

**Chairman:** John Chambers

**Members Present:** Joe Goss, Reed Adams, Lisa Ridge

**Members Absent:** Paul White Sr, Russell Brummett, Brad Swain, Amanda Turnipseed

**Staff:** Paul Satterly (Highway Engineer), Ginger Henson (Secretary)

**Guests:** Julie Adams for Oliver Winery, Matt Osgood & Brandon Schu for the YMCA

## **I. CALL TO ORDER**

John Chambers called the December 20th, 2018 meeting of Monroe County Traffic Commission to order at 1:30 p.m. (Location: North Showers Conference Room 106A).

## **II. LAST MONTH'S MINUTES**

Joe makes a motion to approve the meeting minutes for November 15, 2018. Reed seconded the Motion. Vote: Aye (Unanimous). Motion carried.

## **III. OLD BUSINESS**

### ***Turn Lane Request for Church Lane at Old SR 37***

After many calls and emails, Paul Satterly has decided, we are going to do a traffic signal change at Church Lane, Fairfax, and Old 37 that will consist of split-facing east/west movement, so east-bound will go first with a green arrow/ball and then west-bound will go with a green arrow/ball. This should eliminate the confusion of having two people go at the same time. In addition, the left turns and through movements can co-mingle on the east-bound side without any difficulties. This is the most economical way to solve the lane problem. It's similar to what we did at Gordon Pike and Rogers Street temporarily. We did the split phase going east/west and it seemed to work fairly well. It's not the most efficient way as far as capacity, but with the detection and everything, it should work. Paul has been looking for an economical solution until we have the opportunity to totally reconstruct the intersection. He was resisting this option due to the capacity, but it seems to be what people want. This plan sounds reasonable to Reed since we don't have the space to deal with the issue, this is the next best way to deal with the confusion. Paul said we can do this for less than \$1000. Reed asked when he expected that to happen. Paul will put the request in to our contractor and hopes it will be in by next month. John asked for verification that we didn't need a motion on this item, it was just information for the board. Paul agreed.

## **IV. NEW BUSINESS**

### ***YMCA's Spring Family Run/Walk***

John Chambers invited our guests from the YMCA to present this item and to state their names for the record. Matt Osgood is the Youth & Sports Director of the YMCA. He has overseen this event for the past 12 years. Brandon Schu is the Sports Coordinator. In the past, we have always done this at the southeast Y. It has been on city roads. For safety reasons and to show off the new facility, we want to move the race this year to the northwest Y where most of the race could be on our own paved trails. We designed an out and back course that would go onto Vernal & Loesch Road so you would take a right from our Innovation Court onto Vernal Pike and another right onto Loesch. Those are large paved trails there so we wouldn't actually be on the street and there will be no crossing of streets. He was told by the City that he needed to bring his request to the County

for approval. Reed asked if the Certificate Holder information was detailed enough. It only has Monroe County. John said it's always preferred that it says Monroe County/Commissioners. John asked Lisa's opinion since it only says "Monroe County" under the certificate holder. Lisa & John directed them to get us a corrected copy of the Certificate of Insurance listing "Monroe County Commissioners, Bloomington, Indiana" as the Certificate Holder before the race in March.

Reed questioned if it was necessary since they wouldn't actually be using the roads. Paul pointed out someone could always step off the curb either inadvertently or to pass a group. Matt said they would at least be using volunteers to direct people. When they ran in the city, they had to have uniformed officers at every corner/intersection so part of this change is so they didn't have to have as many extra people, but to utilize their own staff instead.

Reed makes a motion to approve the YMCA's Spring Family Run/Walk on Saturday, March 30, 2019. Lisa seconded the Motion. Vote: Aye (Unanimous). Motion carried.

### ***Oliver Winery Trailblazer Signs***

John Chambers invited the spokesperson from Oliver Winery to give a brief overview of her request and to state her name for the record. Julie Adams is the President of Oliver Winery. They have survived the I-69 construction. They are at the point now where the orange construction signs are down and they need to get permanent signs up and in place to direct the many visitors the winery sees. The old route off of the highway was just a right or left turn to get to the winery. Now it is get off at Exit 125 Sample Road, if you're southbound you have 3 round-a-bouts to navigate, if you're northbound, it's 2 round-a-bouts and it's a good little jog to the east, then back. Since the orange signs came down 2 weeks ago, there have been a lot of questions and calls because the map apps aren't quite right updated yet. We are requesting to get the Blue Tourist Signage up as per the submission that we made through the Logo Sign Group that the State contracted. According to the Uniform Traffic Devices Manual that they sent us, we will need signs on both the County and State right-of-ways, so the State asked that we get permission from the County first as a starting point, then the state will approve and turn it over to the Logo Sign Group to install and maintain the signs. They have all of the instructions on where they need to be installed. The map provided lays that out for you. The two highlighted signs are the ones that will be on county right-of-way that we are seeking your approval to install.

Paul checked out the locations and agrees with them. He went back & forth with the Winery on the legibility of the font/size of the lettering of the sign until agreeing on the one provided in this packet. Joe asked if there was any cost to the county. There is not. Julie said Oliver Winery will pay for it through Logo Sign Group. Julie requested something to turn in to Logo Sign Group stating the signs were approved. Lisa said Ginger will send her a copy of the Traffic Commission minutes when they are available.

Joe makes a motion to approve the request for 2 Oliver Winery Trailblazer Signs to be placed on Wayport Road between Sample Road and Duxbury Drive as indicated on the map proposed by Oliver Winery. Lisa seconded the motion. Vote: Aye (Unanimous). Motion carried.

### ***Speed Limit for Carmichael Subdivision***

John asked Paul to share his traffic study. This subdivision is off of Ison Road on the southwest side. It consists of 3 roads, Shadybrook, Davis and Orchard Drives. Currently there is no speed limit established for this road so technically, they can travel at 55 mph. We've had a few

complaints mainly from Mr. Harold Eller about excessive speed in the neighborhood. Paul observed that the roads are not very long with a couple of sharp curves at the end. Those curves are suitable for 10 mph. For a subdivision of this type, the appropriate speed limit would be somewhere between 20 – 30 mph. Due to the short length of the road, Paul suggests a 20 mph speed limit would be appropriate with 10 mph warning signs for the two approaches to Davis Drive. Sounds good to John.

Lisa makes a motion to approve the Highway Engineer's recommendation of establishing a 20 mph speed limit on Shadybrook Drive, Davis Drive and Orchard Drive with 10 mph warning signs for the two approaches to Davis Drive. Reed seconded the motion. Vote: Aye (Unanimous). Motion carried.

***Speed Limit Request for Vernal Pike in the Vicinity of Garden Hill Mobile Home Park***

Paul said we received an email with concerns about the safety of the children of the Garden Hill Mobile Home Park. Buses stop and drop-off/pickup students at the eastern entrance. There have been a few crashes there, people passing stopped school buses, and vehicles crashing into stopped school buses. The request was for additional signage in this area along with a reduction in the speed limit for this section of Vernal Pike. Currently, the speed limit is 40 mph along this stretch from Curry Pike to Woodyard. East of Woodyard it drops to 35 and then down to 30 just past the bridge at 6937. The speed limit west of Curry Pike is at 35 and that speed limit continues all the way to its end. Paul's recommendation is to 1<sup>st</sup> reduce the speed limit on Vernal Pike to 35 mph to match the speed limits on either side. 2<sup>nd</sup> to add additional cross walk signs and signs that say, "All lanes stop when school bus stops".

John stated we had 2 accidents there this fall. He asked if there were any school bus ahead signs in the area. Paul stated there are not. We only have 2 crosswalk signs. This proposal includes adding "School Bus Ahead" signs on both sides of the road. John said that would be good. Paul said it is a rather wide crossing with the center 2-way turn lane. Reed stated people are probably assuming they don't have to stop if they are westbound because of the width of the road, but there is no physical barrier between the lanes. Paul said technically, if it is a divided road, you don't have to stop but there has to be a raised median. Some people think if there is center 2-way turn lane they don't have to stop, but that's not true, if there is no physical raised barrier between the westbound and eastbound lanes, then you have to stop. A lot of people do not realize that so "All lanes stop when school bus stops" should help with that issue. John said it sounds like a good plan.

Joe noticed they actually requested a flashing sign. He asked Paul if he thought that was needed. Paul said, if we did that, it would be the 1<sup>st</sup> ever in the county. Reed believes just installing signs reminding people that all lanes must stop when school bus stops would be a big help there. Paul mentioned that enforcement also goes a long way to temper the behavior. Reed thinks it would be difficult to maintain the 35 mph speed limit thru there because of the 4 lanes and it being wide. That is the difference between this and what is going on at the east side of 69 and west of Curry Pike. None of the roadways are as large as it is in that particular segment. Paul said the approach speed recommended to Curry Pike is 35.

Joe makes a motion to approve the Engineer's recommendations to reduce the speed limit to 35, add crosswalk warning signs, add "School Bus Stop Ahead" signs and add "All Lanes Stop When School Bus Stops" signs. Reed seconded the motion. Vote: Aye (Unanimous). Motion carried.

*Codify Speed Limit Sign and Stop Signs installed on New Roads Accepted into County Inventory*

John read the list of stop sign locations accepted into county inventory: Iron Gate Trail for Ison Rd W, Iron Gate Trail for Corral Way Drive, Bridle Path Trail for Corral Way Drive and Bridle Path Trail for Ison Road S. We also have a new speed limit of 30 mph in the Iron Gate Farms Phase I and II Subdivision including Corral Way Drive, Iron Gate Trail and Bridle Path Trail. A map has been provided showing the locations of each. Reed asked if the signs are already existing and that we are just correcting the records. John agreed.

Reed makes a motion for codification of the speed limit and stop signs on the new roads. Joe seconded the motion. Vote: Aye (Unanimous). Motion carried.

**V. OTHER DISCUSSION**

*Deep Hole on N Smith Pike north of Woodyard*

Joe mentioned the gas company left a huge hole in the middle of the lane that was deep enough to break an axle. It was a wonder somebody wasn't killed 2 days ago. Vectren needs to impress on their subcontractors to leave construction sites safe for motorists. John is aware. Our inspector, Ben Ayres, has been all over those folks. A very deep hole was left un-plated overnight. There was just enough room people could pass, but if you misjudged it..... We went out there when we started receiving calls and arrived about the same time they did. It has been repaired.

*Erosion/Deep Holes on Victor Pike, Church Lane, and Rogers Street*

Reed mentioned there are areas right along-side the area that was paved 2 years ago that are eroding pretty significantly. It needs some edging and gravel there. John is aware, someone has emailed him about it and it is scheduled to be taken care of. There is a really deep spot coming down the hill from the school. John is aware. He saw it this morning. Reed mentioned Church Lane is about the same. John said they will put 53's in and pack it in. Reed said there is also one at the S-curve on Rogers Street that is actually encroaching into the pavement down past the rail road tracks in clear creek near the post office.

*Trees on Church Lane at Rogers Street*

Reed mentioned Church Lane at Rogers Street needs voluntary trees chopped down to improve visibility.

**VI. ADJOURNMENT: 1:54 PM**