



Meeting Minutes - Final

Transportation Advisory Board

Thursday, October 6, 2022

7:00 PM

Council Chambers

A. CALL TO ORDER:

Chairman Melaniphy called the October 6, 2022 Transportation Advisory Board Meeting to order.

B. ROLL CALL:

This was closed.

Present 6 - Mary Howenstine, Scott Hurley, Michael Melaniphy, Inga Orolin, Matthew Seeberg, and James Webb

Absent 3 - Janet Blubaugh, Michael Brown, and Suzanne Hart

C. PUBLIC FORUM:

There were no speakers in public forum.

This was closed.

D. REPORTS AND RECOMMENDATIONS:

Police Department Report

Police Sergeant Ricky Krakow speaks about the police department getting a Step grant that will help with enforcement of DUIs and seat belt violations next year.

This was closed.

1. [Approve the minutes from the September 1, 2022 Transportation Advisory Board Meeting](#)

Attachments: [September TAB Minutes](#)

A motion was made by Webb, seconded by Seeberg, approved. The motion carried by the following vote:

Aye: 6 - Howenstine, Hurley, Melaniphy, Orolin, Seeberg, and Webb

Absent: 3 - Blubaugh, Brown, and Hart

2. [Receive Staff's Evaluation of Traffic Concerns on Gartner Road between Washington Street and Charles Avenue](#)

Attachments: [Gartner Road Speed Data](#)
[Banded Speed Limit Sign Locations](#)
[25 MPH Pavement Marking Locations](#)
[Parking Box Locations](#)
[Marked Choker](#)
[MUTCD Multi-Way Stop Application](#)

Project Manager Michael Prousa gives presentation on the Gartner Road speeding and stop request traffic investigation.

Marilyn Schweitzer states that she agrees that Gartner Road is an issue and she is looking forward to the after studies following quick implementation of the recommendations. She states that additional stop signs will not help but that enforcement is key. Gartner is not patrolled as much after traffic officers have been cut.

Bob White mentions the intersection of Gartner and Edgewater and would like the City to investigate improving the crossing and intersection. He states that cars go at different speeds as they come down Gartner and he hopes that the study differentiates between the different speeds. Bob White states that many pedestrians/bicyclists use this stretch of roadway. He states that the road is populated with many children and that it is a time saver for vehicles to avoid streets with traffic lights. He states that if a person is struck on Gartner there is a high chance of an injury because of the high rate of speed that vehicles are traveling at.

Chairman Melaniphy asks staff to clarify some of the points that were raised by Bob White.

Prousa states that Gartner and Edgewater and the bicycle trail crossing will be evaluated in May of 2023 when the trail use will be higher than it is today. Staff can bring the report of that intersection back to TAB at that point.

Bill Simon states that the crosswalk at Gartner and Edgewater is very heavily populated. He states that when the crosswalk is being used heavily vehicles stop often. During the evening and at night people do not stop and are speeding across the bridge. Bill mentions that the City should look at a pedestrian flasher sign for the location. He asks staff if bicyclists would be allowed to bike over the marked choker.

Prousa states that they would be allowed to bike along the marked choker. He states that Gartner Road is a on-street bicycle path and that bicyclists are expected to share the road with vehicles and vice versa.

Prousa clarifies that the in-pavement stop for pedestrian signs are placed at crossings from early May to late October.

Howenstine appreciates the staff's attention to detail.

Seeberg appreciates the staff's quick turnaround on the study. He asks about collector streets and why Gartner is a collector.

City Traffic Engineer Andy Hynes states that the City has a master thoroughfare plan that divides the streets into different classifications like local streets, collectors, and arterials. He states that the reasons are based off their connectivity and function. The volumes do not define the classification but they typically have similar ranges and speeds.

Seeberg asks what else can be done to the intersection of Gartner and Edgewater and how does the City look at these requests.

Prousa states that some of the criteria that staff looks at sight distance, volumes of trail users and vehicles, speeds of vehicles. They also have options of tree trimming, crossing enhancement, and engineering solutions to have the intersection perform more safely.

Seeberg asks if there is anything else that can be done at the hill to have vehicles drive slower. He also asks if we could put another 25 mph sign for vehicles as they leave the curve towards the hill.

Prousa states that staff believe that taking the tiered approach to lowering speeds is the best option currently, Prousa states that an after study will determine whether or not the tools are working to the desired impact. Prousa states that a 25 mph sign is located after the curve for the WB traffic.

Seeberg states that he uses the area a lot for biking. He asks if the sharrow markings are in place on this stretch or if they were looked at by staff.

Prousa states that staff considered them but were focusing on speed reduction tools.

Seeberg states that he would like to see more traffic officers out on the streets and appreciates the effort on situations like this.

Hurley states that he is happy for the quick turnaround on the study and asks for staff to explain what the 85th percentile means.

Prousa states that the 85th percentile is what 85 percent of vehicles drive at or below. He states that the number is used by the industry for making traffic decisions.

Prousa clarifies that the 85th percentile includes the outliers.

Melaniphy asks Sergeant Krakow what his traffic units see out in the field.

Sergeant Krakow states that they focus on the outliers and that the percentages show that they are infrequent.

Hurley asks about the traffic collection units that were used for the study and if they prohibit speed when drivers see them.

Prousa states that the traffic data collection units are Jamar and Numeric counters. The Jamar units were used for the Gartner Study. Staff has no reason to think that vehicles drive slower when approaching a data collection device.

Hurley asks what times the data was collected.

Prousa states that the data is collected 24 hours a day for a full week. He also states that the output is in multiple types of time intervals. He states that this helps finding times of day that speeding is occurring.

Hurley asks what kind of crash data is available to City staff.

Prousa states that staff has access to any crash that a police report has been filed for. He states that staff typically look at the last 3 to 5 years of crash data.

Hurley asks if the speed limit signs that already have banding, if they will be replaced or additional ones will be placed.

Prousa states that those will be an addition to the speed limit signs that are out there.

Webb states that the quick turnaround was appreciated.

Webb asks what the next steps are for implementation.

Prousa states that signage will most likely be placed this year and that the pavement markings will be a part of the 2023 pavement markings contract.

Webb asks if TED can handle the implementation on their own.

Prousa states that yes, this report is what TED sees on a weekly basis and are able to implement the recommendations without City Council approval.

Melaniphy states that the reason this has ran so smoothly was because of the traffic calming toolkit that had a public process in 2020. He thanks the public, staff and TAB for all the questions and contributions.

This Report was received.

E. OLD BUSINESS:

There was no old business discussed.

This was closed.

F. NEW BUSINESS:

Andy Hynes states the most recent bridge inspection of the Washington Street downtown bridge showed signs of increased deterioration. Staff were instructed to implement lane closures because of this. The closures will be in place until further notice. Construction of the new bridge is expected to begin in 2023 and end in 2024.

This was closed.

G. ADJOURNMENT:

A motion was made by Hurley, seconded by Howenstine, to adjourn the meeting at 7:57 p.m. The motion carried by the following vote:

Aye: 6 - Howenstine, Hurley, Melaniphy, Orolin, Seeberg, and Webb

Absent: 3 - Blubaugh, Brown, and Hart