Speeds along Drake anger Hills resident

Sy Joanne Meliszewski staff writer

Carol Acton wants motorists traveling along Drake Road — especially the unpaved section between 11 and 12 Mile roads — to slow down. "We can't stop the traffic flowing through here. But let's slow them down," Acton sid. "When you do go the speed limit, people pass you," she maintained. Acton and her family have lived on Drake Road, near 11 Mile, since November. But she has plenty of stories to tell about traffic along the partially unpaved and winding road. "Animals have been Killed, A child will be next. My mailbox is on the content of the road. It also my life them will," hands when I go to get them whit by my plouse and I know they aren't going 25 (miles per hour)."

Concerned about the speed and volume of itself to extend the speed in the speed limit is 25 mph. Only at the speed li

hour)."

Concerned about the speed and volume of traffic on Drake, Acton has contacted Farmington Hills officials and police to see if anything can be done to slow down motorists.

portion, mostly occause it invices motorists to continue at that speed on the unpaved portion.

To illustrate her concerns, Acton referred to a 13-year-old boy hit by a car May 12 about 400 feet south of the 1-696 overpass.

But Farmington Hills Police said their investigation concluded the accident was the boy's fault. The boy rode his bike onto Drake without looking, said Sgt. Ray Crenation of the Farmington Hills Police Department's traffic division.

Despite complaints from Acton, whose concern is reportedly supported by other Drake Road residents. Cranston said the volume and speed of traffic on Drake is not considered a major problem, particularly when

compared to other similar residential roads in the city.

"WE'RE SEEING an occasional accident there. But we are not seeing any high-speed collisions out there," Cranston said.

Cranston said.

The four accidents that have occurred on Drake in the last two years were not speed related, he

curred on Drake in the last two years were not speed related, he added.
"And looking at the violations coming across the desk, it (Drake) certainly is not the most frequently roads (with speeding violations)," Cranston centinued.

Cranston continued.

Although statistics do not show a problem, the road is being studied to determine what can be done to alleviate residents' concerns.

"What we are trying to do is come up with an equitable solution," Cranston said.

Acton would like to see — and has asked the city to install — more stop signs and to lower the speed along Drake.

While additional stop signs are not an answer, speed limit signs — the placement of which is not in compli-ance with the state's Motor Vehicle Code — will be moved, Cranston

ance with the state's Motor Vehicle Code — will be moved, Cranston said.
City staff also will be taking traffic counts along Drake later this year. In the future, city officials will consider paving the road — particularly if the Michigan Department of Transportion decides to add an internange in the area. But Drake would have to be straightened because the sharp curve between 11 and 12 Mile sharp curve between 12 and 12 Mile The Mile Company of the Co

thy said.

In addition, police are trying selective enforcement — randomly placing marked police cars — on Drake in an attempt to modify motorists' behavior, Cranston said.

The patrol cars provide "an omi-nous presence." When motorists see a marked police car driving down the road, they tend to slow down, he added.

RATHER THAN reducing the limit on the road — 25 mph is the lowest enforceable rate allowable — efforts are being made to change motorists' behavior, Cranston said.

In fact, Cranston maintains that the road surface on Drake, south of 12 Mile, particularly through the sharp curve, makes it difficult for motorists to maintain a high rate of

tempt to slow down. Because of a downward slope in the road, slowing down is difficult, Cranston said.

On roads where there appears to be non-compliance with the speed limit, two items must be investigat-ed. The first is enforcement.

"Can speed be reduced through en-forcement?" Cranston asked. The second is whether the limit is unreal-istic. "You have to ask why are all those people not complying?" he said.

sharp curve, makes it difficult for motorists to maintain a high rate of speed.

What could be happening is that motorists are traveling at least 40 mph on the paved portion and when they reach the 25 mph portion, at-

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