

Chairman: Lisa Ridge

Members Present: Reed Adams, Paul White Sr., Joe Goss, Amanda Turnipseed, Russell Brummett (proxy for Brad Swain)

Members Absent: Toby Turner

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

Guests: None

I. CALL TO ORDER

Lisa Ridge called the January 16, 2020 meeting of the Monroe County Traffic Commission to order at 1:30 p.m. (Location: North Showers Conference Room 106A).

II. LAST MEETING MINUTES

Paul White makes a motion to approve the meeting minutes for October 17, 2019. Joe Goss seconded the Motion. Russell chose to abstain because a representative of the Sheriff's Department was not present at that meeting. Vote: 5 Aye, 1 Abstain. Motion carried.

III. NEW BUSINESS

Approve the 2020 Meeting Schedule for the Traffic Commission

Russell makes a motion to approve the 2020 Meeting Schedule for the Traffic Commission. Reed seconded the Motion. Vote: Aye (Unanimous). Motion carried.

Approve Neighborhood Signs for the Upper Flanders Subdivision

Paul Satterly took a look at the proposed drawings. They plan to put the 2 signs up on private property so they will not be in our right-of-way. They will also be far enough from the roadway that they will not affect the sight distance triangle so will not block the view coming out of Amherst Road and Reynolds Road. The petitioners will coordinate with the property owners to put the signs up. Paul White asked if there was any cost to us. There is not. Reed approves as long as they follow their diagram and erect them in the approved spot.

Paul White makes a motion to approve the neighborhood signs for the Upper Flanders Subdivision as long as they follow the diagram provided and install them in the approved locations. Reed seconded the Motion. Vote: Aye (Unanimous). Motion carried.

Install Stop Sign at the Intersection of Evergreen Drive and Kimble Drive

Paul Satterly mentioned we've had a recent construction of apartments at this intersection in the northwest quadrant. Kimble Drive feeds to the north to the parking lot of the apartment complex. It is a one way operation going north up into the apartment complex and then looping around and coming back on Evergreen Drive. We are going to be seeing a lot more traffic due to that pattern and there is no stop sign or anything on that corner. His recommendation is to install a stop sign with I.D. sign there as well as install turn warning signs indicating that the primary through movement is from Kimble to Evergreen. On the Kimble Drive stub up towards the apartment complex; he recommends installing a pair of red diamond end of road signs to further encourage turning right so that people are not running off the road northbound.

Paul White asked if he was thinking, because of the large curve on Evergreen and Kimble that the other spot coming back on our pictures here from the left, which would be from the west, that one stop sign will be sufficient or perhaps we should do an all-way stop. Paul Satterly said the traffic volumes are pretty low and do not warrant a 4-way stop. There is just no established signage as to who has the right-of-way. It would act pretty much as a T intersection, but the new leg is on the curve and evergreen is the part that comes off of the stem.

Ginger asked if we put the 2 red diamond signs at the end, aren't we saying this is a road and shouldn't there be a stop sign there as well? Paul Satterly said it is a one way north-bound operation. Ginger is talking about when people come out from that direction. Paul White said they aren't supposed to come out that way. Paul Satterly said the apartment is one-way counter clockwise using Kimble and Evergreen. Amanda demonstrated the one-way operation, but Ginger asked about the connecting roundabout driveway. Paul White asked if we need one-way signs. Paul Satterly said not necessarily, that is the operation. He conceded one person does have a driveway there so technically we cannot make it a one-way street due to the property in the northeast corner. He has to come out Kimble that way, but it's more of a driveway. However, the apartment will operate in a one-way counter-clockwise direction. It has all angled parking and things like that to encourage the counter clockwise traffic. That north leg is more of a driveway than a street approach.

Paul White asked if we should put a yield sign there. That's a tough call for Paul Satterly to make. Amanda asked what factors determine whether to install a yield sign going east instead of a stop sign because that is the set up for street that she lives on. There is actually a yield sign going both directions which she finds extremely confusing, but she understands the point of installing the yield signs so why wouldn't we just install a yield sign at Evergreen instead of a stop sign. Paul Satterly, we have not typically done a yield sign in this type of situation. He just prefers a stop sign be used for this. Granted, he has used yield signs in other applications where one of the movements would have a yield sign going north bound indicating that people may be coming around the corner. But since we have a kind of driveway situation, he doesn't think that would be necessary. Russell said it is technically a T intersection. Paul Satterly agreed. It's like a T intersection with a driveway attached to it so it's a little unique. Lisa suggested if he puts the stop sign in, he can then monitor to see if something later is needed. Russel agreed.

Lisa makes a motion to approve the Highway Engineer's recommendation to install the stop sign for the eastbound traffic, the 2 warning signs with the 10 mph advisories and the red diamond end of pavement markers. Russell seconded the Motion. Vote: Aye (Unanimous). Motion carried.

IV. OTHER DISCUSSION

Obsolete Signs on Arlington Road Need Removed

Joe has a question. Occasionally when going to Ellettsville, he will take Arlington Road and it always strikes him as confusing as to the necessity of it. On Arlington Road as you approach Westbury Village and farther west also, there are at least 2 signs that say, "To State Road 37". Lisa asked, on Arlington. Joe answered yes, he saw them again last night. He continued, nobody in their right mind is going to go to SR37 via that direction, plus 37 is really 69 anymore here. Paul Satterly said those are old signs left over from 69 construction. Joe pointed out they are on county property now. Lisa said we can have those taken down. Paul will make a note to Chad to take those down. Joe said it looks odd. Lisa agreed and explained that's where they directed

traffic to Arlington and 46 and back around to 37 at one time probable when they did work on Arlington bridge. Paul Satterly pointed out they also cut off Acuff Road and things like that.

Flooding on Ratliff Road

Paul White had asked Ginger to put an item on last month's meeting which we didn't have regarding Ratliff Road. It's actually a water flooding problem that needs remedied. Lisa said that would not come to Traffic Commission. They just replaced a pipe. Lisa said Ratliff was done on Monday and Tuesday and they are on Thomas Road today and tomorrow. Paul White has a word of thanks from the affected person. Lisa will pass that on to Brian's crew. Russel said Lisa is always getting compliments on work done in the county.

Gordon Pike Bridge

Reed says the bridge on Gordon Pike is much appreciated. Russell agreed, now you can get to Kroger's in 5 minutes. Lisa said the biggest issue has been getting to Kroger's for the last 3 years. Reed said the bridge as freed up all kinds of movement in the area. Russell agreed, Church Lane now is back to normal. It is just amazing.

V. DATE OF NEXT MEETING: February 20, 2020

VI. ADJOURNMENT: 1:42 PM