

Hybrid Meeting

Location: Shower's Building, 501 N Morton Street, Bloomington, IN 47404, Room 211

Virtual: ZOOM

Chairman: Lisa Ridge

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

Members Absent: Joe Goss, Toby Turner

Staff: Paul Satterly (Highway Engineer), Ginger Henson (Secretary) and Andrew Engle (TSD)

Guests: Justin Glass (for New Business, Item A, 3-way Stop Request at intersection of Chapel Hill Road and Guthrie Rd)

Before beginning the meeting Lisa asked Andrew to allow all public to participate fully in the meeting just like members as it is a public meeting and the public is invited to present their case and speak on the request they made.

Lisa asked Justin Glass what item he is present to speak on. He is here for New Business, Item A.

I. CALL TO ORDER

Toby is absent so Lisa is sitting in as Chairman. Lisa called the July 21, 2022 meeting of the Monroe County Traffic Commission to order at 1:30 p.m.

II. LAST MEETING MINUTES

Reed makes a motion to APPROVE the meeting minutes for May 19, 2022. Paul White seconded the Motion. Vote: 5 – 0, Motion Carried

Amanda Turnipseed – Yes

Lisa Ridge – Yes

Paul White – Yes

Russel Brummet – Yes

Reed Adams - Yes

III. OLD BUSINESS

A. Add Yield Sign at Victor Pike SB for Fluck Mill Road/Victor Pike

Lisa said we had tabled this item for Ginger to go back and look through the minutes because this is an item that has come before the Traffic Commission numerous times. Ginger found that signage at this intersection has been changed 3 or 4 times, 1996, 1997, 2000, 2013. Lisa asked if anyone had had a chance to look at the history. The members did. Lisa said the signage has been the same for 10 years and we haven't had an increase in crash history at all.

Paul Satterly said the reason for this request is because the through movement is Victor Pike which is on a curve and this is a yield sign for the southbound traffic that wants to turn left to let them know they need to yield to the through traffic coming from the right. The difference between this and previous proposals is it's a yield sign plus we've clarified who they are to yield to and that's the traffic from the right. This is something we've been doing on quite a few of our intersections within the county. He did notice in the notes that this sign had been proposed previously because

people who were turning left were turning in front of oncoming traffic on Victor Pike and it was denied. Then they recommended that the other direction, northbound, have a sign that says watch for left turning traffic. As far as he knows, that sign never got put up. Paul feels that a yield sign would be a little more proactive or a positive guidance to who has right-of-way and to help prevent that left turn conflict at this location.

Russell asked if this would just be for vehicles on Victor turning left. Paul said, correct, to remind them that they need to yield to oncoming Victor Pike traffic and it's not really obvious because of the geometry of the intersection. Russell asked if this was just for vehicles on Victor Pike turning left onto Fluck Mill Road. Paul said, correct, to remind them that they need to yield to oncoming Victor Pike traffic. Again, it's not really obvious because of the geometry of the intersection.

Russell summarized so this is to protect cars going northbound on Victor Pike turning left, so Southbound Victor Pike will stop or yield. Reed asked if the Stop sign for Fluck Mill Road exists right now. It does, as well as the turn warning signs. Paul Satterly said the signs in black exist and the ones in red are the proposed. Southbound Victor Pike would be yielding to northbound Victor Pike coming around the corner. Reed asked what's there right now. Paul Satterly said, just the Stop Sign on Fluck Mill Road. Reed summarized that Paul Satterly is talking about adding a Yield Sign in addition to the existing stop sign at that intersection. Paul said, correct and we've done this at numerous locations already.

Lisa said, isn't it common knowledge though, as having a driver's license, otherwise we'd be putting up yield signs everywhere. Paul Satterly said if it was a normal T-intersection you wouldn't need one because it's pretty obvious who has right away, but because of the roadway geometry, it's just a re-enforcer/reminder to make sure it's clear coming from the right. Paul said we've done this at other locations, Bottom Road, Simpson Chapel Road, and Sample Road.

Russell asked if there has ever been a yield sign at the location we are discussing now in the past. Lisa thinks there was a yield sign years ago. Paul Satterly said it was recommended in the past, but he doesn't think there was ever an established yield sign. Ginger said there was another stop sign they took out. Paul White said if it was made a 3-way stop, residents wouldn't be happy and they wouldn't obey it. Paul Satterly said a 3-way stop would be problematic because most of your traffic is on Victor Pike, there's not much on Fluck Mill Road at all.

Amanda said, in the 1997 minutes, it was noted that at one time southbound Victor Pike had to stop for on-coming traffic. Paul Satterly said that when you have 2 stop signs at a 3-legged intersection that causes confusion too. They don't know who they are supposed to stop for. They don't realize that the other movement still has right-of-way. Even after they stop, that causes confusion. So they should either have 1 Stop sign or 3 Stop signs or in this case one Stop sign and a Yield sign that helps clarify right away.

Russell makes a motion to APPROVE installing a Yield Sign with the supplemental sign "to traffic from right" at Victor Pike SB for Fluck Mill Road/Victor Pike. Reed seconded the Motion. Vote: 5 – 0, Motion carried.

Amanda Turnipseed – Yes
Lisa Ridge – Yes
Paul White – Yes

Russel Brummet – Yes
Reed Adams - Yes

IV. NEW BUSINESS

A. Request 3-way Stop control for the intersection of Chapel Hill Road and Guthrie Road

Ginger pulled a lot of history for this intersection too. Lisa believes we just changed the signage for this location and asked if this is the intersection we've been receiving calls about. Justin Glass said the current set up at this intersection has been like this for about 10 years. Paul Satterly said he received this request from Justin Glass after Paul's recommendation last month for the Yield sign. Lisa, said so we installed a yield sign there. Paul Satterly, said no, he never did. Justin said the history shows there should be one on Chapel Hill, but there isn't one, there's only one on South Chapel Hill, going north. Lisa said, so this intersection isn't the one we just discussed on Item F in May. Paul Satterly said, yes we did, you're not dreaming, Justin made the request that we reconsider making an all-way stop intersection instead what Paul proposed. So, Paul Satterly didn't make any changes in the field even though it went to the Commissioners. He decided to wait until the Traffic Commission heard from Justin and reconsidered his proposal.

Lisa read from the May 2022 Traffic Commission minutes, Paul Satterly said the traffic volumes were really slow so we couldn't make it an all-way stop. Currently, this has stop sign Guthrie and Chapel Hill northbound, but does not have anything for Chapel Hill westbound. So we approved adding a Yield sign, so we did vote to make changes at that intersection. Paul Satterly said, correct. Lisa said, so we added a yield sign for westbound Chapel Hill and removed the stop sign for eastbound Guthrie Road and add the warning signs as indicated. Then this went to the County Commissioners and was approved there. Paul said, correct, then once it was advertised and the newspaper had an article about it, that's when Justin called and asked that we consider an all-way stop. Paul Satterly has prepared 3 different alternative for the Traffic Commission to consider. Each one has its own merits and clarifies right-of-way.

Lisa invited Justin Glass to speak on his request. Justin shared a screen of the GIS of the area. Justin's biggest concern is on the Chapel Hill westbound. He indicated on the screen approaching the intersection where there is a dip and directly across the intersection from Chapel Hill westbound, there is a hill. So when he is travelling on eastbound Guthrie Road, he cannot see the traffic coming from northbound Chapel Hill and they can't see him because he is in a low-profile Toyota Camry, so he witnesses people running this stop sign a lot on northbound Chapel Hill. So if we remove the eastbound Guthrie Road stop sign and he drives through, because he now has the right-of-way, he has a feeling the northbound Chapel Hill traffic is not going to stop either and cause an accident. He indicated on the map, the people coming from westbound Chapel Hill also cannot see what is coming from eastbound Guthrie Road. He acknowledges that the traffic volume is not very high during the week; however, on the weekends you have RVs, trucks with campers, trucks with boats, bicyclist, and motorcyclists all travelling on this road. So he thinks having traffic yield to traffic coming from the right where they're not used to, you're going to end up having more accidents where they're going to be hitting people coming through eastbound Guthrie Road to northeast bound Chapel Hill, because they're just not going to be able to see them.

Lisa asked Justin Glass if his map was from Google Earth, then asked if he could do a street view of the intersection. He did. We were able to see the that Guthrie road has a mound on the South side of the road and trees lining the north side right at the intersection, northbound Chapel Hill has a mound on the west side of the road and trees lining the east side at the intersection, and

westbound Chapel Hill has a small mound and trees on the north side of the road and trees lining the south side of the road at the intersection, plus a low area/dip in the road just before reaching the intersection. So you can't really see through the trees and the hill until you get right up on the intersection. Lisa asked if the problem is taking out the stop sign on eastbound Guthrie Road. Justin agreed. He hasn't seen any accidents with the current set up because people stop to see if there is anything coming. Justin knows the last recommendation was to remove the stop sign on Guthrie Hill and to add a supplemental to the other stop sign that traffic does not stop and to add a yield to traffic from right on eastbound Chapel Hill, but he feels like that is just adding confusion to this intersection because if a yield sign isn't just a yield sign and you have to put an explanation underneath, then it's not exactly a yield to all traffic, it's only yield to traffic to right then it's just adding confusion to something you can just throw a stop sign in and be done with it.

Lisa explained we can't just throw a stop sign in, we have certain warrants we have to meet on installing stop signs so it's not just as easy as throwing up a stop sign if somebody feels like if we just throw up a stop, it's going to solve a problem. Justin said, he feels like we're going to cause a problem with what was approved last month, by adding a yield sign with an explanation that you only yield to traffic from the right. Lisa, agreed, but like she said, we do have to follow an Indiana Manual which is basically our law book.

Paul Satterly presented page 52 from the Indiana MUTCD Manual and pointed out the yellow highlighted section that explains we can warrant an all-way stop based on sight distance issues. Lisa asked about traffic counts. Paul said, it can have similar volumes on each leg, it doesn't have to strictly meet a minimum traffic volume to be warranted. We've done similar things like at Earl Young and Nehrt Road where there is a 3 legged intersection, the sight distance is difficult and we put in an all-way stop there. Ginger asked if he would considered those trees and hills a sight distance issue. Paul said, it's a similar situation where we've got even volumes which satisfies one of the criteria and sight distance issues.

Lisa said, it was suggested to put in a 3-way stop at the May meeting and you (the Highway Engineer) said no. Paul Satterly, said he did a little more digging and found out we can based on sight distance issues. Russell asked if a 3-way stop was what Justin would like to see out there too. Paul asked Ginger if a 3-way stop has been requested for this intersection before. It has, twice in years past and once in May by Paul White so this isn't something new. Russell asked, and you are saying that the area does justify a 3-way stop due to the sight distance. Paul Satterly, agreed, based on a combination things, even the levels of traffic on approaches, sight distance issues, geometry, all contribute to justifying installing an all-way stop. Lisa said, that was her concern too, one month we were saying, no we can't do it, so she's glad Paul, the engineer went back and took a second look and found it could be warranted to make an all-way stop. Paul said, the criteria to be considered in the engineering study need to include control left turn conflicts so this is a good example of that as well. Paul would like for the Traffic Commission to choose from one of his 3 proposals. But due to past requests and the current request, he's leaning towards a 3-way Stop.

Paul White said he's had 2 close calls at that intersection when he was a driving a school bus for this specific reason, of turning around to make a left turn and someone pops over the hill. Obviously, traveling faster than they should have been.

Lisa thanked Justin for his participation.

Russell makes a motion to APPROVE installing a 3-way Stop Control and deleting the Yield sign at the intersection of Chapel Hill Road and Guthrie Road. Amanda seconded the Motion. Vote: 5 – 0, Motion carried.

*Amanda Turnipseed – Yes
Lisa Ridge – Yes
Paul White – Yes*

*Russel Brummet – Yes
Reed Adams - Yes*

B. Request Thru Truck Prohibition on Lawson Road and Fleming Place

Paul Satterly said this request came from Mr. Frank Swiniarski. He’s brought this up previously, but with the current construction activity on Simpson Chapel and Sample Road more cut-through traffic is occurring. But, it’s been a problem even before the construction started. For some reason, the truckers GPS finds that Lawson Road is just a hair shorter than taking Simpson Chapel or Bottom Road and they get routed through the neighborhood. Problem is Lawson Road is maybe 15 feet wide in some spots and trucks have been off into yards and all sorts of things. Paul recommends we consider placing No Thru Truck signs at both ends of Lawson Road and also at Fleming Place to reinforce the fact that the road is prohibited, but also that the road isn’t able to accommodate them.

We’ve done this on other roads, Leonard Springs, May, Mount Carmel, Wolf Mountain and find this pretty effective at getting truck drivers to pay attention and doesn’t alienate the folks that live within the area that have to haul stuff in or out or get deliveries. Russell said, on Lawson there is also a big incline. Paul Satterly said, it’s not built for truck traffic whatsoever. Paul White, having taken a grain truck through there, agrees. Amanda asked if a sign like that can be enforced. Is it a suggestion or is it something that is citable. Russell said, it is citable, it’s an ordinance. Lisa said, yes, it is enforceable because it’s an ordinance. Amanda assumed, but, some businesses will put up “no thru traffic” and driver’s think, what are going to do. Lisa said, that’s private property.

Russel makes a motion to APPROVE installing “No Thru Truck” signs on Lawson Road and Fleming Place. Reed seconded the Motion. Vote: 5 – 0, Motion carried.

*Amanda Turnipseed – Yes
Lisa Ridge – Yes
Paul White – Yes*

*Russel Brummet – Yes
Reed Adams – Yes*

C. Request 3-way Stop control for the intersections of Wickens Street & Hennessey Street and for Wickens Street & Meeting House Lane

Paul Satterly said Mr. Kevin Campbell requested all-way stops at these locations. One is between the 2 roundabouts at Meeting House Lane and one is south of the roundabout at Hennessey Street. For a little bit of history, we recently put up an all-way stop control at McDougal and Hennessey due to the neighborhood, street, people, volumes, etc. and that seems to have worked really well. The Neighborhood Association came in and got approval for a speed board, which they recently installed. It’s on Wickens Street just north of the condos. Paul talked to Mr. Campbell and told him we do not like to use all-way stops for speed control and suggested that he investigate the use of speed humps so he gave him our Speed Hump Policy and he’s going to look into that. Paul’s recommendation is instead of all-way stops that they investigate the use of speed humps. He also wants to see how their speed board does as far as impacting speed on Wickens Street.

Paul White makes a motion to DENY the request for a 3-way stop control at the intersection of Wickens Street and Hennessey Street and at the intersection of Wickens Street and Meeting House Lane. Russell seconded the Motion. Vote: 5 – 0, Motion carried.

*Amanda Turnipseed – Yes
Lisa Ridge – Yes
Paul White – Yes*

*Russel Brummet – Yes
Reed Adams - Yes*

D. Correct Ordinance for intersection of Indian Valley Drive and Rose Creek Drive

Lisa said, it looks like item D is a clean-up item to codify a Yield sign on Indian Valley Drive for Rose Creek Drive and delete the yield sign on Rose Creek Drive for Indian Valley Drive. It looks like that could have been a typo on our ordinance since we are just codifying it. So it looks like just the wording is wrong, but the signage is correct in the field.

Russell makes a motion to APPROVE correcting the ordinance to add a Yield sign on Indian Valley Drive for Rose Creek Drive and to delete the Yield sign on Rose Creek Drive for Indian Valley Drive. Reed seconded the Motion. Vote: 5 – 0, Motion carried.

*Amanda Turnipseed – Yes
Lisa Ridge – Yes
Paul White – Yes*

*Russel Brummet – Yes
Reed Adams - Yes*

V. OTHER DISCUSSION

A. Prince Road

While Paul White was out surveying people last night about the Chapel Hill/Guthrie Road intersection, one of the residents out there did a good bit of complaining about Prince Road which was a mile or so away. It's a dead end road, maybe 8 feet wide. She expressed gratitude that potholes were filled but is not happy with our local delivery services flying down the road and trying to cause crashes and there is no place to pull off for people to get by. Paul White would like to know what we can do about it. Could we look to see if there is a way we could maybe add some pullouts through there. Or can we put in a "Slow Down" sign.

Reed asked how long the road is. Lisa thinks it's less than a mile. She'd have to look in the inventory. The first thing she would do is make sure it has an ordinance for a speed limit. Ginger suggested a narrow road sign. Lisa said we typically do not put up narrow road signs. Lisa said if we tried doing bump outs or something we'd have to get into design and right-of-way acquisition. Paul White didn't know how big our right-of-way was there. Lisa said, typically, it's edge of pavement unless there has been a development in the area where we purchased right-of-way. Paul Satterly said we put a "No Outlet" sign up there recently which we find cuts down on the amount of traffic especially for people who are lost and do not know the area. Paul White said it almost looks like it's a blacked top driveway. Lisa is surprised it's paved.

This sounds like Tate and Johnson Streets that Paul Satterly took a look at. It was literally 8 feet wide, fully paved and they are county roads off Handy Road. One road is 2.8 miles long and leads to a single house and they are calling about speeding delivery trucks and it's literally a driveway that we own for some reason. Lisa said, Ginger can look to see if we have an established

speed limit on Prince Road. And if we don't, then Paul can bring it back to establish one. Ginger did after the meeting. And we do not have a speed ordinance for Prince Road. Paul Satterly asked if it has a lake access sign on it. Paul White does not think it does.

B. Fall Festival Parade

Lisa asked if we'd received anything on the fall festival parade. Ginger has not. Lisa just knew it was coming up in September and that they are doing it again. She couldn't remember if we have ever taken any action on it.

C. Fullerton Pike Project

Reed asked if there was any news on the Fullerton Pike Project. Lisa asked if he was referring to Phase 3. He is. Lisa said we've purchased 18 Parcels for right-of-way. She thinks we are down to our last one. It goes to letting July 2023, so we are right on target for that. The tree clearing begins November 15th for utility relocation. Construction is scheduled for 2024. By the time they get the contracts from INDOT, they award it. Paul Satterly said they should start on the bridge over the wintertime, no problem. Lisa thinks they allow 18 – 24 months to start construction. Reed says they need to get it done before he retires. He needs to drive on it a few times before. Lisa knows they will not move up the letting date because that is the beginning of the fiscal year. So they won't move up the funding for that project.

D. Roundabout on Curry Pike

Amanda asked if the roundabout on Curry Pike is a year-long project. Lisa, said, no. That should be open by the end of September. Amanda asked, the whole thing. Yes, it's a month early. That's going really well.

E. Crash Report

Reed asked if the crash report will be coming out soon. Lisa, said we just completed one for the last two years. We hired an intern and he just finished it about 3 weeks ago. Reed said, an intern does those. Paul said, yes, under close supervision. Lisa injected, of Paul. Paul said it turned out pretty good. Lisa said he did a great job. He did a set for last year and this year. That will be on the August meeting and the Hilly Hundred will be on the August meeting.

VI. DATE OF NEXT MEETING: August 18, 2022

Amanda will not attend because that is move in week for campus students.

VII. ADJOURNMENT: 2:04 PM