

SHERMAN CENTER CONNECTIVITY STUDY

First Public Meeting

Thursday, January 29, 2026
6:00 p.m. – 7:30 p.m.
Charter Hall

Please refer to the presentation slides for a summary of what was presented prior to the workshop. This document summarizes the workshop discussion.

Workshop

Connectivity Table Summary

Participants at the connectivity table discussed several access and circulation issues affecting Sherman Center and nearby community destinations. The Route 37/39 intersection near the Post Office and the American Pie Company was identified as an area of concern, with participants noting that frequent police traffic stops can create congestion and disrupt traffic flow at the front of the intersection. Participants also emphasized the importance of better understanding how students travel to and from school, suggesting coordination with the Parent Association to identify common walking routes and after-school gathering areas such as the Village Green.

Participants identified opportunities to improve connections between key community facilities and strengthen the overall network for people walking. One potential opportunity discussed was coordinating with the church to explore an easement for a trail connection behind the school, which could provide a safer, off-road link between the school and the library. Additional comments focused on increasing connectivity to public spaces, including Veterans Field, which was identified as an underutilized asset with potential for additional events and recreational programming. Participants suggested that improved access and coordination with Parks and Recreation could help increase use of the facility. The Senior Center and social services offices were also noted as high-traffic destinations, and participants indicated that staff input on peak travel patterns could help inform future access and circulation improvements. Overall, feedback highlighted a desire for clearer, safer walking routes, stronger connections between community destinations, and coordination with local stakeholders to support everyday travel and community activity.

Safety Table Summary

Participants at the safety table identified multiple locations within the study area where they feel unsafe walking or bicycling, particularly noting that several participants live in or near Sherman Center and experience these conditions daily. A primary concern was the speed of motor vehicles, especially trucks traveling along Route 37, which participants noted has seen increased truck traffic in recent years. Vehicle speed and truck traffic were also cited as contributing to noise impacts, both outdoors and inside nearby homes. Participants added that traffic volumes and safety concerns are heightened during the summer months due to an influx of seasonal visitors.

Specific problem areas discussed included limited sightlines near the Old Store and at the southern intersection of Routes 37 and 39. This southern intersection was a significant focus of discussion, as Route 37 traffic does not stop while visibility is constrained by a sharp curve and vehicles frequently exceed the speed limit. Participants also noted confusion at the Post Office driveway, where its setback location relative to the Route 39 stop sign makes right-of-way unclear. Overall, participants expressed a strong desire for safer walking conditions, including sidewalks and clearly marked, well-placed crossings. Suggested safety measures included evaluating a school zone designation, the potential use of speed cameras, and pedestrian enhancements such as flashing rectangular rapid flashing beacons (RRFBs). Participants also questioned whether the existing crosswalk in front of the school is optimally located due to limited visibility from the hill crest and the destinations it serves. Participants also observed several near misses in this area. Bicycle safety was also discussed, particularly during warmer months when groups of road cyclists travel through Sherman Center. Participants noted persistent gravel on the roadway creating hazardous conditions for bicyclists and suggested more frequent street sweeping as a potential mitigation measure. It was also noted that there are no shoulders in the study area making vehicles passing by bicycles constrained and dangerous.

Aesthetics Table Summary

Participants at the aesthetics table discussed opportunities to enhance visual treatments to help alert drivers they are approaching the town center area and to slow down vehicle speeds. Participants mentioned communities like New Milford and Kent that have a distinct downtown village center and highlighted the benefits of their signage, sidewalks, and crosswalks.

There was discussion about surface treatments such as cobblestone/brick sidewalks and crosswalks. While some participants noted the aesthetic benefits of these treatments, they also recognized that they may pose a safety hazard. One participant shared their experience with brick sidewalks – in the winter months water gets trapped in the depressed areas, turns to ice, and in turn this creates a tripping/slipping hazard. Participants expressed interest in stamped concrete for crosswalks to help alert drivers they are approaching the village center where pedestrians may be crossing. There was discussion about the usage of high friction pavement surface treatments which can be used to reduce roadway departures. Barnes Hill Road was noted as an area of concern due to higher vehicle speeds.

Regarding signage and lighting, participants noted that flashing signs (such as RRFBs) may not be needed in the village center and may be difficult to get approved by the local commissions. Participants expressed interest in sidewalk illumination with lamp posts that have hanging plantings.

There was discussion on developing a walking path from the Sherman School towards Colonial Park. Participants expressed a desire for the path to be lighted and include benches. Participants also noted the pathway can be used as an emergency evacuation route for students at the school.

Participants discussed a desire to create an environment that alerts drivers they are approaching a town center. They would like to see treatments at the Barnes Hill Road intersection and the Route 37 and Route 39 intersection to welcome drivers to Sherman and help slow down traffic. There was

discussion on opportunities to realign the Route 37 and Route 39 intersection, installing a traffic light, and the feasibility of constructing a roundabout.