



DPS / Engineering
Allan E. Schneck, P.E. - Director

From: Paul G. Shumejko, P.E., PTOE - Transportation Engineer *P.G.S.*
To: Ed Anzek, AICP - Director of Planning and Economic Development
Date: January 5, 2012
Re: Clear Creek Subdivision No. 5 - City File No. 89-156.5

At the January 3, 2012 Planning Commission meeting, a condition was included to have engineering staff review the benefits and recommend what, if any, traffic calming devices may be incorporated with the construction of the roadways, along both Sheldon Road and internal streets.

I have reviewed the proposed roadway layout with respect to implementing traffic calming features, as part of the site development, and offer the following comments:

- Sheldon Road is not a good candidate for physical traffic calming devices. Sheldon Road is identified as a Rural Major/Urban Collector type road with a planned right-of-way of 86 feet. Roads classified as such are designed to move higher volumes of traffic than internal subdivision streets and typically have higher 85th percentile speeds. Installing physical traffic calming devices for this type of roadway classification is not recommended and may result in increased tort liability. Sheldon Road recently had radar speed display units, a form of traffic calming, installed in front of Hart Middle School.
- Traffic calming devices may be desirable along Traceky since it will function as the sole ingress/egress to Mead Road from the various phases of Clear Creek Subdivision. Center island narrowing (slow points) are the recommended traffic calming devices, similar to what was installed as part of Country Club Village Subdivision.

The proposed locations for the slow points are at the mid-block areas between Mead and the bend in Traceky and between the bend and Pinnate Court, final locations would be determined during the construction plan review. Slow points will have the added benefit of providing mid-block pedestrian crossings and also serve as potential gateways into the subdivision and provide an opportunity for landscape items such as low lying shrubs and flower beds. It should be noted that an additional three (3) foot sidewalk easement would be required from the above-referenced lots in order to facilitate the shift in the sidewalk necessary to accommodate the slow point islands within the 60 foot right-of-way.

Speed humps were considered, however, their use is more applicable to existing streets where retrofit impacts to existing homes and ease of construction must be considered. Slow points are ideal in new subdivisions since there are no driveway conflicts as homes have not yet been constructed and they have the added pedestrian and aesthetic benefits as well.

- Another item of discussion at the Planning Commission meeting was the extension of the proposed Sheldon Road paving to also include the portion from Clear Creek Drive northerly to Placid Court. Upon completion, an approximate 1,100 foot segment of Sheldon Road will remain unpaved and continue to require gravel maintenance. Consideration should be given for a future Capital Improvement Project to complete the paving of Sheldon Road from Placid Court to Mead Road, either at the time of this project or shortly thereafter.

C: Allan E. Schneck, P.E., DPS Director
Paul M. Davis, P.E., City Engineer
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File

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