

Draft Advisory Traffic and Safety Board Minutes  
June 14, 2005

- 2005-0405 Country Club Village Phase 1 and 2 Traffic Controls, YS-93

Mr. Matich said this was for a new subdivision, Country Club Village Phase I and Phase 2A, which will also have a Phase 2B. They reviewed all the intersections in the subdivision, which are currently uncontrolled. What is a little different is that there are two mini-roundabouts, the first traffic calming devices implemented by the developer. He said they were smaller than the roundabout at Firestone, and had splitter islands north and south of the roundabouts. They are similar to speed humps because they are on a tangent stretch, and are used as a way to control speed.

Chairperson Colling clarified that when he was referring to a splitter island he meant a discontinuity in the roadway that drivers would have to go around. He said they would probably have sidewalks on both sides. Parking will be prohibited, so there will be four homes whose driveways are already designated so they will stay outside of the island areas. There will be no parking in front of these four homes. He said it was good that this will not be imposed after the fact, and the no parking signs will be up before the new homeowners move in. Chairperson Colling speculated that the homeowners could be compensated by a circular drive or a little extra parking.

Chairperson Colling asked if there were difficulties with the splitter islands impacting emergency vehicles and plows. Mr. Shumejko said the splitter islands were widened, and emergency vehicles can ride the curb.

Chairperson Colling said he would like to request Staff to get more information, to go out and take pictures, then take the information to City Council and the Planning Commission. He would like the Board to recommend that traffic calming measures like these are incorporated into every new development that is built, in consultation with City Staff. He felt it was the first proactive measure he had seen to stop speeding problems before they start. He thought it should be a requirement of every new subdivision coming into the City.

Mr. Zendel made a motion to do so, seconded by Mr. Brown.

Ayes: All

Nays: None

Absent: Buiteweg

Chairperson Colling asked if there were enough right-of-way available, could these measures be put in after the fact. Mr. Matich said in the case of the road discussed earlier, North Fairview Lane, there have been communities that take a wide road and use "chokers" to slow traffic. When the splitter islands are staggered they are called chicanes. Chairperson Colling said he would like to see these ideas included in the Traffic Calming Program in addition to the speed humps, along with cost estimates. He

thought they could be used in places like North Fairview Farms, Cumberland, and Chichester. Mr. Shumejko said they had done some cost estimates, and found they were around \$15,000. Mr. Matich agreed they were more expensive than speed humps.

Mr. Brown said he found the chicanes or splitter islands more aesthetically appealing than speed humps. Chairperson Colling thought the islands could be as simple as a raised concrete hump, two feet wide, painted yellow, with some sort of warning device such as a fold-over sign on the top. This would be enough to get the attention of the driver and give him the impression he has to slow down to “thread the needle.”

Mr. Matich said Country Club Village would have sidewalks, and none of the intersections they surveyed had sight impediments. Mr. Duistermars asked if the roads were completed, and was told they were. Mr. Matich said as the time went on sight restrictions might develop due to driveway locations, etc. He said at that point they could review the intersections again to see if they needed stop controls.

Mr. Brown said as the subdivision is built up and nears full occupancy, there might be changes that would be needed, but this was the starting point for the signage. Chairperson Colling said they tried to review all the signs in the City every four to six years.

Mr. Zendel said he felt Staff did an excellent job with this, and made a motion to approve the traffic controls for Country Club Village of Rochester Hills Phase 1 and 2A. Mr. Brown seconded the motion.

Ayes: All  
Nays: None  
Absent: Buiteweg

The motion carried.