

Traverse Lake Road Workgroup

LTL Association

August 2024

REMINDER

**EAST TLR ROAD CONSTRUCTION BEGINS AUG 5
(ROAD CLOSURE)**

Increase Road Safety

Traverse Lake Road workgroup

Learn about various traffic designs that have been implemented by other communities that effectively reduce road speeds and increase safety for multi-users

Explore various road design features, including traffic calming features, and their applicability to particular aspects of Traverse Lake Road as well as identifying the feasibility of design implementation, exploring potential temporary measures to study effectiveness, and consultation with professional design expertise.

- Research
- Learn
- Investigate
- Apply
- Education
- Feedback

Educational Blogs

Findings Report

Recommendations

Action Steps



We Change Driving Behaviors

**LET'S
LOWER
ROAD SPEED**

Drive Friendly!

Current TLR aspects – a non connector road

September 2018 LCRC Traffic Count

85th Speed Percentile 37 MPH – basis for speed limit

Average 85 vehicle trips per day (less than 100)

Up to 18 vehicle trips per hour

How many times do two cars meet?

Speed Limit Reduction

- New law allowing some flexibility deviating from 85th percentile
- 37 mph 85th percentile speed could be rounded down to 35 mph
- But not go below the 50th percentile speed (48% drive 30 mph or less)
- LTLA to submit a formal request to Cleveland Township, LCRC, MSP
- Request to include a petition from land owners

Accident Decrease in Severity and Fatality

	Fatality %	Injury Severe %
Speed > 40 mph	63%	87%
Speed < 40 mph	12%	20%

Quick Charts for Stopping Sight Distance

Design Speed (mph)	Stopping Sight Distance (ft)	Rate of Vertical Curvature, K^*	
		Calculated	Design
15	80	3.0	3
20	115	6.1	7
25	155	11.1	12
30	200	18.5	19
35	250	29.0	29
40	305	43.1	44
45	360	60.1	61
50	425	83.7	84
55	495	113.5	114
60	570	150.6	151
65	645	192.8	193
70	730	246.9	247
75	820	311.6	312
80	910	383.7	384



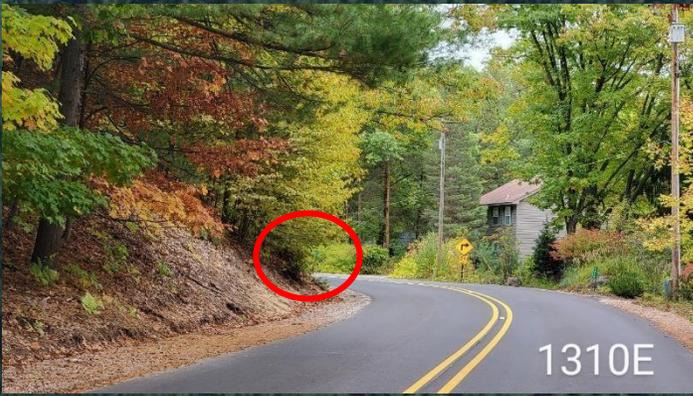
Lower speed around curve – safer sight distance
Minimize vegetative sight obstructions



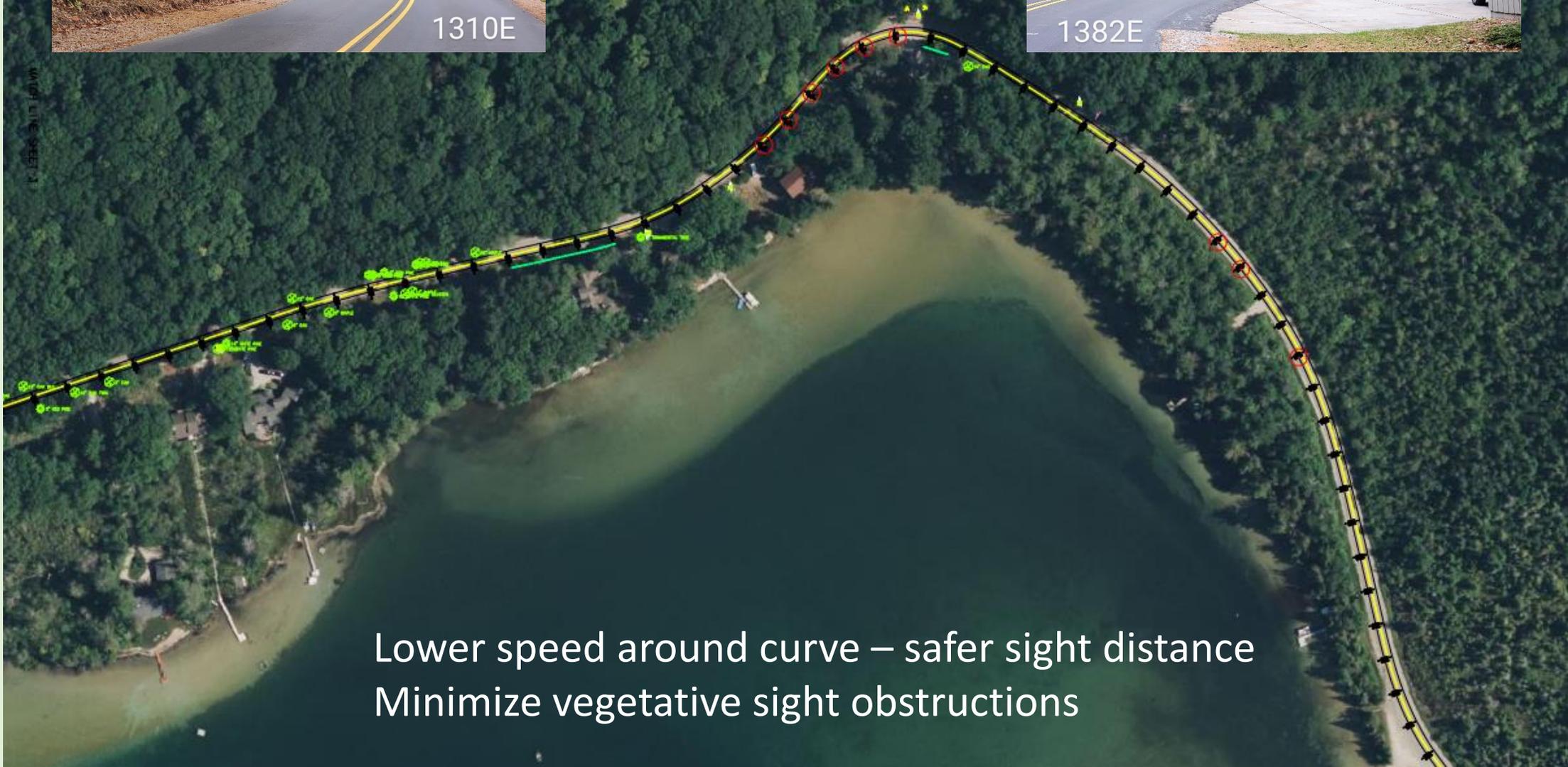




Lower speed around curve – safer sight distance
Minimize vegetative sight obstructions



WHICH LINE SHEET 1



Lower speed around curve – safer sight distance
Minimize vegetative sight obstructions

Increasing Sight Distance





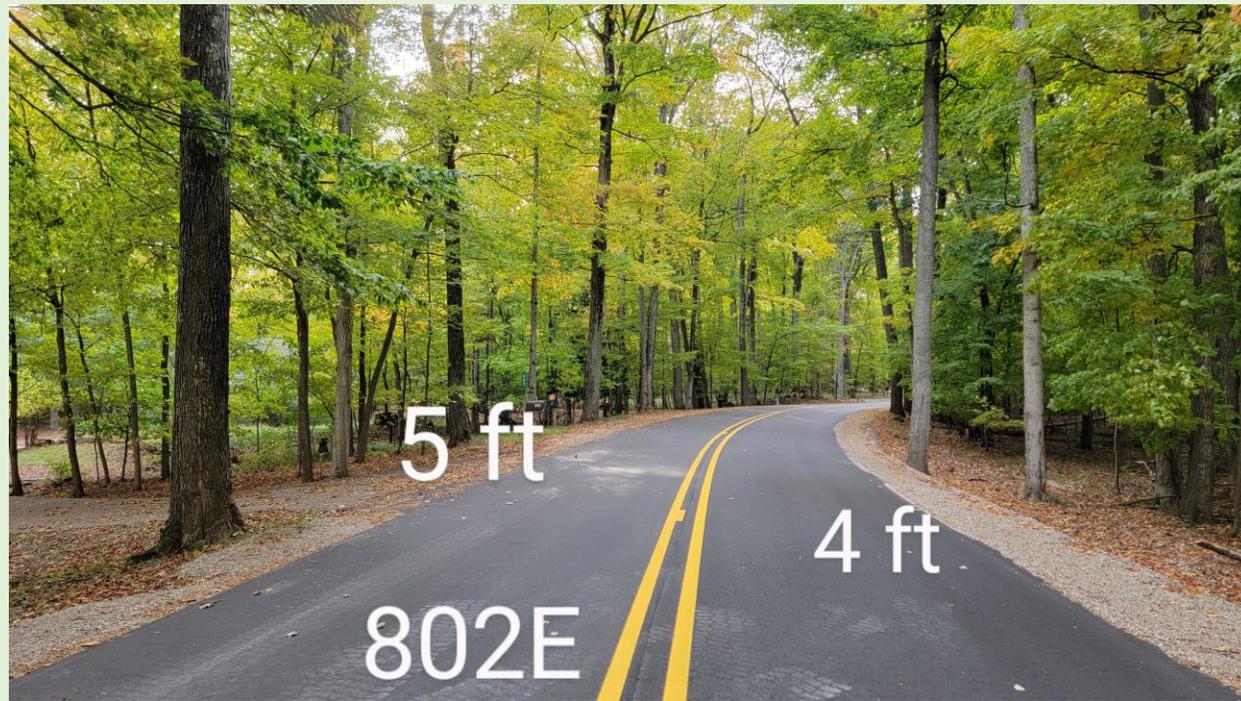
Before



After

- Check for lower hanging branches
- Check for small trees and brush
- Avoid landscaping in the Right of Way
- LCRC has right to clear ROW (33' centerline)

Road Widening ?



Adding 2' shoulders feasible
Adding 5' shoulders more challenging

Traffic Calming Features ?

Speed Tables



Check Points



Reduce speeds 30% 37 mph down to 27 mph

Locations?





Effect of Striping Patterns ?

Signage?



- Speed Limit Reduction
- Maximize Sight Distance
- Road Widening
- Traffic Calming Devices
- Striping & Signage
- other