

REPORT

ON

SPRING GLEN

RESIDENTS' TRAFFIC CALMING PREFERENCES

TO

THE MAYOR

May 28, 2010

Prepared by Spring Glen Traffic Calming Committee

Executive Summary:

It was the goal of the Traffic Calming Committee to provide to the members of the Spring Glen Civic Association, the Board, neighbors, participants and the Town the results gathered from the Traffic Calming Initiative for the Spring Glen. The data gathered is presented in this report. The process for gathering the data was through neighborhood meetings, an online traffic calming survey and a written comment period. The neighborhood meetings, survey and comment period were promoted through SGCA email distribution to its membership list, the Traffic Calming Committee email list, the SGCA website, door to door neighborhood flier distribution, flier placement in retail locations in Spring Glen, bulletin boards and local newspaper announcement.

The first step the committee took was to sponsor a neighborhood meeting to inform the participants of the Traffic Calming committee's process, establish and develop collaboration and consensus for the Traffic Calming process, to educate and inform residents of Traffic Calming options available and to gather the suggestions and comments from Spring Glen's resident's for Traffic Calming solutions. At the conclusion of the meeting, the next step agreed on was to create an online survey as the tool to gather a broad range of input from Spring Glen residents for traffic calming solutions.

The survey was created with the online tool "Survey Monkey". The survey included 3 categories of street selections, 31 traffic calming preferences addressing safety, speed and volume and a scale from 1-6 with selections ranging from most prefer to least prefer and do not prefer. Additional written comment was also included, as an option. The survey was available for a period of 21 days. Additional, paper surveys were available in local retail locations or upon request of the SGCA or the Traffic Calming committee.

Upon survey close, the data gathered was compiled into a draft report for presentation to Spring Glen Civic Association members and residents. This draft report was presented at a 2nd neighborhood meeting. Following the Draft presentation on the SGCA website along with a paper copy option and throughout retail locations in Spring Glen, an additional comment period was open for inclusion into the final report. The comments could be sent via email, in writing or over the telephone to the Traffic Calming committee. This open comment period was for a period of 7 days.

The report represents 17.6% of the population (132 responded out of approximately 750 households). Those who took the survey and/or commented on the content of the Traffic Calming solutions for Spring Glen are included in this report. The survey clearly indicates that respondents want traffic to slow down in the Spring Glen neighborhood. Almost every street in the neighborhood had at least one household take the survey. There are serious concerns about safety and quality of life in the Spring Glen Village. People want the neighborhood to be conducive to walking and face-to-face interactions.

Many of the solutions are inexpensive, and ones that fall in the mid-range of preference could be implemented along with the highly preferred options.

This final report is to be presented to the SGCA Board, members, participants and neighbors by the Traffic Calming Committee, at the Annual SGCA meeting on Wednesday, June 2, 2010; 7:00 p.m. at St. Rita's Church Hall.

We thank you all, in advance, for your time and consideration of this report.

Sincerely,

The Traffic Calming Committee
May 2010

INTRODUCTION

PAGE 3: TABLE OF CONTENTS

PAGE 4: Introduction to Survey Document

PAGE 5: Summary of Survey Findings

PAGE 6: Summary of Survey Results. Tables:

1. Areas in which residents live
2. Three most preferred traffic calming solutions (for the street lived on, a nearby street, a main artery and overall across all streets)
3. Three least preferred traffic calming solutions (for the street lived on, a nearby street, a main artery and overall across all streets)

PAGE 7: Details on the summary table, listing all calming solutions, from the most preferred to the least preferred overall for all streets combined

PAGES 8 - 11: Details on the “**Street Lived On:**”

1. The street that respondents chose to rate
2. The details of the ratings of the calming solutions, from the most preferred to the least preferred
3. Additional comments and clarifications [Streets referred to are in brackets]

PAGES 12 - 15: Details on the “**Nearby Street:**”

1. The street that respondents chose to rate
2. The details of the ratings of the calming solutions, from the most preferred to the least preferred
3. Additional comments and clarifications [Streets referred to are in brackets]

PAGES 16 - 18: Details on the “**Main Artery:**”

1. The street that respondents chose to rate
2. The details of the ratings of the calming solutions, from the most preferred to the least preferred
3. Additional comments and clarifications [Streets referred to are in brackets]

PAGES 19 - 28: Details for **each street** (listed by name alphabetically) COMBINED for the street lived on and a street nearby, including comments/clarifications

PAGE 29: Details for **each street** (listed by name alphabetically) COMBINED for the street lived on and a street nearby, including comments/clarifications when it was identified as “Other”

PAGES 39 - 34: Details for **main arteries** (by name alphabetically), including comments/clarifications

PAGES 35 - 36: Minutes from the 1st community meeting

PAGES 37 - 39: Minutes from the 2nd community meeting

PAGE 40: Addendum: Summary

PAGES 41-50: Addendum: Comments and additions to the report

May 5, 2010

Dear Fellow Spring Glen Residents:

The Spring Glen Civic Association voted to establish a Traffic Calming Committee at the March 3rd, 2010 meeting. The Committee has obtained resident input through conducting multiple neighborhood meetings and an online survey regarding Traffic Calming solutions in the Spring Glen neighborhoods.

Mayor Jackson agreed to work with the residents of Hamden on a town-wide "**Traffic Calming**" initiative during his term. The first step the Mayor has taken is to allocate resources in the Town budget for conducting a traffic study to determine traffic speed, volume, and safety criteria in the Town of Hamden. The results of the Town of Hamden traffic study along with the Spring Glen neighborhood meetings and survey will contribute toward the "Smart Growth" of our neighborhoods in the Town.

Our goal is to reallocate road space to increase the number of right-of-way devoted to bicycle lanes, sidewalks, and green space, to change the way our streets are perceived and used to better accommodate non-motorized traffic, including pedestrians and cyclists. This change through "street reclaiming" will increase the social, cultural, recreational, and economic activity in our neighborhood of Spring Glen. It is intended to change the way that people utilize public streets to encourage interaction and to increase residents' involvement in the community. This, in turn, will benefit the overall quality of life in Spring Glen. The changes will also have environmental benefits because the changes will reduce our carbon footprint in Spring Glen and Hamden as a whole.

The co-chairs of the SGCA Traffic Calming Committee kindly request that you read the report on "**Spring Glen Residents' Traffic Calming Preferences**" and give us your comments, opinions, and suggestions to its contents. The resident input will be attached to the report presented to the Mayor, verbatim and anonymously (however, inappropriate comments will be omitted from the report). We hope that you take advantage of this opportunity to contribute to improving our neighborhoods.

You can send your comments, opinions, or concerns until Tuesday, May 11th, 2010, 7:00 PM. Please email either Eileen O'Neil at eileen@eoecodesigns.com or Laura Freebairn-Smith at lfreebairnsmith@odda123.com. Comments on paper may be mailed to: SGCA Traffic Calming Committee, 34 Brookside Dr., Hamden, CT 06517.

Thank you in advance for taking the time to complete the survey and share your comments and reactions. We would appreciate it you would spread the information about the Traffic Calming Project to your neighbors so that they can share their opinions as well.

Kind regards,

The Co-Chairs of the SGCA Traffic Calming Committee
Eileen O'Neill; eileen@eoecodesigns.com
Bernie Fitzsimons; bfitz80@sbcglobal.net
Laura Freebairn-Smith; lfreebairnsmith@odda123.com

Additional information may be obtained from the following websites:
www.springglencivicassociation.org
www.hamden.com
www.scrkog.org/toc_files/TrafficCalming_ResourceGuide_Final.pdf

TABLE OF CONTENTS

1. SUMMARY OF SURVEY FINDINGS

Summary of Survey Findings Spring Glen Traffic Calming Survey Spring 2010

The survey clearly indicates that respondents want traffic to slow down in the Spring Glen neighborhood. Almost every street in the neighborhood had at least one household take the survey. There are serious concerns about safety and quality of life in the Spring Glen Village. People want the neighborhood to be conducive to walking and face-to-face interactions.

For streets on which participants live, the preferred traffic calming solutions vary and the survey clearly details those.

For nearby streets, 21 streets are mentioned, with a primary focus on Whitney Avenue (26 of 82 comments), with Ridge coming in second (10 comments), and Thornton coming in third (8 comments). For nearby streets, the most preferred solutions are (1) raised crosswalk, (2) bike lane, and (3) signage.

For main arteries, Whitney is of primary concern to the neighborhood, receiving 62 of 82 comments. The most preferred solutions for the main arteries are (1) bike lane, (2) signage, (3) pedestrian initiated cross-lights

Many of the solutions are inexpensive, and ones that fall in the mid-range of preference could be implemented along with the highly preferred options.

2. SUMMARY OF SURVEY RESULTS

This section contains a summary of the results obtained from the Residents' Traffic Calming Preferences Survey.

Areas of Spring Glen, in which respondents indicated they lived:

	Percent	Count
Area 1: Major routes - Whitney Avenue, Ridge Road, Hartford Turnpike only	9.9%	12
Area 2: Glen Pkwy, Santa Fe, Swarthmore, Dessa, etc. (Spring Glen Church to Waite "east side")	38.0%	46
Area 3: Thornton to Harmon, Ardmore, Woodlawn, etc. ("west side")	39.7%	48
Area 4: Central, Waite, Gordon, Beverly, etc. ("south side")	12.4%	15
Total	100%	121

Three MOST PREFERRED solutions for calming traffic

Preference	Street			Overall
	Street lived on	Nearby street	Main artery	
1. First most preferred	Signage	Raised crosswalk	Bike lane	Signage
2. Second most preferred	Speed hump	Bike lane	Signage	Bike lane
3. Third most preferred	Additional stop signs	Signage	Pedestrian initiated cross-lights	Speed hump

Three LEAST PREFERRED solutions for calming traffic

Preference	Street			Overall
	Street lived on	Nearby street	Main artery	
1. First least preferred	Diverter	Circulation change	Roadway closure	Circulation change
2. Second least preferred	Circulation change	Roadway closure	One-way street	Diverter
3. Third least preferred	Turn restriction	Diverter	Circulation change	Roadway closure

3. SUMMARY: DETAILS

Solutions for calming traffic ordered from **MOST PREFERRED** to **LEAST PREFERRED** combined for all streets rated (combined responses for the street lived on, a nearby street, and a main artery):

Order of preference	Traffic solution	Mean rating
1.	Signage	3.12
2.	Bike Lane	2.85
3.	Speed Hump	2.68
4.	Pavement Marking	2.67
5.	Raised Crosswalk	2.62
6.	Stationary Radar Sign/Speed Display Board	2.60
7.	Landscaping	2.53
8.	Textured and Colored Pavement	2.52
9.	Pedestrian initiated cross-lights	2.48
10.	Additional stop signs	2.39
11.	Raised Intersection	2.19
12.	On-Street Parking	2.19
13.	Speed Table	2.11
14.	Mid-street pedestrian crossing cones	2.07
15.	In-Pavement Lighting	2.04
16.	Edge Treatment	1.99
17.	Additional stop lights	1.86
18.	Traffic Island/Median	1.81
19.	Rumble Strip	1.80
20.	Neckdown/Bulb Out/Curb Extension	1.66
21.	Modern Roundabout	1.59
22.	Narrowed Lane	1.59
23.	Traffic circle	1.54
24.	Gateway	1.54
25.	Chicane	1.49
26.	Reduced Corner Radii	1.34
27.	One-way Street	1.32
28.	Turn Restriction	1.25
29.	Roadway Closure	1.19
30.	Diverter	1.16
31.	Circulation Change	1.15

4. STREET LIVED ON: DETAILS

Streets on which the respondents indicated they lived		
	Percent	Count
Ardmore	2.9%	3
Barrett	3.9%	4
Beverly	2.9%	3
Broadfield	1.0%	1
Brookside	1.0%	1
Carmalt	1.9%	2
Churchill	1.0%	1
Coram	1.0%	1
Dessa	4.9%	5
Elgin	4.9%	5
Elihu	1.9%	2
Filbert	2.9%	3
Ford	1.0%	1
Gillies	2.9%	3
Glen Parkway	1.9%	2
Gordon	1.9%	2
Greenway	4.9%	5
Harmon	5.8%	6
Hartford Turnpike	1.0%	1
Haverford	4.9%	5
High Lane	1.9%	2
Humiston	1.0%	1
Ingram	3.9%	4
Middle	1.0%	1
Norris	2.9%	3
Ridge	2.9%	3
Ridgewood	2.9%	3
Russell	1.9%	2
Santa Fe	5.8%	6
Spring Garden	1.0%	1
Swarthmore	1.9%	2
Thornton	6.8%	7
Underhill	2.9%	3
Veranda	1.0%	1
Wakefield	2.9%	3
West Slope	1.0%	1
Whitney	2.9%	3
Woodlawn	1.0%	1
Other (23):	Bedford Avenue (3); Doren Ave (2); Martin Terrace; Fennbrook; Glendower Rd (2); Hawthorne Avenue (3); High Meadow Rd (2); Jackson; Spring Glen Terrace (2); Waite St. (2); Woodbine; Corner of Whitney and Harmon; Corner of Ford and Waite St.; Corner of Ingram St.	
Total:	100%	103

5. STREET LIVED ON: DETAILS

Solutions for calming traffic ordered from **MOST PREFERRED** to **LEAST PREFERRED** for the street lived on only:

Order of preference	Traffic solution	Mean rating
1.	Signage	3.10
2.	Speed Hump	2.90
3.	Additional stop signs	2.37
4.	On-Street Parking	2.34
5.	Bike Lane	2.20
6.	Pavement Marking	2.20
7.	Landscaping	2.11
8.	Textured and Colored Pavement	2.08
9.	Stationary Radar Sign/Speed Display Board	2.08
10.	Raised Crosswalk	1.99
11.	Speed Table	1.89
12.	Edge Treatment	1.86
13.	Raised Intersection	1.83
14.	Pedestrian initiated cross-lights	1.72
15.	In-Pavement Lighting	1.67
16.	Mid-street pedestrian crossing cones	1.59
17.	Rumble Strip	1.58
18.	Traffic Island/Median	1.55
19.	One-way Street	1.53
20.	Chicane	1.51
21.	Modern Roundabout	1.50
22.	Additional stop lights	1.50
23.	Traffic circle	1.46
24.	Reduced Corner Radii	1.38
25.	Gateway	1.33
26.	Neckdown/Bulb Out/Curb Extension	1.33
27.	Roadway Closure	1.33
28.	Narrowed Lane	1.26
29.	Turn Restriction	1.25
30.	Circulation Change	1.19
31.	Diverter	1.17

6. STREET LIVED ON: DETAILS

Comments and/or clarification to the preferences

There are several items above that could apply because the street is so long and straight. It would be great to divert truck traffic onto State St. from the connector to where the DMV is located. [Hartford Turnpike]

Camera at Santa Fe-Broadfield intersection to ticket those who run through the stop sign. [Santa Fe]

none of the above, but the street badly needs resurfacing. [S.G. terrace]

At the intersection of West Slope and Dessa is a perfect location for a traffic circle. I would support a speed hump or two as long as it they are painted and there is good signage. I was in Eugene about a week ago and saw Chicanes and thought they were great. Not sure how wide the street needs to be for it to work correctly. [Dessa]

The major issue in our neighborhood is the speed of the cars travelling down the cross streets between Whitney and Dixwell, especially on Thornton. Not only in the traffic too fast, but drivers routinely ignore stop signs, often hardly slowing down when they encounter one. I'm not sure what traffic calming solution would work best, but I know that the issue detracts from the quality of life in and the safety of the neighborhood. [Bedford Avenue]

On-Street Parking already allowed. [Santa Fe]

Stop signs seem to be taken as an option and not heeded. Two or three speed humps would probably be the most effective for the speeders. [Barrett]

I want POLICE giving speeding tickets !!!!! [Woodlawn]

On street parking already, on both sides. I'd like a stop sign on Thornton where Wakefield and Greenway come into it. [Thornton]

Signage: "dangerous intersection ahead" sign @ Haverford/High Meadow; pavement markings: crosswalks. [Haverford]

Fennbrook is a quiet street. [Fennbrook]

at the cross between greenway and Ingram is the problem. [Ingram]

Additional stop signs along Bedford and white street striping at stops for children walking from Spring Glen School. [Wakefield]

The current stop signs should be adequate. [Wakefield]

A police car on the corner of Humiston and Harmon. [Humiston]

Signage should include 'children playing signs' more prevalent. [Santa Fe]

Eliminate all venues that effect the budget. [Whitney]

The way to slow down cars is to SLOW THEM DOWN. [Thornton]

The intersection of Thornton and Bedford is only a two-way stop. Cars coming down Thornton OFTEN think it is four-way and don't yield to cars travelling on Bedford. We live on the corner and have seen TOO MANY close calls, including many involving school busses. [Bedford Avenue]

Traffic is very light on my street, however, I am one house away from Santa Fe which is in great need of traffic attention. [Underhill]

Pave street. Road in tough shape. [Glendower Road]

Hawthorne is already partially one-way - I like that. Keeps some traffic down. [Hawthorne Ave]

The intersection of Swarthmore and Whitney (and possibly Swarthmore and Landsdowne) is most relevant with regards to these proposals. [Swarthmore]

Additional stop sign at corner of Carmalt and Gillies Rd. Cars coming from Ridge Road go way too fast down the street, which is a hill, on a street with kids. [Carmalt]

an extra stop sign and cones at each stop intersection wd be gd [Santa Fe]

The biggest problem for us is driving across Bedford- the street has no stop signs and intersects the cross streets (Thornton, Filbert, Wakefield, etc. that do have stop signs. Everyday I drive along Bedford a car will run the stop sign for one of these streets. There is wording that could be added to these stop signs that lets the drivers know that drivers on Bedford do not need to stop. It's nerve-wracking to drive of Bedford, feeling that your life is in jeopardy! [Norris]

I don't want to lose the neighborhood feel on Thornton so I think making the street a one-way is the best option. It seems like we get alot of through traffic from Dixwell to Whitney in that part of Spring Glen - perhaps make them all one way, alternating with each street? [Thornton]

anything to slow down drivers who cut through. [Underhill]

No problems at all on my street. [West Slope]

7. STREET LIVED ON: DETAILS

Comments and/or clarification to the preferences (continued)

I don't think my street needs any modification [Harmon]

Would really like the Walgreens Property to have their entrances & exits reworked so they do not align with Harmon St., there are numerous accidents here. This property does not contribute to sensible traffic calming for cars or pedestrians. That whole property could use a landscaping, parking lot make over, but that is wishful thinking!! [Harmon]

Due to the blindspots, a 4-way stop at Doren/Veranda & Waite. [Ardmore]

Haverford St. residents prefer a traffic light erected at intersection of Haverford St. & Whitney Ave. which will slow traffic from Whitney turning onto Haverford Street. Also prefer a stop sign at intersection at Haverford St. & Haverford Lane. All residents on Haverford St. do NOT want any speed bumps installed. [Haverford]

I am not sure what all of these are...my street already has on-street parking, which I would like to keep. [Greenway]

ENFORCEMENT OF WRONG-SIDE-OF-THE-STREET PARKING. [Hawthorne Ave]

Speed must be brought under control on Whitney Ave. [Whitney]

1. one way street frm Hartford Tnpk to Ridge Rd,2.Speed bumps, from Jesswig Drive to Hartford Tnpk,3.Stop sign at Jesswig and High Meadow, 4. Caution sign slow, dangerous curve, blind driveway (place sign on left before curve & driveway.5 Texted pavement on slope between driveway at 80 & 81 High Meadow to Hartford Tnpk,6. Curbs-intersection of High Meadow & Hartford Tnpk both sides of street at turns. [High Meadow Road]

Sidewalks on waite st. ought to be broadened and lengthened. The more people are able to use it as a pedestrian walkway, the less people will drive on it. Right now it's nearly impossible to walk from Whitney to Ridge and to Bassett Park and all the great things it has to offer. Think how wonderful it would be for people to walk to Bassett without fear of getting run over! Widen the sidewalks on Waite and Ridge!!! It's almost impossible to walk on either street so few people do. [Ford]

Stop sign coming down Dessa at intersection with Orchard Court. Stop sign would be on Dessa. [Dessa]

One way toward Waite St. from the Athol St./ Gordon St. intersection, raised, colored, textured crosswalk at Waite and Gordon to encourage walking to lake area. Bike path along Gordon along RWA property from Athol to Waite. Pervious surface for walking and bicycling. [Gordon]

8. STREET NEARBY: DETAILS

Streets which the respondents chose as a “nearby street” to rate		
	Percent	Count
Ardmore	4.9%	4
Carmalt	2.4%	2
Edgemere	2.4%	2
Elgin	1.2%	1
Ford	1.2%	1
Gillies	1.2%	1
Glen Parkway	2.4%	2
Greenway	8.5%	7
Harmon	1.2%	1
Hartford Turnpike	3.7%	3
Haverford	1.2%	1
High Lane	1.2%	1
Ridge	12.2%	10
Russell	1.2%	1
Santa Fe	6.1%	5
Thornton	9.8%	8
Whitney	31.7%	26
Woodlawn	7.3%	6
Other (21)	Waite St (5); Corner of Waite and Mather St (2); Connolly Parkway and Dixwell; Connolly Pkwy; Connolly parkway Thorton intersection; Jackson Road; All other east west streets from Dixwell to Whitney;	
Total:	100%	82

Comments:

It has become a race track; [Santa Fe]

Police should run radar. cars fly down Harmon. Very dangerous; [Harmon]

The stop signs and Woodlawn and Greenway, Elgin and Greenway, and Ingram and Greenway are often ignored;

Most of these streets are in great need of slowing traffic. And one size does not fit all. We are not capable of decreasing the amount of traffic but we are capable of slowing cars down so that people living and walking these streets feel more comfortable. A few applications will be a reminder to those living here and traveling through to be considerate of a residential neighborhood; [Most streets]

I and my neighbors who live on Haverford Street, would like a traffic light installed on the intersection of Haverford St. & Whitney Avenue, because it would serve to calm traffic from Whitney turning onto Haverford Street, making it also safer for people who live on Haverford Street, especially kids going to and from St. Ritas, Spring Glen School and Hamden High, to cross safely from Whitney Ave. onto Haverford Street. It would also increase safety of motorists waiting at Haverford Street to make a left turn onto Whitney Avenue, because it is hazardous making a left turn with cars speeding along Whitney Ave; [Whitney]

9. STREET NEARBY: DETAILS

Solutions for calming traffic ordered from **MOST PREFERRED** to **LEAST PREFERRED** for a nearby street only:

Order of preference	Traffic solution	Mean rating
1.	Raised Crosswalk	2.95
2.	Bike Lane	2.93
3.	Signage	2.89
4.	Speed Hump	2.78
5.	Pavement Marking	2.75
6.	Textured and Colored Pavement	2.64
7.	Stationary Radar Sign/Speed Display Board	2.55
8.	Additional stop signs	2.52
9.	Landscaping	2.45
10.	Pedestrian initiated cross-lights	2.41
11.	Raised Intersection	2.34
12.	Mid-street pedestrian crossing cones	2.30
13.	Speed Table	2.16
14.	Rumble Strip	2.02
15.	In-Pavement Lighting	2.00
16.	On-Street Parking	1.96
17.	Traffic Island/Median	1.91
18.	Additional stop lights	1.87
19.	Neckdown/Bulb Out/Curb Extension	1.83
20.	Edge Treatment	1.83
21.	Narrowed Lane	1.72
22.	Gateway	1.68
23.	Traffic circle	1.68
24.	Modern Roundabout	1.64
25.	Chicane	1.63
26.	Reduced Corner Radii	1.37
27.	Turn Restriction	1.25
28.	One-way Street	1.24
29.	Diverter	1.17
30.	Roadway Closure	1.14
31.	Circulation Change	1.12

10. STREET NEARBY: DETAILS

Comments and/or clarification to the preferences

police enforcement [Greenway]

again seems ok to us as is, but as elsewhere in town speed law enforcement is very, very lax. [Whitney]
SIDEWALKS!!!! There should be sidewalks along one side of Ridge and perhaps a bike lane on the other side. Not sure if there is enough room for both. Better signage and a radar / speed display board are musts. [Ridge]

I think there is enough traffic through the intersection of Thornton and Connolly Parkway to warrant a stop light. This might help to discourage people from cutting through the neighborhood. Plastic cones in the middle of Thornton and a radar sign might also help to slow cars down. I don't know what can be done about the corner of Thornton and Bedford, but people run that stop sign all the time. [Thornton]

We witnessed a police car go 60 plus mph on a Saturday night at 8 pm. They also speed up and down side streets. How do we address this? [Whitney]

Stop sign at Ridge and Haverford St. [Ridge]

closing other streets increases traffic and speed down my street. [all other east west streets from Dixwell to Whitney]

I think there should be a stop sign on Mather at Waite St. as you drive from Whitney. There is a hill and a curve, cars go fast, and it's difficult to see these cars. The sight line from Dixwell is good and that side doesn't need a stop sign. I also think the Waite/Mather intersection should come to a T, not the current Y intersection. [corner of Waite and Mather St.]

traffic is very heavy at Greenway/Elgin and many drivers run the stop sign

safe sidewalk on Waite Street walkway to Bassett Parl [Waite]

pavement marking: crosswalks [Ridge]

I would like SIDEWALKS. We need a safe place to walk. [Hartford Turnpike]

No parking signs near Bassett Park need to be enforced. The sidewalk really needs to be upgraded as it is a walkway to the Park [Waite Street]

There are "light" rumble strips that are useful to drivers identifying a difficult or congested area ahead. [Whitney]

Cars consistently run the stop signs at both the intersections of Thornton and Bedford and Thornton and Connolly Parkway. Recently on two occasions I have seen a police officer at the intersection at Connolly ticketing drivers who ran the red light. [Thornton, Connolly Parkway]

More crosswalks, enforce running of stop signs, enforce running of red lights. [Whitney and Dixwell]

Parking one side of street only. [Thornton]

Stop sign at Bedford largely ignored. [Ardmore]

police enforcement . Radar, tickets, arrests. Kids fly through from the highschool. [Harmon]

police enforcement [Elgin]

Although Whitney is a state-controlled road, along with Ridge, it is one of the most dangerous roads for pedestrians and one of the most central roads for travel on foot by parents to schools, synagogues, churches, local businesses, and pre-schools. If Whitney and Ridge are not "calmed" much of these efforts will seem cosmetic. [Whitney]

Ingram and Greenway stopsign gets ignored, Ardmore and Greenway need a stop sign and enforcement to stop there. [Greenway]

mark street with bright lines indicating intersection/stop. [Carmalt]

Add to the existing stop signs on the streets that intersect Bedford wording like "not a four way stop" [Bedford]

drivers at corner of greenway and woodlawn often barely stop at the stop sign before turning onto greenway [Woodlawn]

anything to slow them down. [Santa Fe]

Please: more cross walks for the kids and crossing cones! Please!! [Whitney]

I strongly disagree with your characterization of streets such as Woodlawn as "cut-throughs". They are essential east-west links in our street network. We must not take any traffic-calming measures that would discourage their use. [Woodlawn]

11. STREET NEARBY: DETAILS

Comments and/or clarification to the preferences (continued)

This street is so scenic and is heavily used by runners, bikers, people walking their dogs and bird watchers. It is very narrow and traffic needs to be calmed down to make it safer for all these activities. Trucks should also be banned from using this cut-through. [Waite St]

No comments for other side street. [Harmon]

The greatest calming effect would be to not increase the amount of commercial use of properties along Whitney. [Whitney]

I interviewed my neighbors on Haverford Street, and all of them told me they would NOT wish a speed bump anywhere on our street. Also, they DO want a traffic light on Haverford St & Whitney Ave., plus, a stop sign at the intersection of Haverford St. and Haverford Lane. [Whitney]

ADD'L TRAFFIC LIGHTS TO SLOW THE SPEEDERS. [Whitney]

Speed humps both directions approaching Bedford & warning signs thereof [Thornton]

1. reduced speed,2. additional stop sign at High Meadow. [Hartford Turnpike and Jackson Rd]

Ford is an unusual little street, which we live right on (though our street address is on Waite). People often careen off of Waite and turn much too quickly onto Ford to cut over to Whitney. It's such a small street it's hard to know what would curb this behavior. Probably slowing people on Waite would be most effective. [Ford]

Stop sign on Edgemere at Dessa. Result would be a three-way stop at that intersection. [Edgemere]

This area is unique to the neighborhoods and associations surrounding the Lake area. There are 4 neighborhood associations which border this area. Gateway entrance's to slow down traffic to an appreciation level of the area is needed. Entry posts similar at start of Lake area on Waite toward Mather, Mather and Martin Terrace area, Mather and top of Mather at Whitney Lakes condo area similar to Farmington Canal entry ways favored. Raised crosswalks with color and texture in multiple strategic locations down Waite and Mather. Pervious walking paths and marked bicycle paths along Waite to Mather and up Mather to Martin Terrace. Uncertain of Mather to canal line at this time regarding walking and bicycle paths. [Waite St. to Mather St. area]

Main artery chosen by the respondents		
	Percent	Count
Hartford Turnpike	3.7%	3
Ridge	20.7%	17
Whitney	75.6%	62
Other (7) [not specified]		
Total:	100%	82

Comments:

One of the ways to calm traffic on Whitney Ave especially between Waite and Spring Glen School is to allow parking on both sides of the street day and night. Although probably not popular for those commuting to New Haven it would be very effective. Also raised crosswalks might be considered. It would slow down traffic and make it safer to cross the avenue. [Whitney]

speeders thrive! [Ridge]

It's hazard to walk on the sidewalks there, and school children on the way to Spring Glen school are at risk. Please do something to slow down the speeds on Whitney. [Whitney]

And Dixwell [Whitney]

Whitney is so busy it's become like a highway. [Whitney]

I don't have any concerns about these main arteries. I usually use Whitney [none selected]

Solutions for calming traffic ordered from **MOST PREFERRED** to **LEAST PREFERRED** for a main artery only:

Order of preference	Traffic solution	Mean rating
1.	Bike Lane	3.59
2.	Signage	3.42
3.	Pedestrian initiated cross-lights	3.42
4.	Stationary Radar Sign/Speed Display Board	3.33
5.	Pavement Marking	3.30
6.	Landscaping	3.21
7.	Raised Crosswalk	3.06
8.	Textured and Colored Pavement	2.98
9.	In-Pavement Lighting	2.58
10.	Raised Intersection	2.53
11.	Mid-street pedestrian crossing cones	2.50
12.	Speed Table	2.38
13.	Edge Treatment	2.35
14.	Additional stop lights	2.30
15.	Speed Hump	2.28
16.	Additional stop signs	2.25
17.	On-Street Parking	2.20
18.	Traffic Island/Median	2.09
19.	Neckdown/Bulb Out/Curb Extension	1.98
20.	Rumble Strip	1.93
21.	Narrowed Lane	1.93
22.	Modern Roundabout	1.72
23.	Gateway	1.70
24.	Traffic circle	1.52
25.	Chicane	1.39
26.	Reduced Corner Radii	1.25
27.	Turn Restriction	1.24
28.	Diverter	1.15
29.	Circulation Change	1.13
30.	One-way Street	1.09
31.	Roadway Closure	1.04

Comments and/or clarification to the preferences

add more speed limit signs [Whitney]

please add sidewalks on Ridge Road as well as a bike lane! [Ridge]

in a time of budget woes the best "calming" effect would be better enforcement of existing rules of the road; specially speed and traffic lights [Ridge]

I think a bike lane would be great, but probably not possible since it a state street. Definitely signage and better crosswalk visibility. A radar sign or two displaying speed (one in each direction). More landscaping. All good options. [Whitney]

anything that slows down the traffic [Whitney]

Not a traffic calming issue, but pedestrian safety would be greatly improved by complete sidewalks on at least one side [Ridge]

14. MAIN ARTERY: DETAILS

Comments and/or clarification to the preferences (continued)

Make Whitney 2 lanes, turning lane, bike lanes !!! Not being able to pass will slow cars !!! [Whitney]

Needs SIDEWALKS and safe places for school bus stops & kids waiting for bus. Very difficult to cross when walking kids to school too, too many cars going too fast, few chances to cross, poor sightlines. [Ridge]

Highly visible markings for dangerous intersections crossing Ridge. [Ridge]

parked cars make it difficult to see and change lanes or cross road on foot. not enough crosswalks. All regarding spring glen area [Whitney]

Homeowners need to trim shrubs and trees if they live on a corner lot by a side street. For example, if you are on Old Farm Road turning left on Ridge, you have to pull out onto to Ridge to see if there are any cars coming. [Ridge]

enforce running of traffic lights, running of stop signs [Whitney and Dixwell]

Speed is way too fast on Whitney!!!!!! [Whitney]

police enforcement [Whitney]

Another options is added lanes/completed sidewalks along Ridge linking Bassett Park to the north and south neighboring street. Also making crossings safer between the main neighborhood services, like Bassett, St. Stephen's, Apple Tree, and Mishkan Israel. [Ridge]

Another crosswalk (possible raised)from Haverford to Elihu. We do walk to and from school from time to time and it's not a safe route. There's not enough of a buffer between the sidewalk and street, especially considering how fast the cars go. I'm sure there are some that go 60 mph and that's a bit scary! [Whitney]

traffic definitely needs to be slowed down as it enter the "village" of Spring Glen. Also, there should be more places along Whitney where pedestrians can cross safely. [Whitney]

Having a median with landscaping on it would be so beautiful in Spring Glen. However, the road is so narrow as it is and is so busy, I would have to narrow it any more OR lose the sidewalks! We have to keep the walkability of the neighborhood a priority. [Whitney]

most scary road in new haven [Whitney]

Again: we'd love to have more crosswalks and slower traffic north of the village for the sake of the kids walking to school. Cars go SOOO fast along there and have no regard for the kids walking just a couple of feet away (especially in front of the synagogue where there is no separation between the sidewalk and the street. [Whitney]

Take measures to make pedestrian, bicycle, and mass transit use safer and more attractive, but acknowledge the fact that the large majority of usage will be motor vehicles. [Whitney]

After the new traffic light poles go in at various intersections, I believe there will be new 4 -way crosswalk lights installed. If so, better crosswalk street markings & lighting should be installed to enhance safer walking across Whitney. Would be nice if when money permits these crosswalk areas could give the Spring Glen area a village appearance, with enhanced & decorative paving, sidewalks with increased landscaping & planters. [Whitney]

As above, calm traffic by limiting further commercial development on Waite St. [Whitney]

Bus Shelter [Whitney]

I took of poll of my neighbors on Haverford St. who all state that they do NOT want any speed humps on any part of Haverford St. What they do want is a traffic light on the intersection of Haverford St. & Whitney Ave. plus a stop sign at the intersection of Haverford St. & Haverford land. [Whitney]

MORE TRAFFIC LIGHTS; CAMERAS FOR SPEEDERS [Whitney]

speed limit enforced [Whitney]

People drive much too fast on Ridge (as they do on Waite). It's also nearly impossible to walk along Ridge though again it would be great to broaden or add sidewalks and provide proper pedestrian access to Bassett, etc. Narrowing both Waite and Ridge to add sidewalks and encourage pedestrian use while slowing traffic would considerably raise the quality of living in Spring Glen by encouraging many more people to nearby places where many feel forced to drive. [Ridge]

Greater police enforcement of existing traffic controls. The same comment as to no parking signs on Dessa [Whitney]

15. DETAILS: BY STREET NAME

**Details on traffic calming solutions most and least preferred with comments
by Street Name (alphabetically) COMBINED For Street Lived On and a Street Nearby**

Street Name	Number of responses	Most Preferred	Least Preferred
Ardmore	7	Bike Lane	Reduced Corner Radii
			<ol style="list-style-type: none"> 1. Due to the blindspots, a 4-way stop at Doren/Veranda & Waite 2. Stop sign at Bedford largely ignored.
Barrett	3	Speed Hump	Diverter Turn Restriction Circulation Change In-Pavement Lighting Bike Lane Modern Roundabout Narrowed Lane
			<ol style="list-style-type: none"> 1. Stop signs seem to be taken as an option and not heeded. Two or three speed humps would probably be the most effective for the speeders.
Beverly	3	Textured and Colored Pavement Signage	Rumble Strip Pavement Marking
Broadfield	1	Speed Hump	Roadway Closure Diverter Turn Restriction One-way Street Circulation Change Speed Table Raised Crosswalk Raised Intersection Rumble Strip On-Street Parking Modern Roundabout Narrowed Lane Neckdown/Bulb Out/Curb Extension Chicane Traffic Island/Median Gateway Stationary Radar Sign/Speed Display Board Pavement Marking Signage Reduced Corner Radii Additional stop signs Additional stop lights Traffic circle Pedestrian initiated cross-lights Mid-street pedestrian crossing cones
Brookside	1	Speed Hump Landscaping	n/a

16. DETAILS: BY STREET NAME

Street Name	Number of responses	Most Preferred	Least Preferred
Carmalt	4	Textured and Colored Pavement Pavement Marking	Roadway Closure Diverter Turn Restriction One-way Street Circulation Change Bike Lane Speed Table On-Street Parking Modern Roundabout Narrowed Lane Neckdown/Bulb Out/Curb Extension Chicane Traffic Island/Median Landscaping Gateway Stationary Radar Sign/Speed Display Board Signage Edge Treatment Reduced Corner Radii Additional stop lights Traffic circle Pedestrian initiated cross-lights Mid-street pedestrian crossing cones
<p>1. Additional stop sign at corner of Carmalt and Gillies Rd. Cars coming from Ridge Road go way too fast down the street, which is a hill, on a street with kids.</p> <p>2. Mark street with bright lines indicating intersection/stop</p>			
Coram	1	Speed Hump	Edge Treatment Diverter
Dessa	5	Additional stop signs	Neckdown/Bulb Out/Curb Extension Narrowed Lane
<p>1. Stop sign coming down Dessa at intersection with Orchard Court. Stop sign would be on Dessa</p> <p>2. At the intersection of West Slope and Dessa is a perfect location for a traffic circle. I would support a speed hump or two as long as it they are painted and there is good signage. I was in Eugene about a week ago and saw Chicanes and thought they were great. Not sure how wide the street needs to be for it to work correctly.</p>			

17. DETAILS: BY STREET NAME

Street Name	Number of responses	Most Preferred	Least Preferred
Edgemere	2	Additional stop signs	Roadway Closure Diverter Turn Restriction One-way Street Circulation Change Speed Hump In-Pavement Lighting Bike Lane Speed Table Raised Crosswalk Raised Intersection Rumble Strip Textured and Colored Pavement On-Street Parking Modern Roundabout Narrowed Lane Neckdown/Bulb Out/Curb Extension Chicane Traffic Island/Median Landscaping Gateway Stationary Radar Sign/Speed Display Board Pavement Marking Edge Treatment Reduced Corner Radii Additional stop lights Traffic circle Pedestrian initiated cross-lights Mid-street pedestrian crossing cones
1. Stop sign on Edgemere at Dessa. Result would be a three-way stop at that intersection.			
Elgin	6	Speed Hump	Diverter Circulation Change Modern Roundabout
1. Police enforcement			

18. DETAILS: BY STREET NAME

Street Name	Number of responses	Most Preferred	Least Preferred
Elihu	2	Signage	Roadway Closure Turn Restriction One-way Street Circulation Change In-Pavement Lighting Bike Lane Speed Table Raised Crosswalk Raised Intersection Rumble Strip Textured and Colored Pavement Modern Roundabout Narrowed Lane Neckdown/Bulb Out/Curb Extension Chicane Traffic Island/Median Landscaping Gateway Stationary Radar Sign/Speed Display Board Pavement Marking Edge Treatment Reduced Corner Radii Additional stop signs Additional stop lights Traffic circle Pedestrian initiated cross-lights Mid-street pedestrian crossing cones
Filbert	3	On-street Parking Signage	Diverter Turn Restriction
Ford	2	Speed Hump Speed Table	Raised Intersection Textured and Colored Pavement Narrowed Lane Gateway Stationary Radar Sign/Speed Display Board Pavement Marking Edge Treatment Reduced Corner Radii Mid-street pedestrian crossing cones

- sidewalks on waite st. ought to be broadened and lengthened. The more people are able to use it as a pedestrian walkway, the less people will drive on it. Right now it's nearly impossible to walk from Whitney to Ridge and to Bassett Park and all the great things it has to offer. Think how wonderful it would be for people to walk to Bassett without fear of getting run over! Widen the sidewalks on Waite and Ridge!!! It's almost impossible to walk on either street so few people do.
- Ford is an unusual little street, which we live right on (though our street address is on Waite). People often careen off of Waite and turn much too quickly onto Ford to cut over to Whitney. It's such a small street it's hard to know what would curb this behavior. Probably slowing people on Waite would be most effective.

19. DETAILS: BY STREET NAME

Street Name	Number of responses	Most Preferred	Least Preferred
Gillies	4	Speed Hump Pavement Marking	Diverter Turn Restriction One-way Street Narrowed Lane Landscaping
Glen Parkway	4	Landscaping	Gateway Reduced Corner Radii
Gordon	2	One-way Street Bike Lane Raised Crosswalk Textured and Colored Pavement	n/a
<p>1. one way toward Waite St. from the Athol St./ Gordon St. intersection, raised, colored, textured crosswalk at Waite and Gordon to encourage walking to lake area. Bike path along Gordon along RWA property from Athol to Waite. Pervious surface for walking and bicycling</p>			
Greenway	12	Speed Hump	Chicane
<p>1. I am not sure what all of these are...my street already has on-street parking, which I would like to keep. 2. Ingram and Greenway stopsign gets ignored, Ardmore and Greenway need a stop sign and enforcement to stop there 3. traffic is very heavy at Greenway/Elgin and many drivers run the stop sign 4. police enforcement</p>			
Harmon	7	Textured and Colored Pavement On-Street Parking Signage	Diverter Circulation Change Gateway
<p>1. Would really like the Walgreens Property to have their entrances & exits reworked so they do not align with Harmon St., there are numerous accidents here. This property does not contribute to sensible traffic calming for cars or pedestrians. That whole property could use a landscaping, parking lot make over, but that is wishful thinking!! 2. I don't think my street needs any modification 3. police enforcement . Radar, tickets, arrests. Kids fly through from the highschool.</p>			
Hartford Turnpike	4	Bike Lane	Circulation Change Raised Crosswalk Raised Intersection Narrowed Lane
<p>1. There are several items above that could apply because the street is so long and straight. It would be great to divert truck traffic onto State St. from the connector to where the DMV is located. 2. 1. reduced speed,2. additional stop sign at High Meadow 3. I would like SIDEWALKS. We need a safe place to walk.</p>			
Haverford	6	On-Street Parking	Gateway
<p>1. Haverford St. residents prefer a traffic light erected at intersection of Haverford St. & Whitney Ave. which will slow traffic from Whitney turning onto Haverford Street. Also prefer a stop sign at intersection at Haverford St. & Haverford Lane. All residents on Haverford St. do NOT want any speed bumps installed. 2. Signage: "dangerous intersection ahead" sign @ Haverford/High Meadow; pavement markings: crosswalks</p>			
High Lane	3	Speed Hump	Roadway Closure One-way Street

20. DETAILS: BY STREET NAME

Street Name	Number of responses	Most Preferred	Least Preferred
Humiston	1	n/a	Roadway Closure Diverter Turn Restriction One-way Street Circulation Change Speed Hump In-Pavement Lighting Bike Lane Speed Table Raised Crosswalk Raised Intersection Rumble Strip Textured and Colored Pavement On-Street Parking Modern Roundabout Narrowed Lane Neckdown/Bulb Out/Curb Extension Chicane A chicane is an artificial feature creating extra turns in a roadway, used on city streets to slow cars. Traffic Island/Median Landscaping Gateway Stationary Radar Sign/Speed Display Board Pavement Marking Signage Edge Treatment Reduced Corner Radii Additional stop signs Additional stop lights Traffic circle Pedestrian initiated cross-lights Mid-street pedestrian crossing cones
1. A police car on the corner of Humiston and Harmon.			
Ingram	4	Speed Hump Bike Lane Pavement Marking Signage	Modern Roundabout Additional stop lights Traffic circle Pedestrian initiated cross-lights
1. at the cross between greenway and ingram is the problem			
Middle	1	On-street Parking	Speed Table Neckdown/Bulb Out/Curb Extension

21. DETAILS: BY STREET NAME

Street Name	Number of responses	Most Preferred	Least Preferred
Norris	3	Landscaping Signage Edge Treatment Additional stop lights	Diverter Neckdown/Bulb Out/Curb Extension Chicane Traffic Island/Median Gateway Pavement Marking
<p>1. The biggest problem for us is driving across Bedford- the street has no stop signs and intersects the cross streets (Thornton, Filbert, Wakefield, etc. that do have stop signs. Everyday I drive along Bedford a car will run the stop sign for one of these streets. There is wording that could be added to these stop signs that lets the drivers know that drivers on Bedford do not need to stop. It's nerve-wracking to drive of Bedford, feeling that your life is in jeopardy!</p>			
Ridge	13	Bike Lane	Roadway Closure
<p>1. pavement marking; crosswalks 2. Stop sign at Ridge and Haverford St 3. SIDEWALKS!!!! There should be sidewalks along one side of Ridge and perhaps a bike lane on the other side. Not sure if there is enough room for both. Better signage and a radar / speed display board are musts.</p>			
Ridgewood	3	On-street Parking	Gateway
Russell	3	Pavement Marking	Landscaping
Santa Fe	11	Additional stop signs	Neckdown/Bulb Out/Curb Extension Traffic Island/Median
<p>1. an extra stop sign and cones at each stop intersection wd be gd 2. Signage should include 'children playing signs' more prevalent. 3. On-Street Parking already allowed 4. Camera at Santa Fe-Broadfield interaction to ticket those who run through the stop sign 5. anything to slow them down</p>			

22. DETAILS: BY STREET NAME

Street Name	Number of responses	Most Preferred	Least Preferred
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Spring Garden	1	On-Street Parking Stationary Radar Sign/Speed Display Board	Roadway Closure Diverter Turn Restriction One-way Street Circulation Change Speed Hump In-Pavement Lighting Bike Lane Speed Table Raised Crosswalk Raised Intersection Rumble Strip Textured and Colored Pavement Modern Roundabout Narrowed Lane Neckdown/Bulb Out/Curb Extension Chicane A chicane is an artificial feature creating extra turns in a roadway, used on city streets to slow cars. Traffic Island/Median Landscaping Gateway Pavement Marking Edge Treatment Reduced Corner Radii Additional stop signs Additional stop lights Traffic circle Pedestrian initiated cross-lights Mid-street pedestrian crossing cones Signage
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Swarthmore	2	Speed Hump Speed Table	On-street Parking
1. The intersection of Swarthmore and Whitney (and possibly Swarthmore and Landsdowne) is most relevant with regards to these proposals			

Thornton	15	Additional stop signs	Circulation Change
<p>1. I don't want to lose the neighborhood feel on Thornton so I think making the street a one-way is the best option. It seems like we get alot of through traffic from Dixwell to Whitney in that part of Spring Glen - perhaps make them all one way, alternating with each street?</p> <p>2. The way to slow down cars is to SLOW THEM DOWN</p> <p>3. on street parking already, on both sides.I'd like a stop sign on Thornton where Wakefield and Greenway come into it.</p> <p>4. Speed humps both directions approaching Bedford & warning signs thereof</p> <p>5. Parking one side of street only</p> <p>6. Cars consistently run the stop signs at both the intersections of Thornton and Bedford and Thornton and Connolly Parkway. Recently on two occassions I have seen a police officer at the intersection at Connolly ticketing drivers who ran the red light.</p> <p>7. I think there is enough traffic through the intersection of Thornton and Connolly Parkway to warrant a stop light. This might help to discourage people from cutting through the neighborhood. Plastic cones in the middle of Thornton and a radar sign might also help to slow cars down. I don't know what can be done about the corner of Thornton and Bedford, but people run that stop sign all the time.</p>			

23. DETAILS: BY STREET NAME

Street	Number of	Most Preferred	Least Preferred
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Name	responses		
Underhill	3	<ul style="list-style-type: none"> Raised Crosswalk Neckdown/Bulb Out/Curb Extension Landscaping Signage Edge Treatment 	<ul style="list-style-type: none"> Diverter Turn Restriction Circulation Change Rumble Strip Stationary Radar Sign/Speed Display Board Traffic circle
		<ol style="list-style-type: none"> 1. anything to slow down drivers who cut through 2. Traffic is very light on my street, however, I am one house away from Santa Fe which is in great need of traffic attention 	
Wakefield	3	<ul style="list-style-type: none"> Landscaping Edge Treatment 	<ul style="list-style-type: none"> Speed Hump
		<ol style="list-style-type: none"> 1. The current stop signs should be adequate. 2. Additional stop signs along Bedford and white street striping at stops for children walking from Spring Glen School. 	
West Slope	1	n/a	<ul style="list-style-type: none"> Roadway Closure Diverter Turn Restriction One-way Street Circulation Change Speed Hump In-Pavement Lighting Bike Lane Speed Table Raised Crosswalk Raised Intersection Rumble Strip Textured and Colored Pavement On-Street Parking Modern Roundabout Narrowed Lane Neckdown/Bulb Out/Curb Extension Chicane Traffic Island/Median Landscaping Gateway Stationary Radar Sign/Speed Display Board Pavement Marking Signage Edge Treatment Reduced Corner Radii Additional stop signs Additional stop lights Traffic circle Pedestrian initiated cross-lights Mid-street pedestrian crossing cones
		<ol style="list-style-type: none"> 1. No problems at all on my street. 	

24. DETAILS: BY STREET NAME

Street Name	Number of responses	Most Preferred	Least Preferred
Whitney	29	Bike Lane	One-way Street
		<ol style="list-style-type: none"> 1. Speed must be brought under control on Whitney Ave. 2. eliminate all venues that effect the budget 3. ADD'L TRAFFIC LIGHTS TO SLOW THE SPEEDERS 4. I interviewed my neighbors on Haverford Street, and all of them told me they would NOT wish a speed bump anywhere on our street. Also, they DO want a traffic light on Haverford St & Whitney Ave., plus, a stop sign at the intersection of Haverford St. and Haverford Lane. 5. The greatest calming effect would be to not increase the amount of commercial use of properties along Whitney 6. Please: more cross walks for the kids and crossing cones! Please!! 7. Although Whitney is a state-controlled road, along with Ridge, it is one of the most dangerous roads for pedestrians and one of the most central roads for travel on foot by parents to schools, synagogues, churches, loca businesses, and pre-schools. If Whitney and Ridge are not "calmed" much of these efforts will seem cosmetic 8. More crosswalks, enforce running of stop signs, enforce running of red lights 9. There are "light" rumble strips that are useful to drivers identifying a difficult or congested area ahead. 10. safe sidewalk on Waite Street walkway to Bassett Parl 11. We witnessed a police car go 60 plus mph on a saturday night at 8 pm. They also speed up and down side streets. How do we address this? 12. again seems ok to us as is, but as elsewhere in town speed law enforcement is very, very lax. 	
Woodlawn	7	Stationary Radar Sign/Speed Display Board	Roadway Closure
		<ol style="list-style-type: none"> 1. I want POLICE giving speeding tickets !!!!! 2. I strongly disagree with your characterization of streets such as Woodlawn as "cut-throughs". They are essential east-west links in our street network. We must not take any traffic-calming measures that would discourage their use. 3. drivers at corner of greenway and woodlawn often barely stop at the stop sign before turning onto greenway 	

25. DETAILS: BY STREET NAME (LISTED AS 'OTHER')

Details on traffic calming solutions most and least preferred with comments

by Street Name (alphabetically) COMBINED For Street Lived On and a Street Nearby when the Street Name was listed under "Other"

Street Name	Number of responses	Most Preferred	Least Preferred
Bedford Ave	3	Signage	Roadway Closure Diverter Turn Restriction Raised Intersection Rumble Strip Textured and Colored Pavement Modern Roundabout Narrowed Lane Traffic Island/Median Gateway Additional stop lights Traffic circle Pedestrian initiated cross-lights Mid-street pedestrian crossing cones
<p>1. The intersection of Thronton and Bedford is only a two-way stop. Cars coming down Thronton OFTEN think it is four-way and don't yield to cars travelling on Bedford. We live on the corner and have seen TOO MANY close calls, including many involving school busses.</p> <p>2. The major issue in our neighborhood is the speed of the cars travelling down the cross streets between Whitney and Dixwell, especially on Thonrton. Not only in the traffic too fast, but drivers routinely ignore stop signs, often hardly slowing down when they encounter one. I'm not sure what traffic calming solution would work best, but I know that the issue detracts from the quality of life in and the safety of the neighborhood.</p> <p>3. Add to the existing stop signs on the streets that intersect Bedford wording like "not a four way stop"</p>			
Connolly Parkway	2	Speed Hump	Speed Table
High Meadow	2	Additional stop signs	Additional stop lights
<p>1. one way street frm Hartford Tnpg to Ridge Rd, 2. Speed bumps, from Jesswig Drive to Hartford Tnpg, 3. Stop sign at Jesswig and High Meadow, 4. Caution sign slow, dangerous curve, blind driveway(place sign on left before curve & driveway. 5 Texted pavement on slope between driveway at 80 & 81 High Meadow to Hartford Tnpg, 6. Curbs-intersection of High Meadow & Hartford Tnpg both sides of street at turns</p>			
Waite	5	Bike Lane	Diverter Circulation Change Raised Intersection Chicane
<p>1. This area is unique to the neighborhoods and associations surrounding the Lake area. There are 4 neighborhood associations which border this area. Gateway entrance's to slow down traffic to an appreciation level of the area is needed. Entry posts similar at start of Lake area on Waite toward Mather, Mather and Martin Terrace area, Mather and top of Mather at Whitney Lakes condo area similar to Farmington Canal entry ways favored. Raised crosswalks with color and texture in multiple strategic locations down Waite and Mather. Pervious walking paths and marked bicycle paths along Waite to Mather and up Mather to Martin Terrace. Uncertain of Mather to canal line at this time regarding walking and bicycle paths.</p> <p>2. This street is so scenic and is heavily used by runners, bikers, people walking their dogs and bird watchers. It is very narrow and traffic needs to be calmed down to make it safer for all these activities. Trucks should also be banned from using this cut-through.</p> <p>3. No parking signs near bassett Park need to be enforced. The sidewalk really needs to be upgraded as it is a walkway to the Park</p>			

26. DETAILS: BY ARTERY

Solutions for calming traffic ordered from **MOST PREFERRED** to **LEAST PREFERRED** for **WHITNEY AVE**
(62 responses)

Order of preference	Traffic solution	Mean rating
1.	Bike Lane	3.70
2.	Pedestrian initiated cross-lights	3.64
3.	Stationary Radar Sign/Speed Display Board	3.51
4.	Landscaping	3.50
5.	Pavement Marking	3.47
6.	Signage	3.45
7.	Raised Crosswalk	3.20
8.	Textured and Colored Pavement	3.10
9.	In-Pavement Lighting	2.68
10.	Mid-street pedestrian crossing cones	2.66
11.	Raised Intersection	2.55
12.	Edge Treatment	2.50
13.	On-Street Parking	2.46
14.	Traffic Island/Median	2.35
15.	Additional stop lights	2.28
16.	Speed Table	2.16
17.	Narrowed Lane	2.08
18.	Neckdown/Bulb Out/Curb Extension	2.08
19.	Rumble Strip	2.03
20.	Speed Hump	2.00
21.	Gateway	2.00
22.	Additional stop signs	1.95
23.	Modern Roundabout	1.61
24.	Traffic circle	1.53
25.	Chicane	1.50
26.	Reduced Corner Radii	1.25
27.	Turn Restriction	1.22
28.	Diverter	1.18
29.	Circulation Change	1.16
30.	One-way Street	1.08
31.	Roadway Closure	1.05

27. DETAILS: BY ARTERY

Comments for **WHITNEY AVE:**

Comments and/or clarification to the preferences

Greater police enforcement of existing traffic controls. The same comment as to no parking signs on Dessa speed limit enforced

MORE TRAFFIC LIGHTS; CAMERAS FOR SPEEDERS

I took of poll of my neighbors on Haverford St. who all state that they do NOT want any speed humps on any part of Haverford St. What they do want is a traffic light on the intersection of Haverford St. & Whitney Ave. plus a stop sign at the intersection of Haverford St. & Haverford land.

Bus Shelter

As above, calm traffic by limiting further commercial development on Waite St.

After the new traffic light poles go in at various intersections, I believe there will be new 4 -way crosswalk lights installed. If so, better crosswalk street markings & lighting should be installed to enhance safer walking across Whitney. Would be nice if when money permits these crosswalk areas could give the Spring Glen area a village appearance, with enhanced & decorative paving, sidewalks with increased landscaping & planters.

Take measures to make pedestrian, bicycle, and mass transit use safer and more attractive, but acknowledge the fact that the large majority of usage will be motor vehicles.

Again: we'd love to have more crosswalks and slower traffic north of the village for the sake of the kids walking to school. Cars go SOOO fast along there and have no regard for the kids walking just a couple of feet away (especially in front of the synagogue where there is no separation between the sidewalk and the street.

most scary road in new haven

Having a median with landscaping on it would be so beautiful in Spring Glen. However, the road is so narrow as it is and is so busy, I would have to narrow it any more OR lose the sidewalks! We have to keep the walkability of the neighborhood a priority.

traffic definitely needs to be slowed down as it enter the "village" of Spring Glen. Also, there should be more places along Whitney where pedestrians can cross safely.

Another crosswalk (possible raised)from Haverford to Elihu. We do walk to and from school from time to time and it's not a safe route. There's not enough of a buffer between the sidewalk and street, especially considering how fast the cars go. I'm sure there are some that go 60 mph and that's a bit scary!

police enforcement

Speed is way too fast on Whitney!!!!!!

enforce running of traffic lights, running of stop signs

parked cars make it difficult to see and change lanes or cross road on foot. not enough crosswalks. All regarding spring glen area

Make Whitney 2 lanes, turning lane, bike lanes !!! Not being able to pass will slow cars !!!

anything that slows down the traffic

I think a bike lane would be great, but probably not possible since it a state street. Definitely signage and better crosswalk visibility. A radar sign or two displaying speed (one in each direction). More landscaping. All good options.

add more speed limit signs

28. DETAILS: BY ARTERY

Solutions for calming traffic ordered from **MOST PREFERRED** to **LEAST PREFERRED** for **RIDGE (17 responses)**

Order of preference	Traffic solution	Mean rating
1.	Bike Lane	3.43
2.	Speed Hump	3
3.	Signage	3
4.	Additional stop signs	3
5.	Speed Table	2.91
6.	Raised Crosswalk	2.86
7.	Stationary Radar Sign/Speed Display Board	2.67
8.	Raised Intersection	2.54
9.	Pedestrian initiated cross-lights	2.54
10.	Textured and Colored Pavement	2.5
11.	Pavement Marking	2.5
12.	Landscaping	2.46
13.	Mid-street pedestrian crossing cones	2.31
14.	Additional stop lights	2.23
15.	In-Pavement Lighting	2.17
16.	Edge Treatment	1.83
17.	Rumble Strip	1.75
18.	Modern Roundabout	1.75
19.	Traffic Island/Median	1.54
20.	Neckdown/Bulb Out/Curb Extension	1.42
21.	Narrowed Lane	1.33
22.	Turn Restriction	1.31
23.	On-Street Parking	1.2
24.	Reduced Corner Radii	1.17
25.	Traffic circle	1.17
26.	One-way Street	1.08
27.	Roadway Closure	1
28.	Diverter	1
29.	Circulation Change	1
30.	Chicane	0.92
31.	Gateway	0.8

29. DETAILS: BY ARTERY

Comments for **RIDGE**:

Comments and/or clarification to the preferences

People drive much too fast on Ridge (as they do on Waite). It's also nearly impossible to walk along Ridge though again it would be great to broaden or add sidewalks and provide proper pedestrian access to Bassett, etc. Narrowing both Waite and Ridge to add sidewalks and encourage pedestrian use while slowing traffic would considerably raise the quality of living in Spring Glen by encouraging many more people to nearby places where many feel forced to drive.

Another options is added lanes/completed sidewalks along Ridge linking Bassett Park to the north and south neighboring street. Also making crossings safer between the main neighborhood services, like Bassett, St. Stephen's, Apple Tree, and Mishkan Israel.

Homeowners need to trim shrubs and trees if they live on a corner lot by a side street. For example, if you are on Old Farm Road turning left on Ridge, you have to pull out onto to Ridge to see if there are any cars coming.

Highly visible markings for dangerous intersections crossing Ridge.

Needs SIDEWALKS and safe places for school bus stops & kids waiting for bus. Very difficult to cross when walking kids to school too, too many cars going too fast, few chances to cross, poor sightlines.

Not a traffic calming issue, but pedestrian safety would be greatly improved by complete sidewalks on at least one side

in a time of budget woes the best "calming" effect would be better enforcement of existing rules of the road; specially speed and traffic lights

please add sidewalks on Ridge Road as well as a bike lane!

People drive much too fast on Ridge (as they do on Waite). It's also nearly impossible to walk along Ridge though again it would be great to broaden or add sidewalks and provide proper pedestrian access to Bassett, etc. Narrowing both Waite and Ridge to add sidewalks and encourage pedestrian use while slowing traffic would considerably raise the quality of living in Spring Glen by encouraging many more people to nearby places where many feel forced to drive.

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Highly visible markings for dangerous intersections crossing Ridge.

Needs SIDEWALKS and safe places for school bus stops & kids waiting for bus. Very difficult to cross when walking kids to school too, too many cars going too fast, few chances to cross, poor sightlines.

Not a traffic calming issue, but pedestrian safety would be greatly improved by complete sidewalks on at least one side

in a time of budget woes the best "calming" effect would be better enforcement of existing rules of the road; specially speed and traffic lights

please add sidewalks on Ridge Road as well as a bike lane!

30. DETAILS: BY ARTERY

Solutions for calming traffic ordered from **MOST PREFERRED** to **LEAST PREFERRED** for **HARTFORD TURNPIKE (3 responses)**

Order of preference	Traffic solution	Mean rating
1.	Pavement Marking	4.33
2.	Signage	4.33
3.	Stationary Radar Sign/Speed Display Board	4.00
4.	Textured and Colored Pavement	3.67
5.	Additional stop lights	3.67
6.	Pedestrian initiated cross-lights	3.67
7.	In-Pavement Lighting	3.33
8.	Modern Roundabout	3.33
9.	Additional stop signs	3.33
10.	Speed Hump	3.00
11.	Bike Lane	3.00
12.	Speed Table	3.00
13.	Neckdown/Bulb Out/Curb Extension	3.00
14.	Traffic circle	3.00
15.	Raised Crosswalk	2.67
16.	Raised Intersection	2.67
17.	Narrowed Lane	2.67
18.	Landscaping	2.67
19.	Edge Treatment	2.67
20.	On-Street Parking	2.33
21.	Chicane	2.00
22.	Diverter	1.33
23.	Turn Restriction	1.33
24.	One-way Street	1.33
25.	Circulation Change	1.33
26.	Rumble Strip	1.33
27.	Traffic Island/Median	1.33
28.	Gateway	1.33
29.	Reduced Corner Radii	1.33
30.	Mid-street pedestrian crossing cones	1.33
31.	Roadway Closure	1.00

31. MINUTES FROM COMMUNITY MEETING #1

Spring Glen Traffic Calming Community Meeting March 28, 2010

Held at Freebairn-Smith Residence, Approximately 20 participants

Proposed Overall Process for Gathering Community Input

- Community meetings to generate possible solutions
- Online survey and neighborhood conversations to test solutions (include your sheet, KISS, text boxes; parking violation instead of traffic violation)
- Draft report to Mayor
- Community meetings and online comments about report
- Revise report and ship to Mayor in five weeks
- Take next steps as indicated

Notes:

- Be sure to reach out and include/contact Peter Villano, Tom Rosseau, David Hennigan
- Town budget is finalized May 1, 2010

Spring Glen Traffic “Areas”

Area One: Hartford Tpke, Ridge and Whitney

Area Two: Glen Pkwy, Santa Fe, Swarthmore, Dessa (Spring Glen Church to Waite “east side”)

Area Three: Thornton to Harmon, Ardmore, Woodlawn (“west side”)

Area Four: Central Waite, Gordon, Beverly (“south side”)

Notes from Group Discussions

Area One: Hartford Tpke & Ridge Road

Whitney Avenue

- Speed enforcement
- Chicane w/ landscaping
- Pedestrian traffic lights
- Spring Glen gateway
- On-street parking
- Bike lanes
- Mid-street islands and medians
- Synchronize traffic lights; stop light beating
- Shared parking lots
- Landscaping: trees
- Speed Meters

Ridge Road & Hartford Tpke

- No reps in this group so didn't speak on their behalf
- Contact Marsha Walsh and others

Notes:

- Goal is to balance three factors: less congestion, slower traffic but not too slow, without pollution increase

Area Two: Saint Rita School Traffic

- Calming communication from Association
- Gillies-stop sign
- Speed enforcement
- Santa Fe-speed control
- Removable speed bumps
- More signage in street: brighter crosswalk/warning
- Many won't want stop signs

32. MINUTES FROM COMMUNITY MEETING #1 (CONT)

Area Three: Thornton to Harmon, Ardmore, Woodlawn (“west side”)

Humps v. Bumps v. Tables; Signs v. Cross-walks

- Dessa Drive- traffic circles
- Change ticketing revenue situation on Whitney
- Sign for humps
- Solar powered radar/speed
- Have police enforce speed limits
- Cameras to monitor speed
- Neighborhood speed signs “You are entering Spring Glen...speed strictly enforced”
- One way street-Elgin-with hump
- Sign for a stop sign-Ingram and Greenway
- Painted crosswalks with signs
- Bump out
- Speed table and raised crosswalks
- Speed hump on Ardmore
- Stop sign on Greenway @ Woodlawn

Area Four - Central Waite, Gordon, Beverly (“south side”)

- Safety
- Waite Street: bike lane
- Beverly/Woodbine, paint corner paint street to look like speed bump, signs and speed limit signs, “children at play”
- Gordon-one way toward Waite. Speed bumps, raised crosswalks
- Waite Street “Welcome to Lake Area” Arch, speed bumps/tables, on –street parking, radar sign, better enforcement, raised crosswalk at Waite and Mather

Next Steps

- Henry will circulate hard copies of surveys at drop off spots
- Everyone – talk to neighbors and get their input; send it in to Eileen and/or Laura for inclusion in data analysis for report; encourage neighbors to participate
- Laura will create a survey; get edits from Eileen and Bernie; then Eileen will email link to everyone and post link on Spring Glen Civic Association for posting on website
- Everyone- take survey and tell others to take it
- Denise will forward to Spring Glen listserv
- Laura/Eileen/Bernie- circulate today’s work
- Laura/Eileen/Bernie – set up next community meeting and let everyone know when and where
- Incorporate “data” from meeting at Nancy Beals’ house into report to Mayor
- Get Danielle’s e-mail (webmaster) and send her dates, info, links, etc. (John will send Eileen Danielle’s email; Eileen will email Danielle)
- Publish upcoming meetings in Post-Chronicle (Eileen)

For upcoming meetings and events, contact Eileen O’Neill at mac_erne@yahoo.com

or visit the Spring Glen Civic Association website at www.springglencivicassociation.org

Overview

There were 3 east-west neighborhood roads (Dessa Drive, Haverford St, and Santa Fe) that seems to be the primary concern for the neighborhood between Whitney and Ridge Rd. In addition, there were three east-west roads that were a less acute concern (Glen Pkwy, Carmalt Rd, and Gillies Rd). Both Ridge Road and Whitney were a major area of concern.

A summary of the issues at each street and the solutions proposed:

Dessa Drive

Problem: Drivers use this street as a cut through between Ridge and Whitney. Parents dropping off or picking up students at St. Rita are worst offenders. Also, fire trucks travel too fast for the type of road.

Solution: Install a traffic circle at the intersection of W Slope and Dessa. Due to the existing median, there is plenty of room for a traffic circle. Additional speed hump may or may not be necessary in addition to the traffic circle. Solution has already been discussed with several residents on the street. There is a consensus that a traffic circle would be the preferred solution.

Considerations: Snow plow and emergency vehicle use.

Haverford Street

Problem: Drivers use street as cut through between Ridge and Whitney. Worst area is between Ridge and Landsdowne.

Solution: Install speed hump between Ridge and Landsdowne.

Considerations: Snow plow and emergency vehicle use.

Santa Fe Avenue

Problem: Drivers use street as cut through between Ridge and Whitney. Worst area is between Whitney and Broadfield. People do not stop at the intersection of Broadfield and Santa Fe.

Solution: Install speed hump between Ridge and Landsdowne.

Considerations: Snow plow and emergency vehicle use.

Carmalt Road

Problem: Parents dropping off and picking up children at St. Rita's drive down Carmalt and turn on Gillies. There are no sidewalks for portions of this area so the combination of the speeding cars and children walking to and from school is a safety concern.

Solution: No one present at the meeting recommended a solution.

Gillies Road

Problem: High congestion and speeding during morning and mid-afternoon due to St. Rita traffic.

Solution: No one present at the meeting recommended a solution.

Glen Parkway

Problem: Used as cut-through to Ridge Road. Primary concern was near Whitney heading towards Broadfield.

Solution: Install a 4-way stop at the corner of Glen Pkwy and Ridgewood or at the corner of Glen Pkwy and Spring Glen Terrace.

Ridge Road

Problem: There are several collisions every year at the intersection of Ridge and Santa Fe / Haverford / Carmalt / Dessa. The primary concern is that cars do not obey the posted speed limit on Ridge Road making it difficult to turn off of the side streets.

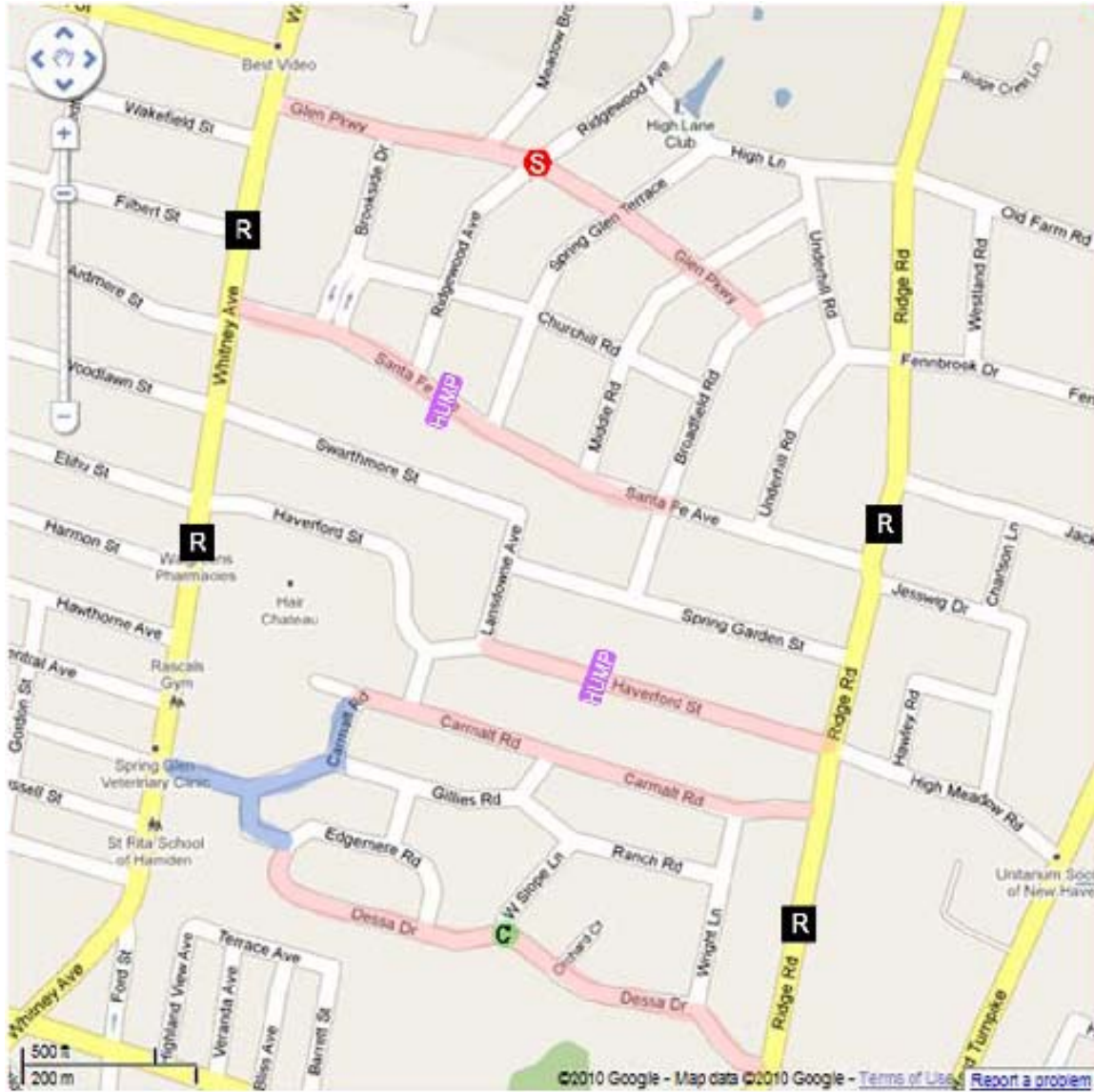
Solution: Install permanent radar signs to report vehicle speeds to drivers. Install painted crosswalks at Santa Fe and Haverford. Explore the possibility of installing sidewalks and/or bike paths along either side of Ridge road. Post signs regarding "Hidden Drive." Explore the use of a thin median in certain areas.

Whitney Avenue

Problem: Speeding. Safety concern to pedestrian walking along Whitney from cars approaching Whitney from Sante Fe, Glen Pkwy, Haverford, Swarthmore.

Solution: Install permanent radar signs to report vehicle speeds to drivers. Also post signs that speed is strictly enforced by radar. Other solutions are limited to what would be allowed by state. However, some suggestions were to make cross-walks more visible using signs with flashing lights. Explore use of raised intersections, parking on both sides of street, signs marking entrance to neighborhood. One suggestion that would be implemented on the side streets intersecting with Whitney would be to paint cross-walks on the side-streets so that cars stop further back from the intersection.

A map of the area with the streets that are of greatest concern (as discussed in the meeting) marked out.



- C** Proposed Traffic Circle Location
- Areas of reported speeding**
- Areas of high congestion and speeding during St. Rita's morning drop-pff and afternoon pick-up**
- S** New Proposed Stop Sign
- HUMP** Proposed Speed Hump
- R** Proposed Stationary Radar Sign

34. ADDENDUM: SUMMARY

**Summary of Comments and Additions to the Report
Spring Glen Traffic Calming Survey
Spring 2010**

Approximately 20 residents provided feedback to the draft of the report. Although several individuals indicated a positive view of the report, most comments referred to potential shortcomings of the report.

The main criticisms voiced by the residents who commented on the draft of the report included concerns that the survey did not reflect views of many individuals who lived on the particular street, that there were not enough individuals who completed the survey and as a result recommendations should not be made based on limited data and finally that the recommendations that emerged from the survey did not necessarily align with conclusions arrived at community meetings.

The street that seemed to receive most attention was Haverford Street. However, there are also additional comments regarding other streets. Residents offered their suggestions, however, some of them did not agree on the desired solution or supported different initiatives.

The detailed comments from emails and phone conversations are included below.

1. A letter from Rosemary and Paul Slattery:

May 9, 2010

To: Spring Glen Traffic Calming Committee

From: Rosemary and Paul Slattery
127 Haverford Street
Hamden, Ct 06517

Re: Spring Glen Residents' Traffic Calming Preferences (Draft Report)

Contrary to popular belief, all residents on Haverford Street are not opposed to "Speed Humps". The report on page 18 states that all residents on Haverford St. do not want "Speed Humps".

The cars that enter lower Haverford Street, towards Ridge Road begin their acceleration at about Haverford Lane and proceed to accelerate all the way to Ridge Road at which point they may or may not stop (History speaks for itself). Who are the participants in this speeding? They are every day citizens that also include school buses filled with children, and yes mothers with young children in their car seats roaring on to their next engagement.

You can put up signs, paint crosswalks, establish bike lanes or whatever, but the only effective way to slow down traffic is with "Speed Humps". The signs, the paintings of crosswalks etc, are only stop-gaps in the real solution of slowing down traffic. There is a stop sign at the corner of Haverford Street and Landsdowne Avenue in which 95% of the traffic either pauses or totally disregards the sign completely.

There is only one decision for a speeding driver when they encounter a "Speed Hump" and that is to slow down.

Sincerely,

Rosemary and Paul Slattery

2. An email from Blake Harrison:

From: B Harrison

Sent: Sun, May 9, 2010 10:02:58 PM

I just wanted to take a moment to offer an "unofficial" response to the traffic calming initiative by saying congratulations and thank you on such a great effort. This is a terrific initiative from Jackson and I am happy that it is receiving such support from the civic association. Your paragraph in the introduction on reclaiming streets was very well stated, and while I think the people of southern CT are a decade or more behind other areas of the country on this matter, I am nonetheless glad as a bike commuter and a walker with children to see such language being put out there. I am not a native to southern CT, and I have to say that the way people drive here has been the hardest thing for me to accept and get used to. People need not treat each other on the roads like they do here and this initiative really seems like a step in the right direction.

So thank you!

Blake

--

Blake Harrison

Adjunct Professor, Department of Geography

Southern Connecticut State University

111 Swarthmore St

Hamden, CT 06517

<http://blakeharrison1.googlepages.com/>

3. An email from Amy Williams:

From: Amy Williams

Sent: Mon, May 10, 2010 10:51:59 AM

Dear Laura,

Thank you for collecting and coordinating the residents concerns regarding traffic calming in Spring Glen.

We live on Greenway Street where Wakefield, Thornton, and Greenway come together. I am very concerned about the excessive speeding down Thornton and Greenway streets. This applies to both noncommercial (residential) and commercial vehicles. We observe delivery trucks, oil trucks, construction/landscaping trucks, over-sized commercial vehicles, and even school buses cutting through from Whitney to Dixwell racing down Thornton Street on a daily basis. In addition, many drivers do not stop at the Greenway Street stop sign and several drivers assume there is a stop sign on Thornton and pull out into oncoming traffic. The close calls are unbelievable. The current speed limit needs to be enforced by the Hamden police as do the stop signs. It would be very easy for a police car to sit on Greenway Street and issue tickets to speeding and reckless drivers. Another suggestion would be to prohibit commercial vehicles from cutting through on Thornton to access either Dixwell or Whitney. Keep Thornton (Spring Glen) residential traffic only, not a through-way.

Summer is right around the corner and again I find myself worried sick about the safety of the children in the neighborhood with the heavy traffic whizzing through it. Again, thank you for your efforts.

Amy Williams

7 Greenway Street3

4. Comments from Mr. Neumann, taken over the phone

Mr. Neumann's comments were taken verbally over the phone on 5/14/2010.

Mr. Neumann states the traffic calming issues are a people problem. In order to re-educate citizens to obey the speed enforcement laws and stop signs, he believes the effort needs to be focused on our systems. He believes the Mayor needs to meet with other mayors and elected officials and government at a local, regional, state and national level to discuss the indoctrination of a new system for traffic calming. He thinks this is an issue which needs leadership directive and collaboration with enforcement. It is a social problem. Enforcement alone does not help if the system is ineffective due to the effectiveness in the courts to contest the enforcement violations. He believes individuals engage in this behavior to prohibit their insurance rates from going up.

He gave an example of a traffic problem he recently was involved in. Mr. Neumann, age 90, was making a left hand turn into his driveway on Thornton St. with his blinker on and two people passed him on the left. He was thankful he was not injured in this incident.

He feels the Northeast is a difficult demographic area for traffic calming.

He states the introduction from the traffic calming consultant at the mayor's January meeting illustrated that enforcement alone does not help traffic calming. He restates the need of leadership support and collaboration to enforce the tenets of the law and education is needed.

Additional comment include adopting the President's monthly column from the Triple AAA bulletin as a basis for National support. He believes the SCRCOG Regional approach is a good one.

He cites accidents kill 40,000 people a year. He thinks automobile manufacturers are cocooning people from their own folly by selling features to assist traffic abuse. Simple driving etiquette is being missed. Barge v. merge etc, passing lane v. fast lane is what he sees on Whitney avenue and on the Merritt pkwy.

He restates this is a social problem, a people problem and would like the mayor to address it as one at a regional level.

John Neumann
147 Thornton St.
Hamden, CT

5. An email from Pat Heslin:

From: Pat Heslin
Sent: Mon, May 10, 2010 10:21:13 AM

May 10, 2010

To the Co-Chairs of the SGCA Traffic Calming Committee

I am attaching herewith a flyer that was prepared after the neighborhood meeting at Nancy Beals' house. I was one of three Haverford Street residents who attended that meeting; we all live between Haverford Lane and Ridge Road. Shortly after the meeting we prepared this flyer and distributed it to every house on Haverford Street. We heard positive reactions to the outlined preferences and potential solutions to be studied further.

We were told that your committee would be informed about the discussions at the Beals meeting and that solutions discussed that night would be incorporated into your report. It appears from the draft that no one passed on the items for Haverford so we request that you add this information to the report.

As it stands, the report does not include several ideas that were offerered and actually misrepresents residents' attitudes toward studying a particular technique, the use of speed humps on Haverford Street. We have shared the summary page from your report and contact information with our neighbors on upper Haverford and encouraged them to make their preferences known to you directly. Speeding is a major and long-standing concern for the residents on upper Haverford Street - as we know it is for the residents of several of our neighboring streets and Spring Glen in general. Given this rather universal concern I do not understand why the committee's stated goal is "street reclaiming" for non-motorized traffic rather than identifying appropriate and effective traffic calming solutions, which I trust will be the town's primary goal in completing its traffic study. I hope you'll consider expanding our neighborhood goal so that it includes enhancing safety and quality of life through traffic calming.

Thank you to the committee for undertaking this difficult but badly needed project.

Pat Heslin
143 Haverford Street

[Attachment]

Traffic Calming and Haverford Street

The Town is working on a traffic management program. Townwide, neighborhoods are being asked to identify traffic calming improvements to control speed and enhance safety. Through neighborhood-based planning, the Spring Glen Civic Association is encouraging streets to think about what traffic calming techniques might be effective and acceptable to us.

At a recent meeting of volunteer representatives from Dessa Drive, Gillies Road, Haverford Street, Santa Fe Avenue and Glen Parkway, various ideas were discussed. Haverford Street had three representatives present. The potential improvements discussed for inclusion in a traffic calming study included:

Haverford Street itself

1. speed humps: which are raised areas of roadway deeper than speed bumps and accompanied by warning signs (e.g. as on the one-way section of Waite Street).
2. striped crosswalks on all streets at Haverford and Lansdowne, Haverford and Haverford Lane, Haverford and Whitney, and Haverford and Ridge.
3. dangerous intersection ahead sign(s) at Haverford and Ridge
4. retain on-street parking, both sides of street

Ridge Road

1. permanent speed display board
2. designated bike lanes
3. traffic islands/medians

Whitney Avenue

1. permanent speed display board
2. gateway signage
3. additional painted crosswalks (e.g. at Haverford and at Ardmore/Santa Fe)

You can find out more about these traffic calming techniques by looking at “A Traffic Calming Resource Guide” on the town web site, www.hamden.com. Please share your comments, thoughts and ideas.

7. An email from Alan Blatter:

From: Alan Blatter
Sent: Fri, May 7, 2010 12:39:40 AM

I agree with the comments on the need for enforcement of No Parking signs along the Bassett Fields on Waite Street. They also need to improve/add sidewalks on Waite street from Ridge to Whitney and also Whitney to Dixwell between lakes.

Thanks,
Alan Blatter
26 Barrett St

8. An email from Eric Annes:

From: Eric Annes

Sent: Fri, May 7, 2010 10:44:39 AM

Thank you very much for putting this together. I appreciate your efforts. I am also sorry that I was remiss in responding to the original call for comments. My comments are as follows:

Bedford street as it crosses from Thornton and Woodlawn should have stop signs. I walk up and down Thornton and Woodlawn with my son and only having a two way stop causes confusion on a regular basis.

Bedford and Thornton and Bedford and Woodlawn should have crosswalks to alert drivers to proceed with caution.

Thornton and Connolly Parkway should have bike lanes. Many bicyclists come down the sidewalk to get on and off the Farmington Greenway. This is dangerous for foot pedestrians and the bicyclists.

There should be a curb cutout directly at the entrance to the Farmington Greenway. Bicyclists and people frequently often have difficulty getting around one another on the curb.

Thank you,
Eric Annes

9. An email from Mira Debs:

From: Mira Debs

Sent: Sun, May 9, 2010 11:10:14 PM

Dear Eileen and Laura and members of the Spring Glen Civic Association,

Thank you for your work on developing a traffic calming proposal for the town. I am a resident at 64 Wakefield Street in Spring Glen. I have not yet attended any meetings on traffic calming, but when I read the report, I realized that "traffic calming" also encompasses pedestrian and bicycle friendly initiatives, issues I care greatly about. Is there any way to use language that better signals this?

Here are requests in my neighborhood, Spring Glen "West Side" (area 4), many of which concur with others that residents have proposed

1. I agree with the proposal of 4-way stop signs throughout Bedford St, and Thornton, particularly the Wakefield, Thornton and Greenway intersection.
2. We need better sidewalks throughout our neighborhood. They are dangerous to walkers, parents pushing kids in strollers, people in wheelchairs and kids on bikes. I have tripped on them. My daughter has fallen out of her stroller on a rut. Repair work started on Ardmore in the fall and parts of Thornton. Please keep it up. We need handicap sidewalk entrances from the street. I know the town will only fix tree-damaged sidewalks. Can community residents work together to fix our sidewalks?
3. Bike lane access - I support a bike lane on Whitney (or Ridge) connecting to New Haven. And to have Waite made one way and the other side be pedestrian to enjoy the beautiful reservoir area.
4. Please put in speed limit signs on Whitney in Hamden. New Haven has them, Hamden doesn't. It's not clear what the speed limit is going from Whitneyville to Spring Glen.

5. More frequent enforcement - I've only lived here for a year, but I have yet to see any police officers giving tickets for traffic violations.

Many thanks, Mira Debs
64 Wakefield St.

10. An email regarding Elaine Dove's phone-call to Laura Freebairn-Smith:

From: badelson@odda123.com
Sent: Mon, May 10, 2010 at 12:31 PM

Hi Laura,
Elaine Dove called with an urgent request. She's concerned that comments from a meeting of neighbors on Haverford expressing support for speed humps are not given enough weight in the report. Apparently, only one person on Haverford responded to the survey, and that person did not support speed humps, yet many people at the meeting DID support the speed humps. Elaine is concerned that Pat Heslin needs the information to correct this imbalance in her report, and because of an imminent deadline, this is urgent.

I spoke to Agata (who compiled the survey results and generated the report), and she can edit the report but needs direction from the co-chairs. Agata's email agata.gluszek@gmail.com. Elaine Dove's phone number is (203) 288-5095. If there's anything I can do to help, I can be reached at (480) 353-9337.

11. An email from Elaine Dove:

Laura Freebairn-Smith <lfreebairnsmith@odda123.com> Sun, May 16, 2010 at 9:26 AM
To: "agluszek@odda123.com" <agluszek@odda123.com>
Agata - I would not use this entire email - separate out the content pieces from the process comments.
L.

From: Elaine Dove [elainedove@gmail.com]
Sent: Tuesday, May 11, 2010 9:40 PM

Eileen, please reread my note. Your committee initiated the use of the term, "street reclaiming," which is NOT the intent of the survey. Your respondent listed 3 of 6 items focusing on speed reduction. Most residents recognize that life would be much better if the traffic were calmer and if measures were put in place to enforce or force speed reduction. Please do not feel the need to buttress your report with comments from others. Your committee has done a good job, but there are some problems that need to be addressed. I hope you all are aware that I have supported your good efforts.

I would like to remind you that as a committee you are presenting your findings to the SGCA. The SGCA presents the report or residents' wishes regarding traffic calming efforts to the Mayor. Your Committee was given the task of performing a mission for the SGCA and does not report directly to the Mayor. Elaine

On Tue, May 11, 2010 at 12:09 PM, E O'Neill <mac_erne@yahoo.com> wrote:

Elaine,

Please see below.

Here is a resident who was glad to learn that traffic calming encompassed street reclaiming for walking and cycling. There are many diverse comments coming in. As Laura stated, we will review as a committee after all results are in regarding any changes to the report document.

Additionally, please feel free to direct callers regarding Traffic Calming, to the committee members for direct contact.

Regards,
Eileen

12. An email from Marty Bernstein:

From:
Sent: Tue, May 11, 2010 10:48:04 AM

I have lived on Haverford Street for 33 years, and am strongly opposed to a traffic light at Whitney and Haverford. Other than possibly putting up signs at the bottom of Haverford warning of “dangerous curves ahead”, I think the traffic rules are fine the way they are.

Putting a traffic light there would increase the traffic on Haverford Lane, going by St. Rita’s, since that would eliminate one light for those going left onto Whitney. For those going right, the traffic would increase on Landsdowne. For those few people who are currently afraid to turn left onto Whitney, they can use the Haverford Lane route referred to above.

On-street parking should be left as is.

One last point—I’m sorry I missed the SGCA survey, but a survey with only 5 results is a failure—one must not draw conclusions from such a small sample.

Marty Bernstein, CPA
Beers, Hamerman & Co., CPA's
203.787.6527

13. An email from Christine C. Parnagian Esposito:

From: Christine C. Parnagian Esposito
Sent: Thu, May 6, 2010 12:06:47 AM

Eileen,
I just learned of the meeting tonight. I was disappointed that more notice was not given and that I was not notified. I did attend the Palm Sun. meeting.

Christine Esposito
1742 Whitney Ave,

14. An email from Tim Claypoole:

From: Tim Claypoole
Sent: Tue, May 11, 2010 4:10:51 PM

I live on Haverford Street and would like to comment on the recommendations.
I do not agree with speed humps.
A stop sign at Haverford St and Haverford La would be ok.
However in my opinion Haverford Street needs to be a one way going towards Whitney Ave.

Way too many people come from Whitney towards Ridge and they all drive too fast. I'm sure it would take some getting used to but it really is the only solution to the amount of traffic that races up and down our street.

Tim Claypoole
184 Haverford St.

15. An email from Tina Re:

From: Tina Re
Sent: Thu, May 13, 2010 9:13:01 AM

Dear Traffic Committee Co-Chairs,

Thank you for your work on the traffic calming initiative. I received your mailing about the Traffic Calming Committee activities, and I wanted to express an opinion on some of the issues. (Unfortunately, I received the mailing just a few days before the Tuesday evening deadline, and I did not know about the survey, or I would have responded to it.)

As a resident of Haverford Street, I am very concerned about the volume of traffic and the speed of travelers down our street. In my opinion, a traffic light at Whitney and Haverford Street is NOT a good idea. It would only INCREASE the volume of traffic on Haverford Street, because it would encourage traffic turning left from Haverford onto Whitney towards New Haven. I've had this discussion with some of my neighbors and they agreed that a traffic light is NOT a good idea --I'm not sure why this opinion has not yet been registered:

In my opinion a better solution would be:

1. Install stop sign at Haverford St and Haverford Lane to slow traffic at the bend.
2. Install a flashing/caution light (NOT a traffic light) (and a sign) at Ridge and Haverford.
3. Install rumble strips (not speed bumps) on the hill on Haverford St. near Ridge.

Again, I think a traffic light at Whitney is NOT a good idea, and will only INCREASE traffic volume on Haverford Street. (There are many small children living here now, and this would only put them in more danger.)

Thank you so much for your attention and for your work on this committee.

Sincerely,
Tina Re
193 Haverford Street
Hamden, CT
(203) 287-8750

16. An email from Marsha Walsh:

From: Marsha Walsh
Sent: Monday, May 10, 2010 9:05 PM

Hello to the Committee:

I'd like to express my observations and disappointments regarding the Traffic Calming Survey and the committee's actions regarding distribution of information. Although I signed up to be a street level contact at the original SGCA meeting at St. Rita's in March, I was never contacted regarding any subsequent meetings nor asked for my input or help in distributing surveys.

In fact, I was never notified of the meeting on May 5th for the results. I did, however, take the traffic survey via the SGCA website after being notified by a friend.

I received a copy of the traffic survey results last week from a friend. I noticed that many responses asked for "additional signage." I'm concerned that this response does not accurately reflect the wishes of Spring Glen residents. I have spoken to many people who are outraged by the lack of driver observation of the current signage. While signs are important, we have signs now that are being blatantly ignored by drivers, i.e. speed limits and stop signs. It is my opinion that more signage will not help the issue at hand, which is speeding traffic.

Today I received a copy of Pat Heslin's email and I am in agreement with her observations about your report. As I mentioned I was not notified of meetings or the survey and I know that others were also not notified. My concern is that the survey does not accurately reflect the residents' opinions regarding traffic calming on their street and their neighborhood. I know for certain that one of my neighbors completed the survey and sent it in. He assures me that four of his neighbors also completed the survey.

None of their streets are listed on the results. Additionally, the survey allowed any individual to respond multiple times and because it could be filled out anonymously anyone could respond from any section of town or anywhere more than once. I am not saying that this occurred, but the survey allowed this.

I would appreciate your attention to these matters and a written recognition of these issues in the final report.

Thanks for the opportunity to make comments.

Sincerely,
Marsha Walsh
680 Hartford Tpke
Hamden, CT 06517

17. An email from Elaine Dove:

From: Elaine Dove
Sent: Monday, May 10, 2010 8:25 PM

Hi!

I am concerned that paragraph 3 of your letter to Spring Glen Residents is presumptive and confusing. Our goal as a community organization was to find out what the residents wanted as solutions to traffic problems (i.e. speeding) on our streets. This was your mission as a committee. However, you have stated in this paragraph a number of goals, which are at odds with the Mayor's request. The Mayor has not stated goals, nor has he used the concept of traffic calming to promote solutions of bicycle lanes, green space or "street reclaiming." Traffic calming is inherently different than your definition of "street reclaiming" which you claim is defined as changing the way people utilize and interact with public streets. IF street traffic is calmer, then those living and walking on those streets should have a more enjoyable life.

I am asking you to remove or significantly edit this paragraph. Thank you for your efforts on this project. Elaine

--

Elaine M. Dove, President, Spring Glen Civic Assn.
137 Santa Fe Ave.
Hamden, CT 06517
203-288-5095

18. An email from Timothy P. Clune:

From: "Tpclune"

Sent: Tue, May 11, 2010 5:09:40 PM

To Mayor Jackson, Curt Leng, and the Traffic Committee,

As a resident of Haverford Street for almost 19 years who, with my wife, had hoped something would be done about the speeding down our street. We, along with many of our neighbors on Haverford Street never saw or were told about a survey that was going around to address these concerns. I am very disheartened that some neighbors on our street would try to push their agenda through by trying to say that they represent "all" of the residents of Haverford Street.

- 1) I do not support a traffic light at the Haverford Street and Whitney Avenue intersection.
- 2) I do support speed bumps on Haverford Street and yes I know where they would be placed. My house is the middle of the stretch of road that drivers are going their fastest. So I would assume that is where they will be placed.
- 3) I still feel that the recommendation that was made last year to the Traffic Committee by the Chief of Police for the town of Hamden of placing two additional stop signs at the intersections of Ridge Road, Haverford Street and High Meadow is best for that location. I still feel that the speeders on Ridge Road are the main problem of that intersection, along with poor visibility for drivers crossing Haverford and High meadow. Drivers driving south on Ridge Road come down to fast for the drivers trying to cross that intersection.
- 4) I strongly feel that on street parking is a must for the residents of Haverford Street. On the straight away section on which I live that is the only thing that slows drivers down. I wish more of my neighbors would park their cars on the street.
- 5) I feel that having sidewalks and raised crosswalks on Ridge Road will also make that street a more user friendly road.

Sincerely,
Timothy P. Clune
164 Haverford Street
203-248-9390
