

2015-0406 Clear Creek Speed Study and Request for Approval of TCO SL-19-15.1

Mr. Shumejko stated that this was for Clear Creek Subdivision, Clear Creek Drive in Section 2. A Regulatory traffic control speed study was performed along Clear Creek Drive to determine the warranted speed limit, as established by the Michigan Manual Uniform Traffic Control Devices (M.M.U.T.C.D) and accepted traffic engineering principles. This study was initiated after completion of Sheldon Road being paved up to Mead Road.

Clear Creek Drive is designated as a City Major Collector road. Traffic counts were obtained in September 2015 to identify the 85th percentile speed. Data was also collected in May of 2014 prior to the paving of Sheldon Road. The City did the study in three different locations. The first count was West of Tranquility Court and that 85% speed was 32 MPH in May of 2014 and 33 MPH in September of 2015. The second count was along Clear Creek just north of Majestic and that one had 85% speeds of 33 MPH in May of 2014 and 33 MPH in September of 2015. The third traffic count was on Clear Creek south of Panorama Drive. That one had 31 MPH on May of 2014 and 32 MPH on September of 2015.

Traffic crash data was also obtained from the Traffic Improvement Association's website for the period of January 1, 2012 through present. There were a total of two crashes during this timeframe. One was an angle crash and one was a side swipe.

The request from the Clear Creek Subdivision association has been to post Clear Creek Drive at 25 MPH as it is a subdivision road. Based solely on the results of the traffic study, the recommendation would be to maintain the current speed of 30 MPH for Clear Creek Drive. However, Public Act 85 of 2006 allows for streets within a platted subdivision to be posted at 25 MPH without the need for a traffic study.

There are two options for the ATSB to consider. The first one would be to revise the speed limit in conjunction with the Sheldon Road speed limit revision and support having TCO No. SL-19-15 issued at this time. That would be based solely on the Public Act 85 of 2006 for platted subdivisions. The second option would be to recommend a speed study be performed along Clear Creek Drive Thirty (30) days after the posting of the revised Sheldon Road speed limit. Then review whether the increased speed limit along Sheldon Road has an impact on the speeds along Clear Creek Drive and re-evaluate this at a subsequent ATSB meeting.

Mr. Shumejko stated that the action requested would be to have the Advisory Traffic and Safety Board decide between these two options, whether to support having TCO No. SL-19-15 issued at this time or request further evaluation after the Sheldon Road speed limit is reposted.

Mr. Colling clarified that there were three options, reposting at 25 MPH, maintaining the current 30 MPH signs or requesting/obtaining further study after the new speed limit signs on Sheldon Road have been posted.

Mr. Shumejko added that historically this issue has been around since the subdivision was built. Clear Creek Drive was designed at a 40 MPH design speed. It is a wider collector road. It is 36 feet wide from back of curb to back of curb, which is 9 feet more than the rest of the side streets

coming in to Clear Creek Drive. At one time the original rationale was that it would be a bypass for Sheldon. This was being designed prior to Stoney Creek High School being built and that got paved along Sheldon. The original speed limit that was proposed when the subdivision was built was 35 MPH to fall in line more with the design speed. It was approved at 35 MPH, it came back about eight or nine years ago and was reduced to 30 MPH. Again it came back to the ATSB about a year and a half ago to discuss and it was decided to wait until the rest of Sheldon was paved and to re-evaluate this situation.

Mr. Colling asked if there was a traffic study that evaluated cut-through traffic or how many people are taking this route versus Sheldon. Mr. Shumejko stated that we did not have that. That is one thing Mr. Colling would like to have prior to making a recommendation. Mr. Shumejko stated that this kind of study is very labor intensive. Mr. Colling stated that we have to understand how this road is being used. Mr. Shumejko stated that if you look at the traffic counts, west of Tranquility were about 760 vehicles on the most recent study which seems within the norms for this size of a subdivision assuming there are 10 to 12 trips per home. Mr. Colling stated with that in mind, traffic counts are in line with what would be generated by resident traffic versus kids from the school or parents using it as an alternate route.

Chairman Colling opened the meeting to public comment at this time. Four concerned residents from Clear Creek Subdivision were present. Public comment ensued with concerns for safety, uniformity and conformity along with Public Act #85 of 2006 for platted subdivisions with speeds limits of 25 MPH along Clear Creek Drive.

Mr. Colling stated that the City would not use stop signs for speed control. Mr. Colling stated that he believed the 85% percentile speed would not change by reducing the speed limit to 25 MPH. Mr. Colling also stated that the majority of the drivers that are speeding live within Clear Creek Subdivision and are part of the Home Owner's Association. If there are that many people concerned about it, they should educate the people within their subdivision. He also noted that there are sidewalks within Clear Creek Subdivision. Mr. Colling stated that changing the speed limit sign from 30 MPH to 25 MPH was going to have no effect on slowing people down.

Mr. Shumejko asked why speed humps were not the route being taken. Mr. Colling stated that speed humps were the only thing that worked effectively on slowing down speeds within residential streets. Mr. Shumejko noted that you could also stripe an edge line and make the lane ten feet wide. By narrowing the driving lane width people will naturally slow down.

Mr. Colling asked if anyone would like to make a motion or suggestion on this issue, there is a Traffic Control Order on the table.

Thomas Pozolo made a motion to adopt TCO SL-19-15.1 as presented and that the Advisory Traffic and Safety Board recommend that City Council approve the TCO until rescinded or superseded. Seconded by Hunter. Mr. Colling requested a roll call vote.

**MOTION by Pozolo
SECOND by Hunter**

Roll call vote requested.

Ayes: Hunter, Pozolo, Neveau

Nays: Colling

Absent: Frank Cardimen, Carl Moore, Ken Krajewski

MOTION CARRIED

Mr. Shumejko stated that they would perform another traffic study 90 days after the TCO was implemented.