not be impacted by treatments.
- Parking on both sides of Beal Street creates a situation where only one vehicle can pass at a time.
- The stop sign at the intersection of Fairfield Avenue and Congress Street is ineffective. Consider installing a mini-roundabout.
- Speeding is a problem on Congress Street.
- Cars are parked on both sides of Congress Street.
- Cars park on the sidewalk on West Avenue.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script, appearing to read "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** WATERSIDE NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 7, 2007

**TIME:** 6:30 PM

**LOCATION:** SAINT CLEMENT'S CHURCH, 535 FAIRFIELD AVENUE

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 request 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](http://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 discourage 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 were asked to vote on what level of landscaping they would like to see incorporated into traffic calming devices in their neighborhood. "Gold" landscaping is highly aesthetic but residents or local organizations must agree to perform maintenance. "Silver" landscaping involves lesser planting and maintenance but can still make the traffic calming treatments attractive. "Bronze" landscaping does not include any type of planting or maintenance. It was understood that the vote was only meant to provide a general sense of the level of landscaping the neighborhood was willing to maintain. Landscaping may vary from location to location depending on the availability of sponsors willing to provide maintenance. Results were as follows:

### RESULTS

"Gold" level landscaping	5
"Silver" level landscaping	6
"Bronze level landscaping	1

- Residents recommended that a higher level of landscaping be incorporated into the treatments at locations where sponsorship can be found and in certain key locations.
- "Silver" level landscaping could initially be incorporated into some treatments and later converted to "Gold" if sponsorship becomes available.

### 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

Selleck Street at Greenwich Avenue and Southfield Avenue	10
Congress Street at Southfield Avenue	5
Selleck Street at Fairfield Avenue (Interstate lumber trucks)	4
Greenwich Avenue at Pulaski Street	4
Congress Street	3
Congress Street at Fairfield Avenue	2
Selleck Street	1
Southfield Avenue	1
Greenwich Avenue	0
Bonner Street	0

### 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





Stamford Neighborhood Traffic Calming  
Memorandum of Meeting  
June 7, 2007  
Page No. 4

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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

- Put a roundabout at the intersection of Selleck Street, Greenwich Avenue, and Southfield Avenue if additional property becomes available.
- Install a crosswalk on Brown House Road in front of Rosa Hartman Park.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in cursive script that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** WESTOVER NEIGHBORHOOD OPENING CHARRETTE

**DATE:** APRIL 25, 2007 **TIME:** 6:00 PM

**LOCATION:** STILLMEADOW, 800 STILLWATER 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 request 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 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 discourage 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

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

Blind spots and speeding on the straightaway on Skyview Dr	11
Young drivers and bus traffic around West Hills High School	9
Stop sign running and cut thru traffic at the intersection of Skyview and Westwood	8
Brodwood Dr and Barina La are used as shortcuts	8
Vehicles block the intersection of Palmers Hill Rd and Westover Rd	7
Speeding and winding on Westover Rd from Roxbury on down	7
Speeding on Roxbury Road and Westover Road	6
Difficulty getting in and out of the high school on Roxbury Road	6
Confusing geometry of the Roxbury Rd and Long Ridge Rd intersection	6
Speeding and pedestrian safety at Skyview at Stanton	6

#### 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:

#### WESTOVER GROUP #1

- Speeding is a problem on West Hill Road. The road is winding, hilly, and narrow.
- Install a roundabout at the intersection of Skyview Drive and Westwood Rd.
- Drivers don't stop at the intersections of Blueberry Dr at Skyview Dr and Pond Rd. Mini-roundabouts would work at these intersections.
- Sidewalks are needed on Stillwater Rd. Speeding is a problem on Stillwater and the blind curves are dangerous. Similar problems exist on Westover Rd.
- The intersection of Palmers Hill Road and Westover Road is congested.
- Speeding is a problem on Brodwood Drive. Consider painting lines on the road.
- Put up signs that are enforceable so the police can compliment the traffic calming treatments.

#### WESTOVER GROUP #2

- Walking on West Hill Road is dangerous. The lanes are narrow and pedestrians can't even walk on the grass in some locations because there are trees and rocks in the way.
- The park off of Merriebrook La. doesn't get enough use because it is too difficult to walk to.



- There is no coordination between the signals on Palmers Hill Road at the intersections of Stillwater Rd. and Westover Rd.
- Drivers run the stop signs at the intersection of Westwood Rd and Skyview Dr. A pedestrian was almost killed by a speeding motorist who ran a stop sign. A raised intersection would make this intersection safer.
- Sidewalks are needed on Skyview Dr., Westwood Rd., Stanton Ln., Stanton Dr., Green Tree Ln., and Stillview Rd.
- Add bicycle lanes on Westwood Rd. and Skyview Dr. in order to provide visual narrowing.
- Curb extensions or raised intersections are needed on Stanton Ln. at Skyview Dr. and at Westwood Rd.
- Speeding is a problem along the entire length of Westover Rd. It is a very narrow road. Consider installing a sidewalk or implementing a road diet. A speed table may be needed between the Canfield Dr. intersections.
- Several problems exist at the intersection of Roxbury Rd., Long Ridge Rd., and Stillwater Rd., including speeding, drivers failing to stop at the lights, congestion, and lack of coordination with other signals.
- The signage at the intersection of Westover Rd. and Roxbury Rd. is confusing. There is a stop sign for northbound traffic but not for southbound traffic.
- Speeding is a problem on Roxbury Rd., especially near the intersection of Doral Farm Rd.
- The existing roundabout at the intersection of Roxbury Rd. and Den Rd. is inefficient.

#### WESTOVER GROUP #3

- Drivers do not stop at the intersection of Westwood Rd and Skyview Dr. There is also a bad blind spot at the intersection.
- There is a speeding problem on Skyview Dr. especially near the big hill and at the straightaway between Westwood Rd. and Green Tree Ln. Consider installing mini-roundabouts.
- The intersection of Westover Road and Palmers Hill Road is ineffective.
- Speeding is a problem on Broadwood Dr. The intersection of Broadwood Dr. and Bartina Ln needs improvement.
- Consider roundabouts at the following locations: Stillwater Rd. at Clover Hill Dr., Carriage Dr. at S. Carriage Dr., Westover Rd. at Westover Ave., and Palmers Hill Rd. at Havenmeyer La.



Stamford Neighborhood Traffic Calming  
Memorandum of Meeting  
April 25, 2007  
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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.

A handwritten signature in black ink that reads "Joe Rimiller".

Joe Rimiller  
Project Engineer

cc: File



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## **STAMFORD NEIGHBORHOOD TRAFFIC CALMING MEMORANDUM OF MEETING**

**SUBJECT:** WESTOVER NEIGHBORHOOD CLOSING CHARRETTE

**DATE:** JUNE 6, 2007

**TIME:** 6:00 PM

**LOCATION:** STILLMEADOW SCHOOL, 800 STILLWATER 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 request 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](http://www.stamfordtrafficcalming.com)). Updates including meeting minutes, the neighborhood traffic calming plans, and other information will be posted on the website.

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- 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.





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#### Horizontal Treatments

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- Chokers narrow two lane roadways down to one lane at a midblock location.

#### Vertical Treatments

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- 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

- Prohibit two-side parking on Reynolds Avenue. Fire trucks can't get down the street and parked vehicles block the fire hydrants.
- Drivers speed on hills and around curves on Westwood Road.
- Avoid installing an excessive amount of treatments.
- Bicycle lanes and shoulders should not be obstructed.

#### Activity #2

Residents were asked to vote on what level of landscaping they would like to see incorporated into traffic calming devices in their neighborhood. "Gold" landscaping is highly aesthetic but residents or local organizations must agree to perform maintenance. "Silver" landscaping involves lesser planting and maintenance but can still make the traffic calming treatments attractive. "Bronze" landscaping does not include any type of planting or maintenance. It was understood that the vote was only meant to provide a general sense of the level of landscaping the neighborhood was willing to maintain. Landscaping may vary from location to location depending on the availability of sponsors willing to provide maintenance. Results were as follows:

#### RESULTS

"Gold" level landscaping	9
"Silver" level landscaping	3
"Bronze level landscaping	0

#### Activity #3

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

Speeding on Westwood Road and Skyview Drive	11
Skyview Drive at Westwood Road	11
Prohibit parking two-sided parking on Reynolds Avenue	10
Speeding on West Hill Road	6
Speeding on Brodwood Drive	2

#### Activity #4

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 #5

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

- Add a roundabout at the intersection of Summit Ridge Road and Westover Road.
- Prevent drivers from parking near the fire hydrants on Borglum Street.
- Allow parking on one side of the street only at the following locations: Reynolds Avenue, Travis Avenue, Duncanson Street, Borglum Street, and Berges Avenue.
- There is a problem with speeding around the curve and down the hill on Brodwood Drive. Speeding is also a problem on the straight sections.
- There is too much room to speed on the straightaway on Brodwood Drive, north of Caprice Drive.
- Drivers speed on Skyview Drive in both directions.
- Add roundabouts on Blueberry Drive at the Skyview Drive and Pond Road intersections.
- Add a roundabout on West Hill Road at Green Tree Lane.
- Add a roundabout on Skyview Drive at Westwood Road.

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

Respectfully submitted,

URBAN ENGINEERS, INC.

A handwritten signature in black ink that reads "Joe Rimiller". The signature is written in a cursive, flowing style.

Joe Rimiller  
Project Engineer

cc: File

# APPENDIX C

## TRAFFIC CALMING COMMITTEES

<b><i>Bulls Head</i></b>	
Lambrina	Mathews
Jim	Grunberger
Megan	Abrahamsen
John	Zelinsky
Cynthia	Reeder
Ed	Cherenson
Ben	Marcus
Klaus	Larsen

<b><i>Cedar Heights/Castlewood and Roxbury</i></b>	
Lambrina	Mathews
Jim	Grunberger
Megan	Abrahamsen
John	Zelinsky
Cynthia	Reeder
Ed	Cherenson
Ben	Marcus
Klaus	Larsen
Jessica	McKeown
Cindy	Chaplin
Jen	Hackett
Marion	Karas
Marie	Cairo
Niki	Ellis
Sharon	Wisniewski
Colleen	McGrath
Margaret	Denninger
Christine	Hoque
Jerry	Bobinski
Patsy	Whitman
Wendy	Brest

<b><i>Cove</i></b>	
David	Winston
Lyle	Fishell
Loretta	Gerus
Elizabeth	Oertel
Joan	Burnett
Peter C.	Wiese
Constance	Suit
Ginger	Wintson
Paul	Esposito
Annette	Bodetka
Ginger	Wintson

<b><i>Downtown</i></b>	
Rachel	Goldberg
Jamil	Lacourt
John	Ruotulo
Stuart	Ratner
Sandy	Goldstein
Polly	Rauh
Bob	Karp

<b><i>East Side</i></b>	
Jim	Grunberger
Laura	Cadena
Mary	Bernstein Hunter
Rich	Nunziante

<b><i>Glenbrook</i></b>	
Brien	Adams
Gloria	Battinelli
Diane	Ezzo
Stephany	Murphy
Peter	McDaniel
Daniel	Fleisher
Kathy	Cappelieri
Sandy	Waring
Anthony	Marena
Forn	Galperin
L.	Mallon
Deborah	Schmittzehl
Gregory	Orso
Johanna	Kornacki
Geoff	Tatton

<b><i>Hubbard Heights</i></b>	
Ted	Hoster
Mildred	Ritchie
Laura	Martin
Yi	Coats
Roy	Kertelits

<b><i>Newfield</i></b>	
Bronwyn	Cross-Denny
Judy	Mazza
Andrew	James
Mary	Raddock
Matt	Somma
Jill	Smyth

<b>North Stamford</b>	
E.J.	Fink
Gerry	Katz
Fred	McClatterty
Dick	Nickson
Patrick or	Gentle
Kathy	
Jack	Dillon
Karin	Crutcher
Joyce	Rosta

<b>Shippan</b>	
James	Ryan
Jamie	Taicher
Naomi	Taicher
Mike	Peyton
David	Watkins
Rich	Nicholls
Bo	Wiberg
Diana	Hughes
Kim	Pressler
Ruth	Chiles
Marikay	Willson
Tom	Yonny
Bob	Russell
Mark	Richardson
Lynne	Garcia

<b>South End</b>	
Sheila	Barney
Terry	Adams
Sue	Halpern
Mariam	Koczanski
John	DaRosa
Fran	Gehirty
John	Wooten

<b>Waterside</b>	
Althea S.	Brown
Chris	Nizolek
Linda	Przybylek
Rita C.	Lahey

<b>West Side</b>	
Kathie	Walsh
Audrey	Green
Nydia	Brown
John	Darosa
Ada	Brown
Alma	Brown

<b>Westover</b>	
Wayne	Spinei
Mary	Spinei
Virginia	Maher
Sheri	Harrington
Mike	Meehok
Linda	Meehok
Ruth	Haendler
Merryl	Allen
Lisa	Gonzalez
Cristina	Andreana
Nancy	Curcio

# APPENDIX D

## PROBABLE CONSTRUCTION COSTS



**City of Stamford, Master Traffic Calming  
Estimate of Probable Construction Cost  
Prepared By: Urban Engineers Inc., Hartford, CT.**



**DATE: January-10**

**Bike Lane or Shoulder Marking [BS] Epoxy Painted Edge Markings (per 500 L.F.)**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	4" White Painted Pavement Markings	L.F.	1000	\$1.00	\$1,000
	Painted Pavement Symbols	S.F.	47	\$5.25	\$247
1	<b>Sub Total Construction Items</b>				<b>\$1,247</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$100
4	Maintenance and Protection of Traffic (10%)				\$125
5	Construction Staking (2%)				\$25
6	2 Year Inflation (3% per Year)				\$75
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$1,571</b>
8	Contingencies 7%				\$110
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$1,681</b>
10	Incidentals 15%				\$252
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$1,933</b>
	<b>Rounded Cost</b>				<b>\$2,000</b>
12	<b>Deduct Alternates (To be deducted from Total Construction Items, Line 11)</b>				
	A. Delete Painted Pavement Symbols (Bicycle Symbols) for Shoulder Markings				\$247

**Notes and Assumptions:**

1. Quanties based on typical 2 lane road with bike lanes or shoulder markings being installed on both sides
2. Unit Costs based on recent ConnDOT Bid tabulations
3. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
4. To determine cost for streets in excess of 500' multiply Total Const. Items (line 11) x Actual Road Length / 500'
5. Deduct alternates are to be selected individually, they may not be combined and deducted from line 11.

**City of Stamford, Master Traffic Calming  
Estimate of Probable Construction Cost  
Prepared By: Urban Engineers Inc., Hartford, CT.**



**DATE: January-10**

**Enhanced Cross-Walk [EC] with Granite Border in Concrete Base Pavement**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curb	L.F.	60	\$40.00	\$2,400
	Concrete Masonry Grid Pavers	S.F.	306	\$24.00	\$7,344
	Removal of Concrete Pavement	S.Y.	34	\$15.00	\$510
	Concrete for Base	C.Y.	12	\$250.00	\$3,000
	Saw Cutting Concrete	L.F.	60	\$12.00	\$720
	Repair Bituminous Pavement 2' max. in front of Flush Curb	S.F.	120	\$22.00	\$2,640
	Sign Face - Sheet Aluminum	S.F.	20	\$36.77	\$735
1	<b>Sub Total Construction Items</b>				<b>\$17,349</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$1,388
4	Maintenance and Protection of Traffic (10%)				\$1,735
5	Construction Staking (2%)				\$347
6	2 Year Inflation (3% per Year)				\$1,041
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$21,860</b>
8	Contingencies 7%				\$1,530
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$23,390</b>
10	Incidentals 15%				\$3,509
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$26,899</b>
	<b>Rounded Cost</b>				<b>\$27,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11. See note below)				
	A. Delete Granite Curb and Conc. Pavers; Provide Painted Lines				\$22,739
	B. Construction within Flexible Base Street				\$2,966

**Notes and Assumptions:**

1. Quantities based on typical 30' wide street with 8" reinforced concrete base
2. Quantities for new sidewalk ramps are not included in this estimate
3. Drainage modifications and major utility relocations costs are not included in this estimate
4. Unit Costs based on recent ConnDOT Bid tabulations
5. Incidental Costs include, Minor Vertical Utility Adjustments, Site Preparation, removal of existing pavement markings, etc.
6. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
7. Deduct alternates are to be selected individually, they may not be combined and deducted from line 11.

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**Road Diet [RD] Epoxy Painted Pavement Markings with Reduced Lane Widths (per 500 L.F.)**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	4" Yellow Painted Pavement Markings	L.F.	1100	\$1.00	\$1,100
	4" White Painted Pavement Markings	L.F.	1100	\$1.00	\$1,100
	12" White Painted Pavement Markings	L.F.	60	\$1.25	\$75
	Painted Pavement Symbols	S.F.	140	\$5.25	\$735
	Removal of Pavement Markings	S.F.	1200	\$1.80	\$2,160
1	<b>Sub Total Construction Items</b>				<b>\$5,170</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$414
4	Maintenance and Protection of Traffic (10%)				\$517
5	Construction Staking (2%)				\$103
6	2 Year Inflation (3% per Year)				\$310
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$6,514</b>
8	Contingencies 7%				\$456
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$6,970</b>
10	Incidentals 15%				\$1,046
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$8,016</b>
	<b>Rounded Cost</b>				<b>\$8,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11)				
	A. There are no suitable alternates for this work.				

**Notes and Assumptions:**

1. Quanties based on typical 4 lane road with one 4 way intersection per 500 L.F.
2. Unit Costs based on recent ConnDOT Bid tabulations
3. Contingencies include unforeseen conditions and site specific items that cannot accuratly be estimated.
4. To determine cost for streets in excess of 500' multiply Total Const. Items (line 11) x Actual Road Length / 500'

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**Sidewalk [SW] Concrete Sidewalk (per 500 L.F.)**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curbing	L.F.	500	\$40.00	\$20,000
	Concrete Sidewalk	S.F.	2500	\$12.00	\$30,000
	Concrete Sidewalk Ramp	S.F.	150	\$17.00	\$2,550
	Saw Cutting Concrete	L.F.	504	\$5.00	\$2,520
	Removal of Concrete Pavement	S.Y.	12	\$15.00	\$180
	Repair Bituminous Pavement 2' max. in front of Flush Curb	S.F.	1000	\$10.00	\$10,000
<b>1</b>	<b>Sub Total Construction Items</b>				<b>\$65,250</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$5,220
4	Maintenance and Protection of Traffic (10%)				\$6,525
5	Construction Staking (2%)				\$1,305
6	2 Year Inflation (3% per Year)				\$3,915
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$82,215</b>
8	Contingencies 7%				\$5,755
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$87,970</b>
10	Incidentals 15%				\$13,196
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$101,166</b>
	<b>Rounded Cost</b>				<b>\$101,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11)				
	A. Delete Granite Curb and substitute Bit. Conc. Curb & 2" Bit. Surface				\$38,831

**Notes and Assumptions:**

1. Quantities based on typical 5' wide sidewalk on a roadway with 8" reinforced concrete base
2. Quantities for two (2) new sidewalk ramp are included in this estimate
3. Drainage modifications and major utility relocations costs are not included in this estimate
4. Unit Costs based on recent ConnDOT Bid tabulations
5. Incidental Costs include, Minor Vertical Utility Adjustments, Site Preparation, removal of existing pavement markings, etc.
6. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
7. Deduct alternates are to be selected individually, they are not to be combined and deducted from line 11.

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**Parking Chicane [PC] Granite Curb Islands, Landscaping and White Painted Lines in Concrete Base Road**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curbing	L.F.	120	\$40.00	\$4,800
	6" x 20" Granite Curved Stone Curbing	L.F.	40	\$46.00	\$1,840
	Saw Cutting Concrete	L.F.	160	\$10.00	\$1,600
	Removal of Concrete Pavement	S.F.	39	\$15.00	\$585
	4" Epoxy Painted Pavement Marking	L.F.	100	\$2.00	\$200
	Sign Face - Sheet Aluminum	S.F.	40	\$37	\$1,471
	Landscaping, Shrubs, etc.	L.S.	1	\$1,500	\$1,500
1	<b>Sub Total Construction Items</b>				<b>\$11,996</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$960
4	Maintenance and Protection of Traffic (10%)				\$1,200
5	Construction Staking (2%)				\$240
6	2 Year Inflation (3% per Year)				\$720
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$15,115</b>
8	Contingencies 7%				\$1,058
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$16,173</b>
10	Incidentals 15%				\$2,426
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$18,599</b>
	<b>Rounded Cost</b>				<b>\$19,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11)				
	A. Delete Granite Curb and Landscaping, Substitute Painted Markings				\$13,211

**Notes and Assumptions:**

1. Quanties based on 300 L.F. Section of Typical Parking Chicane
2. Unit Costs based on recent ConnDOT bid tabulations
3. Contingencies include unforeseen conditions and site specific items that cannot accuratly be estimated.
4. To determine cost for Streets on excess of 300' multiply the Total Const. Cost (line 11) x Actual length / 300'

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**Curb Extension [CE] with Granite Curb in Concrete Base Pavement**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curb	L.F.	20	\$40.00	\$800
	6" x 20" Granite Curved Stone Curbing	L.F.	45	\$46.00	\$2,070
	Concrete Sidewalk	S.F.	350	\$15.00	\$5,250
	Concrete Sidewalk Ramp	S.F.	150	\$17.00	\$2,550
	Saw Cutting Concrete	L.F.	100	\$10.00	\$1,000
	Removal of Concrete Pavement	S.Y.	25	\$15.00	\$375
	Repair Bituminous Pavement 2' max. in front of Flush Curb	S.F.	130	\$22.00	\$2,860
	Sign Face - Sheet Aluminum	S.F.	20	\$36.77	\$735
1	<b>Sub Total Construction Items</b>				<b>\$15,640</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$1,251
4	Maintenance and Protection of Traffic (10%)				\$1,564
5	Construction Staking (2%)				\$313
6	2 Year Inflation (3% per Year)				\$938
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$19,707</b>
8	Contingencies 7%				\$1,379
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$21,086</b>
10	Incidentals 15%				\$3,163
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$24,249</b>
	<b>Rounded Cost</b>				<b>\$25,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11)				
	A. There are no suitable deduct alternates for this item.				

**Notes and Assumptions:**

1. Quantities based on typical 30' wide street with 8" reinforced concrete base
2. Quantities for two (2) new sidewalk ramp are included in this estimate
3. Drainage modifications and major utility relocations costs are not included in this estimate
4. Unit Costs based on recent ConnDOT Bid tabulations
5. Incidental Costs include, Minor Vertical Utility Adjustments, Site Preparation, removal of existing pavement markings, etc.
6. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
7. Deduct alternates are to be selected individually, they are not to be combined and deducted from line 11.

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**Intersection Realignment [IR] with Granite Curb, New Signal Equipment, Enhanced Cross Walks and Landscaping in Concrete Base Pavement**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curbing	L.F.	500	\$40.00	\$20,000
	6" x 20" Granite Curved Stone Curbing	L.F.	150	\$46.00	\$6,900
	Concrete Masonry Grid Pavers for Cross Walks	S.F.	1200	\$22.00	\$26,400
	Traffic Signal Hardware	LS	1	\$50,000.00	\$50,000
	Saw Cutting Concrete	L.F.	750	\$5.00	\$3,750
	Concrete Sidewalk	S.F.	2000	\$15.00	\$30,000
	Concrete Sidewalk Ramp	S.F.	300	\$17.00	\$5,100
	Concrete for Base	C.Y.	25	\$250.00	\$6,250
	Repair Bituminous Pavement 2' max. in front of Flush Curb	S.F.	1300	\$12.00	\$15,600
	Sign Face - Sheet Aluminum	S.F.	80	\$36.77	\$2,942
	4" Painted Pavement Markings	L.F.	500	\$1.00	\$500
	12" Painted Pavement Markings	L.F.	150	\$2.50	\$375
	Landscaping	L.S.	1	\$2,500.00	\$2,500
1	<b>Sub Total Construction Items</b>				<b>\$170,317</b>
	Lump Sum Items:				
2	Clearing and Grubbing (3%)				\$5,109
3	Mobilization (8%)				\$13,625
4	Maintenance and Protection of Traffic (5%)				\$8,516
5	Construction Staking (2%)				\$3,406
6	2 Year Inflation (3% per Year)				\$10,219
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$211,193</b>
8	Contingencies 7%				\$14,783
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$225,976</b>
10	Incidentals 15%				\$33,896
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$259,872</b>
	<b>Rounded Cost</b>				<b>\$260,000</b>

12 **Deduct Alternates** (To be deducted from Total Construction Items, Line 11)  
A. Lesser complexity typical 4 way intersection without landscaping and enhanced cross walks. \$85,064

**Notes and Assumptions:**

1. Intersection realignments will vary from location to location based on existing geometry. This realignment should be considered as a "high-end" realignment for a complex, signalized intersection.
2. Quantities for rmc, trenching, pedestrian signals, 4 signals and 2 span poles with foundations included in traffic hardware
3. Drainage modifications and major utility relocations costs are not included in this estimate
4. Unit Costs based on recent ConnDOT bid tabulations
5. Incidental Costs include, minor vertical utility adjustments, site preparation, removal of existing pavement markings, etc.
6. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
7. No rights of way acquisition costs are included.



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**Median Island [MI] - Granite Curb with Landscaping in Concrete Base Roadway**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curbing	L.F.	180	\$40.00	\$7,200
	6" x 20" Granite Curved Stone Curbing	L.F.	10	\$50.00	\$500
	Saw Cutting Concrete	L.F.	200	\$10.00	\$2,000
	Removal of Concrete Pavement	S.Y.	67	\$15.00	\$1,005
	Repair Bituminous Pavement 2' max. in front of Flush Curb	S.F.	400	\$22.00	\$8,800
	Sign Face - Sheet Aluminum	S.F.	20	\$37.00	\$740
	Landscaping, shrubs, mulch, topsoil, trees (2) etc. (Center Island)	L.S.	1	\$5,000.00	\$5,000
1	<b>Sub Total Construction Items</b>				<b>\$25,245</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$2,020
4	Maintenance and Protection of Traffic (10%)				\$2,525
5	Construction Staking (2%)				\$505
6	2 Year Inflation (3% per Year)				\$1,515
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$31,809</b>
8	Contingencies 7%				\$2,227
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$34,035</b>
10	Incidentals 15%				\$5,105
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$39,141</b>
	<b>Rounded Cost</b>				<b>\$39,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11)				
	A. Delete Granite Curb and Landscaping and substitute Bit. Conc. Curb & 2" Bit. Surface				\$23,391

**Notes and Assumptions:**

1. Quantities based on one 6' wide by 85' long median island.
2. Drainage modifications and major utility relocations costs are not included in this estimate
3. Unit Costs based on recent ConnDOT Bid tabulations
4. Incidental Costs include, Minor Vertical Utility Adjustments, Site Preparation, removal of existing pavement markings, etc.
5. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
6. Deduct alternates are to be selected individually, they may not be combined and deducted from line 11.

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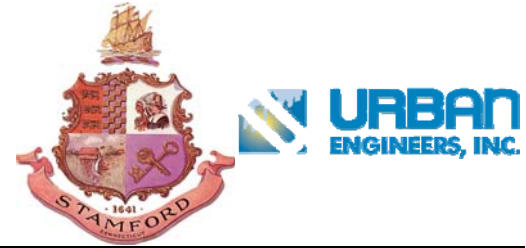
**Roundabout [RB] Mountable Granite Curb with Splitter Islands in Conc. Base Pavement**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	Non Mountable 6" x 20" Granite Curved Stone Curbing (Inner Radius)	L.F.	35	\$50.00	\$1,750
	6" x 20" Granite Stone Curb	L.F.	400	\$35.00	\$14,000
	6" x 20" Granite Curved Stone Curbing	L.F.	190	\$46.00	\$8,740
	Mountable Reinforced Concrete Curb (Outer Radius)	L.F.	100	\$25.00	\$2,500
	Concrete Sidewalk	S.F.	1600	\$15.00	\$24,000
	Concrete Sidewalk - 8" Thick	S.F.	600	\$20.00	\$12,000
	Saw Cutting Concrete	L.F.	500	\$10.00	\$5,000
	Concrete for Base	C.Y.	25	\$250.00	\$6,250
	Removal of Concrete Pavement	S.Y.	167	\$15.00	\$2,505
	Repair Bituminous Pavement 2' max. in front of Flush Curb	S.F.	1000	\$22.00	\$22,000
	Sign Face Sheet Aluminum	S.F.	150	\$36.77	\$5,516
	Concrete Masonry Grid Pavers in Splitter Island and Truck/Bus Apron	S.F.	1206	\$24.00	\$28,944
	Landscaping, shrubs, mulch, topsoil, etc. (Center Island)	L.S.	1	\$3,500.00	\$3,500
1	<b>Sub Total Construction Items</b>				<b>\$136,705</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$10,936
4	Maintenance and Protection of Traffic (10%)				\$13,670
5	Construction Staking (2%)				\$2,734
6	2 Year Inflation (3% per Year)				\$8,202
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$172,248</b>
8	Contingencies 15%				\$25,837
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$198,085</b>
10	Incidentals 25%				\$49,521
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$247,606</b>
	<b>Rounded Cost</b>				<b>\$250,000</b>
12	<b>Deduct Alternates (To be deducted from Total Construction Items, Line 11)</b>				
	A. Delete Granite Curb, Pavers, landscaping, and substitute Bit. Conc. Curb & 2" Bit. Surface				\$105,079
	B. Construction within Flexible Base Street				\$18,797

**Notes and Assumptions:**

1. Quantities based on typical 90 degree intersection (30' wide streets) with a radial 15' Outer Radius
2. Quantities for 8 new type I sidewalk ramps are included in this estimate
3. Drainage modifications and major utility relocations costs are not included in this estimate
4. Unit Costs based on recent ConnDOT Bid tabulations
5. Incidental Costs include, Minor Vertical Utility Adjustments, Site Preparation, removal of existing pavement markings, etc.
6. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
7. Deduct alternates are to be selected individually, they may not be combined and deducted from line 11.

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**Speed Table [ST] and Raised Crosswalks [RI] with Granite Border and Concrete Pavers  
in Concrete Base Pavement**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curbing	L.F.	120	\$40.00	\$4,800
	Concrete Masonry Grid Pavers	S.F.	756	\$24.00	\$18,144
	Saw Cutting Concrete	L.F.	60	\$10.00	\$600
	Removal of Concrete Pavement	S.Y.	84	\$15.00	\$1,260
	Concrete for Base	C.Y.	28	\$250.00	\$7,000
	Repair Bituminous Pavement 2" max. in front of flush curb	S.F.	240	\$22.00	\$5,280
	Sign Face - Sheet Aluminum	S.F.	40	\$36.77	\$1,471
1	<b>Sub Total Construction Items</b>				<b>\$38,555</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$3,084
4	Maintenance and Protection of Traffic (10%)				\$3,855
5	Construction Staking (2%)				\$771
6	2 Year Inflation (3% per Year)				\$2,313
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$48,579</b>
8	Contingencies 7%				\$3,401
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$51,980</b>
10	Incidentals 15%				\$7,797
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$59,777</b>
	<b>Rounded Cost</b>				<b>\$60,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11)				
	A. Delete Granite Curb and Decorative Pavers and substitute Bit. Conc. Surface				\$31,833
	B. Construction within Flexible Base Street				\$1,394

**Notes and Assumptions:**

1. Quanties and items are similar for each device and are based on typical 30' wide street with 8" reinforced concrete base
2. Quantities for new sidewalk ramps are not included in this estimate
3. Drainage modifications and major utiltiy relocations costs are not included in this estimate
4. Unit Costs based on recent ConnDOT Bid tabulations
5. Incidental Costs include, Minor Vertical Utility Adjustments, Site Preparation,removal of existing pavement markings, etc.
6. Contingencies include unforeseen conditions and site specific items that cannot accuratly be estimated.
7. Deduct alternates are to be selected individually, they are not to be combined and deducted from line 11.

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**Raised Intersection [RI] with Granite Border and Concrete Pavers in Conc. Base Pavement**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curbing	L.F.	240	\$35.00	\$8,400
	Concrete Masonry Grid Pavers	S.F.	2500	\$24.00	\$60,000
	6" X 20" Granite Curved Stone Curbing	L.F.	60	\$50.00	\$3,000
	Concrete Sidewalk	S.F.	400	\$15.00	\$6,000
	Saw Cutting Concrete	L.F.	120	\$12.00	\$1,440
	Concrete for Base	C.Y.	93	\$250.00	\$23,250
	Sign Face Sheet Aluminum	S.F.	100	\$36.77	\$3,677
	Repair Bituminous Pavement 2' max. in front of flush curb	S.F.	600	\$22.00	\$13,200
	Removal of Concrete Pavement	S.Y.	278	\$15.00	\$4,170
	12" White Painted Pavement Markings	L.F.	60	\$1.25	\$75
	Painted Pavement Symbols	S.F.	140	\$5.25	\$735
1	<b>Sub Total Construction Items</b>				<b>\$123,947</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$9,916
4	Maintenance and Protection of Traffic (10%)				\$12,395
5	Construction Staking (2%)				\$2,479
6	2 Year Inflation (3% per Year)				\$7,437
7	<b>Total of Construction Items (Lines 1 thru 6)</b>				<b>\$156,173</b>
8	Contingencies 7%				\$10,932
9	<b>Total Construction Items and Contingencies (Lines 7+8)</b>				<b>\$167,105</b>
10	Incidentals 15%				\$25,066
11	<b>Total Construction Items with Incidentals and Contingencies (Lines 9+10)</b>				<b>\$192,171</b>
	<b>Rounded Cost</b>				<b>\$195,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11, See note below)				
	A. Delete Granite Curb and Decorative Pavers and substitute Bit. Conc. Surface				\$106,159
	B. Construction within Flexible Base Street				\$2,302

**Notes and Assumptions:**

1. Quantities based on typical 30' wide street with 8" reinforced concrete base
2. Quantities for new sidewalk ramps are not included in this estimate
3. Drainage modifications and major utility relocations costs are not included in this estimate
4. Unit Costs based on recent ConnDOT tabulations.
5. Incidental Costs include, Minor Vertical Utility Adjustments, Site Preparation, removal of existing pavement markings, etc.
6. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
7. Deduct alternates are to be selected individually, they may not be combined and deducted from line 11.

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**DIVERTER [DV] WITH GRANITE CURB**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curbing	LF	50	\$40.00	\$2,000
	6" x 20" Granite Curved Stone Curbing	LF	200	\$46.00	\$9,200
	Repair Bituminous Pavement 2' max. in front of Flush Curb	SF	500	\$22.00	\$11,000
	Concrete Sidewalk Ramp	SF	150	\$17.00	\$2,550
	Saw Cutting Concrete	LF	250	\$10.00	\$2,500
	Removal of Concrete Pavement	SY	265	\$15.00	\$3,975
	Landscaping or Bollards and Pavers	LS	1	\$7,500.00	\$7,500
1	<b>Sub Total Construction Items</b>				<b>\$38,725</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$3,098
4	Maintenance and Protection of Traffic (10%)				\$3,873
5	Construction Staking (2%)				\$775
6	2 Year Inflation (3% per Year)				\$2,324
7	<b>Total of Construction Items</b> (Lines 1 thru 6)				<b>\$48,794</b>
8	Contingencies 7%				\$3,416
9	<b>Total Construction Items and Contingencies</b> (Lines 7+8)				<b>\$52,209</b>
10	Incidentals 15%				\$7,831
11	<b>Total Construction Items with Incidentals and Contingencies</b> (Lines 9+10)				<b>\$60,040</b>
	<b>Rounded Cost</b>				<b>\$60,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11)				
	A. Delete Granite Curb and Landscaping, Substitute Bituminous Concrete surface and curbing				\$33,500

**Notes and Assumptions:**

1. Major drainage modifications and major utility relocations costs are not included in this estimate
2. Unit Costs based on recent ConnDOT Bid tabulations.
3. Incidental Costs include, Minor Vertical Utility Adjustments, Site Preparation, removal of existing pavement markings, etc.
4. Contingencies include unforeseen conditions and site specific items that cannot accurately be estimated.
5. No rights of way acquisition costs are included.

**City of Stamford, Traffic Calming**  
**Estimate of Probable Construction Cost**  
**Prepared By: Urban Engineers Inc., Hartford, CT.**



**DATE:** January-10

**STREET CLOSURE [SC] WITH GRANITE CURB**

Line	Item Description	Unit	Quantity	Unit Cost	Amount
	6" x 20" Granite Stone Curbing	LF	60	\$40.00	\$2,400
	Repair Bituminous Pavement 2' max. in front of Flush Curb	SF	120	\$22.00	\$2,640
	Concrete Sidewalk	SF	180	\$15.00	\$2,700
	Saw Cutting Concrete	LF	60	\$10.00	\$600
	Removal of Concrete Pavement	SY	60	\$15.00	\$900
	Landscaping	LS	1	\$7,500.00	\$7,500
1	<b>Sub Total Construction Items</b>				<b>\$16,740</b>
	Lump Sum Items:				
3	Mobilization (8%)				\$1,339
4	Maintenance and Protection of Traffic (10%)				\$1,674
5	Construction Staking (2%)				\$335
6	2 Year Inflation (3% per Year)				\$1,004
7	<b>Total of Construction Items</b> (Lines 1 thru 6)				<b>\$21,092</b>
8	Contingencies 7%				\$1,476
9	<b>Total Construction Items and Contingencies</b> (Lines 7+8)				<b>\$22,569</b>
10	Incidentals 15%				\$3,385
11	<b>Total Construction Items with Incidentals and Contingencies</b> (Lines 9+10)				<b>\$25,954</b>
	<b>Rounded Cost</b>				<b>\$26,000</b>
12	<b>Deduct Alternates</b> (To be deducted from Total Construction Items, Line 11)				
	A. Delete Granite Curb and Landscaping, Substitute Bituminous Concrete surface and curbing				\$13,251

**Notes and Assumptions:**

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