

## Results of Community Traffic Safety Survey

Holmes Run Valley Citizens Association  
8 September 2023

### 1. Introduction:

Holmes Run Valley Citizens Association is a neighborhood civic organization in Mason District serving 636 homes on the west side of Sleepy Hollow Road immediately north of the Holmes Run stream valley. In response to members' concerns about traffic safety in the community, the association's 12 Apr spring meeting agreed that we should identify the issues and consult Fairfax County and VDOT regarding remediation options. To that end, on 21 Jul, the HRVCA Board invited residents to participate in an online survey. The survey closed on 10 Aug.

The objective of the survey was to identify traffic safety issues in the community and the locations where those issues arise. In order to constrain work load and duration, the survey was limited to homes on or bordering on one of the *eight principal streets* by which traffic enters and exits the community, namely: Beechtree Lane, Devon Drive, Holloman Road, Kennedy Lane, Radnor Place, Rose Lane, Slade Run Drive, and Valley Brook Drive. A map of the HRVCA community, including the eight streets, their sidewalks, and their stop signs is [here](#).

Invitations to participate in the survey were sent to every home on the eight principal streets - a total of 320 invitations. The survey was in two principal parts, multiple choice and text. The multiple-choice portion, Question 3, asked residents *to rate seven traffic safety issues as they apply to the street where they live* on a scale of 1 (the issue is not a concern) to 3 (some concern) to 5 (major concern). The safety issues rated were: Speeding, Running Stop Signs, High Traffic Volume/Cut-Thru Traffic, Difficulty Entering Street from Side Street or Driveway, Large-Truck Cut-thru Traffic, Pedestrian Safety, and Safety of Children Outside. Questions 4 and 5, the text portion, then asked each household to elaborate (comment) on traffic issues on its street as well as traffic issues elsewhere in the community. A copy of the survey document is [here](#).

On 15 Aug the Board distributed verbatim the comments received from the 87 survey respondents along with preliminary summaries of those comments. On 16 Aug, a preliminary summary of *the ratings* assigned to traffic issues in response to Question 3 was distributed. Both of these summaries were emailed to the 255 homes on the association's distribution list.

Response to the survey was limited on a few streets to the point that the traffic situation was not clear. Consequently, during the week of 20 Aug the Board went back to a few individual respondents on those streets for additional information.

The purpose of this paper is to provide an analysis of survey results including an assessment of which issues and locations might be given higher priority. Section 2 discusses the ratings assigned to the seven safety issues and summarizes them by both street and cut-thru route. Section 3 briefly reviews the written comments submitted. Condensed versions of the comments are listed out in the three-page attachment. Conclusions are in Section 4 on page 6.

## 2. Ratings Assigned to Traffic Safety Issues

The homes on Valley Brook west of Rose were not invited to participate in the survey because that section of Valley Brook is not a thru street. The 23 homes on Slade Run (*Slade*) north of Hickory Hill produced only one response to the survey and those ratings were low, reflecting few concerns about traffic safety. Cars park close together on one side along that section of Slade which may effectively discourage cut-thru traffic. The conclusion is that Slade north of Hickory Hill has no significant concern about traffic safety and the analysis of Slade was limited to *Short Slade*, the section from Hickory Hill south to Valley Brook.

Devon supports two cut-thru routes. The section north of Valley Brook is one leg of the *Devon North* – Radnor – Holloman route to Annandale. The southern section supports the *Devon South* – Short Slade route that parallels the Valley Brook – Rose route to Hickory Hill. Recognizing the split nature of Devon’s use, Devon North and Devon South were analyzed separately bringing the total number of streets to nine.

Radnor provided only three survey responses and two came from the same household – one of only two or three instances in which two responses came from the same home. The three responses cited serious concerns about traffic on Radnor and assigned uniquely high ratings, in particular, for the speeding and traffic volume issues. The concerns expressed of course are valid, but the sample is small and the ratings are particularly and uniformly high.

The survey asked respondents to use the ratings to express their concerns about traffic safety. It is appropriate then to interpret average ratings from respondents living on the same street as an indication of safety concerns along that street. A second indicator is the response rate. Presumably, safety concerns are higher along streets for which a higher percentage of residents responded to the survey.

Figure 1 shows the average ratings assigned by respondents to the seven traffic safety issues (Speeding, etc.) for each of the nine streets. As mentioned above, Devon is split into Devon North and Devon South.

**Figure 1. Average Ratings of Traffic Safety Issues by Street**

Street	Speeding	Running stop signs	Excessive volume of cut-thru traffic	Difficulty entering street from driveway or side street	Large-truck cut-thru traffic	Pedestrian safety (walkers)	Safety of children playing outside	Average rating
All:	3.8	3.5	3.3	2.4	2.3	3.2	3.3	3.1
Beechtree:	3.8	2.5	3.0	2.8	2.3	2.5	3.8	2.9
Devon North:	4.0	4.0	3.0	3.0	1.3	2.7	2.7	3.0
Devon South:	4.0	3.0	4.0	3.6	3.2	3.2	4.0	3.6
Holloman:	3.3	2.0	3.0	2.2	2.5	2.8	3.3	2.7
Kennedy:	3.3	3.5	3.5	1.9	2.5	2.3	2.4	2.8
Radnor:	5.0	3.7	4.3	3.7	2.7	4.3	3.7	3.9
Rose:	4.3	3.6	3.4	2.4	2.8	3.1	3.9	3.4
Short Slade:	3.9	3.3	3.0	1.6	2.0	3.6	3.1	2.9
Valley Brook:	3.8	4.2	3.8	3.5	2.6	3.2	2.8	3.4

As shown in Figure 1, the ratings assigned to Speeding by the four respondents on Beechtree averaged 3.8. The 3.8 rating for Speeding in the “All” row is the average of all ratings assigned to the speeding safety issue by the 87 respondents. Reading across the All row, the safety issue of greatest concern is Speeding (3.8) followed by Stop Signs (3.5), Traffic Volume (3.3), Safety of Children (3.3), Pedestrian Safety (3.2), Driveway Access (2.4), and Truck Traffic (2.3).

The “Average Rating” in the far right hand column is the average of all of the ratings of all safety issues on the respective street (that is, the average of the seven numbers to the left in the same row). Radnor aside, Devon South has the highest Average Rating (3.6) followed by Rose and Valley Brook (3.4).

Scanning down the Speeding column and comparing each rating with the corresponding Average Rating in the far right column, it is apparent that in every case (on every street) speeding is a significantly greater concern (rating) than the average concern about traffic safety on that street. For example, Beechtree respondents’ Speeding ratings averaged 3.8 while their Average Rating across all issues was only 2.9. Similarly, Truck Cut-Thru Traffic unanimously is a below-average concern on every street.

Figure 2 provides the survey *response rate* on each of the nine streets. (The response rate is simply the number of survey responses received from the street divided by the number of homes on the street invited to respond.) The response rate was highest on Valley Brook (50.0%) followed by Rose (39.6%), Short Slade (35.1%), and Devon South (27.8%). The overall response rate to the survey was 27.2%.

**Figure 2. Survey Response Rate by Street**

Street	Respondents	Homes invited to participate	Response rate
All:	87	320	27.2%
Beechtree:	4	29	13.8%
Devon North:	3	19	15.8%
Devon South:	5	18	27.8%
Holloman:	6	23	26.1%
Kennedy:	8	36	22.2%
Radnor:	3	17	17.6%
Rose:	19	48	39.6%
Short Slade:	20	57	35.1%
Valley Brook:	13	26	50.0%
Corner Lots:	5	24	20.8%

Figure 3 provides ratings for four cut-thru routes by averaging the ratings assigned by residents living along each of the routes. The first cut-thru route, the Valley Brook route, is one link in a path used by vehicles bound for the Beltway and other points north and west that begins on Columbia Pike. Cars travel north on Sleepy Hollow, turn left onto Valley Brook, then drive north on Rose and exit the community on Hickory Hill. Then they cross Annandale Road and follow Graham Road to Marc Drive, pass Falls

Church High School, and follow Jaguar Trail to its dead end at the traffic light on Route 50 a short distance east of the Beltway, Fairview Park, and Merrifield.

**Figure 3. Average Ratings of Traffic Safety Issues by Route**

Route	Speeding	Running stop signs	Excessive traffic volume of cut-thru traffic	Difficulty entering street from driveway or side street	Large-truck cut-thru traffic	Pedestrian safety (walkers)	Safety of children playing outside	Average of ratings by route	Response rate
<u>Valley Brook &amp; Rose to Hickory Hill</u>	4.1	4.2	3.9	3.5	2.8	3.3	3.1	3.6	40.0%
<u>Devon South &amp; Short Slade to Hickory Hill</u>	3.9	3.2	3.2	2.0	2.2	3.5	3.3	3.0	34.2%
<u>Devon North &amp; Radnor &amp; Holloman to Annandale</u>	3.9	2.9	3.3	2.8	2.2	3.2	3.3	3.1	20.0%
<u>Kennedy &amp; Holloman to Annandale</u>	3.4	3.2	3.4	2.0	2.4	2.6	2.8	2.8	21.4%

The Devon South route parallels the Valley Brook route and has the attraction of two fewer stop signs. The Devon North route carries traffic from Valley Brook north to Annandale Road toward Route 50 and City of Falls Church. The Kennedy route is a cut-thru from Sleepy Hollow to Annandale Road.

A principal difference among the four routes lies in their response rates. The Valley Brook and Devon South routes have the highest response rates with residents along the Devon North and Kennedy routes, on average, possibly less concerned about traffic safety.

Finally, Figure 4 ranks the streets in order from highest rating to lowest by safety issue. For example, as shown in the Speed column, Radnor has the highest rating (most concern) for the Speed issue (rating 5.0) followed by Rose (4.3) and both Devon North and South (4.0). Under Safety of Children Playing Outside, Devon South appears to be most concerned followed by Rose and then Beechtree.

Without dismissing any safety issue on any on the nine streets, Figures 3 and 4 taken together suggest that Devon South, Rose, Short Slade and Valley Brook may be the four streets with the most concerning safety issues and, consequently, the four most in need of traffic safety improvements. These streets have the highest response rates and consistently are in the upper echelon for Speeding, Pedestrian Safety, and Average Rating. While Short Slade has lower ratings for Traffic Volume, Driveway Access, and Truck Traffic and consequently a lower Average Rating, it lacks sidewalks, which naturally increases the concern for pedestrian and child safety.

**Figure 4. Ranking of Streets by Safety Issue Ratings**

Speeding		Running stop signs		Excessive traffic volume/cut-thru traffic		Difficulty entering street from driveway/side street		Large-truck cut-thru traffic	
Radnor:	5.0	Valley Brook:	4.2	Radnor:	4.3	Radnor:	3.7	Devon South:	3.2
Rose:	4.3	Devon North:	4.0	Devon South:	4.0	Devon South:	3.6	Rose:	2.8
Devon North:	4.0	Radnor:	3.7	Valley Brook:	3.8	Valley Brook:	3.5	Radnor:	2.7
Devon South:	4.0	Rose:	3.6	Kennedy:	3.5	Devon North:	3.0	Valley Brook:	2.6
Short Slade:	3.9	Kennedy:	3.5	Rose:	3.4	Beechtree:	2.8	Holloman:	2.5
Valley Brook:	3.8	Short Slade:	3.3	Beechtree:	3.0	Rose:	2.4	Kennedy:	2.5
Beechtree:	3.8	Devon South:	3.0	Holloman:	3.0	Holloman:	2.2	Beechtree:	2.3
Holloman:	3.3	Beechtree:	2.5	Devon North:	3.0	Kennedy:	1.9	Short Slade:	2.0
Kennedy:	3.3	Holloman:	2.0	Short Slade:	3.0	Short Slade:	1.6	Devon North:	1.3

Pedestrian safety (walkers)		Safety of children playing outside		Average of ratings by street		Response rate	
Radnor:	4.3	Devon South:	4.0	Radnor:	3.9	Valley Brook:	50.0%
Short Slade:	3.6	Rose:	3.9	Devon South:	3.6	Rose:	39.6%
Valley Brook:	3.2	Beechtree:	3.8	Valley Brook:	3.4	Short Slade:	35.1%
Devon South:	3.2	Radnor:	3.7	Rose:	3.4	Devon South:	27.8%
Rose:	3.1	Holloman:	3.3	Devon North:	3.0	Holloman:	26.1%
Holloman:	2.8	Short Slade:	3.1	Beechtree:	2.9	Kennedy:	22.2%
Devon North:	2.7	Valley Brook:	2.8	Short Slade:	2.9	Radnor:	17.6%
Beechtree:	2.5	Devon North:	2.7	Kennedy:	2.8	Devon North:	15.8%
Kennedy:	2.3	Kennedy:	2.4	Holloman:	2.7	Beechtree:	13.8%

### 3. Summary of Written Comments

The attachment summarize the comments received in response to survey Questions 4 and 5. For each street, comments are listed in the order in which traffic safety issues are discussed elsewhere in this document, that is, beginning with Speeding and ending with Child Safety. An effort was made to preserve the tone/phraseology of individual respondent's comments.

Figure 5 provides an additional assessment of the traffic safety issues respondents considered most important. The comments received from Beechtree respondents mentioned Speeding at least once. Consequently, there's an "X" in the Speeding row under Beechtree in Figure 5. The nine "X's" in the first row of Figure 5 show that Speeding was mentioned at least once in the comments received from all nine streets. The only other safety issue mentioned in comments from all nine streets was some combination of Pedestrian Safety and Child Safety. Stop Signs and Traffic Volume were mentioned in comments from seven and eight streets respectively. Truck Traffic and Driveway/Side Street Access were mentioned by only two and three streets respectively. Evidently the dominant issues by far are Speeding and Pedestrian/Child Safety followed by Stop Signs and Traffic Volume. This conclusion is consistent with the ratings results described in the first paragraph following Figure 1 above.

**Figure 5. Traffic Safety Issues Mentioned in Respondents' Written Comments**

Safety Issue	Beechtree	Devon North	Devon South	Holloman	Kennedy	Radnor	Rose	Short Slade	Valley Brook	Total X's
Speeding	X	X	X	X	X	X	X	X	X	9
Stop Signs			X	X	X	X	X	X	X	7
Traffic Volume	X	X		X	X	X	X	X	X	8
Driveway & Side Street Access						X	X		X	3
Truck Traffic					X		X			2
Pedestrian and/or Child Safety	X	X	X	X	X	X	X	X	X	9

It is useful to scan respondents' comments in the attachment and notice the similarity of concerns across the nine streets.

#### 4. Conclusions

Concerns about traffic safety are consistent across the 87 respondents. The principal concerns are speeding and safety of pedestrians and children outside followed by running stop signs and traffic volume. Concerns about accessing driveways/side streets and truck traffic are well down the list. Ratings for stop signs reflect the prevalence of same on the streets in question. Valley Brook and Rose host the four stop signs most frequently associated with driver negligence, namely Valley Brook at Slade and Rose plus Rose at Beechtree and Hickory Hill. As a result, Radnor aside, Valley Brook and Rose have the highest ratings in the stop sign category (4.2 and 3.7 respectively). Beechtree has no stop sign except at the two ends. Its stop sign rating is a lowly 2.5 followed only by Holloman at 2.0.

Sharp/blind curves in streets naturally inflate ratings of the speed issue. The sharp curve in Valley Brook at the top of the hill coming up from Rose, the curve on Devon South approaching Valley Brook, the fork in Slade leading into Devon South, and the several curves along Slade traveling west from Devon and up the hill to Hickory Hill all limit sight lines and increase the risk of collisions with both pedestrians and other vehicles.

The lack of sidewalks is a second environmental factor that increases ratings, in this case for pedestrian and child safety. South Devon has no sidewalk whatsoever, and Slade has none from Valley Brook all the way up to Ted Drive. Consequently, Short Slade (after Radnor) has the highest rating (concern) for pedestrian safety (3.6) followed by Devon South (3.2). Devon South has the highest rating for child safety (4.0) followed by Rose (3.9).

The high rating of Rose for child safety appears to be a consequence of it owning some part of the three stop signs best known for vehicles running thru plus the fact that a fair number of school children walk on Rose to reach Beech Tree Elementary School. (A crossing guard is posted at Beechtree to help school children cross Rose.) Interestingly, Rose ranks a lowly sixth for pedestrian (i.e., walker) safety (at 3.1), presumably as a consequence of its abundant sidewalks and an expectation that (older) walkers can manage crossing streets notwithstanding vehicles running stop signs.

Respondents expressed a concern about pedestrians crossing Valley Brook at Skyview. The sight line to vehicles coming up the hill from Rose is limited, especially for pedestrians crossing south to north, and vehicles coming up the hill many times are accelerating. The Board recently asked VDOT about the possibility of a formal crosswalk only to be told that the intersection is not a safe place to cross Valley Brook and therefore not appropriate for a crosswalk. The issue is not limited to pedestrian crossings. It also affects cars turning left onto Valley Brook from Skyview South. Follow-on discussions with Fairfax County DOT and VDOT should explore solutions for the intersection as well as the possibility of crosswalks and signage at key intersections, in particular, Valley Brook at Slade and Slade at Rose.

A point to notice is concerns about traffic safety are composites of a number of factors. The principal independent variables appear to be speeding vehicles, traffic volume, vehicles running stop signs, sharp/blind curves in streets, lack of sidewalks and formal crosswalks, and presence of children outside.

The four principal cut-thru routes appear to be:

- Valley Brook to Rose to Hickory Hill
- Devon South to Short Slade to Hickory Hill
- Devon North to Radnor to Holloman to Annandale Road
- Kennedy to Holloman to Annandale Road
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The Valley Brook and Devon South routes are parallel paths with common starting and end points. They are interdependent and should be treated as such in any plan to deploy traffic safety improvements. Any device to inconvenience traffic on one route undoubtedly will increase traffic on the parallel route.

Devon South, Rose, Short Slade, and Valley Brook appear to be the four streets with the most concerning safety issues and, consequently, the four most in need of safety improvements. These streets have the highest survey response rates and rank high in concerns about speeding and pedestrian safety. (See Figure 4.). They also constitute the Valley Brook and Devon South cut-thru routes, likely the busiest of the four.

Comments from residents on Devon North, Holloman, Kennedy, and Radnor mention specific problems worthy of attention, including limited sight lines at a stop sign on Kennedy at Holloman and increasing emergency vehicle traffic and a questionable stop sign on Kennedy at Horseman. Some of the Beechtree issues possibly should be vetted with Beech Tree Elementary School, including traffic patterns and congestion at the school as well as speeding by parents and school buses. Rose north of Beechtree also experiences speeding by Beech Tree parents.

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Board of HRVCA:  
Clyde Miller, President  
Jacke Zeiher, Vice President  
Mike Paup, Treasurer  
Debbie Rosse, Director  
Jim Robinson, Director

## Attachment: Summary of Respondents' Written Comments

### Beechtree:

- Speeding: Vehicles far exceed speed limit on a daily basis, including school buses coming off Annandale Road and parents rushing to Beech Tree Elementary School to pick up and drop off students at 9 AM and 6 PM.
- Speeding is a real safety issue on Beechtree; a lot of people would welcome speed humps.
- Child Safety: A number of young children play outside on Beechtree.
- Other: Traffic is congested on Beechtree and at Beech Tree Elementary School in AM and PM due to school opening/closing.
  - Some traffic should be diverted to wider Rose
  - Cars and buses should approach school on Rose and exit on Beechtree toward Annandale Road.
- Cars park on narrow Beechtree which obstructs traffic.
- For cars exiting Beechtree at Annandale Road, parked cars on left obstruct view of oncoming traffic.

### Devon North:

- Speeding: Cars speed around corner in NE corner of Devon North loop.
  - Resident was almost hit by speeding car while trying to exit driveway.
- Stop Signs: Cars blow thru stop sign at Devon North and Valley Brook.
- Other: Cars should not park on both sides of the narrow road.

### Devon South:

- Speeding: Cars speed and drive recklessly on Devon South.
- Traffic Volume: Increasing cut-thru traffic on both Devon South and Valley Brook.
- Pedestrian/Child Safety: No sidewalks for walking children to school/park.
- No place to walk safely esp. at three sharp (blind) curves: on Slade approaching Devon, at the fork where Devon splits off from Slade, and on Devon South approaching Valley Brook.
- A number of young families with strollers live on Devon South.
- Other: Intersection with Valley Brook is "terrible:"
  - Twice resident has had cars on lawn after collisions in intersection.
  - Need speed bumps or 4-way stop signs at Devon/Valley Brook intersection.

### Holloman Rd:

- Speeding: Cars speeding and reckless driving around blind S-curve where Holloman joins Radnor.
- Cars speeding on Holloman, esp. toward Annandale Rd in the evening. The stop sign at Rolfs is only stop sign available on Holloman to slow traffic.
- Stop Signs: Cars run stop sign on Holloman at Rolfs.
- Traffic Volume: Church activities have increased traffic volume and speeding on Holloman.
- Heavy traffic on Holloman esp. during Wednesday food distributions at the church.
- Child Safety: There's a school bus stop (middle and high school) on Holloman just north of the church.
- School children walk to Beech Tree Elementary School via Holloman and Taynton Road on the north side of the church.
- Concern for children outside visiting friends because there's no safe place to cross Holloman.
- Other: Cars parked in front of church block traffic on Holloman and Radnor.

### Kennedy Lane:

- Speeding: Speeding traffic is daily event, in particular, cut-thru traffic entering Kennedy from Holloman.
- The county should install speed humps now.
- Stop Signs: Cars run stop sign on Kennedy at Holloman. At the stop sign, view of Holloman traffic approaching from right is obstructed:
  - "Near misses" occur when cars run the stop sign and turn left onto Holloman.
  - "Near misses" also occur when cars cut the corner turning left from Holloman onto Kennedy.



- Cars frequently run stop sign on Kennedy at Horseman:
  - There's little traffic exiting Horseman, which encourages drivers to ignore the stop sign.
  - The stop sign is a safety hazard for pedestrians who expect cars to stop.
- Traffic Volume: Traffic volume is significant; cut-thru traffic from Sleepy Hollow has increased including emergency vehicles.
- Truck Traffic: Noticeable increase in truck traffic and speeding emergency vehicles cutting thru between Sleepy Hollow and Annandale Road.
- Other: New traffic island on Sleepy Hollow makes it dangerous to exit Kennedy:
  - The island narrows the southbound travel lane on Sleepy Hollow, which reduces room to "inch out" of Kennedy to see traffic approaching from left.
- Hill on Sleepy Hollow makes it difficult for cars exiting Kennedy to see traffic approaching from right.

#### **Radnor:**

- Speeding: Speeding cars drive north coming off Devon.
- Cars driving too fast southbound are difficult to see due to curve at Glenmont and parked cars on Radnor.
- Stop Signs: Cars run stop sign on Radnor at Devon, no stop line is painted in the street.
- Traffic Volume: Increased traffic volume during AM and PM rush hours.
- Pedestrian Safety: Young families live in the area – walkers and strollers.
- Other: Cars parked on street reduce travel lane to one lane.
  - Parked cars do cause drivers to slow down.
- No sidewalks south of Glenmont.

#### **Rose Lane:**

- Speeding: Cars speed turning onto Rose at Annandale and from Beechtree up to Annandale:
  - Speeding between Beechtree and Annandale esp. in AM and PM when Beech Tree Elementary School opens/closes.
- Cars speed on lower Rose between Slade Run and Valley Brook.
- Would love speed humps on Rose.
- Speed tables navigable at 20 mph should be installed on Rose every 100 yds.
- Speed hump is needed on Rose just south of Wheatly Court to slow southbound cars accelerating away from stop sign at Beechtree.
- Near misses occur where cars cut corner turning left onto Hickory Hill from Rose.
- Stop Signs: Cars run stop signs on Rose at Beechtree and at Rose and Hickory Hill:
  - Resident nearly has been hit while walking at these intersections a couple of times
  - At Hickory Hill, difficult to walk across both Hickory Hill and Rose.
  - Concern about safety of children walking to Beech Tree Elementary School and playing outside nearby these intersections.
- Cars run stop signs at Rose and Valley Brook.
- Traffic Volume: Heavy traffic volume and heavy-truck cut-thru traffic at Rose and Hickory Hill.
- Driveways and Side Streets: Difficulty accessing and exiting driveways on Rose.
- Pedestrian Safety: Substantial pedestrian traffic on Rose from early morning (Beech Tree Elementary School opening) thru late evening (walkers).
- Concern re pedestrian safety on Rose at Valley Brook and on Rose at Slade Run (park entrance).
- Need better crosswalk painting.
- Other: Cars parked on Rose at Hickory Hill obstruct view of traffic on Rose when exiting Hickory Hill and make turning onto Hickory Hill difficult.
- Montessori school parking should be confined to east side of Rose.
- Need more tickets issued for traffic violations and public education on the subject.

**Short Slade:**

- Speeding: Huge problem: Speeding cars and trucks and no sidewalks.
- Cars speed on Slade between Valley Brook and Rose and between Rose and Roundtree.
- Cars speed on Slade at top of hill between Vagabond and Hickory Hill..
- Cars speed coming down long hill on Slade toward Rose – sometimes hitting curb of one resident’s driveway.
- At blind curve on Slade just west of intersection with Devon:
  - Speeders cut the curve causing near misses with oncoming traffic.
  - Resident has nearly been hit both as a pedestrian and in car.
  - Mirrors and signage might improve safety.
- Stop Signs: Cars run stop signs at Slade and Rose where pedestrians walk in the street (no sidewalks).
  - Families and dog walkers frequently cross Slade here to enter stream valley park.
  - Crosswalks and signage might improve safety..
- Intersection of Slade and Devon is tricky – no one stops for stop sign on Devon.
- Cars run stop sign at Slade and Hickory Hill.
- Cars exiting Roundtree and Ted run their stop signs entering Slade.
- Stop signs are not effective and endanger pedestrians because cars don’t stop.
- Traffic Volume: Lots of traffic (and cut-thru traffic) on Slade – lack of sidewalks makes it difficult for walkers to stay clear of fast moving traffic.
- Pedestrian Safety: Vehicles and pedestrians conflict at bend in Slade just west of intersection with Devon, in particular, westbound vehicles and east bound pedestrians – no sidewalks.
- Difficult to walk dog to park trails by walking in the road with cars speeding by – no sidewalks.
- Pedestrian safety: no sidewalk on long hill from Rose up to Ted Drive.
- Other: Cars and trucks parked on Slade south of Hickory Hill endanger traffic; need No Parking signs
- Need sidewalks on Slade.
- Police should monitor speeds on Slade.
- Concern about traffic congestion on Graham Rd at Annandale approaching Hickory Hill.

**Valley Brook Drive:**

- Speeding: Speeding rampant on Valley Brook, cut-thru traffic speeds down Valley Brook.
- Vehicles speeding up the hill from Rose toward Thomas Court:
  - Put rumble strips on Valley Brook hill to alert cars on Skyview waiting to exit onto Valley Brook.
- More speeding in mornings during school year due to pre-school on Rose.
- Traffic calming measures would help on Valley Brook.
- Valley Brook needs speed humps.
- Stop Signs: Stop sign on Valley Brook at Slade is ignored.
- Cars run stop sign at intersection of Valley Brook and Rose.
- Heavy Traffic: Heavy traffic at Valley Brook and Rose and cars ignore the stop signs.
- Driveways and Side Streets: Difficulty getting in and out of driveways on Valley Brook.
- Exiting Skyview Terrace South it is difficult to turn left onto Valley Brook due to limited sight line to traffic coming up the hill from Rose.
- Pedestrian Safety: Crosswalk and signage needed at Valley Brook and Slade – a school bus stop.
- Concerns about safety of pedestrians crossing Valley Brook at Skyview:
  - No crosswalk but walkers and school children cross every day
  - Poor sight lines to vehicles coming up hill from Rose, esp. from Skyview South
  - Vehicles coming up the hill many times are speeding
- Concern about safety of the crosswalk on Valley Brook at Sleepy Hollow which is set back from Sleepy Hollow:
  - Set back makes it difficult for drivers turning right into Valley Brook to see pedestrians crossing Valley Brook in the crosswalk. And the street geometry allows drivers to make the turn at high speed.
- Other: Police enforcement is needed on Valley Brook, Rose, and Slate Run.
- Exiting Valley Brook, difficult to turn left onto Sleepy Hollow Road due to heavy traffic on Sleepy Hollow
  - Need traffic light at intersection of Valley Brook and Sleepy Hollow
- Vehicles parked on Annandale Road reduce visibility of oncoming traffic for drivers exiting the community.