

Emily Heymann

From: Carroll Lawes <cwmlawes@aol.com>
Sent: Thursday, February 10, 2022 12:02 PM
To: Emily Heymann
Cc: gpbarrett1@gmail.com
Subject: Principles for Street Design in Taft Corners Re; Proposed EAC Project
Attachments: Image (50).jpg

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Hi Emliy, We would like to comment on several items in the "Principles for Street Design in Tafts Corners". We have attached a copy and have numbered the items for purposes of our comments. Our purpose in writing is to support two points: 1] Deterioration of safety on Dunmore Lane if there is a "substantial" increase in traffic and 2] The merits of a limited access roadway from the proposed EAC project to Dunmore Lane.

ITEM #3. We don't dispute the statement about "Interconnected Street Network", BUT you must consider what effect this will have on existing connecting streets.

ITEM #5. There is a great deal of on-street parking on Dunmore Lane. And Chelsea Commons has MUCH more on-street parking which would discourage EAC Owners from taking that route----- thus promoting more traffic on Dunmore Lane. Even with current traffic on Dunmore Lane it is quite common to see traffic queued up trying to navigate the street. Imagine what it would be if you add 300-500 vehicles per day?

ITEM #6. "Overall function, comfort, safety and aesthetics of a street are more important than efficiency alone". This is a very important principle because if you only focus on the most efficient manner to get vehicles out of the proposed EAC project, it will have a significant negative effect on the "overall function, comfort, safety and aesthetics" on Dunmore Lane. We point out that there are already many Homeowners and visitor vehicles that park on the street plus many service vehicles [Fed Ex, UPS, USPS, Lawn Care, moving vanes, etc] all of which effect the safety and aesthetics of Dunmore Lane. The safety of bikers, scooters, skiers on rollers, etc will certainly be at risk with significant additional traffic.

ITEM #7. This is another way of saying non-vehicular traffic is very important and safety should not be comprised.

ITEM # 8. " Street design should take into consideration what is reasonable and regularly foreseeable" is an excellent concept. We think it is fair to say if access onto Dunmore Lane becomes a main access, it is " regularly foreseeable " to say that there will be traffic safety problems on Dunmore Lane.

ITEM# 10. Just another way of saying favor the non-vehicle user. People are more important than vehicles.

ITEM #11. "Emergency vehicle access is important. With an interconnected street network, there will always be at least two routes of access to any lot or parcel." We agree completely and the proposed EAC project has two excellent routes of access via Beaudry Lane and Alpine Drive. So by allowing an emergency vehicle [plus school buses] only access onto Dunmore Lane good things happen: 1] You now have "Three" routes of access for emergency vehicles and 2] You have not created a major safety hazard on Dunmore Lane.Wel really didn't see anywhere in the "Principles" where a limited vehicle access roadway is allowed or prohibited. We live in a community in Florida with 1479 doors and it has one main access and two limited accesses [with gates and bar codes] which works very well.

Thank you for allowing us to comment and we hope they are helpful. Carroll & Joanne Lawes, 244 Dunmore Lane

VISION PLAN FOR TAFT CORNERS: OVERARCHING ISSUES

Street-Spaces, Green Streets for People

Radical Change

The current environment of Taft Corners is predominantly against pedestrians and bicyclists - indeed, once you step out of your automobile, the environment is hostile... The Vision Plan calls for a radical change from the current anti-pedestrian environment to a pro-pedestrian environment.



2021 Condition: Vermont 2A



2021 Condition: Williston Road

Proposed Street Types

The street sections on the following pages illustrate the initial proposals for Taft Corners new street environments.

Principles for Street Design in Taft Corners:

The appropriate design of streets is one of the most important elements for a vital urban environment. . The following are both general and current state of the practice design principles as well as principles expressed during the public outreach for Taft Corners.

- Designing for continuous free-flowing traffic creates situations where vehicles will travel at speeds greater than desirable for pedestrians.
- With appropriate street designs, drivers self-select slower speeds and less aggressive behavior, a feat typically not achieved through basic speed limit changes or enforcement actions.
- An interconnected street network allows traffic capacity to be diffused and maintained across numerous streets, thereby lowering traffic volumes on each street.
- Differences between "requirements" and "preferences" can be significant—increased lane width and the accompanying increased vehicle speed more often than not decreases the overall safety for pedestrians.
- On-street parking slows passing vehicular traffic and acts as a buffer between moving vehicles and pedestrians.
- Overall function, comfort, safety and aesthetics of a street are more important than efficiency alone.
- In a Town Center, non-vehicular traffic should be provided with every practical advantage so long as safety is not adversely affected.
- Street design should take into consideration what is reasonably and regularly foreseeable, not every situation that is conceivably possible.
- Designing a street to facilitate (rather than accommodate) infrequent users may actually be the wrong design for the frequent users of the space.
- When the street design creates a conflict between the vehicular and non-vehicular user, it should be resolved in favor of the non-vehicular user.
- Emergency vehicle access is important. With an interconnected street network, there will always be at least two routes of access to any lot or parcel.