

University Hills Preliminary Feasibility Study  
Community Feedback Form  
General Comments Attachment

1. The Preliminary Feasibility Study for the street project being planned for the University Hills area evidences disregard of essential information about traffic in the area. What needs to be done before decisions are made about any of the streets is a thorough, professional analysis of the traffic within the boundaries. Emphasis should be placed on how changes on any street--especially the two main streets, Wells and Stanford--will affect all University Hills Area residents.

2. There are more factors to traffic than speed. The types of traffic found regularly in residential neighborhoods includes, in addition to pedestrians, bicycles, and personal cars, motor vehicles of several sizes and shapes, including school buses, taxis, motorcycles, delivery trucks and vans, moving vans, home repair vehicles, utility-line installation and repair trucks, tow trucks, refuse trucks, snowplows, and--far from the least in importance--police, fire, and other emergency vehicles. These types of vehicles need to have easy access to all residents; that need must be carefully considered and factored into street planning for all streets.

3. Consideration must also be given to the fact that motor vehicles can enter and then exit the area only via Adelphi Road. The Preliminary Feasibility Report considers Wells Blvd. "one of the main circulation routes within" the neighborhood, but neglects to consider that it is also one of the two main routes into and out of University Hills, the other being Stanford St.

4. Since Wells and Stanford are the main routes in and out, special consideration must be given to the feasibility under any plan of ready access to destinations within the area for those who provide essential services to residents, mostly taxi, school bus, van, and truck drivers. Width of the driving lanes for all types of vehicles is a very important factor for these two streets .

5. Measurement of speeding on Wells, as reported publicly in early spring 2011, showed that excessive speed on Wells occurs almost entirely in the early morning hours when residents would be heading to work. Late afternoon also showed higher than average speeds, though not as great as in the early morning. Outside those times, speeding traffic diminished significantly. A thorough speeding analysis of Wells and Stanford is necessary. The traffic on Gumwood Dr., which is major feeder route to both Wells and Stanford, should be more carefully studied also.

6. Parking in the neighborhood cannot be limited only to residents. Residents often have people who come from outside the area, almost exclusively in motor vehicles, to visit their University Hills Area friends and relatives. Visitors need a place to park. Promoting more walking within the area by greatly expanding sidewalk surface could result in diminishing the amount of visits or at least angering such visitors.

7. Narrowing streets may reduce some speeding but it also complicates resident parking. And narrow lanes within streets can increase the potential of moving collisions and side-swiping of parked cars.

These, and perhaps other factors of University Hills traffic, must be considered very thoroughly so that the goal to "create a pedestrian-friendly" environment in University Hills does not damage other important aspects of the lives of residents within this area.

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