It aims to increase overall mobility, modal choice, and safety for residents, businesses, employees, and visitors in the two corridors, beginning at their intersection at the Bull’s Head in the south and ending at the Connecticut State line in the north. The study team spent much of the summer and fall of 2011 conducting data collection and analysis for the corridors. The result of this effort is detailed in the Existing Conditions Report, released in April 2012. This document can be found at http://www.vhb.com/lrhrstudy/pdf/Draft%20Existing%20Conditions%20Report-April%202012.pdf.

In addition, the team has conducted significant community outreach to hear the issues of greatest concern from the public. There was a Stakeholder Meeting in April 2012, whereby stakeholders, business owners, and members of the neighboring communities were invited to learn about the study and provide input and insights on improvements that can increase their quality of business and life.

Additionally, a series of three public workshops were held in July 2012. Each of these workshops generally focused on one portion of the project area, and they consisted of various activities to help the team get a better understanding of the needs of the local community. At each meeting, members of the public could choose to discuss bicycle and pedestrian, land use, and/or transportation issues and solutions.

The study is expected to be completed in approximately 7 months.
Highlights from the April 2012 Existing Conditions Report

safety

The study team reviewed safety throughout the corridors. This included reviewing the number and severity (property damage only, personal injury, or fatality) of all crashes that occurred at the study intersections and midblock locations during a three-year analysis period (January 2006 – December 2008).

The five study intersections that reported the highest number of crashes over the 2006-2008 three-year period include:

- Long Ridge Road at High Ridge Road / Summer Street / Bedford Street - 94 crashes (95% property-damage-only, 5% injury)
- Long Ridge Road at Stillwater Road / Buckingham Drive - 30 crashes (63% property-damage-only, 37% injury)
- High Ridge Road at Cedar Heights Road / Turn of River Road - 37 crashes (84% property-damage-only, 16% injury)
- High Ridge Road at NB Merritt Parkway Off-Ramp / Buxton Farms Road - 40 crashes (60% property-damage-only, 16% injury)
- High Ridge Road at Wire Hill Road - 24 crashes (79% property-damage-only, 21% injury)

In addition, safety concerns were identified at four mid-block locations within the study area. These locations and their crash rates include:

- Cold Spring Road, between Long Ridge Road and High Ridge Road - 15 crashes (73% property-damage-only, 27% injury)
- Long Ridge Road, between Webbs Hill Road and Northwood Lane - 19 crashes (76% property-damage-only, 24% injury)
- High Ridge Road, between Merriman Road and Vine Road - 17 crashes (88% property-damage-only, 12% injury)
- High Ridge Road, between Square Acres Drive and Dunn Avenue - 24 crashes (71% property-damage-only, 29% injury)

The most common collision type to occur was a rear-end crash.

traffic conditions

- Traffic volumes are highest on High Ridge Road near Bulls Head (3,300 vph), Vine Road (3,250 vph) & the Parkway (2,800 vph); also on Long Ridge Road at Stillwater Road (3,350 vph) & the Parkway (3,150 vph).
- Traffic volumes are highest during the evening peak hours.
- Generally twice as much traffic on the corridors south of the Parkway, as compared to north of the Parkway.
- Congestion is experienced near the Bull’s Head, on High Ridge Road near Vine Road, and along both corridors near the Merritt Parkway.
- Long delays experienced on the side streets are mostly attributed to the high traffic volumes on Long Ridge Road and High Ridge Road (up to 1,700 vph on Long Ridge Road and High Ridge Road north of the Parkway).
- Vehicles travel in excess of 50 mph in some locations.

walking, biking & transit

The existing sidewalk network along the Long Ridge Road and High Ridge Road corridors is inadequate. Where they exist, the sidewalks commonly are not continuous, too narrow, and obstructed by utility poles, signal control boxes, and other utilities. In most locations along the corridors, the sidewalks are attached to curbs, creating an immediate sense of danger and discomfort. (People on foot are most comfortable when adequate buffers separate them from moving traffic.) In addition, guardrails create barriers for pedestrians.

Overall, intersections along the corridors are neither friendly nor fully supportive of active transportation. At both signalized and unsignalized intersections, vehicles are turning through the intersections at rates of speed too high for pedestrian safety. High vehicle speeds also make motorists unlikely to yield to pedestrians. The majority of unsignalized intersections don’t have adequate crossings and markings aren’t visible. Nighttime lighting is missing in many areas.

The corridors have an almost complete lack of bicycling facilities. The streets do not provide adequate paved shoulders, bike lanes, or other amenities, such as bike racks and wayfinding systems.

Connecticut Transit (CT Transit) operates two bus routes through the project study area. The Route 31 provides service seven days per week, and Route 32 provides service only on weekdays. The transit stops for these routes vary widely in their treatment and support for people – from areas where there is no safe place to stand and no access to sidewalks, to areas where waiting for the bus is somewhat comfortable and safe.

Source: Stamford Police Department and CTDOT