

MINUTES FROM THE REGULAR TRAFFIC SAFETY COMMITTEE MEETING  
HELD ON JULY 8, 2020 AT 6:00 P.M.

**MEMBERS PRESENT:** Suzanne Bolin, Lacy Kent, Albert Clement, Lawrence Saterfield, Joshua Martinez

**MEMBERS ABSENT:** Barbara Turner, Daniel Pomerlee

**REPRESENTATIVES:** Councilman Stokes; City Clerk Nina Patterson; Street Superintendent Gene Palmer; Community Development Director Brock Cherry

**TRANSCRIBER:** Amy Pearson (Not present at meeting)

**MINUTES:**

Suzanne Bolin made a motion to approve the minutes from the June 10, 2020 meeting. Lacy Kent seconded the motion. All in favor, motion carried.

**RECOGNIZE PERSONS IN THE AUDIENCE:**

**OLD BUSINESS**

**U-turns at Elementary Schools**

Nothing new as Mr. Urquidi was not present. Carry forward.

**Crosswalk Concern at North 9<sup>th</sup> East and American Legion**

Street department installed a crossing sign one block west of this location, so they are not going to install one at this intersection as well. Gene said that it can be problematic to have too many signs in such a close area because drivers become blind to them all and that educating pedestrians would be the best route. Albert suggested contacting the newspaper for an article on pedestrian safety. Lawrence also suggested using social media right before school starts to refresh everyone's memory. Brock Cherry stated that between Mike Freeman and their team they could certainly create a social media campaign. Brock asked that Councilman Stokes and Gene both helped with the overall script and what ideas they want to have portrayed. Item Closed.

**Pedestrian Education**

Discussed in item above. Carry forward.

**NEW BUSINESS**

**GENERAL BOARD DISCUSSION**

Lawrence asked if the traffic safety recommendation to switch the stop signs to the opposite corners at South 2<sup>nd</sup> East and East 2<sup>nd</sup> South and also East 3<sup>rd</sup> South and South 2<sup>nd</sup> East had been approved by council. Councilman Stokes said that Councilman Brennan had requested that motion and decision be postponed to the next council meeting as he had several questions and wanted an opportunity to look at the corners in question. Gene said that everything has been built and dig lined and is ready to go in so if it is approved, it should only take a day to complete.

Brock Cherry introduced himself to the committee, explained his new role with the city. Brock wanted to forewarn and discuss with the committee an idea they may be approached with. He explained that when we

do transportation planning arterial roadways are designed for higher volumes of cars and for higher speed. From the land use perspective, the area on South 5<sup>th</sup> West is all residential development, so our comprehensive plan is to bring in more residences so there will be more neighborhoods similar to Silverstone and Rolling Hills being developed and that is going to make South 5<sup>th</sup> West be very busy. What Brock wants to discourage is people developing their homes so that they have direct access to South 5<sup>th</sup> West, limiting the number of accesses because if there are a ton of accesses it will not be a very successful arterial anymore and will clog up traffic.

In order to discourage people from doing that, one of the things to make it more uncomfortable so more people don't come and do that is to raise the speed limit. The speed that Brock is suggesting is going from 25 to 35 mph. There are more current residences north of West 12<sup>th</sup> South that have direct access; to the south there are some direct access but more undeveloped land. Brock would like to get ahead of the curve to discourage multiple accesses off of South 5<sup>th</sup> West. Brock said a good example is that someone currently wants to annex property who had previously subdivided it with the county into four large one-acre parcels and he wants to have two accesses to South 5<sup>th</sup> West. Had Brock been here before he would have argued tooth and nail to only have one and it would have to be a shared drive that was going to serve everyone. Those are the things that we need to prevent if we are thinking five to ten years ahead.

Brock said this road is highly used; he does see pedestrians and people riding their bikes and he is currently working with the Police Department to get all the data he can about crashes that have happened there and how many traffic stops have been in the area. Suzanne also mentioned the bus stops frequently on that road for school children. Brock said that life safety is his number one concern and if the data that he receives from the Police Department is substantial evidence that life safety would be compromised by changing from 25 mph to 35 mph then he would not recommend it, especially considering that a 10 mph increase in a collision with a pedestrian significantly increases severe bodily harm and even death then that is something that he doesn't want to happen.

However, he does know in order to effectively plan for the future, for our infrastructure for all the residential homes that will be there, we have to start doing these small actions now. Albert asked how much authority Brock has to make this happen as developers come in and develop different areas. Brock said he can't force it, all he can do is recommend to the Planning and Zoning Commission and to the City Council. But what we can do is condition subdivision approvals with items like. Brock said that if you are not a traffic engineer it's something you wouldn't think about predominately. The only reason Brock brings it up is because he has been in tons of preapplication meetings for subdivisions where he had a traffic engineer there and it is something they would always hit on.

Brock asked if we had a Master Transportation Plan. Gene said yes, but that it was in place before he became the Street Superintendent. Brock said that is another thing that will be reviewed, along with other policy documents that govern us, prior to going to Gene for any recommendations. Brock said that documents that are relatively old scare him and that the Master Transportation Plan should probably be updated.

Councilman Stokes asked Brock if he would be willing to compromise with a 30 mph. Brock said that he would recommend the full 35 mph. However, he is unaware of how this ultimately works and who does make the ultimate decision. He doesn't know if it's the Planning and Zoning Commission or if the order of operations is that we take your recommendation to the City Council. Nina explained that the recommendations come from Traffic Safety and then go to the City Council. Lawrence said that Smith Road at the intersection of South 5<sup>th</sup> West used to be 35 mph until the first phase of development of Morning View when it was changed to 25 mph. Lawrence said that everyone already drives 30-35 mph on that road. Suzanne explained the bus stop requirements and why they use the stop arms so much. Josh Martinez said that 35 mph will turn into 45 mph from his experience on-duty doing traffic control, that is exactly what is going to happen and it's already a very narrow road. He said he wouldn't be opposed to increasing the

speed limit if the city is able to widen the road or make it so that there is a designated bike lane. He knows that there is a lot of foot and bicycle traffic on that road. Councilman Stokes said that he thinks part of the problem is that half of that area is county right there and there are no sidewalks for safe pedestrian travel. Brock told Josh that what he is describing is complete streets which he thinks should be our gold standard from now on. He believes that a complete street that is 35 mph is much safer than not having sidewalks and bike lanes and a having a 25 mph speed limit just because it isn't welcoming to pedestrian or bicycle traffic. Josh reiterated that drivers are already going 35 now and knowing that it is going to increase even more, it will have to be watched carefully until the roads are fixed. Brock concluded his presentation and left the meeting.

Albert said he would go to the newspaper and ask them to send a reporter over to speak with Brock and Mike Freeman in the Economic Development office regarding a pedestrian safety article for citizens.

### **ADJOURN**

There being no further business to come before the committee, Lacy Kent made a motion to adjourn the meeting. Suzanne Bolin seconded the motion. All in favor and the meeting was adjourned at 6:36 P.M.



Chair

### **AGENDA ITEMS FOR AUGUST 12, 2020 MEETING**

#### **OLD BUSINESS**

U-turns at Elementary Schools  
Pedestrian Education

#### **NEW BUSINESS**

Police Report