

Clerk Village of Pinckney

From: Chris Smith <csmithreo@yahoo.com>
Sent: Tuesday, September 13, 2016 2:53 PM
To: Clerk Village of Pinckney
Subject: Fw: Speed Study, Village of Pinckney
Attachments: Speed Resolution.pdf

Amy,

Thanks for listening today. Here is the email I received regarding the speed study.

I will try to make the Oct 10th meeting.

Chris Smith
Raptor Visual Media
734-891-9375

On Monday, September 12, 2016 3:17 PM, "Hodges, Andrew (MDOT)" <Hodgesa@michigan.gov> wrote:

Chris,

Per our telephone conversation last week regarding the speed limit in Pinckney, the last time we did a speed study in this area was in 2001.

Since it has been some time since we last looked at the speeds in the Village, we would be willing to conduct a new study. However, since this study may find that the speed limit may need to be increased, the study needs to be formally requested by the Village, with language that the Village will concur with the findings of the study. I have attached a sample resolution for the Village to pass, should the council wish to proceed with the study.

I would like to take a few moments to explain how speed limits are set by the department. The establishment of speed limits on the state highway system is the joint responsibility of the Departments of State Police and Transportation. When a review is made to determine a reasonable speed limit, several factors are considered. These include the number and type of traffic crashes occurring, the number and speed of vehicles through the area, and the roadway physical conditions, including the alignment, surface, and the number of intersections and driveways.

The primary factor used in establishing a realistic speed limit is the nationally recognized method using the 85th percentile speed of the existing traffic. This is the speed at or below which 85 percent of motorists travel. In general, motorists will travel at a speed they believe to be reasonable and proper, given prevailing roadway conditions, and experience shows that 85 percent of the traffic stream will adhere to properly established speed limits.

There is a popular misconception that lowered speed limits will result in improved safety. Arbitrarily installing a lower speed limit produces two distinct groups of drivers - those attempting to observe the limit and those driving at a speed they feel is reasonable and prudent. The difference in driving

speeds may result in actually increasing crashes due to tailgating, improper passing, and reckless driving.

In addition, artificially lowered speed limits do not result in voluntary motorist compliance unless there is strict, continuous, and visible enforcement. Increased enforcement is effective only at the immediate time and in the area where the police officer is present. The availability of police officers is limited and their services must be shared with other police responsibilities. Since the lowered speed limits cannot properly be enforced, they will be consistently violated and breed disrespect for speed limits in general.

For these reasons, the department is very careful as to when and where speed limits are established on the state highway system. Thank you for your concern regarding traffic and safety. If you have any questions or need further information, please do not hesitate to contact me.

Andrew E. Hodges, P.E.
Operations Engineer
Brighton TSC

RESOLUTION
(City/Township) of

Council person offered the following Resolution and moved for its adoption.

WHEREAS, traffic on from to has steadily increased over the past years due to the development and growth of (city/township), and

WHEREAS, this development has increased the number of access points to the state trunkline, resulting in an increase in traffic congestion and the volume of turning traffic along the corridor, and

WHEREAS, it has become increasingly difficult for residents to negotiate left-hand turns, or move into and out of the flow of traffic safely due to the increased volume of traffic,

NOW, THEREFORE BE IT RESOLVED, the (city/township) Council is formally requesting the Michigan Department of Transportation (MDOT) conduct a speed study on from to . It is understood MDOT in cooperation with the Michigan State Police (MSP) will use engineering data gathered in the speed study to make a decision which could raise, lower, or maintain the current speed limit. It is further understood (city/township) will abide by the decision made by MDOT and MSP as a result of this speed study.