

To: Transportation Commission
From: Carrie Rothburd, Charlene Sweeney, Janelle Munns
Re: Proposed List of Streets for Traffic-Calming 2022
Date: December 3, 2021

We are excited and grateful to the city for including Lakeside Street and Olin Avenue among the 300 streets on the list of potential traffic-calming projects for 2022.

Thoughts on Lakeside Street: We are still in the early days of living with the two speed humps and traffic circle on Lakeside. The limited data collected at 518 West Lakeside by Traffic Engineering, a short distance from one of the speed humps, confirms what we've observed: These traffic-calming devices are working to slow down cars from a short distance east and west of their location along Lakeside. The traffic circle appears to work better than the speed humps.

However, our observation, backed up by readings on the speed boards (not yet been relocated to the 100 and 800 blocks of Lakeside), shows a different conclusion as well. Speeding remains a problem on Lakeside Street. It is worst, as Lakeside neighbors discussed with the Transportation Commission last year, along the 100, 600, and 800 blocks. We think there are a couple of reasons for this:

- 1) The speed humps, as constructed on Lakeside, allow some cars to skim them at 30 miles and more per hour. The humps appear to be constructed differently than those along South Shore and West Shore drives, which have more of an impact on cars driving over them.
- 2) Cars do not encounter a traffic-calming devices when they turn in off either Park Street or John Nolen Drive. This sets up a situation, as we discussed with the Transportation Commission last year, where cars hit our street at excessive speeds
 - a. East to West, they do not encounter any traffic-calming for about three blocks until they approach Franklin Elementary School
 - b. West to East, they do not encounter any traffic-calming for about two blocks until they approach Whittier Street.
- 3) Cars speed up between traffic-calming devices on Lakeside because they are not in close proximity to one another. Between Whittier and the speed hump west of Franklin Elementary school, there are two long blocks with no traffic-calming devices. Cars have been observed to gun their engines on this stretch.

Thoughts on Olin Avenue: Traffic-calming on Olin, a truck thoroughfare, is also critical to safe streets in Bay Creek. We look forward to including Olin Ave residents among the members of the expanded Lakeside and Olin Neighbors Group.

Summary: We encourage the city to approve the installation of additional traffic-calming devices on Lakeside Street in 2022 and Olin Avenue as well. We believe that with the appropriate number and placement of traffic-calming devices and measures on both streets, we can achieve what we all hope for and what is so critical to the community, as development ramps up along Park Street and John Nolen Drive, putting more traffic and more pressure on our collector streets: Safe streets for those who live her and those who pass through.

We look forward to working with Traffic Engineering in adding our lived experience to the collection and analysis of the additional data they plan to collect along Lakeside Street. We look forward to scheduling an early meeting with Transportation Engineering and Lakeside and Olin neighbors to revisit the extended and holistic plans for achieving traffic-calming on Lakeside. (See attached plans that we presented to and discussed with the Transportation Commission last year) and to creating a holistic traffic-calming plan for Olin Avenue.

(Attachment includes: Alternative 1: Optimal plan that includes the optimal type and number of traffic-calming measures to produce the greatest impact on Lakeside Street as conceived by Lakeside neighbors; Alternative 2: This layout includes all of the potential possibilities--a menu of options--presented by TE to Lakeside neighbors; Alternative 3: This plan lays out the traffic-calming measures adopted for Lakeside Street and partially implemented as of today. The speed boards have not yet been relocated to the 100 and 800 blocks of the street; Speed Hump Plan: Illustrates the revised east speed hump nearest the school.