

WITH HIGH TRAFFIC VOLUME ALREADY TRAVELLING EAST/WEST ON BAKER CREEK ROAD – WON'T CONTROL IMPROVEMENTS BE NEEDED TO ALLOW TRAFFIC FROM THE 10-12 DEVELOPMENTS LOCATED ON BOTH SIDES OF BAKER CREEK ROAD TO MERGE ON TO BAKER CREEK ROAD MORE SAFELY AND EASILY?

In the summer of 2018, the traffic volume on Baker Creek road increased so much that the residents of the “one access” cul-de-sac developments between Michelbook lane and Doral/Oak Ridge streets began struggling to safely enter or exit our developments during morning and evening rush hours. So, a small committee from the seven developments (Mahon Farm, Crestbrook, Compton Crest, Oak Ridge, Baker Creek ct, Greenbriar, and Michelbook 4<sup>th</sup> Edition) turned in a petition to the city in December of 2018 – asking the city to conduct a traffic impact study of the one mile section of Baker Creek road between Michelbook lane and Hill Road before approving any more housing developments on the north side of Baker Creek road. Our hope was that a traffic study would show just how big of a traffic mess that adding another 500 dwelling units on both sides of Baker Creek road is going to cause if some sort traffic controls are not added before those homes are completed. To our knowledge that study has still not been done.

After several months, Mike Bissett did email and agree to add center turn lanes in the mile stretch of Baker Creek road between Michelbook Lane and Hill road. That certainly will help in the short term. But once the additional traffic generated by those 1,000 dwelling units are added to the growing volume of commuter traffic already using Hill and Baker Creek roads as “ring roads” it will become semi-impossible for residents living between Shadden and Michelbook lane to safely exit their developments during rush hours (the lines in both directions are already pretty solid during rush hours making entry unsafe).

The city map (attached) shows the situation more clearly. The issue is pretty much threefold:

1. Baker Creek Road is a minor arterial street – that in combination with Hill Road, I'm sure the city wants to transport “commuter” type traffic quickly and efficiently between Hill road and westside road.
2. But over 40 years, 7 cul-de-sac developments were built on both sides of Baker creek road between Michelbook Lane and Doral/Oak Ridge streets --- where the only access street in and out of those developments – is Baker Creek Road. So, Baker Creek road is “the” only collector road in and out of those developments
3. And now within the next few years – the city will add an additional 1,000 dwelling units at the west end of Baker Creek road that will generate approximately 10,000 vehicle trips per day – that will also need to merge on to Baker Creek Road from two additional side streets (Shadden and Meadows)!

So, the problem is that the planning department seems to want Baker Creek road to be an efficient arterial street for approximately 15,000 – 20,000 commuter type vehicles travelling E/W per day.--- While at the same time - Baker Creek Road will also acting as a Collector street for approximately 15,000 vehicles that will need to merge on to Baker Creek road from both sides between Hill Road and Michelbook Lane!!! -- THERE IS NO WAY THAT BAKER CREEK ROAD CAN SERVE BOTH OF THOSE FUNCTIONS EFFECTIVELY UNTIL SOME TRAFFIC CONTROLS ARE PUT IN PLACE THAT WILL ALLOW SIDE TRAFFIC TO MERGE ON TO BAKER CREEK ROAD WITHOUT GETTING RUN OVER BY E/W TRAVELLING COMMUTER TRAFFIC. – AND ALL THAT IS HAPPENING AS 100-200 JOGGERS, BIKERS, DOG WALKERS, AND SCHOOL BUS RIDERS ARE ALSO TRAVELLING THE SAME CORRIDOR DAILY.

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MAY 08 2019

COMMUNITY DEVELOPMENT  
CENTER

Again, the map shows this situation more clearly. We Realize it is what it is. But we are requesting that the planning commission order the traffic study we requested. So a solution can be figured out within a few more years instead of 8-10 years. And consider this mess when approving Oak Ridge Meadows and Stafford's northside development. – For Baker Creek Road to be able to handle the additional traffic volume from its south and north sides – doesn't the Shadden intersection need to be a controlled intersection? A timed break in the E/W bound lines of traffic would sure help the cul-de-sac residents exit their developments where a center turn lane is the only aid they are going to get.

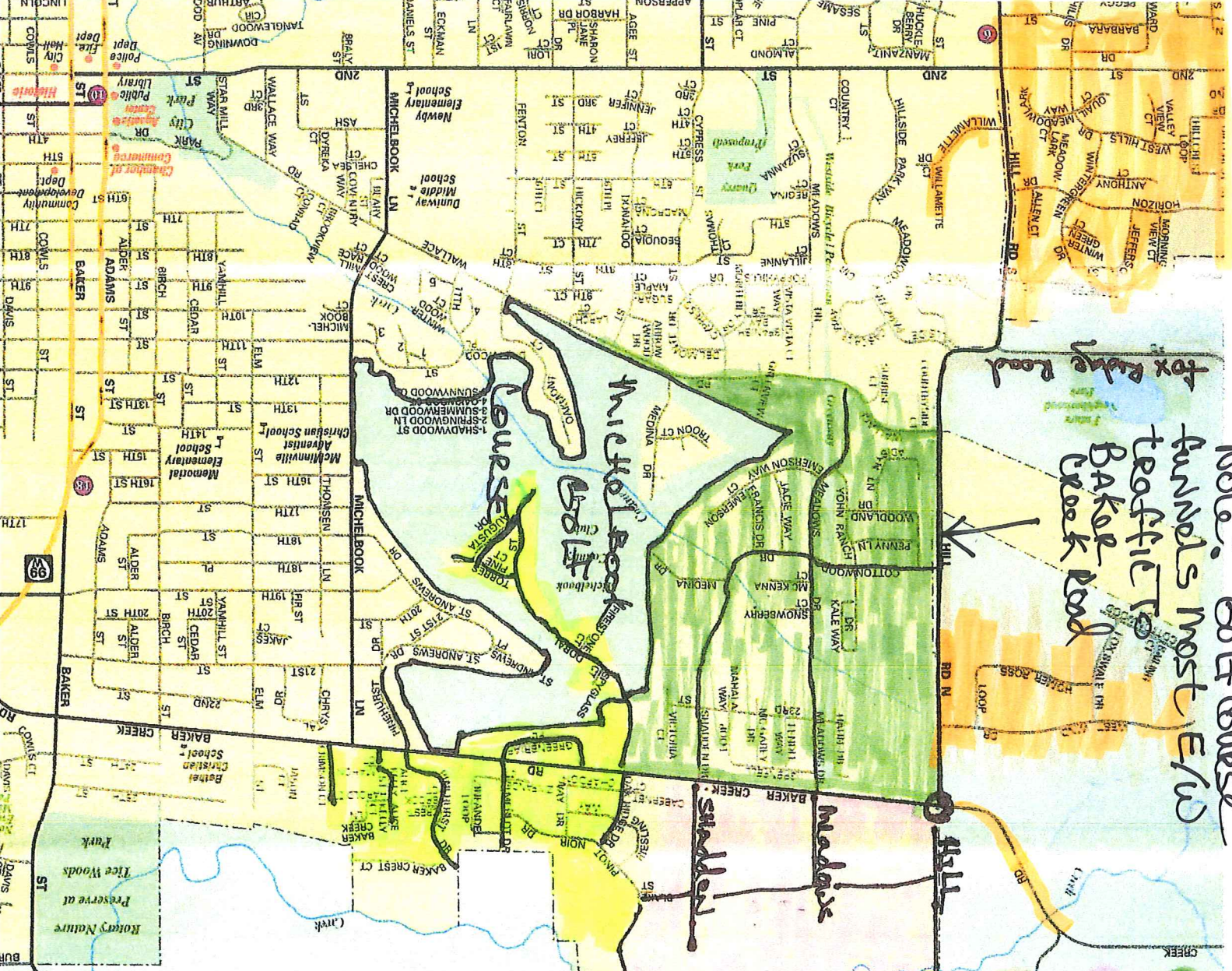
The Baker Creek Corridor is the least efficient traffic corridor in town. Things certainly would have gone smoother if improvements similar to Hill Road would have been done before all the traffic increases occurred.

Mike Colvin

City should have petitions on file



Note: Bolt Course  
 Animals most E/W  
 traffic to  
 Baker  
 Creek road



300+ dwelling units when fully built  
 out = 5,000 vehicles per day  
 500+ dwelling units when fully built  
 out equals 5000 vehicles per day  
 Large area south of Baker Creek  
 where Hwy road traffic comes from  
 & sub-division developments  
 on the south & north sides  
 of Baker Creek road - where  
 Baker Creek road is the only  
 access road

Conclusion

Entering and exiting  
 developm<sup>t</sup>s on both  
 sides of Baker Creek  
 Road will never be busy  
 during Rush Hours.  
 But it sure will be  
 safer and easier if  
 there are some  
 traffic controls put  
 in place