

Hybrid Meeting

Location: Showers Building, 501 N Morton Street, Bloomington, IN 47404, Room 211

Virtual: ZOOM

Chairman: Toby Turner

Members Present: Lisa Ridge, Joe Goss, Reed Adams, Russell Brummett (proxy for Brad Swain)

Members Absent: Paul White Sr., Amanda Turnipseed

Staff: Paul Satterly (Highway Engineer), Ginger Henson (Secretary) and Roxana Mendoza (TSD)

Guests: Mark Bettinger (for New Business, Item E, Annual Hilly Hundred Weekend)

Before beginning the meeting Ginger asked Roxana 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.

I. CALL TO ORDER

Toby called the July 21, 2022 meeting of the Monroe County Traffic Commission to order at 1:30 p.m. He asked if Mr. South, joining us via ZOOM could hear us okay. He can. Ginger asked which item he was here for. He said he was actually Mike Bettinger, not John South and he is here to speak on the Hilly Hundred.

II. LAST MEETING MINUTES

Reed makes a motion to APPROVE the meeting minutes for July 21, 2022. Lisa seconded the Motion. Vote: 4 – 0, Motion Carried. *Note: Russell Brummett arrived just after the minutes were voted on at 1:32 pm.*

Lisa Ridge – Yes

Reed Adams - Yes

Joe Goss – Yes

Toby Turner - Yes

III. NEW BUSINESS

A. Reduce Speed Limit on Victor Pike between SR 37 and Church Lane

Paul Satterly was out doing an audit of the Victor Pike signs from Rockport Road to That Road and he noticed we have a small section of Victor Pike set at a 35 mph speed limit between SR 37 and Church Lane. Once you get to Church Lane it changes to 30 mph all the way to That Road. He thought it would be appropriate, instead of having such a small 700 foot section set at 35 mph, to change that to 30 mph so people aren't ramping up their speeds on the approach to Church Lane. It has some sight distance challenges and then going down to the 30 mph speed limit just past the intersection. He feels it would be better to have 30 throughout this section of roadway.

Joe makes a motion to APPROVE reducing the speed limit to 30 mph on Victor Pike between SR 37 and Church Lane. Russell seconded the Motion. Vote: 5 – 0, Motion carried.

Lisa Ridge – Yes

Reed Adams – Yes

Russell Brummet - Yes

Joe Goss – Yes

Toby Turner – Yes

B. Reduce Speed Limit on Strain Ridge Road (North Section)

Paul Satterly said we received a request from Mr. AJ Bowlen to see if we could reduce the speeds on the section of road between Scott Lane and Smithville due to the limited sight distance on the vertical curves as well as the geometry along that section. Paul has been studying this little piece of roadway for a little while for sight improvements and possible reduction in speed limit due to the curvature south of Scott Lane all the way to Pointe Road. The numerous crashes on this section of road especially the reverse curves at Scott Lane and Anne Avenue. Based on his analysis and the curvature both horizontal and vertical he recommends we extend the 30 mph speed limit from Smithville all the way to Scott Lane and then reduce the 40 mph speed limit south of Scott Lane to 35 mph.

Ginger said the section that he is reducing to 35 mph is where we have all of the curves. Why do you only want to do 35 there? In Paul's opinion the geometry is not suitable for 40 mph. The curves are rated at 15 mph, 20 & 25. Ginger is wondering, why 30 mph on the straight end and 35 mph on the curvy end. Paul said 30 because of the vertical curves and limited sight distance and Mr. Bowlen has had incidents where he is turning left into his driveway and due to the vertical curvature, cars cannot see him stopped in the road turning left and it has caused some uncomfortable situations. Russell notice the two 90 degree turns on the map provided. Paul said the speed limit changes to 40 mph just north of Mr. Bowlen's driveway. They are moving at a pretty good rate on the approach to his driveway and due to the vertical curves there has been some close calls at his driveway. There are also some sight distance issues at the church driveway. He thinks a 30 mph speed limit would help that situation as well.

Joe makes a motion to APPROVE extending the 30 mph speed limit on Strain Ridge Road from the town of Smithville to Scott Lane and to reduce the speed limit from 40 to 35 mph from Scott Lane to Pointe Road. Russell seconded the Motion. Vote: 5 – 0, Motion carried.

*Lisa Ridge – Yes
Joe Goss – Yes*

*Reed Adams – Yes
Toby Turner – Yes*

Russell Brummet - Yes

C. Update Truck Prohibition on Smith Pike and Loesch Road

Paul Satterly said we are working on the Curry Pike, Woodyard Road and Smith Pike roundabouts and received a request to update the truck prohibition for Smith Pike and Loesch Road to reflect the current activity at the roundabouts. We estimate, the construction on the roundabouts should be done by the end of September, if not sooner so we want to get this in place to be able to get the signage up before the roundabouts open. Currently there is a truck prohibition for vehicles larger than WB-40 on Smith Pike. The same with Loesch Road. Those are the current restrictions. Our truck restrictions have been going to the no truck symbol with the "No Thru Trucks" placard below it on a lot of our roads like Leonard Springs and Mt Carmel we've been using the same style. One of the reasons for the truck prohibition is the ability of the roundabout at Smith Pike and Woodyard Road is designed only for a WB-50 which is a truck with about a 40-foot trailer.

Anything larger than that such as a WB-65 or 67 would not fit in the roundabout without going over the center island or hitting curbs, etc. The WB-67 is typically a truck with a 53-foot trailer which is the most common trailer size now. He'd like to keep that truck prohibition on Smith Pike to prevent truckers coming from SR 46, using Smith Pike, then getting stuck at the roundabout. The roundabout at Curry and Woodyard is designed for a WB-65 or 67 whereas the roundabout at

Woodyard and Smith Pike is not. Regarding Loesch Road, the geometry of Loesch Road and Woodyard is so sharp and severe that it's difficult to get any trucks through that intersection without encroaching on the opposite lanes or cutting across the corners.

Joe asked if he wanted to put a No Thru Trucks sign at SR46 and Smith Pike. Paul said, currently it is a no trucks over WB-40. Joe is aware, but is confirming that Paul is wanting to change that to a No Thru Trucks. Paul agreed, it would be a No Trucks Symbol Sign plus a No Thru Trucks placard underneath. Joe lives off Smith Pike and he's on that road nearly every day. It seems to him that the WB-40 is working quite well. He's not suggesting keeping that, he's just saying it seems to work. Paul said it has the no trucks sign that he thinks grabs their attention first, then the WB-40 clarifies it's no trucks larger than the WB-40, but anymore WB-40 is pretty rare unless it's a food truck. Toby said, but that truck would currently be fine with the new intersection. Paul agreed, and any truck that would be making a delivery on Smith Pike would be fine, it's just that we encourage them to use SR 46 to Curry Pike rather than Smith Pike.

Lisa and Paul spoke about this item a lot this morning and she concurs with everything he's saying. She also spoke with the legal department on what is enforceable, how do you enforce it, what is the definition of a Thru Truck and how are you going to know if that is a thru truck. That's is you follow it; none of us are going to follow trucks. Dave (the county attorney) says you cannot just keep trucks from going on a road unless there is a reason that you are going to eliminate a truck on the road because it is a public road. Lisa spoke to Toby and Paul about the May Road/Leonard Springs and keeping those big dump trucks off of there because there are some curves in there and they can't make those curves without creating an issue or getting onto personal property so we try to steer them towards the major collector roads, same with Mt Carmel. Toby agreed Mt Carmel has some geometry problems and curves. Lisa's question here is, if it just says no thru truck, how are going to keep a WB-67 off of that road. It can still go because we are not forbidding it. Paul said, right, but we are trying to discourage the thru traffic of a WB-67 from using that road. Lisa said, but they can still use it unless we specifically say, WB-50. Paul agreed they can still use it if they are just making a local delivery, it's just the ones that are going from point to point would be prohibited.

Russel said there is at least one business that he knows of on Smith Pike. He asked, but you're saying if they have a big truck as long as they are only making a delivery that can be on that road? Paul said, yes. We're not prohibiting trucks. We are prohibiting a thru movement of a truck. Lisa said, but didn't you just say if they try to use it, they are going to get stuck. Paul said that will reinforce the reason why we don't want a thru truck because they are going to get stuck at the roundabout. Joe doesn't understand, what is the no trucks sign he's putting up there, what does it mean? Paul said, it means no trucks. The clarification is the no thru trucks placard. Joe asked, why don't we just have no trucks? Lisa said because Dave said there's deliveries, there's people that need moving trucks. Toby asked, what is a truck, does that mean my truck? Paul said, in other places, we've specified no semi-trucks. Lisa said, but you said the trucks would get stuck in that roundabout. If you're just saying No Thru Trucks, that means that WB-67 can still try to get through there and get stuck, but if we aren't being more specific like we've had with the WB-40, it seems like that has worked in that area. Paul said we can say no thru semi-trucks to be more appropriate. Joe asked, why can't we just keep the sign we've got. Toby said, why can't we keep the sign we've got and change it to a WB-50. Paul said, because he would guesstimate that most truckers do not know the difference between a WB-40 and a WB-67. Russell said his deputies wouldn't know. Toby asked, so they couldn't write a ticket? Lisa said truckers would know, they should know.

Joe said for the people living there, he's been on that road every day ever since those signs have been up and he doubts he's seen more than 3 trucks on that road in 10 years. Paul said it's mostly garbage trucks and things. Joe said, those aren't 40 feet long so they're not a problem. Joe is saying, why fix something that he doesn't think is broke. Paul said we also get a lot of complaints from the residents about high-speed traffic. Lisa said, but we don't limit trucks for controlling speed. Paul said it's a safety issue too. Ginger said, why not add that no WB-40 trucks at the roundabout so they know they can't use that roundabout. Russell said, that's what he was suggesting. Toby said, then they're stuck there, what do you do with them? You have to place the sign before the point people are headed to the roundabout. Russell said when you say semi, that would include a WB-40 too, wouldn't it? Paul said, correct, we could specify no through semi-trucks. We could easily make a custom sign.

Toby's question is, at some point we've specified, hey, this truck or larger cannot go down that road. Why do we not continue with this? If we change the design and a bigger truck can go, why don't we change the wheel base? Right now, it says greater than WB-40, why don't we change that to WB-50? Paul said we don't have many of those trucks anymore, most of them are WB-67 with a 53 foot trailer. Lisa said, but that's eliminating those. Paul said only if the trucker knows the difference. Lisa said we can't assume what a trucker knows and what they don't know. Toby says if we say no semis, he thinks that's too generic. Lisa said, what makes it a semi. Paul answered, a trucker trailer. Lisa said, so anything over a WB-40 which is the existing signage that's there now. Paul said your smallest semi is a WB-40. Lisa asked, why do we need to change it if it's already posted WB-40 and that solves the problem.

Toby asked who was the person that wanted it changed, what was the reason? Paul said, Lisa suggested I get this updated. Lisa said she didn't say anything about changing the truck signs. She just said to make sure we had the yield signs and the signage for the new roundabouts done. She didn't mention truck traffic. Honestly, she would have thought that maybe even the no truck prohibition might have been eliminated because we were to design the roundabout big enough to handle truck traffic. So she didn't think that we would still have an existing problem with truck traffic. Toby asked if the roundabouts were designed where the trucks could roll up on it. Paul said, yes. Lisa asked if it has the apron like the other ones. Isn't that meant for truck traffic? Paul said, correct. He said, but it will only handle a WB-50. Lisa said, which we have it posted no trucks over WB-40 and that eliminates that problem. Paul said, it would. Russell said, it's funny you say that we built this new roundabout for WB-50, but you say nobody uses that size anymore so if most trucks use WB-67, why wouldn't we have designed it for that size. Paul said, trucks headed to the Industrial Park are going to be the WB-65 & 67. They are all hauling 53 foot trailers, that's the common truck size right now.

Russell thinks no semi-trucks would be clearer. Paul said, and we can say no semi-trucks or no thru semi-trucks, but then people get upset thinking they can't get their furniture delivery or their moving van. Lisa thinks we need to be more specific in that situation because if you put out there just a no semi-truck traffic just because the new roundabout can't handle that biggest truck, how many more requests are you going to get on county roads that people want that signage because they have no semis on their road, so I want no semis on my road. Russell added, and we don't even know if it's a problem yet. We don't know how many trucks are going up and down that road right now, do we. Joe said, virtually none. Lisa agreed, because the WB-40 sign is posted. Russell suggested we wait and do a study if we see we have any problems.

Joe thinks changing the current signage is going to increase truck traffic on Smith Pike. He doesn't think we want to increase truck traffic on Smith Pike. He said, we built Curry Pike with the idea that was going to be the main road. We won't have a problem with people headed North on Curry Pike and swinging over. It's the people from the other direction, coming from Ellettsville, it's much closer to turn off there at Smith Pike than it is to go on up there (to Curry Pike). Russel said, and most truckers go by GPS, it gives them the shortest route and that's why they do it. Everyone agreed.

Lisa said, if she was a truck driver and it just said No Thru Trucks and GPS says it's the shortest route, I'm going to try to go through there. Joe agrees, so we should just leave it at WB-40. Lisa said, if you have more of a restriction then she thinks they are less likely to go through. Joe agrees. Paul said, well, we could say no thru semi-trucks. It's an easy enough sign to make. Lisa asked if could propose to table this item of no thru trucks until we get the roundabout open and see if there is an issue created after the roundabouts are open. Paul asked, to see which one gets stuck first. Lisa said, not if it's saying No WB-40. Joe agreed, leave that sign up. Ginger asked if it says No WB-40 at both ends of the road. Lisa and Joe said, it does. Ginger said, so before they even come off Curry and try to turn that way, they know. Yes. Toby said, it isn't any different situation than we had before.

Paul said he was just trying to get it more uniform with what we've done in other parts of the county. Lisa totally understand that, but she thinks this is just a little bit different because we reconstructed an intersection to help eliminate the offset of the intersections being an issue. Toby said, the other issue is you're (Paul) telling me that quads and tri-axels are going to be fine at this roundabout and that is what is hurting us in some of the other areas with the geometry. Paul agreed. He said it's designed for school buses and they put a big fire truck on there too to make sure it could handle a fire truck. But the WB-50 is all over the place, it's from the curb and up over the truck apron. Reed asked if the test does a 270 degree turn or just a straight through. Paul said, they do a U-turn, the whole thing. Reed thinks it wouldn't be too hard for the longer trucks to navigate a straight here, but it's when you try to go all the way back to Woodyard that's when you have an issue. Toby said the problem isn't out on Curry, the problem is the other side at Smith Pike. Paul said they tested a U-turn. Lisa asked, but a WB-50 is tight there, correct? Paul said, correct. Lisa said, so by leaving it at the WB-40, that solves the problems. Russell said, he thinks Lisa made a motion while ago to just table this and see what happens. Reed thinks it sounds like the most sensible thing to do is just leave it at WB-40 and then see if there's a problem after the roundabout opens and then potentially restrict it. Joe agrees. Lisa said good motion.

Paul said, he has both Loesch Road and Smith Pike on here. Do you want to separate those? Are you okay with the No Thru Trucks on Loesch Road? Lisa said, he did say, coming out of Loesch Road and turning onto Woodyard, to make that turn, they have to get into the other lane of traffic which creates an issue. Paul said, the geometry and sight distance is poor as well. Toby asked if that sign needs to go all the way back to Old Vernal. Paul said, the current sign is at Old Vernal and Loesch, it's the same WB-40 sign at both ends. There is an advance sign on Old Vernal too. Paul said if you want to table both that's fine, if you want to separate them, that's fine too.

Lisa wants to go on record that she isn't against Paul or anything. She's just a little bit confused about changing it.

Joe makes a motion to TABLE updating the truck prohibition signs for both Smith Pike and Loesch Road. Russell seconded the Motion. Vote: 5 – 0, Motion carried.

*Lisa Ridge – Yes
Joe Goss – Yes*

*Reed Adams – Yes
Toby Turner – Yes*

Russell Brummet - Yes

D. Add Yield Signs for Newly Constructed Roundabouts and Approve Traffic Signal Updates

Paul Satterly said this is just a house keeping thing. We are going to have, of course, the new roundabout at Smith Pike and Woodyard Road with yield signs at all approaches. We are eliminating the stop sign at Smith Pike for Woodyard Road. And then we have yield signs at Curry Pike and Woodyard. Russell asked if all roundabouts have Yield signs. They do. That what he thought because once you're in the circle you've got the right-of-way. That's correct.

Lisa said we do not have a traffic control ordinance for traffic signals or HAWK signals in existence. There has not been anything like that taken to a Commissioner's meeting. Paul said we have ordinances with established traffic signals. Lisa said we have Stop, Yield and those, but not for signals. She believes we don't. Paul said, he's seen the ordinance, he has copies. Lisa said they've never gone to the Commissioners, she goes to those meetings, she presents to them, and none of these HAWK pedestrian signals have ever gone for an ordinance. Paul said, he's seen them in an ordinance back in 1999 and 2000. He presented a copy of the signal Ordinance #2000-32. Lisa said, she's never seen this, she didn't do these. Paul said, he's just cleaning up what is on record. Lisa asked if Ginger wants a copy because she doesn't think she's ever gotten a copy. Ginger agreed, she has never seen them. Paul got those copies from Laura.

Lisa asked, why is a HAWK pedestrian signal on here? Paul said it is a traffic control device along with the traffic signals. Lisa found that interesting. Paul got the ordinance from Laura and noticed it was outdated, so thought it would be appropriate to update it. Lisa agreed, absolutely. Paul didn't know if someone ran a red light, someone could say, oh, well, this isn't established in your ordinance, you can't write me a ticket. That was the only reason he brought this to the attention of the Traffic Commission. He received it from Laura, he noticed it was outdated and wanted to get it updated. Toby said, then this request isn't just about the new roundabout area. Paul said, its 2 parts. Its traffic signal updates and updates at the roundabouts. For example, we did eliminate the traffic signal at Curry Pike and Woodyard Road so that comes off our traffic signal ordinance and recently we had a new traffic signal installed at Rhorer Road and Walnut Street Pike so that would get added. In addition, there are 2 traffic signals that are no longer ours, but they are the city's maintenance responsibility so they are listed for removal from the ordinance. Also there was some terminology that was outdated and needed corrected on the name of a couple locations. Joe has to plead ignorant and asked, what is a HAWK pedestrian signal? Lisa explained, it's where pedestrians can push the button at a crosswalk or trail crossing to cross the street. Joe just didn't know the term HAWK. Russell asked if this request was also for signage for the roundabout at Profile Parkway and Sunrise Greeting Court. Paul apologized for missing that and agreed that it was. Lisa complemented Paul for a good cleanup.

Russell makes a motion to APPROVE adding yield signs for the newly constructed roundabouts and to approve the traffic signal updates. Lisa seconded the Motion. Vote: 5 – 0, Motion carried.

*Lisa Ridge – Yes
Joe Goss – Yes*

*Reed Adams – Yes
Toby Turner – Yes*

Russell Brummet - Yes

E. Annual Hilly Hundred Weekend

Mark Bettinger asked what we needed from him at this point. He's provided the start dates, the maps of the routes and rest stop locations. Are there any questions he can answer? Reed noted that the Certificate of Insurance lists Owen County Board of Commissioners as the Certificate Holder. Ginger acknowledged, he's right, it does. Reed asked Mark if he had another Certificate of Insurance that listed the Monroe County Commissioners. Mark said, there should be one. He asked for one for both counties. He asked if it was further down in the packet. If not, he knows it was generated and he can get that to us. Toby agreed that is something we would need. Ginger let Mark know Owen County is the only one we have. Mark said he will find it and get it to us. He had sent this to Agueda Mayan, so he's not sure what happened to it in that interim whether he didn't get the right thing to her, but he did ask to have that generated.

Toby said, most of us are familiar with this event and it's been around long enough, is there anything different this year? Mark said, yes, the rest stop for the end of Saturday and midday on Sunday has been moved down the road just a little bit to The Stone Age Institute so we've got a little more space there. The other is, we are avoiding a rather rough section of Burma Road before Wampler, so it's going a little further south to avoid that section. Other than that, we are keeping it pretty close to last year's route.

One thing he was hoping was that Paul Satterly would be able to talk to the Highway Department to maybe get some of the road near Mt Tabor Road patched a little better. There is a section next to the reserve, he knows next year they may have to abandon this road entirely. Toby asked which road he was talking about. Mark said, it's just north of Mt Tabor. Paul thinks its Brighton Road. Mark agreed. Toby said, we can probably do some patching, but it's tough to put a lot of money into Brighton Road. When Mark looked at it, on Mt Tabor Road, if you go to the northeast that looked to be a little worse than Brighton Road. Which is why we continued with Brighton. We would have used Bottom Road, but that has a mile of gravel in the middle.

Paul pointed out, another change, due to the roundabout construction is they're going to run down Ratliff Road to Vernal Pike instead of going Woodyard all the way through. Mark said, this year, with the cascades being open, they are going to try and route the majority of the traffic down through the cascades instead of Kinser Pike. Lisa said Bottom Road is supposed to be open around October 8th. Paul said they closed it August 8th and they have 60 days to complete their construction there so it could be open by October 8th, but we'll keep an eye on that. Toby asked if they were using any of Sample Road. Paul said they are not using Sample Road or Simpson Chapel Road. Mark agreed. He said, Paul was kind enough to provide them a list of some of the construction projects in the area, so they could work on rearranging the route a little bit as necessary.

One other change is heading up to Buskirk Road. Paul asked if Buskirk is still on the route. Mark said, it is. Paul asked, isn't Buskirk where we had one crash last year? Mark said, that there was only one crash that he was aware of where they had to pick somebody up. Paul said they hit some gravel left over from a patch. Mark doesn't know if it was that or if someone just got a little over eager on that downhill. Paul agreed it was pretty easy to speed on that section. Mark said they warned people about that. There was specific signage up their telling them about it, but there is only so much they can do to try and slow people down and warn them. We try our best.

Paul told Toby he thought the road conditions were pretty manageable last year. Toby said, Jodie always try to get around to patching the whole path, but again they're just patches and he knows bicycles. Mark knows; Toby has explained that Wampler and Brighton tend to be towards the bottom of the list, but there are many other roads that the Highway Department has improved for them which they appreciate. Paul said what he needs to do is get the list of our newly paved road and use those. Mark said that may be worthwhile. Mark said he'll go ahead and get the Certificate of Insurance to Ginger if that works. Ginger agreed and thanked him. Mark thanked us for our time.

Reed makes a motion to APPROVE the Annual Hilly Hundred weekend event upon the condition that we receive the Certificate of Insurance that names the Monroe County Board of Commissioners as the certificate holder. Russell seconded the Motion. Vote: 5 – 0, Motion carried.

*Lisa Ridge – Yes
Joe Goss – Yes*

*Reed Adams – Yes
Toby Turner – Yes*

Russell Brummet - Yes

F. 2020 and 2021 Crash Reports

Lisa thinks the crash reports are pretty self-explanatory when we bring them to you. We finally got them updated after COVID put us off one year. We are required to do this and we send it to the MPO. It helps us qualify for HSIP funding which is Highway Safety Improvement Funds. We're using this for future projects such as Dillman Road and the Old 37 South intersection improvements. We use this as a good resource for Paul too. He uses it to check signage and make improvements, low cost changes. Toby asked if he needed it to look at for signage. Paul said, yes, on Sample Road, Victor Pike and Mt Tabor we're kind of picking up on the crash history so he's done an inventory of those signs to make a few upgrades on a couple of locations. It's helpful to find some of the road segments there that seem problematic. Lisa added, and it's nice to see when the intersections that you do make the improvements on are eliminated from the list. Smith Pike, Curry Pike and Woodyard Road is one of them we hope will not be listed again after this year. Russell said, by townships, they really went down between 2019 and 2020. Lisa, said 2020 was COVID year. That probably changed some stuff there. Paul agreed that the traffic volumes really went down at that time. Toby said, we had less drivers because of COVID. Paul said there was less driving, but there were higher speeds throughout.

Lisa said if you look at the intersection crashes, Curry and Vernal is at the top of the list. Paul gets with the signal company, makes sure everything is working or if there are adjustments that need to happen. To those, we've upgraded equipment at those intersections. Paul said the 2 top crash roads in this county are Curry Pike and Fairfax Road. Ginger pointed out Fairfax has really improved. Toby said, we just really need to let that road go a little more, get some pot holes in it. Lisa said, hopefully with our Vernal Pike Connector Road, it will take some traffic off of Curry too. Paul said, Curry is basically a volume problem. A lot of uncontrolled access driveways and the shopping center driveway, he'd like to do something about, but it's right in that city/county transition area and you don't really want to put a lot of money into the city's roadway. But that area between Johnathon and SR 48 is really a big problem in terms of crash history. Toby asked if that was the CVS area. Paul confirmed, it was. You've got people in the southbound left lane turning left into that shopping center crashing there all the time just pulling out.

Reed said, Lisa mentioned Dillman Road, what's the improvements planned there. Lisa, said we just did a preliminary report there and maybe we could be looking at eliminating the hill, adding a traffic signal or roundabout. Russell asked if that was at Old 37. Lisa confirmed, Old 37 & Dillman Road. It's really preliminary right now. We just started within the last year so we're just looking at all of the options. We've done everything we can as lower options. Lisa thinks what we decided to do was in this next INDOT NOFA call, apparently it stated they have a lot of HSIP money that's outside of going through our MPO because it's on the border line of our MPO and that's very competitive money with the city to be able to try and get. So we think we are going to do a NOFA application for Federal funding. It would be 90% funded through the state. We've kind of sent the project. Everything we need to do on our end, we're supposed to have a road safety audit done and completed. We did that in 2012.

Then we have the newest report from our consultant that put it together so she thinks we are going to do it in November, do a NOFA application to try and get that 90% funded to construct it. Reed asked if that is most likely a roundabout. Paul said that is how it is leaning, kind of how the study is showing. Reed said sight distance is the problem, right here. Lisa said we need to cut that hill out too. Russell said going east on 37 is awful. Lisa agreed. That intersection is awful and it's a lot of trucks and the sanitation department cutting across through there. Paul said INDOT is going to be putting in a J-turn restriction there at Dillman and SR 37. Lisa said they were supposed to do that 2 years ago, but she thinks it got pushed back. Russell asked, what's a J-turn? Lisa said, like over on the bypass where that hotel is located. Paul said, they're putting a J-turn in there, but it's a little fancier than what they have currently. So you can't go across the highway or turn left so you'll have to turn right, go down the road, do a U-turn and come back and either go straight or turn right. Lisa is hoping that will eliminate some of that truck traffic there. Paul said, but the challenge is it's not good for pedestrians or cyclists so that is another obstacle that has to be worked out. Russell said, but that roundabout would have to be pretty good size at Dillman and Old 37 because there is a lot of truck traffic there and GPS. Lisa added, it will be costly too. If you can get 90% funding for it, eliminate the hill and do a roundabout there that would be good. And that is what we use these crash reports for a lot. Paul said, it's usually in the 2.5 million range as well. Toby thinks his guys are going to take the paver down there next week and do some patching down there on Dillman as well, between 37 and Fairfax.

Paul said we have done constant improvements since 2012 and the crashes are like 5 or 6 every year. You throw some injuries in there and it's not a good situation, so it's not curing itself. Reed said, the one thing you could do is improve the Church Lane/Fairfax intersection and then close that little segment. Lisa would love to close that little segment. That was what she was hoping for. Paul said that's actually been talked about. Reed said, if you essentially go up to the stop light where Victor connects to Church, if you made that a much smoother path across there, then a lot of that traffic would shift a ½ mile up. Paul said a lot of that traffic is coming from that area heading on 37 so they can go south on 69. Reed said, if you take out that S-curve on Rogers Street and cleaned that up a lot. Paul said we have a full-blown clean-up at that intersection of Church and Victor too. Reed said he would improve that but then you could just close down that little stub. Paul said, 37 and Victor is nasty, there have been a lot of fatalities there too. Reed asked, even with the stop light? Paul said, yes and even Old 37 has a high crash fatality. Reed asked if it was at the 4-lane on 37. Paul agreed and added, Dillman is increasing in crashes. Reed noted, people drive fast through there. There zooming fast on the interstate. Paul agreed, there is a lot of volume a lot of decision making trying to get across that. That's why they're going to the J-turn. He doesn't know what they can do at Victor and Old 37. It's the first traffic coming into town which is always your big problem because people haven't seen a signal since Bedford. And

coming the other way, Victor is the 1st signal on the interstate coming the other way and those are routinely high crash locations.

V. OTHER DISCUSSION

A. Agenda Page Numbers

Lisa asked Ginger to start numbering each page of the Traffic Commission Packet and to add the beginning page number of each agenda item to the agenda. She finds it helpful in the Plan Commission Agendas.

B. Garage Conference Room

Toby said, we are working towards getting the next meeting out at the Highway Garage in our new conference room. He said the office is done, everything is done. We are just waiting on some cabling issues.

VI. DATE OF NEXT MEETING: September 15, 2022

VII. ADJOURNMENT: 2:18 PM