

Any Traffic Engineers in Anthem?

(Posted on AnthemVoice Blog on June 8, 2008 by Director Bob Frank)

Recently, I was asked by SCA representatives to the Council of Anthem Communities* to make some suggestions of common interest to all. After thinking about it, I prepared the below item and post it here for public comment.

While all of my points are not fully formed or researched, it might prove useful to get some discussion on some of the specific ideas. If there are any retired (or active) traffic engineers in SCA, now would be a really good time for them to declare themselves and consider helping us propose a revised approach to Henderson.

* New coalition of all Anthem Communities preparing to assume Anthem Council responsibilities when Pulte completes its construction.

Possible Anthem Beltway Traffic Flow Control Components?

Perhaps the single greatest missing element in the traffic control "system" around the Anthem Parkway is the lack of warning signs and speed control techniques used in other parts of the country where both temporary and permanent dangers to traffic and pedestrians exist. Phil Hight and others working on this issue have already proposed (and implemented) some outstanding ideas. The following are suggested as supplemental ideas to their previous work.

For example:

- There are overhead and median signs to warn of slow fire station traffic entrances to the parkway, **but nothing to warn at those intersections where handicapped and slow-moving seniors are crossing the "highway". At least, similar warnings are needed for handicapped and elderly residents. The lack of such warnings could be considered a dangerous, potential elder abuse complaint with the Attorney General.**
- Even the signs for fire station access are inadequate as there are no flashing red or yellow lights when actual entrances are being attempted as we find in other parts of the nation. Henderson gives better protections for construction vehicles going on and off thoroughfares than they do to emergency vehicles and handicapped senior

residents. And, the volume of entrances of seniors to the full beltway numbers in the thousands per day—far more than construction traffic ever experience.

- Access controls and warning device options include far more than just warning signs and stop lights. Such devices could include both warning signs and rough pavement strips to make intense noise at high-risk intersections when excessive speed needs to be reduced to 35mph due to dangerous crossing conditions.
- A system component used in CA are “proximity lights“ where pedestrians and/or vehicles can activate (via buttons and road sensors) flashing overhead/road side lights (red and yellow) that normally operate for 30 to 60 seconds to warn oncoming traffic in all directions to warn that dangerous cross traffic (i.e., seniors and handicapped people) are entering and/or crossing the road. These kinds of highly visible traffic control lights may be off or just be flashing yellow for caution when side traffic/pedestrians are NOT present at that intersection. The lights are accompanied by warning signs that could show handicapped images as the reason to slow down to 35 mph in the case of needing to make a suddenly stop. These would not be needed at every beltway intersection, but properly spaced around the beltway they could significantly help control speed without the costs and hassles of full traffic lights.
- Roadway camera monitors at key access and egress to the beltway (Eastern, Volunteer, Centennial, etc.) so images of vehicles and times could be recovered. This would allow for recovery of vehicle info when there are hit and run and crime incidents where there is a need to try and identify violators coming/going from/to anywhere, and using the beltway to exit the area. Since this is a fairly closed loop, these camera could help the police identify such criminal violations as the truck that took out the info center building, as well as vehicles suspected of other crimes (including hit-and-run of SCA residents) within the Anthem area. Such cameras would just be an extension of the system that already exists along Eastern.
- Other possible flow control and crime prevention components to be proposed in the future. A **professional traffic engineer** could significantly help SCA propose something that we can support without running the risk of proposing something that would be impractical.

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