

MINUTES
TRAFFIC COMMISSION
June 27, 2017 MEETING
COMMISSION CHAMBERS ROOM AT CITY HALL

- I. CALL TO ORDER
II. ROLL CALL

MEMBERS PRESENT

Ronald Taffe- Chairman
Rebecca Dolin
Peggy Rider
Jack Barrett
Reuben Peltier

MEMBERS ABSENT

Wayne Ardrey- Vice Chairman
Paul Roberts

EX-OFFICIO MEMBERS

Michael Ludi, Assistant City Engineer
Danielle Turner, Traffic Commission Secretary
Keith Mangus, Traffic Supervisor

CITIZENS PRESENT

none

III. Approval of October 25, 2016 Minutes

Discussion:

Motion was made by Rider, seconded by Peltier to approve the October 25, 2016 minutes. Motion **carried**

Roll Call: Aye: Taffe, Dolin, Rider, Barrett, Peltier
Nay: none

IV. Appointment of Chairman to Traffic Commission by member of Traffic Commission Board

Discussion:

Jack Barrett volunteered to serve as Chairman of the Traffic Commission.

Motion was made by Taffe, seconded by Rider to approve the appointment of Jack Barrett as Chairman to the Traffic Commission. Motion **carried**

Roll Call: Aye: Taffe, Dolin, Rider, Barrett, Peltier
Nay: none

V. Appointment of Vice Chairman to Traffic Commission by member of Traffic Commission Board

Discussion:

Reuben Peltier volunteered to serve as Vice Chairman to the Traffic Commission.

Motion was made by Dolin, seconded by Rider to approve the appointment of Reuben Peltier as Vice Chairman to the Traffic Commission. Motion **carried**

Roll Call: Aye: Dolin, Rider, Barrett, Peltier
Nay: none

VI. CONSIDERATION OF REQUEST

A. Consideration of request by Staff, to add flexible delineator devices along the centerline of Highland west of Harrison.

Discussion:

Michael Ludi stated he had been asked by Brian Winterringer that this item be deferred to the next Traffic Commission meeting so that a representative from Sonic may attend and speak. It would be up to the Board to vote or defer at the end of the discussion.

Michael Ludi presented a power point presentation showing the location on Highland at Harrison that the flexible delegators would be placed. The location consists of double yellow lines at the traffic signal located west of Harrison on Highland. There are two (2) west bound lanes and two (2) eastbound lanes with an additional turn lane eastbound totaling three (3) lanes eastbound in this specific location. The problem that is occurring as the turn lane fills and is backed up past the entrance of the new Sonic it causes traffic to wait westbound to cross the three lanes of traffic into Sonic. This is backing traffic up into the intersection and causing people to try to come through the intersection and having to stop quickly so not to hit a waiting car. This is also causing cars to drive the wrong way westbound coming out of Sonic onto Highland until they are past the cars in the lanes eastbound. Michael stated he had spoken to the business owner just down from the location. The business owner stated he sees close calls every day especially during the busy hours caused from this issue and believes adding the flexible delineator devices would be a good idea. Ludi stated he has looked at the area and the only option he has come up with is to add the flexible delineator devices. He stated that the devices would be placed on about 100 foot of the roadway on the double yellow lines. This would not be all the way to the intersection. These delineators are between 36 and 42 inches tall made of flexible tubing that would be screwed into the street. If hit by a car these delineators would fold over and pop back up. If the devices are not placed all the way to the intersection a possible issue might be that cars cut early across traffic to make it into the drive. The issue with cars turning westbound out of Sonic into oncoming traffic would most likely still be an issue. Ludi stated while watching traffic this was happening often already. Adding the devices will not eliminate all illegal activity but it should eliminate some of it. The flexible delineator devices have a life span from a few hits, 50 hits, 100 hits and so on depending on the cost of the device. Once people realize that the devices will fold and pop back up they may just run them over and then it would be a maintenance issue. The cost to cover 100 feet would be approximately \$1300.00 to

\$6000.00. No exact product has been picked out with us not having these devices anywhere in town. We would start with the cheaper option to see how it worked. Jack Barrett asked what would be the reason not to place the devices all the way to the intersection to help alleviate the issue of cars driving in the wrong lane westbound to get into the entrance from the intersection. Ludi stated the primary reason for placing these devices is to eliminate the backup in the intersection not to stop traffic from driving illegally. The devices could be placed to the intersection by just adding the additional costs and maintenance. Rebecca Dolin explained that with this being a new Sonic location the traffic is greater right now than it might be in a month or two.

B. Motion was made by Rider, seconded by Dolin to defer the Consideration of request by Staff, to add flexible delineator devices along the centerline of Highland west of Harrison. Motion **carried**

Roll Call: Aye: Dolin, Rider, Barrett, Peltier
Nay: none

VII. ADMINISTRATIVE REPORTS

Michael Ludi handed out two (2) maps. The first map discussed is traffic counts at intersections around town. This map is given just so the Commission has an idea of the traffic numbers at specific intersections in Shawnee. Some of our traffic counts are taken by using counters with hoses that run across the road. The other way we get counts are from some of our new signals. These signals can be set to count cars electronically using motion. The counts on this map are daily counts. We do not have counts from previous years at each intersection. ODOT had taken traffic counts in the past and those counts are on the ODOT website. This is the first map that the City has put out. To retrieve this information from the signals the Traffic Department goes out to the intersection, downloads the information into a computer and then brings it back to the office to format and use. As we move forward with Centracs we will be able to update the map and compare years. With Centracs, once everything is in place, we will be able to pull this information from the office. Not all intersections count. The second map is the Centracs phasing plan. This map shows all of the signal locations that will be set up with Centracs. Centracs is a management system that we will be using to control our traffic signals remotely from downtown. When we have the signals online they will be going to a central programming system where we can watch them all, get alerts and control them remotely. We have Centracs set up in four (4) phases. We are working on software install and hardware right now for phase 1 and phase 2 hardware has been ordered. These cameras do not count the difference in bicycles and cars. They are a motion sensor that we can see through. We do not record traffic. The purpose of this system is to detect problems with signals in real time and be able to remotely fix issues that may occur. Timeline for completion of all phase's best-case scenario would be about a year and a half. Phase 4 has out dated cabinets and may not be online during this time depending on budget.

VIII. CITIZEN PARTICIPATION

none

IX. BOARD MEMBERS COMMENTS

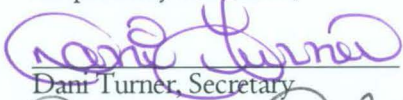
Peggy Rider welcomed Jack Barret to the Chair position and Reuben Peltier to the Vice Chair

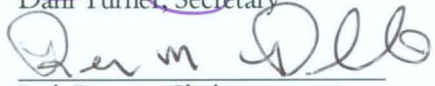
X. ADJOURNMENT

There being no further business to come before the Transportation Commission, a motion was made by Rider, seconded by Dolin recommending the meeting be adjourned. Motion **carried**

Roll Call: Aye: Dolin, Rider, Barrett, Peltier
Nay: none

Respectfully submitted,


Dani Turner, Secretary

 - vice chair
~~Jack Barrett, Chairman~~