

Chairman: Toby Turner

Members Present: Joe Goss, Paul White Sr., Amanda Turnipseed, Russell Brummett

Members Absent: Brad Swain, Lisa Ridge, Reed Adams

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

Guests: None

I. CALL TO ORDER

Toby Turner called the May 16, 2019 meeting of the Monroe County Traffic Commission to order at 1:30 p.m. (Location: North Showers Conference Room 106A).

II. LAST MONTH'S MINUTES

Paul White has one reservation with the minutes. He knows it was typed the way it was said, but Gordon Pike does not intersect with Church Lane. Russell makes a motion to approve the meeting minutes for April 18, 2019 with that correction. Joe seconded the Motion. Vote: Aye (Unanimous). Motion carried.

III. NEW BUSINESS

Reduce Speed Limit on Hoge Drive

Paul Satterly said we received a request for speed reduction for Hoge Drive because of the adjacent playground. We were just in there reducing the speed limits in that whole neighborhood. Hoge has a 25 mph speed limit that was just put up a few weeks ago and we haven't seen the effect of that change yet. They are requesting a speed limit of 20. Paul Satterly does not recommend a change at this time. If there is a speed problem that continues, then we can continue to monitor that and determine if there are other things that can be done.

Paul White remembers that at the last meeting, we discussed making it 20 or 25 mph, and decided that 25 mph would be better. Paul Satterly agreed. Each neighborhood has two types of roads, the through roads and the ones that are either dead ends or cul-de-sacs. The thought was to make those 20 mph and the through roads 25. Paul Satterly wouldn't recommend a change in speed on this road anyway. But, we'll keep an eye on the area and see what else can be done if there continues to be issues in that playground area.

Joe makes a motion to deny the request to lower the speed limit on Hoge Drive. Russell seconded the motion. Vote: Aye (Unanimous). Motion carried.

Establish Speed Limit for Williams Road

Toby read the request which is to post a speed limit on Williams Road to help slow traffic. This road is being used as a cut through between Simpson Chapel Road and Bottom Road. Paul Satterly verified that Williams Road does not have an established speed limit in the ordinance, nor is there a speed limit posted. Parts of it is gravel and only 10 – 12 feet wide so it is pretty much a single lane road. Not sure why people would use it as a cut through route unless maybe they are lost. Paul Satterly checked out the road and minimum speed limit for this type of road or any road in a rural area is 30 mph. Due to the geometry and the width of the roadway, he does recommend that the speed limit is set at 30 mph. For the gravel section, we can do something similar to what we did for Tower Ridge and put up Gravel Road so many miles and Winding Road warning signs

so that people know what to expect. Both ends are paved, it's not until you get into that road that you find out its gravel. Russell asked if county roads are not marked, what speed can they go, 55? Paul Satterly confirmed that is correct, rural roads would be 55 mph if left unmarked.

Russell makes a motion to post the speed limit on Williams Road at 30 mph and to approve the Highway Engineer's recommended "gravel road" and "curvy road" warning signs. Amanda seconded the motion. Vote: Aye (Unanimous). Motion carried.

Reduce Speed Limit on Bittersweet Drive

We received a request to reduce the speed limit on Bittersweet Drive to 20 mph and to add Children Playing signs to help slow traffic. Paul Satterly said the existing speed limit is 30 mph and there is a No Outlet sign located at the intersection with Russell Road. Minimum speed limit in non-urban areas is 30 mph and in urban areas it is 20 mph. This roadway does have subdivision characteristics so it would fall more into the urban area or subdivision type. Paul Satterly recommends we do what we have with other subdivisions and reduce the speed limit from 30 to 25 mph. Bittersweet Drive does have an intersection with Trailridge Road and Trailridge Road ends with a stub so he would recommend adding an End of Road diamond sign to keep unfamiliar drivers from shooting off of the end of the road. We do not do children playing signs anywhere, but if residents want to add sandwich boards signs to their yards, they can.

Joe makes a motion to accept the Highway Engineers recommendation to reduce the speed limit on Bittersweet Drive from 30 mph to 25 mph, to install an End of Road diamond sign and to deny the children playing sign. Paul White seconded the motion. Vote: Aye (Unanimous). Motion carried.

IV. OTHER DISCUSSION

Traffic Recommendation on Curry Pike

Russell has a deputy that has been running radar and focusing on school bus stop arm violations this year and has already written over 30 tickets. He's come across a problem. He's also talked to MCCSC. They have a real problem at Curry Pike and Beasley Drive and he liked to see if we can do a study and install some flashing yellow lights that are time activated between the hours of 0715 – 0845 and 1510 – 1630. He thinks that would be beneficial. Would that be a practical thing to do? Paul White said they were having a problem there back when he was driving a school bus. Russell said we're having problems all over the place. Joe asked where is Beasley Drive? Paul White said it is across from Highland Lounge on Curry Pike. It's the 4-lane section. We have people call about that and "all lanes must stop for school bus" signs are all up. On a road like that, Paul Satterly would strongly recommend that school bus drivers don't let their riders cross the street, because they would be setting themselves up for an accident. No matter what signs we got up or flashing signs we have, it's just not a safe operation. Paul White knows for a fact that all of the buses in 4-lane areas do pick-ups and drop-offs on each side of the street just to combat that situation. Russel agreed... we have a lot of drivers that think just because it's a four lane road, they don't have to stop going the opposite direction. They don't know that it has to have a barrier between the lanes for them to not have to stop. Paul Satterly said we had a similar situation on Vernal in the 3-lane section near the trailer park. It's prevalent everywhere.

V. ADJOURNMENT: 2:08 PM