

Chairman: Toby Turner

Members Present: Amanda Turnipseed, Paul White Sr., Reed Adams, Joe Goss, Russell Brummett, Lisa Ridge

Members Absent: Brad Swain

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

Guests: Lissi Jones, Jenny Gildea, Joy Williams (Harrell Road), Tammy Thompson (Hilly Hundred)

I. CALL TO ORDER

Toby Turner called the August 15, 2019 meeting of the Monroe County Traffic Commission to order at 1:30 p.m. (Location: North Showers Conference Room 106A).

II. LAST MEETING MINUTES

Russel makes a motion to approve the meeting minutes for July 18, 2019. Joe seconded the Motion. Vote: Aye (Unanimous). Motion carried.

III. NEW BUSINESS

Approval of Annual Maple Grove Goat Run, August 24, 2019

Toby asked Paul Satterly to proceed. Paul said Ginger has been handling most of this one. Ginger thought that Rick Scherer would be present. They are using the same route as last year, he's given us a copy of the Certificate of Insurance, and he's given us a map of where he is going to have traffic control. The race is in a few days. It's going to be on the 24th.

Joe asked if we have ever had any issues with this race in the past. We have not. Russell asked if he mentioned who would be doing the traffic control. He did not, but Ginger offered to ask. Ginger had encouraged Rick Scherer to be here today, but he said since this is the 6th year and nothing has changed, he feels there isn't anything he needed to add.

Joe makes a motion to approve the Annual Maple Grove Goat Run. Lisa seconded the Motion. Vote: Aye (Unanimous). Motion carried.

Reduce Speed Limit for Shelburne Woods, Stone Hedge Manor and Muirfield Subdivisions

Paul Satterly asked if we were supposed to have somebody here for this one. Ginger replied, Mr. Ball was supposed to be present. He is the one that asked for this item to be tabled until this meeting. Paul asked if we should go ahead then. Ginger agreed we should.

Paul Satterly said we received a request to lower the speed limits in Shelburne Woods, Stone Hedge Manor and Muirfield Subdivisions which are all connected together. The request was made by Mr. Ball. The speed limit is currently 30 mph on all roads within those subdivisions. Speed limits should be set somewhere between 20 – 30 mph for roads like these. He took a look at the area and he recommends that we reduce the speed limit from 30 mph to 25 mph for all roads within those 3 subdivisions. There are a few roads that are stub-ended that he recommends adding the road diamond signs and a couple of intersections that roads lead to cul-de-sacs, he recommends

adding “No Outlet” signs. He also recommends a “Stop Ahead” on the approach to Arlington Road as well as a “Cross Traffic Does Not Stop” at that intersection.

Amanda has questions. What is the purpose of the “Cross Traffic Does Not Stop” in one area; whereas, Sugar Lane does not have it. Paul Satterly typically uses that sign for higher volume roads. The Shelburne Woods has more traffic volume. Sugar Lane wouldn’t have as much through traffic. It is mostly residential. They come in and come out the same direction. Shelburne Woods has more through traffic and people unfamiliar with the area may not be aware that Arlington is a higher volume, higher speed road and doesn’t stop for Shelburne.

Amanda asked if there is a significance between a sign for “Dead End” vs “No Outlet”. Is it just an updated practice? Paul explained that some people do not like the “Dead End” terminology. Technically there is a difference, but we’ve gone to “No Outlet” signs because the other sign is offensive to some people, plus we only have to stock one kind of sign instead of both. Lisa explained that you can have a subdivision that doesn’t have another outlet, but does have more than one road, like Green Haven, it has no outlets, but it’s not really a dead end road. Amanda has no objections, these were just items of curiosity.

Joe has a general question. Do we have any data over the years that shows any benefit to changes of this nature of reducing the speed limit from 30 mph to 25 mph? Paul White was wondering the same thing. Paul Satterly has found that typically the curvature of subdivisions meets more of the 25 mph design requirements, not 30 mph. He thinks if you show a 30 mph speed limit, people are driving between 30-39 mph and you get your higher speeds; whereas, if you post it at 25 mph, they are hopefully only traveling at 25-30 mph instead of the 30-39. So there is a little psychological work there. But, no, he has not found traffic studies that examine that.

Paul White didn’t think to look at the crash reports to see if there were any instances of anything big in there. Paul Satterly said there is no significant crash history in those subdivisions. Paul White asked if there is any advantage of dropping the speed limit to 25 mph, other than just a difference in how much a traffic ticket will cost. Paul Satterly reiterated that the subdivision’s geometry is based around 25 mph design speed so it’s not unusual to have that match. He thinks, in the past, the 30 mph was a set policy for all roads within the county. Paul White asked Russell if there was anything from a policing aspect. There is not.

Reed makes a motion to approve the warning signs recommended by the Highway Engineer and to reduce the speed limit for these subdivisions to 25 mph. These roads include: Andover Court, Brewster Court, Bristol Drive, Chatham Drive, Fawkesway Drive, Liverpool Lane, Manchester Court, Muirfield Drive, Shelburne Drive, St. Patricks Court, Trenton Overlook, Turnbury Circle, Winterberry Court and Yorkshire Court. Paul White seconded the motion. Vote: Aye (Unanimous). Motion carried.

Request Rumble Strips and Warning Signs on Harrell Road between the entrances of Plateau Place and Amber Ridge due to limited visibility when exiting the subdivisions

We have 3 residents here to present this item, Lissi Jones, Jenny Gildea and Joy Williams. Lissi sent the initial request. She lives in Plateau Place and Jenny lives in Amber Ridge. Between Rhorer and Schacht, Harrell Road is just one hill after another and the neighborhood entrances all come out between hills. The visibility, especially for Plateau Place and the south entrance for Amber Ridge is really bad. You’re basically hoping there is not a car coming and whipping out only to find that someone is popping over the hill and nearly rear-ending you. The area has really

grown in the last couple of years; at least a dozen houses have been built in those neighborhoods and construction is planned to continue for the next few years. So we are getting a lot more drivers and lot more kids. Southbound on Harrell before you get to Plateau Place, like before that last hill, we were thinking of putting rumble strips and some kind of sign indicating, "Warning, Neighborhood Entrance Ahead" because people just kind of fly up and over the hills. And then northbound on Harrell putting the same thing on the hill before you get to Amber Ridge like north of Schacht. The middle entrance is to Emerald Trace. It comes out exactly across from Forest Chase and that is the clearest one, they come out almost in a valley so it is the easiest one to turn out of. It's not great, but it's better than the other two. The other two are very difficult to see anything. Ideally, one thing we talked about was that flashing speed sign on Moore's Pike beside the entrance to Hyde Park. That sign really helps Lissi, it gets her attention and slows her down. So if something like that would be available or just a sign saying, "Warning, Neighborhoods Ahead" just to slow people more than just lowering the speed limit. It's a county road and people just fly. She doesn't think just lowering the speed limit is going to get anyone's attention for just that one specific length of road.

Jenny added, we also have a lot of kids that will be getting their driver's license. It's scary enough for us pulling out of there so we're really concerned about all of those younger drivers. The elementary buses are full and in 5 years, they're going to be drivers. Lisa asked if the one for Moore's Pike is for a crosswalk. Paul White said it is. Lissi stated they also have a speed hump there so they have double warning, you really have to slow down there, obviously. Paul White said that was placed there because of a motorcycle whose driver lost his life when struck by a car. That is Lissi's fear. Her oldest child is 13. When she pulls out, she knows to gun it and just go, she doesn't stop, but when her child does that and sees someone pop over the hill, she's going to stop and she's going to be in the middle of the road. She's in Plateau Place. Jenny's in Amber Ridge and her son gets his driver's license next year.

They get tons of cyclists too, which complicates things because people are trying to get past the cyclists, so they're getting people in the wrong lane, it's kind of a mess. Tammy Thompson agreed it is a fun road to cycle. Lissi said, it's really challenging with all of the hills. Tammy said, cyclists just keep going so they can make it up the next hill. Lissi, mentioned, and there is no edge on that road. Toby said, we've put it back a couple of times and it just crumbles. Lissi agreed. So there is nowhere to pull over in a hurry or go to for safety, you just stop in the road.

Toby asked Paul Satterly if he had any recommendations. Paul shared his findings. The current speed limit on Harrell is 35 mph. The minimum speed limit in non-urban areas is 30 mph per Indiana Code. As mentioned there is little vertical curve. Sight distance in many locations along Harrell is limited especially at the intersections of Plateau Place, Ciana Court and even Schacht Road. There was one personal injury crash each in 2017 and 2018 on Harrell. Paul's recommendation are to lower the speed limit on Harrell Road to 30 mph due to the limited vertical sight distance and limited intersection sight distance at most of those locations and also to add intersection warning signs for Schacht Road and Ciana Court and advisory speed plaques appropriate for the available sight distance of the intersections and to adjust the intersection warning signs for Plateau Place. There are a pair of signs right there just north of Kylie Court and measure the sight distance and adjust the advisory speed for those as well.

Russell asked about rumble strips. Paul Satterly would like to see what the sign change will do before we add rumble strips because that causes some other difficulties. People along Harrell would find the noise of those things to be unsettling. Russell asked if we have had any complaints on the ones we installed on Fairfax Road. Paul stated, we normally notify residents that we are

putting them in to see if there are any objections. According to Paul and Toby, we have had a few people object to the noise they make on Fairfax Road. So that is something we like to reserve as a last resort. Russell has had to pull out of those intersections and it's scary. Paul agreed, they're exciting. It is baffling to Paul, how Plateau Place ended up where it is because it is in a really bad spot compared to the other two.

Reed noticed a 15 under the T-signs. Paul said those reflect the current advisory speed. A lot of times if it is not truly a 15 mph situation, you don't get very good adherence. He finds if you adjust them to what is more appropriate, you get better compliance. That is why he likes to measure them and give people a good indication of what it really should be so we get better compliance. Reed asked if Paul was saying raising that 15 to a 20 would get better compliance. Paul confirmed, he was. Paul said the lowest we can set the speed limit is at 30 mph even though the vertical curve is probably suitable for less. Reed said, but you can have an advisory speed that was less for each of those intersections. That is correct, per Paul. Reed asked if those were yellow so they stand out more. That is correct. Yellow is the poor man's flashing light.

Lissi asked if we ever do flashing lights at the top of the hills, not flashing speed, just flashing to get your attention right before cresting the hill. Paul Satterly said we do not have any of those in the county currently. We have one speed board that was purchased for Wendy's Way near the school. That's the only active warning device we have. Paul has been considering using those on Fairfax because some curves on Fairfax have really had some big spikes in crashes but since we installed additional signs, delineators and chevrons things have quieted down there pretty well. Reed asked if those are all solar now. Yes, pretty much. The prices on those are pretty stealthy, they start out around \$1500 up to \$2000 or more depending on what features you get. So that's a pretty big jump in costs in terms of warning devices.

Joe asked if we have access to any of the portable speed signs. Paul said we have one that currently is not working. He's trying to get that fixed. Russell said the Sheriff's department has one too, but it's really old, doesn't work half of the time and is a really big unit so it takes a lot of space to set up. Joe thinks from his own personal opinion that those things are hugely beneficial. Every time he sees one, the first thing he does is look to see how fast he is going and immediately adjusts down to that speed. Russell said on the opposite spectrum of that, we have kids that say, let's see how fast I can get this thing going. Paul Satterly replied, you can set those signs to when they go over the speed limit, it just says "slow down" so you don't have people doing the speed contest. It seems to Joe, that when we lower the speed limit on Harrell Road, it would be a great place to put the speed board just for a week or two. Lissi agreed. Paul Satterly, said as soon as we get it fixed, we'll have it back out again. We move it around to different locations for a week or two at a time. It helps to drop speeds by probably 5 mph on average. Joe thinks it does.

Joe makes a motion to approve the Highway Engineers recommendation to reduce the speed limit on Harrell Road to 30 mph and to install intersection warning signs with advisory speeds. Russell seconded the motion. Vote: Aye (Unanimous). Motion carried.

Request No Truck Traffic through Stinesville from Big Creek Quarry (Redirect semi traffic to the Highway)

Paul Satterly said this is a request for truck restrictions for the trucks coming out of Big Creek Quarry onto Mt Carmel just off of Stinesville Road. Toby asked if the request should be no trucks turning left onto Stinesville Road. Paul said that is correct. Russell asked why they are going through Stinesville; that doesn't make sense. Paul explained, most of the truck drivers are from Canada and their GPS is directing them to turn left and go through Stinesville. They also

may have some English comprehension problems. Joe asked if it takes them all the way to Sample Road, is that the way it's going. Paul agreed or Liberty Church. Toby said we had the same situation at Ketchum run-a-round coming in the backside of Fluck Mill trying to get to those quarries. Paul added and stuff coming in on Victor. Toby said they had to turn around because of the bridge off of Victor. Paul White asked, what is that bridge, 8 feet? Paul Satterly answered, 8 feet 6 inches and a semi-truck cannot go under it. Toby's crew was working there. He's seen it happen, 4 or 5 trucks will come through there and they just show you their phone and you have to explain to them that their phone is wrong. Paul Satterly said usually you see them stop, just off of 37, on Smithville looking at the clearance sign wondering what to do and that causes trouble too.

This is a similar situation. A lot of the stone trucks come out of the quarry there, come down Mt Carmel and then they turn left and try to get through Stinesville. They have trouble with the curves just as you get past downtown. There are a couple of 90-degree curves and the trucks are getting on sidewalks, hitting retaining walls and generally blocking traffic and being a nuisance. Joe asked if Stinesville still has a town Marshall. Russel said, they do. Joe said a semi-truck in Stinesville would be very noticeable, it would be hard for the policemen to not notice. Paul Satterly spoke to the owner/manager of the quarry and they try as hard as they can to get them back to 46 and going that way, but once they get off of the property, there isn't much they can do. Joe agreed. Russell said the sheriff's department had to help one turn around right there at Stinesville. He saw the road ahead and didn't even want to try it. Paul Satterly is hoping to keep them off of Tabor Hill Rd. If they are coming from Mt Tabor Road, they can just continue onto 46 that way. He would like to put truck restrictions on both sides to keep them from going through downtown Stinesville.

There is a directional sign at Mt Carmel showing the direction to 46, but if we want to, we could add 69, 37, 231 and 67 at that intersection as well guiding them out. A lot of them come in 67 and 231 through Spencer which is fine. But, then some also end up going out Mt. Carmel Road. Toby said, we've had complaints about the road being torn up out that way going out Mt Carmel and along the Gosport County Line. Paul Satterly suggested maybe a sign right at the quarry exit indicating no trucks turning right on Mt Carmel may help. He doesn't know if that would be effective or not. Toby said it would be as adequate as not going through Stinesville. He thinks that road is probably narrower as it has the same curvy characteristics. Paul agreed and if they are going through Gosport, that is no place for a semi as well.

Another question Toby has is: how would the Sheriff's Department police that. What is a semi-truck? How would the Sheriff determine which trucks can go and which cannot. Russell said it would be one thing for a cow on a trailer or someone delivering furniture vs a semi cutting through to get out to find a highway. Toby asked what defines a semi-truck though. Paul White said it's not a semi-truck, it's a semi-trailer. Joe said on Smith Pike, it's a 40 foot wheel base. That's what Toby was getting at, would it be a wheel based limit or a load limit. Russell would go wheel based. Paul White said, if you went with a wheel based length on it, then people like me who are furniture haulers and have a need to go in there would still go in there. If you have a wheel based limit on that, then you have a little more teeth to force even a furniture business to deliver in a smaller truck. So if that is a concern. Toby said the fact is a straight truck is going to be able to maneuver better on that road than a tractor trailer. Paul White agreed. Paul Satterly thinks the No Truck sign will get the attention of the driver's that can't read or speak English. So he feels that it key. We can change the sign to say, instead of "No Semi-Truck", "No Thru Semi-Trucks" so local deliveries wouldn't be prohibited, but, if they can read that, it would be a little more clear what that requirement is and you can still allow your tri-axels, your straight trucks and your local deliveries. Joe asked Russell on the legal side of things, if we do this, does the Stinesville Town Marshall then

have a right to ticket and what would be the fine? Russel couldn't even guess what the fine would be, but yes, the Marshall could then write tickets. Joe's own thoughts are that people talk and one or two tickets would eliminate the problem. Russell agreed, especially the truck drivers coming out of the quarry, he's going to call other quarry drivers. Reed asked Paul White if they still have C-B's in their trucks. They do. Joe said if we do this, he certainly would urge communication with the town Marshall over there saying, please enforce this. Semi's would destroy the streets of Stinesville, not only is it a safety issue, but they have no money over there to make repairs. Toby pointed out the streets are only considered everything on the inside of the curve.

Paul Satterly said we did the same type of sign, the "No Semi-Trucks" for the Walmart truck traffic that was running through the Leonard Springs addition and he hasn't heard much out of that one lately so he thinks that might have solved that situation. Lisa asked if this goes to the Commissioner's for an ordinance. It does. Lisa asked if Paul Satterly talked to Lois about putting one downtown and getting it approved. He did not, but he can do that. Ginger asked why we would put one in the middle of downtown. Paul answered it's for reinforcement. We are advising them at Mt Carmel, but physically, they could turn left. If they reach town, they could turn left onto Texas Ridge Road, it wouldn't be the end of the world though they could run into trouble when they reach Gosport. He wants to make sure we advise them at the Mt Carmel intersection, but yet keep them from driving through the town. Stinesville Road can handle a semi up to Railroad Street, but then the limitations begin. Russel agreed. Toby asked if it would be better to put it before that street that way they could turn around at the edge there before they get up to that 90-degree up at the school. Paul White said you'd have to have a clearance thing like at the bridge so that they can get off and go that way. Paul Satterly said, at Railroad Street, they can still turn left to go out. Toby thought the sign was past Railroad Street. No, per Paul Satterly, it's right at the intersection.

Toby asked Paul Satterly to clarify if his recommendation was to include Mt. Carmel as well. Paul said adding that wouldn't be a problem. We could either add one opposite the drive with an arrow indicating "No Trucks" or put it around the corner as you come up the road. Toby said, it wasn't in the motion, so he wants to know if it's included. Paul Satterly responded, if you want to include it. He just thought, Toby had mentioned that before, after the agenda got published, so it might be a good idea to add something there. Lisa makes a motion to include that amendment. Joe has a question before we vote on this, he doesn't know where all of these trucks are coming from; he knows they're going to the quarry. Paul Satterly said, Ontario, Canada. Joe said there's bound to be other customers besides Ontario, Canada. Paul Satterly specified, the ones they have trouble with are primarily from Canada. Joe said, if that's the case, then that would certainly reinforce your idea on Mt Carmel because you can just cut around there to get to the quarry, his question is really about Texas Ridge, is there any issues out there? Paul Satterly answered, Texas Ridge can handle a semi, it's not great, but it doesn't have any sharp curvature. Joe asked, how about Moon Road. Paul responded Moon Road is a gravel road. Toby asked if we'd put "No Trucks Beyond This Point" or "No Trucks Beyond the Quarry" on Mt. Carmel. Paul would just put it right at the driveway entrance to the quarry. Paul White asked what road is this quarry on. It's on Mt. Carmel. Lisa said, we want to make sure they have a way to get in and out, so you wouldn't want to say, no trucks on Mt Carmel because that is eliminating their whole truck traffic. Paul agreed. It would either be past the drive going westbound, but if they turned the corner, they'd be kind of stuck. We could put it opposite the drive and show no trucks with a right arrow, or we could put trucks exit with a left arrow. Toby clarified, then the ordinance would have to read no trucks beyond the quarry entrance. Paul Satterly asked if there were any businesses beyond the Big Creek Quarry on Mt. Carmel. No one is aware of any. Joe has another question, if you look at your drawing, Paul, the first "No Semi-Truck" illustration you have here, that's actually facing so that you won't turn towards Stinesville. That is correct.

Lisa makes a motion to accept the Highway Engineers recommendation to add “No Semi-Truck” signs at the intersections of Mt Carmel Road/Stinesville Road, Mt Tabor Road/Tabor Hill Road, Main Street/Railroad Street and across from the Big Creek Quarry entrance on Mt Carmel Road. She further moves to add additional directional signs to the intersections of Mt Carmel Road/Stinesville Road and Stinesville Road/SR 46. Reed seconded the motion. Vote: Aye (Unanimous). Motion carried.

Approval of Annual Hilly Hundred Bike Ride, October 26-27, 2019

Tammy Thompson introduced herself, she is with the Hilly Hundred. The route is essentially the same although they may have a few changes due to the City of Bloomington having construction on 17th Street and through Cascade and some in Owen County, but that doesn’t affect Monroe County. She has provided the route map from last year which is essentially the same and the rest stops are the same. She has also provided a Certificate of Insurance with Monroe County Commissioners listed as an additional insured. She provided a copy of the website advertisement and mentioned that Reserve officers from Monroe County will be providing traffic control. All of the relevant applications and permits have been completed for Ellettsville and Monroe County.

Paul Satterly asked what kind of shape Dittmore is in. Toby said it isn’t bad at all. Paul White was down there last week. Paul Satterly asked if it had any damage from the tornado. Paul White said, that’s looking good. The only thing Toby can think of is one area where a big tree got uprooted. It’s just stump right now and will probably be that way for the race. The garage guys have been up there patching pot holes already. That’s the only road Paul can think of that might have had an issue. Lisa thinks in the past, someone has driven the route a week or two before just to make sure there aren’t any potholes or anything. Toby said they’ll try to get out there. Tammy said she’ll be out marking it at least 2 weeks ahead of time and will report any issues. She will also make sure nothing has been altered. Paul Satterly said if she could list the pot holes with an address that will help us address those. Tammy agreed and mentioned she rides Dittmore a lot. Paul White asked if the race would be on Shilo Road. Paul Satterley answered, yes, the entire road from Tunnel to Peterson. Tammy asked if there was an issue with Shilo. Paul White just remembers a wash out along the edges was encroaching on the pavement. Paul Satterly mentioned they were thinking about including the covered bridge as part of the tour this year, but since we have issues with it, we are going to keep that off limits. Toby asked if he was going to close it. Paul Satterly said, no, we have a warning sign right now saying walk bikes across bridge. But he doesn’t want it open to the Hilly and having hundreds of bikers getting on it and falling or whatever. That’s something we want to avoid until we get a permanent fix on the bridge deck.

Joe makes a motion to approve the Annual Hilly Hundred Bike Ride to be held on October 26-27, 2019. Reed seconded the motion. Vote: Aye (Unanimous). Motion carried.

IV. OTHER DISCUSSION

None

V. DATE OF NEXT MEETING: September 19, 2019

VI. ADJOURNMENT: 2:13 PM