Study Area

- **Long Ridge Road**
  17 intersections:
  (10 Signalized – 7 Un-signalized)

- **High Ridge Road**
  27 intersections:
  (19 Signalized – 8 Un-signalized)

- **Roadways limit:**
  Bulls Head to NY State Border
  Long Ridge Road – 7 miles
  High Ridge Road – 7 miles
Project Work Plan

• Public Input
• Data Collection
• Existing Conditions Analyses
• Future Conditions Analyses
• Development of Alternatives
• Evaluation of Alternatives
• Recommend Final Plan
Coordination & Meetings

Technical Advisory Group
June 6, 2011
April 8, 2013
October 24, 2013
January 16, 2014

Public Workshop
June 18, 19, 23, 2012

Stakeholders Meetings
April 26, 2012
July 15, 16, 22, 2013
April 2, 2014
Key Issues

• Speed
• Pedestrian Walkways and Crosswalks
• Bike Lanes
• Congestion
• Bus Stops
• Parking
• Driveways and Conflicts
• Signing
• Aesthetics and Amenities
Alternatives Development

**Short Term (1-5 years)**
- Traffic signal coordination
- Restripe travel lanes to 11’ – wider edge lines and shoulder width for bikes
- Reduce speed limit and install interactive speed signs
- Upgrade pedestrian facilities (signals /cross-walks /sidewalk ramps)
- Upgrade transit facilities (bus Shelters / accessibility)
- Improve street amenities and aesthetics

**Mid-Term (5-15 years)**
- Construct sidewalks
- Improve roadway geometry
- Install bike-lanes
- Consolidate driveways
- Upgrade transit with GPS tracking system

**Long Term (15-25 years)**
- Major roadway improvements (bypass, roundabouts, widening)
- Access Management with redevelopment opportunities
Bulls Head

Short to Mid-Term Preferred Alternative

• Optimize signal timing
• Restripe road to 11’ lanes
• Provide 5’ shoulder for bikes
• Upgrade pedestrian facilities
• Upgrade transit facilities
• Improve street amenities/aesthetics
Long-Term Preferred Alternative
(2 Right-turn Lanes 2-way Summer Street)

• Optimize signal timing
• Restripe road to 11’ lanes
• Provide 5’ shoulder for bikes
• Upgrade pedestrian facilities
• Upgrade transit facilities
• Consolidate driveways
• Improve street amenities/aesthetics
• Provide Double Right-turn from High Ridge Road to Cold Spring Road
• Convert Summer Street to 2-way
• Reduce 1 right-turn lane on Bedford

Int. #1,2,18
Bulls Head

Long-Term Second Choice Alternative
(2-way Summer Street)

• Optimize signal timing
• Restripe road to 11’ lanes
• Provide 5’ shoulder for bikes
• Upgrade pedestrian facilities
• Upgrade transit facilities
• Consolidate driveways
• Improve street amenities/aesthetics
• Convert Summer Street to 2-way
• Reduce 1 right-turn lane on Bedford

Int. #1,2,18
Install Interactive Speed Signs and Restripe Long Ridge Road to Provide Wider Shoulders for Cyclists

**Short to Mid-Term Preferred Alternative**

Long Ridge Road from Lord & Taylor Drive to Stillwater Road

- Volumes peak between 1600 and 1800 per hour per direction.

Widen Long Ridge Road to Provide Shoulders for Cyclists, Upgrade Pedestrian Facilities and Add Left-turn Lanes

**Long-Term Preferred Alternative**

Int. #3 - 6

Volumes peak between 1600 and 1800 per hour per direction.
Long Ridge Road at Stillwater Road

Roundabout Design by Others
Install interactive Speed signs and Restripe Long Ridge Road to Provide Shoulders for Cyclists

Short-Term Preferred Alternative

To High School

Int. #6 - 10
Widen Long Ridge Road to Provide Shoulders for Cyclists and Upgrade Pedestrian Facilities

Long Ridge Road from Stillwater Road to Wire Mill Road

Long-Term Preferred Alternative

To High School
Long Ridge Road at Merritt Parkway Ramps - Optimization, Shoulder Lines & Traffic Calming

**Short-Term Preferred Alternative**

Long Ridge Rd.

**Long-Term Preferred Alternative**

Ped/Bike Tunnel

Int. #10 & 11
Long Ridge Road at Chimney Corners - Minor Widening and Shoulders

Short to Mid-Term Preferred Alternative

Greater Widening, Shoulders and Sidewalks

Long-Term Preferred Alternative

(includes short to mid-term improvements)

Int. #11
Improvements to Long Ridge Road at Chestnut Hill Road – Traffic Signal and Left-turn Lanes

Long-Term Preferred Alternative

Creates gaps in traffic at Hunting Ridge

Int. #12
Improvements to Long Ridge Road at Chestnut Hill Road - Roundabout

Long-Term Second Choice Alternative

Slows traffic passing Hunting Ridge
Improvements to Long Ridge Road at Wildwood Road
Install a Traffic Signal

Channelize the eastbound Right-turn Movement and Improve Sightlines

Long-Term Preferred Alternative

Long-Term Second Choice Alternative

Int. #14
Improvements to Long Ridge Road at Mountain Wood Road - Cut Back Rock to Improve Sightlines

Long-Term Preferred Alternative

Int. #1,2,18
New Grass Area

Limit of New Pavement

Long-Term Preferred Alternative

Int. #1,2,18
North End of Both Corridors: – Narrow travel lanes to 11’ – widen shoulder widths / reduce speed limit to 40 mph

Short to Mid-Term Preferred Alternative

North End of Both Corridors: – Minor roadway widening to Provide 5’ shoulder for bikes

Long-Term Preferred Alternative

North End of Both Corridors: – Provide Parallel Pedestrian/Bike Trail

Long-Term 2nd Choice Alternative

Int. #1,2,18
High Ridge Road at Sky Meadow Drive & North Stamford Road – Widening for Shoulders and Turn Lanes, Tee up North Stamford Road

Long-Term Preferred Alternative

Int. #1,2,18
Short-Term Preferred Alternative

High Ridge Road at Scofieldtown Road

Int. #37
Long-Term Preferred Alternative

Int. #37
Long-Term 2\textsuperscript{nd} Choice Alternative

High Ridge Road at Scofieldtown Road

Int. #37
High Ridge Road at the Merritt Parkway Ramps – Restripe and Upgrade Existing Pedestrian Facilities

**Short-Term Preferred Alternative**

Southbound Ramp
Wire Mill Rd.

Northbound Off-Ramp
High Ridge Rd.

Northbound On-Ramp
Buxton Farms Rd.

Int. #34 - 36
High Ridge Road at the Merritt Parkway Ramps - Signal timing, capacity, and pedestrian improvements

Long-Term Preferred Alternative

Southbound Ramp
Wire Mill Rd.

Pedestrian/Bicycle Trail and Tunnel

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Int. #34 - 36
High Ridge Road at the Merritt Parkway Ramps – Combination of Traffic Signals & Roundabouts

Long-Term 2nd Choice Alternative

Int. #34 - 36
High Ridge Road, Between Cedar Heights Road & Buxton Farm Road – Safety improvements

Short Term (Immediate) Preferred Alternative

Int. #31 - 34
High Ridge Road, Between Cedar Heights Road & Buxton Farm Road – Sidewalk and bike lanes

Mid Term Preferred Alternative

Int. #31 - 34
High Ridge Road, Between Cedar Heights Road & Buxton Farm Road – Access management

Long-Term Preferred Alternative

Int. #31 - 34
High Ridge Road, Vine Road to Cedar Heights Road – Safety Improvements

Short-Term (IMMEDIATE) Preferred Alternative

Int. #30 & 31
High Ridge Road, Vine Road to Cedar Heights Road – Signal Phasing/Timing improvements, bike lanes and sidewalk

Mid-Term Preferred Alternative

Int. #30 & 31
High Ridge Road, Vine Road to Cedar Heights Road – Consolidate Parcels / Access Management

Long-Term Preferred Alternative

Int. #30 & 31
High Ridge Road from Cross Road to Vine Road
Restripe High Ridge Road to Provide Shoulders for Cyclists and Install Interactive Speed Signs to Reduce Speeds

**Short to Mid-Term Preferred Alternative**

Install Colorized Shoulders for and Upgrade Pedestrian Facilities. Create Landscaped Islands in Unused Medians

**Long-Term Preferred Alternative**

Volumes peak between 1830 and 2050 per hour per direction.
Transit

• Improve headways

• Consolidate and formalize stops

• Improve bus stops accessibility, shelters

• Provide real time information (location and arrival times)

• Implement GPS devices with internet user application
Certain landscape elements have been identified as key organizing features to better understand the framework of the project area. Among them are **Gateways**, **Corridors** and **Nodes**.

**Gateways:**
A gateway is a passage or point at which a new area or region may be entered. The Long Ridge/High Ridge gateways will mark entry or exit from the more urban to transition to less urban areas and vice versa. Gateway elements will be part of a recognized family of materials, be organized into a hierarchy and may include lighting, specialty pavement, plant material, columns, fences and walls.

**Nodes:**
A node is a centering or focus of component parts. It is a target area usually incorporating various aspects of the Long Ridge/High Ridge experience. Most often located at intersections where both pedestrians and vehicles pause and interact, its edges are sometimes marked with a change in intensity and land-use from the surrounding area.

**Corridors:**
A corridor is often a narrow tract of land forming a passageway or connection between two nodes. Entry or exit from a corridor may be marked by a gateway. The Long Ridge/High Ridge corridors are defined by the roadway cross-sections. Corridor elements will respond to the roadway edges and may be more intensive in the more urban areas and less intense in the less urban areas.
Organization

Landscape Elements

- **Gateway**
- **Corridor**
- **Node**
**Landscape Toolkit**

The Landscape Toolkit is intended to provide Stamford with a selection of Landscape Furnishings, Hardscape Materials and Plant Materials to create a unified look along the High Ridge and Long Ridge Roads. This pick and place toolkit gives ideas for developing a consistent look at Gateways, Corridors and Nodes. You will see elements of this toolkit used throughout the following roadway and streetscape improvement imagery.
Vertical integration of uses allow for 24hr building use, interest, & place making.

Incorporate underground or tabletop parking structures behind buildings.

Reducing at grade parking affords more opportunity for pedestrian plazas, open space, & courtyards.

Encourage development infill on existing sites to utilize mix of uses, a story built edge, and building placement to hide parking.

Pedestrian & driver sight distance should be maintained.

If sidewalks must be attached to the curb, on street parking, paved shoulders or bike lanes create a needed buffer zone.

Stores and offices should face the primary street. This provides a buffer to residential in back from street noise.

Public art should be placed throughout the corridors. This reflects the culture of the area.

Second story office overlooks active streetscapes.

Use color contrast to denote crosswalks and/or driveways as different from sidewalks.

BULLS HEAD AREA
Larger buildings can be made to look smaller with recessed balconies & articulation.

Wide sidewalks with plenty of window space, attractive paving materials, street trees, and street furnitures all combine to invite passing pedestrians to shop & spur economic growth.

Second story office should overlook the active streetscape.

Adopt compact building design.

Mixed use apartment & condo models offer an alternative to single family homes.

The minimum widths for a sidewalk is 5ft, and then expanded to 6-8-10 ft in commercial areas.

Stores and shops should face the primary street.

Provide two accessible ramps per corner.

Colorized bike lanes help in overall speed reduction, since the roadway “reads” as a tighter space.

Buildings should open up at the intersections to provide extra space at the corners to accommodate street activity.

Landscaped medians soften an urban setting and help to reduce heat island effect.

Provide medians with median cuts whenever possible.

All sidewalks should adhere to American with Disabilities Act standards.

Encourage a hierarchy of landscape entry features, utilizing similar form, materials and landscape to reinforce distinct foundways.

BULLS HEAD AREA DETAILS (COLD SPRING ROAD AT LONG RIDGE ROAD)
Crosswalks should be considered at mid-block locations where there is strong evidence that pedestrians want to cross.

Parking should be encouraged behind buildings when possible.

Street trees provide a rhythm along the corridor while also providing shade and visual buffer to parking areas.

Additional landscape should be encouraged at the existing parking areas to provide a buffer to the parked cars.

Landscape treatments including stone columns, walls, flowing trees and shrubs help to create a memorable entry / exit from the corridor.
Landscape buffers or fences should separate sidewalks from parking.

Improved lighting with area for banners helps define a rhythm along the corridor, provide lighting at nodes, and help create a district.

Lighting should be included at all marked pedestrian crossing locations.

If sidewalks must be attached to the curb, on street parking, paved shoulders or bike lanes create a needed buffer zone.

Encourage a hierarchy of landscape entry features, utilizing similar form, materials and landscape to reinforce distinct foundways.

Raised islands and medians (minimum 6 ft width) are the most important, safest, and most adaptable engineering tool for improving street crossings.

Incorporating planted pots and high quality materials help to create a distinctive and attractive public realm.

Colorized bike lanes help in overall speed reduction, since the roadway "reads" as a tighter space.

Keep accessible ramps as wide as the crossing.

LONG RIDGE NORTH OF MERRITT PARKWAY DETAILS (PARKWAY SB RAMPS AT LONG RIDGE ROAD)
Require 15% landscape area for parking lots, with a minimum of a 5 ft buffer to walking area.

Provide trees (min 2 inch caliper) within parking areas.

For larger parking lots (50 or more spaces) require landscaped entry to the area businesses.

Encourage development and redevelopment along the street edge with parking in the rear of facilities where possible.

Provide adequate landscape buffers to adjacent properties.

Existing uses can be accommodated with small improvements along the streetscape.

Where possible design driveways to be one-way combinations, reducing the number of directions in which pedestrians must look for motorists.

Raised crosswalks can be appropriate in areas with significant pedestrian traffic and where motor vehicles should move slowly.

HIGH RIDGE ROAD - VINE ROAD TO CEEDAR HEIGHTS ROAD
Open corners at intersections to allow space for accommodate pedestrian activities.

Locate areas for outdoor dining (for cafes and restaurants) near curb so people walking past get a sense of being in the middle of the restaurant where they can see and be seen.

Placement of street trees could offer buffer to outdoor dining areas.

The pedestrian environment should be comfortable, pleasant, safe, and accessible to people of all ages. It should connect people to places and be easily understood. Pedestrian facilities should be located outside of walkways.

Sidewalk surfaces should be stable, firm, smooth and slip resistant.

Walls, columns, street trees, lighting set on a recognizable and legible pattern help create a distinctive and memorable place.

High traffic volume area may warrant higher emphasis crosswalk markings.

Building articulation and design should embrace the corners at intersections.

Bike parking should be provided on every block in popular destination locations and should be located in areas of highest security and convenience while out of the way of walkways.

All sidewalks should adhere to the Americans with Disabilities Act Standards.

HIGH RIDGE ROAD - VINE ROAD TO CEDAR HEIGHTS ROAD DETAILS (HIGH RIDGE ROAD AT VINE ROAD)
**Special Landscape Features**
Fountains and other icons within plazas located at entrances to major commercial buildings or intersections act as central meeting and gathering spaces.

**Crosswalks**
Provide medians with median cuts and keep ramps as wide as the crossing whenever possible.

**Streetscape Planting**
Plant material helps to soften the relatively large amounts of impervious areas. The streetscape normally creates harsh living conditions for plants; select urban, drought, snow and salt tolerant plant material.

**Transit-Oriented Development**
Stamford has several ideal locations for transit-oriented development. Several such opportunities are underway, but even more opportunities should be studied. The Bulls Head area presents one potential candidate.

**Transit Stops**
Transit cannot be expected to work until people who enter on one side of the street and exit on their return trip on the opposite side can get safely and comfortably across. Safe and marked waiting areas and crosswalks should be installed at all transit stops.

**Driveways**
When two-way driveways are necessary, keep the maximum continuous paved width to 28 feet and use a median, when possible, to separate the two directions of travel.
Considered Long-Term Alternatives

Bulls Head, 1-way with Signals

Bulls Head Bypass (with or without roundabouts)

Bulls Head, 3 Roundabouts
Figure 2-4 (S)
Average Daily Traffic Volumes

Legend
Average Daily Traffic Volumes
- Black: 0 - 5,000
- Green: 5,000 - 10,000
- Green: 10,000 - 15,000
- Yellow: 15,000 - 20,000
- Yellow: 20,000 - 25,000
- Orange: 25,000 - 30,000
- Red: 30,000 - 35,000

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