

APPROVED

TRAFFIC SAFETY ADVISORY BOARD

Minutes

October 21, 2014

The October meeting of the TSAB was held at 7 pm on Tuesday, October 21, 2014 in the training room of the municipal building (room 104). Meeting was called to order at 7:00 pm.

Present were:

Alex Crutchfield (ORHS rep), Bill Davis, Gene Dunaway, Andrew Howe, Jana Humphrey, Bill Polfus, Ben Redmond, Aditya Savara, Jane Shelton, Steve Byrd (City rep)

Non board members:

Multiple members of the public attended for the Public Hearing portion of the meeting.

1) Public Hearing on the roundabout at the intersection of Tulane, Providence, E. Pasadena and Pennsylvania.

A rough proposed design document and a summary of accident data at the location were provided in the agenda packet (see appended).

There are presently various caveats to the intersection:

- Many cars from various directions, and school busses as well
- Cars traveling eastbound on Penn tend to pick up speed as they travel down hill toward the intersection
- The intersection is commonly part of the cross country team(s) practice route
- Penn Ave is part of the Shared Bicycle Plan route
- The intersection sees differing volumes of traffic at different times of the day
- Minimal pedestrian crossings
- High accident rate
- Existence of a historic bus stop in the center island

And there are caveats to the proposed roundabout:

- Will cut into personal property a little bit to 'round out the corners'
- Needs to be wide enough for tractor trailers and school busses
- When traffic backs up to a roundabout, it can cause the 'wheel to stop spinning' and result in back-ups on all 'spokes'. Long back-ups can then impede other side-street traffic
- Traffic will need to slow down at and in the roundabout itself, which will change traffic behavior on Penn Ave

Various residents spoke on the matter, mostly from personal anecdotal experience. Joseph Lee lives on E. Pasadena and has called in many accidents over the years. He used to run down to see the situation but now just picks up the phone when he hears the sounds of a collision. Chuck Hope ran wreckers for the city for years and says this location had a higher 'call out rate' than others and agrees it needs attention.

Jan Hicks spoke of her concern for improved pedestrian crossing locations, and Joseph Lee wondered if the roundabout radius was large enough for semis and busses. He also wondered if utilities were a factor in this design, and would like to see a more fleshed-out design plan than what has been provided so far.

A resident on E. Passmore Ln voiced concern about being able to exit her street effectively during times of 'back up.' The current school bus location on Penn at Passmore was also discussed as a potential problem – it may create a situation where the roundabout 'stops turning'.

Howard Box of Providence Rd felt a stop sign for eastbound Penn traffic might suffice to reduce the accident rates, as did Bill Williams. On a related matter, Teresa Scott suggested a stop sign might be beneficial for the Penn and Vermont intersection, and also suggested adding a crosswalk at Passmore and Penn.

A few residents voiced a desire to maintain the current bus stop structure in the island for historic sake. Joseph Lee pointed out that the bus stop in question was already reduced in size by around one half about 20 years ago.

Information from Steve Byrd addressing those concerns:

- Traffic hasn't increased greatly at this location for 20 years
- The volume warrants only a one-lane roundabout, which also minimizes the need for taking of private property
- The general speed of vehicles while in the roundabout is estimated to be around 15 mph
- East bound Penn traffic will be forced to slow down as they approach the roundabout. Cars back up to Passmore at times presently. The roundabout will likely improve this issue as cars will no longer need to stop at the intersection to proceed down Providence or Tulane.
- Pedestrian crosswalks will be added to all 'spokes' of the roundabout, creating improved pedestrian routes
- The roundabout is designed to accommodate tractor trailers and school busses
- Placing utilities underground to address the needs to relocation, or to explore alternate solutions for the intersection, is very expensive
- A westbound school bus stop at Passmore and Penn may create an issue at the roundabout, but only for a short period of time.

Chuck Hope informed us that as a member of city council he will bring up the issue of the Passmore bus stop while council works with the BOE.

2) Approval of minutes from last meeting

Minutes from the September 18, 2014 meeting were approved unanimously without changes.

3) Discussion on Annual Planning

The Annual Program Process document was discussed (see appended) and it was decided to remove "TDOT" from item 4 so as to not exclude any other sources of traffic data. It was also decided to name the Planning Commission correctly in item 1 by calling it the "Municipal Planning Commission". A motion was made to accept the Planning Process with the two revisions and accepted unanimously.

4) Comments or questions on road work in the city

Gene Dunaway submitted a document (see appended) with photos and information about the intersection at Georgia / Turnpike and the change of business model of Summit Medical that may effect foot traffic at that location.

Steve Byrd informed us that some work was planned to be done at that intersection prior to the re-location of the U.U. Church, but the project has not seen attention. There are other intersections that would take precedence over the GA/Turnpike location, such as a crossing from the hospital to the new Zaxby's restaurant. Lack of funding and the high cost of upgrades makes upgrades like these difficult to achieve.

Alex Crutchfield brought up the problem of vehicle back-up at the Edgemoor / Melton Lake Dr intersection.

Steve Byrd informed us that the state has had plans to improve that road, which is technically state road 170, for many years. They would like to widen it to five lanes, but lack of funding is prohibiting forward movement on that project presently.

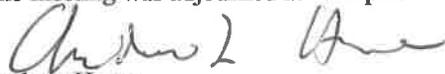
Bill Davis identified that the roadway on Lafayette Road approaching Illinois was "wash boarding". Steve Byrd indicated that he would pass that information onto the street maintenance person to include in his planning for future street maintenance.

5) Additional business

Bill Polfus handed out his analysis of the TDOT traffic flow data (see appended). He also passed out a "rough draft outline" (see appended) of our annual report and asked Andrew Howe to flesh it out further.

6) A motion to adjourn was made and passed unanimously.

The meeting was adjourned at 8:40 pm.


Andrew Howe
TSAB Secretary