

**Chairman:** Toby Turner

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

**Members Absent:** Joe Goss,

**Staff:** Paul Satterly (Highway Engineer) and TSD

**Guests:** Deb Smith

## **I. CALL TO ORDER**

Toby Turner called the October 21, 2021 meeting of the Monroe County Traffic Commission to order at 1:30 p.m. (Location: Virtual ZOOM).

## **II. LAST MEETING MINUTES**

Russell makes a motion to approve the meeting minutes for September 16, 2021. Paul White seconded the Motion. Vote: 6 Ayes (Unanimous). Motion carried.

## **III. NEW BUSINESS**

### ***Truck Prohibition, No Thru Traffic & Speed Limit Reduction on Barr Road***

Paul Satterly said we received this request from Deb Smith for a Truck Prohibition and No Thru Traffic on Barr Road and to reduce the speed limit from 30 mph to 20 mph. A little background on Barr Road: speed limit is currently 30 mph, daily traffic is approximately 130 vehicles per day, there are no center line or edge line markings and the roadway is about 15 feet wide. In addition, the sign inventory was checked and all signs are in place. Ms. Smith states that loggers use this road and it's used for cut-through traffic.

Paul Satterly took a look at it and observed that it is a pretty low volume road. He has enclosed a drawing showing the extent and placement of the Barr Road signage. He did not see any evidence of logging trucks using the road while he was out there. Therefore, he doesn't recommend a truck prohibition, nor does he recommend thru traffic probation. In addition, because it is a rural road, the minimum speed limit must be 30 mph, so he does not recommend any changes to Barr Road.

Toby can speak to the logging issue. There was logging done on that road, towards the north end and they did a pretty good number on it, because we are trying to fit in getting some asphalt up there. We're going to try to start next week. He doesn't know about cutting through, but he does know there was some recent logging on that road. Toby invited Deb Smith to speak.

Deb Smith said she lives on Barr Road. She also walks on Barr Road for exercise. Barr Road is narrow and really difficult for two cars to pass. There was logging done on the east end of Barr Road earlier this year, but there has been logging on Woodland in several places and those logging trucks came through Barr Road instead of going down Bottom Road which would have been a closer larger road. Deb walks Barr Road every evening and if there are speed limit signs posted, she is totally missing those so she'll look around. She knows that most of the people she sees driving on Barr Road are traveling well over 30 mph. There are blind hills and curves. Sometimes, she's on the other side of the hill and she can hear somebody gun their car coming up the hill and it's kind of scary. When she called in to complain about the logging trucks taking the road, she didn't even know there was a truck prohibition option. There's a lot of through traffic out there, it is a road, if they'd just slow down. She's not the only person that walks this road for

exercise and they don't have a lot of options out there. In addition she drives on this road and has to meet traffic on pretty much a single lane road. She has talked to her neighbors and everyone that lives on that stretch of road would like to see the traffic slowed down. She is not the only person, she is just the only vocal person, so thank you for listening.

Toby thanked Deb for her input. He said they tried to do a little brush cutting to get that kind of stuff cut back, and removed some trees too that were pretty close to the roadway so hopefully that will make it safer. Deb appreciates that and everyone else out there does too. The culvert work has been nice. She heard there are plans to pave Barr Road and she thinks that once it is paved, traffic will speed up even more, which concerns her.

Toby asked if she thinks they are going over the speed limit or does she think that the 30 mph limit is just too fast. She doesn't know. She didn't realize the speed limit was 30 mph so she'll look for those when she walks tonight. Toby told her the map shows that the speed limit signs are posted at each end. So Deb will look for those. She thinks some cars are going 30 mph, but the road is terrible right now and they're tearing their cars up. She thinks most people are going over 30 mph.

Lisa asked Toby for verification that Barr Road is schedule to be paved starting Monday of next week. Toby said yes. We're going to pave the intersection of Mount Tabor, it's a pretty wide intersection beginning Monday, then start on the main line in one pull. It might take them 2 – 3 days depending on the weather.

Lisa said we can verify that the speed limit signs are in place; however, if you are walking in the middle of the road and not on each end, you wouldn't see the speed limit signs. When we have a road that cuts through like that, we only put speed limit signs at the beginning of each end of the road so there would be one off Mt Tabor Road and one off Woodland Road, we wouldn't post them in the middle of the road.

Deb drives on the road, both ends of it. This year, she has not seen the signs. She doesn't walk on Mt Tabor, but she walks to Mt Tabor and then she walks down Woodland both ways. And she walks on the edge of the road as there are no sidewalks out there. There's lots of traffic going quickly and she has to get off the road, since they did the side work, it's been pretty muddy with all the rain. She has about fallen down and she thinks, if she falls and lands in the road and then somebody can't stop because of their speed, it's a concern. Anyway, thank you for listening.

Lisa agrees, it's unfortunate that most people do not pay attention to our speed limit signs. But, we also do not have the means to enforce it everywhere in the county. Russell asked what the average number of cars were on Barr Road per day. Paul Satterly said approximately 130 a day. Lisa said it's most likely the people that live on Barr Road and their visitors that are speeding since there is only 130 cars. She was trying to think how many driveways are on Barr Road because the average is 10 trips per day per house. Deb thinks there are 20 homes on Barr Road, maybe less, it's not real populated really.

Toby asked if Paul Satterly saw the speed limit signs while he was out there. He did and they are indicated on the diagram provided in the packet. Toby asked as if he was out there before or after the highway road crews. Paul Satterly checked the signs on October 13<sup>th</sup>. Toby said that was after. He wanted to make sure our guys didn't remove a sign. Paul Satterly said they were all posted, there just aren't very many. 2 stop signs, 2 speed limit signs and 2 curve signs are all that's out there. Lisa asked if that was all that was warranted to be installed. That's correct, per Paul Satterly. He said, when he checks these out, he checks that the signage is adequate and this is adequate for what we have.

Lisa said as far as the thru traffic is concerned, we cannot restrict thru traffic as it is a public road. Deb thinks the woman she spoke to misunderstood. Deb was having a moment, complaining about things. It's a public road, of course, she just wants to see traffic slowed down and some consideration that it is really a single lane road.

Paul White asked Russell if there was a possibility that maybe we can figure out when the biggest part of the traffic might be coming through and whether he could, somewhere along the way, just put a car out there so people know we're keeping an eye on it. Russell asked Deb when she thought the highest traffic volume was out there. Deb thinks it's in the morning and the evenings when people are going to work and coming home down Woodland. Toby advised him not to go out there next week because it will be closed almost every day. Russell will set it for November, it'll be a racetrack then with the newly paved road so a good time to catch speeders.

Lisa makes a motion to DENY reducing the speed limit because it is not warranted as it is set at the lowest possible speed limit and to DENY no truck prohibition and to DENY thru traffic prohibition. Russell seconded the Motion. Vote: 6 Ayes (Unanimous). Motion carried.

***Sign Improvement for the Intersection of Rhorer Road and Sare Road***

Paul Satterly said we received a request for sign improvement at the intersection of Rhorer Road and Sare Road from Ms. Valiant. She reported that southbound left turning vehicles cannot see to the right because right turning vehicles block the view. He checked it out. The speed limit on Rhorer Road is 35 mph, approximate volume is 7500 vehicles per day. The speed limit on Sare Road is 30 mph, approximate volume is 6300 vehicles per day. This is a T intersection and it does not have a significant crash history, meaning it's not in our top 25 crash locations.

This is actually going to be part of our fortune quarter project someday and a roundabout is to be constructed, but it's scheduled for the last phase of the project so it'll be some time before it is implemented. For now, he recommends adding a "Cross Traffic Does Not Stop" supplemental sign to the existing stop sign, also adding a left side stop sign with supplemental sign. Then checking the traffic volume to see if it warrants an All-Way Stop Control.

Toby asked if we have stop bars there and whether they are staggered. Paul Satterly stated, there are stop bars there and they are staggered because the eastbound left turn kind of cuts the corner, so the left turn lane is set back a little bit from the right turn-lane stop bar. Toby asked if that was normal. Paul Satterly said it is not uncommon. It's used a lot where you have a tight receiving lane. Trucks coming from the Sare Road approach would typically backup the left turn lane a little bit so you get that clearance.

Since Paul White lives over there, he knows exactly what the lady is talking about. Quite honestly, you do not have to wait forever to make a left hand turn because the traffic does slow down and the cars coming off of Sare Road making their right hand turn are not in the way very long. So he sees this as a patience issue that we cannot regulate. He sees no problem with adding the extra stop sign and supplemental signs, but he doesn't believe it's going to help all that much. He thinks if we make it an all-way stop and put a stop sign on Rhorer Road, then we're going to have issues with people coming down the hill that are not going to be able to stop at least in the wintertime when this hill gets really slick.

Russell makes a motion to APPROVE the Highway Engineer's recommendations to add a stop sign on the left side of the road and to add "Cross Traffic Does Not Stop" supplemental signs. Paul White seconded the Motion. Vote: 6 Ayes (Unanimous). Motion carried.

***Truck Prohibition on Earl Young between Lentz Road and SR45***

Paul Satterly said, we received this request from Mr. Randall Martin who lives on Earl Young Road. Evidently, some truck drivers are trying to use Earl Young Road to get up to SR 45 and have become stuck on the hill since it's steep and all gravel and then they'll back up into peoples' yards causing yard damage. So he asked if we could prohibit tucks or thru trucks on Earl Young between Lentz Road and SR45. If you are not familiar with Earl Young road, it's narrow, with a width of about 13 feet at the bottom of the hill. The hill is steep, it is not paved and it is not maintained in the wintertime. There is no center line or edge line pavement markings and the speed limit is 30 mph. His recommendation is to prohibit trucks on Earl Young Road between Lentz Road and SR45 and to install both "No Trucks" and "No Thru Trucks" signs at the intersection of Earl Young & SR45; at the intersection of Earl Young & Lentz Road and at the top of the hill. And to add "No Trucks Ahead" signs at the intersection with Boltinghouse Road.

Paul White asked what kind of trucks we are talking about. Is it dump trucks, tractor trailers or what? Paul Satterly said it was a semi-truck. They've had a few of those get stuck trying to go up the hill. Paul White can imagine that, he can't imagine one wanting to be out there. Paul Satterly said, thanks to GPS, we've found trucks in places we never thought they would ever be so it's been a problem. Toby stated, the GPS doesn't ever ask them what they're driving. It tells them the fastest way to get there.

Russell makes a motion to APPROVE the Highway Engineer's recommendations for "No Trucks" and "No Thru Trucks" signs for Earl Young Road between Lentz Road and SR45. Reed seconded the Motion. Vote: 7 Ayes (Unanimous). Motion carried.

***Yield Sign for the Intersection of Rockport Road and Lodge Road***

Paul Satterly has been working on a sign inventory check and realigning some of the signs on Rockport Road, so this is part of the overall project. He recommends a Yield Sign at the intersection of Rockport Road and Lodge Road for southbound traffic. It's a tight corner, speed limit is 15 mph and people that are unfamiliar with the roadway alignment and turning left onto Lodge Road may not realize they have to yield to through traffic on Rockport Road.

Toby looked at that intersection and couldn't figure it out because, if he was going south on Rockport, there would be no traffic to his right, but Paul Satterly is referring to the curve so he's actually talking about the northbound traffic coming onto Rockport. Paul corrected that the sign would be for the southbound traffic. Toby said, but they'd be yielding to the northbound traffic on Rockport. Paul Satterly agreed, but at that point they'd be traveling east. Toby agreed.

Russell said, so the problem isn't Lodge Road. Do we have a stop sign there at Lodge Road for Rockport? Yes, we do per Lisa & Paul Satterly. Russell asked, so this is just for people turning left on Lodge Road off of Rockport going south. Correct, per Paul. And you do recommend this, Paul (Satterly)? Yes, stated Paul Satterly, this is a situation common throughout the county and, as the need comes up, we've been adding the yield signs. The most recent case was the Ingram Road intersection. We also had one at the northern part of the county off of Bottom Road.

Russell voiced concern that would confuse people to see that Lodge Road had a stop sign. Paul Satterly said we clarify that by adding the supplemental sign “to traffic from right” to the Yield sign.

Russell makes a motion to APPROVE the Yield sign for Rockport Road to yield to traffic to right on Lodge Road. Paul White seconded the Motion. Vote: 6 Ayes (Unanimous). Motion carried.

**IV. OTHER DISCUSSION**

*Fullerton Pike*

Reed asked if about Fullerton Pike quarter, whether there’s any news as to what’s going on this season and next. Lisa said we had to wait until the new fiscal year started to get the funding for right-of-way. We received that July 1<sup>st</sup> so it’s under right-of-way position at this point. Reed asked if utility relocation would be next season. Lisa said, possibly. It is scheduled for fiscal year 2023 construction so that begins in July 2022. That gives us a year to do right-of-way and then it goes to letting. Reed asked if we are still waiting for funding for the bigger pieces of it. Lisa said there is \$2.7 million allocated from the MPO during that fiscal year so that already been committed to. We actually had a Redevelopment Commission meeting last night. We’re looking into maybe bonding if it’s possible for that TIF district to help with funding it. Other than that, it would come from our major bridge fund which would be a portion since the bridge is 80% of the cost of that project. We pretty well know our funding window and what’s available out there. It’s just getting through the right-of-way acquisition. I think we have 13 - 16 property owners. Russell said that sounds like one heck of a bridge out there. Lisa said, it’s going to be over a 500-foot bridge. It’s huge. Paul White asked where that is at. Lisa said, its Fullerton Pike, Phase 3, to connect to I-69.

**V. DATE OF NEXT MEETING: October 21, 2021**

**VI. ADJOURNMENT: 1:44 PM**