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Randy Skigen, President
Board of Representatives
City of Stamford
888 Washington Boulevard
Stamford, CT 06901

Dear Randy,

Pedestrian safety is a paramount concern in the downtown area. Creating a more walkable downtown benefits the community, public health, and the economy. Unfortunately, a pedestrian was struck and killed by a car on Monday, July 21, on Summer and Hoyt Streets. Another pedestrian was struck and killed in May of this year on Strawberry Hill and Hoyt Streets. According to Tom Wuennemann, Police Captain of the Downtown District, there have been a total of three pedestrian fatalities in Stamford already this year.

We would like to show our support for the "concurrent" traffic signals that exist in the Downtown. The "exclusive" crossings, in which cars stop in all directions for pedestrians, are problematic in that they make pedestrians wait a relatively long time for a crossing signal. The longer pedestrians are forced to wait they are more likely to cross before the signal comes. Exclusive crossings also send a message that pedestrians are not a part of the normal flow of an intersection. The concurrent signals that change automatically without having to push a button are preferred. While we support concurrent crossing signals, we still need to address the prevention of turning vehicles conflicting with pedestrians in the crosswalks.

To prevent further pedestrian fatalities in Stamford and support a safe and walkable downtown area, the DSSD would like the following solutions to be considered.

- Adopt a Complete Streets Ordinance (*see attached*)
- Review all crosswalk signals to ensure functionality
- Implement traffic calming measures where appropriate
- Run an ad campaign to raise awareness about pedestrian safety
- Redesign more visible crosswalks with different pavers, paint, sensor lights, slightly raised crosswalks, pedestrian refuge islands, or signs that read "turning vehicles must yield to pedestrians in crosswalk" (*see attached*)

Thank you for your consideration of these possible solutions for improving the safety of our downtown intersections. We look forward to working together on the implementation of some of these solutions.

Regards,

Sandy Goldstein



CC: Board of Representatives

Existing and Proposed language about Complete Streets in the draft City of Stamford Master Plan

Existing language:

Chapter 3: A Regional Center, Section E: Transportation and Mobility Goals and Strategies, page 34

Policy Recommendation: Pursue a Complete Streets Strategy. Complete Streets are streets that are designed to accommodate all users including vehicles, pedestrians and bicyclists. This is a departure from the traditional view that the singular function of a roadway is to accommodate vehicular traffic at maximum safe speed. Adopting a Complete Streets strategy in Stamford means that in all of its transportation projects the City will work to accommodate the needs of all users (vehicles, pedestrians and bikes), as appropriate depending upon physical constraints. The City should pursue a Complete Streets strategy that balances vehicular circulation needs with the need for pedestrian and bicycle circulation.

Proposed language:

Policy Recommendation: Pursue a Complete Streets Ordinance. Complete Streets are defined as roadways that are designed and operated to provide safe and convenient access to all users, including pedestrians, bicyclists, transit users, and motorists. This is a departure from the traditional view that the singular function of a roadway is to accommodate vehicular traffic at maximum safe speed. Adopting a Complete Streets Ordinance in Stamford means that in all of its transportation projects the City will accommodate the needs of all users (vehicles, transit, pedestrians, and bikes), as appropriate depending upon physical constraints. The City should pursue a Complete Streets Ordinance that balances vehicular circulation needs with the need for pedestrian and bicycle circulation.

By adopting this Master Plan, the City of Stamford will pursue a Complete Streets Ordinance that puts pedestrians, cyclists and transit users on equal footing with motorists by:

1. Recognizing that all users of various modes of transportation, including, but not limited to, pedestrians, cyclists, transit users and motorists, are legitimate roadway users who are entitled to safe facilities. "All users" includes people of all ages and abilities, including children, seniors and the disabled.
2. Requiring that all transportation projects undertaken*, whether new, maintenance, or reconstruction, and regardless of funding source, consider all potential users and apply context-sensitive Complete Streets design principles in all stages of the project, from planning through construction.

*The Complete Streets Ordinance shall not apply where specific users are prohibited by law, such as interstate highways or pedestrian-only streets. The Complete Streets Ordinance may not apply where the cost of accommodations is excessively disproportionate to the need or probable use, however, the City must document the rationale for exemption from the Complete Streets Ordinance in such cases.



- 1** Raised and painted crosswalks, also known as traffic calming tables, are the new standard in Cambridge, MA.

Source: <http://www2.cambridgema.gov/traffic/>



- 2** Slightly raised intersections with brick pavers can be seen throughout the Harbor Point development.

Source: <http://www.city-data.com/forum/connecticut/1727572-stamford-harborpoint-south-end-construction-update.html>



- 3** Overhead flashing lights illuminating a crosswalk sign signal to traffic on several streets just outside the downtown area in Ann Arbor, MI. These lights are activated when pedestrians press a button.

Source: <http://www.annarbor.com/news/crosswalk-crashes-on-plymouth-road-prompt-concerns/>



- 4** Sensor lights flash on the street and around a sign signaling to traffic on streets in Honolulu, HI. These lights are sensor-activated when the pedestrian steps on the detectable warning surface on the edge of the curb ramp.

Source: <http://www.thekala.net/?p=186>



- 5** This sign, on Mosholu Parkway in the Bronx, New York City, reads "turning vehicles must yield to pedestrians and cyclists in crosswalk".

Source: <http://urbanresidue.blogspot.com/2014/04/connecting-neighborhoods-across-mosholu.html>