

March 7, 2017

Dan Bullard, President
Stony Creek Association

Dear Dan & Board Members:

One topic that has been discussed over the years is traffic speed in the Village. Recently, discussion has included the possible use of traffic calming devices to try to tame what is widely acknowledged as excessive travel speed in the Village. Over the past two years or so, there have been a handful of accidents, which, fortunately, have been non-fatal.

Of course, the elephant in the room is probably the unspoken fact that the biggest offenders appear, for the most part, to be Village residents.

What can be done?

There are several traffic calming devices that may work in the Village and, fortunately, most are not expensive. Given the relatively low cost and the imperative for safe travel throughout the Village – whether on foot, on bikes, or in vehicles and especially since activity in the Village continues to grow – it seems that it may be money well spent.

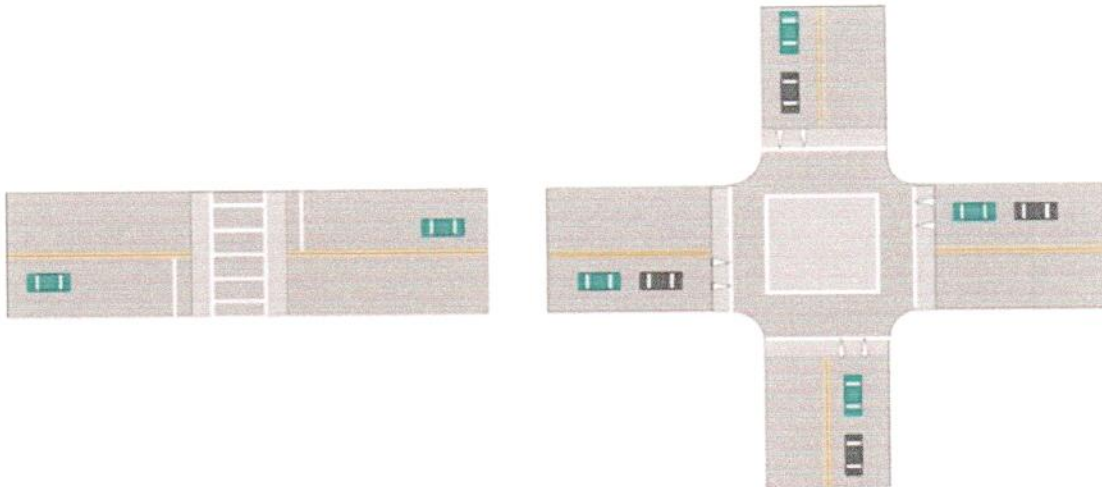
Clearly, the Town would obviously need to approve any devices used for traffic calming. Perhaps if SCA funds a local traffic calming program over a period of a couple of years, (or taps our tax funds, assuming there is no breach of a fund balance reserve requirement that must be maintained), we may truly consider such use of this money as an investment in the “public health, safety, and welfare” of both Village residents and visitors.

The current criteria most often cited in the literature when considering the possible use of traffic calming devices include:

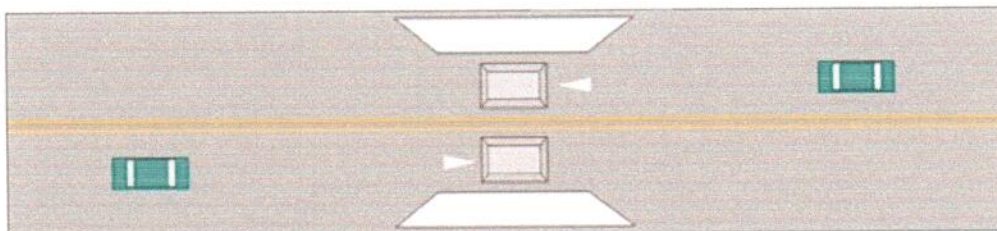
- Street must be accessible to the public and classified as a local road;
- Streets should have no more than two travel lanes;
- Streets should have a posted speed limit of 35 mph or less (Our posted speed limit is 25mph);
- Traffic speed should typically be at least 6mph over the posted speed limit (25+6=31mph – highly likely); and
- Streets must be primarily residential.

There are several simple, affordable techniques which can be considered:

- (1) raised crosswalks -- built as permanent structures, these crosswalks are designed to slow traffic to about 25mph. Contrary to some older designs, current designs do not require a sidewalk-to-sidewalk connection, making them simple to install. The downside is that these crosswalks also force emergency vehicles to slow down, so, when seconds count, a raised crosswalk may be undesirable.

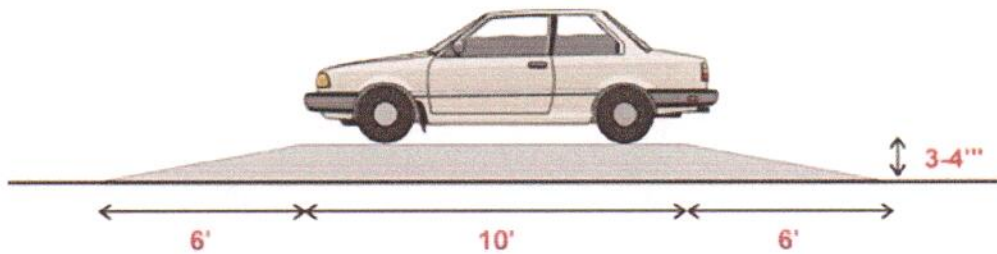


- (2) speed cushion -- a variation on a standard speed hump; which does not span the entire width of the roadway, but tapers off at the edges. The width of the raised portion is sufficient to ensure that cars have to pass over some of the hump but allows buses and emergency vehicles to pass over with less impact. Successfully slows traffic to 25mph. They are ADA compliant and are user friendly for bicyclists.





- (3) speed table – Also known as trapezoidal humps or speed platforms, speed tables are basically flat-topped speed humps. If marked for pedestrian crosswalks they become Raised Crosswalks. The most common is the 22-foot design. The ramps on the end are 6 feet long and the platform is 12 feet long. They have an 85th percentile speed of 25 to 30 mph and present less of a "bump" to drivers. They are preferred by emergency response agencies.



Comparing traffic calming devices in general, these devices are considered to be highly effective with relative few restrictions.

Item	Restrictiveness	Effectiveness
<u>Enforcement (Visible & Active Police Presence)</u>	Low	Moderate Effectiveness
<u>Neighborhood Traffic Safety Campaign (Education)</u>	Low	Low to Zero Effectiveness
<u>Radar Trailer</u>	Low	Average Effectiveness
<u>22' Tables</u>	Some	High Effectiveness
<u>Center Island Narrowing</u>	Some	Minimal Effectiveness
<u>Raised Crosswalk (3" h x lane width)</u>	Some	High Effectiveness
<u>Raised Intersections</u>	Some	High Effectiveness
<u>Speed Cushions</u>	Some	High Effectiveness
<u>Speed Humps (2-5/8" x 12')</u>	Some	High Effectiveness
<u>Textured Pavement</u>	Some	Average Effectiveness
<u>Bulb-outs</u>	Moderate	Average Effectiveness
<u>Chicanes</u>	Moderate	High Effectiveness
<u>One-Way Entry/Exit Chokers, Half Closures, Semi Diverters</u>	Moderate	High Effectiveness
<u>Traffic Circles</u>	Moderate	High Effectiveness
<u>Forced Turn Islands, Barriers, Channelization</u>	High	Moderate Effectiveness
<u>Full Closures, Cul-de Sacs</u>	High	High Effectiveness
<u>Full/Diagonal Diverters</u>	High	Moderate Effectiveness

There are many modern, affordable, user friendly traffic calming options. As traffic continues to increase in the Village, it seems the time is now to tackle this issue, explore these options, and find a real solution. Thank you.

Respectfully submitted,

Linda Reed