



**Department of Public Works
Eric W. Larson – City Engineer**

Karen Tingle-Sames, Mayor

City Council Members

Alan Gibson
Don Hawkins
David Lusby
Kelly McEuen

Larry Prather
Mark Showalter
Connie Tackett
Chad Wallace

May 29, 2009

INTEROFFICE MEMORANDUM

TO: Mayor Karen Tingle-Sames

FROM: Barry Brock, Chairman – Traffic Committee
Eric W. Larson, City Engineer

RE: Minutes and Recommendations –
Traffic Committee Meeting May 19, 2009

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Present:

Eric W. Larson
Ben Krebs
Brian Shorkey
Alan Gibson
Scott Jarvis
Jarrod Stanley
Jason Whitaker
Ed Saker
Rebecca Cassell, 1010 Marshal Park Dr.
Rebecca Webber, 1006 Marshall Park Dr.
Linda Stevens, 1011 Marshall Park Dr.
Jack Parsons, 1032 Marshall Park Dr.
Earlene Dixon, 1007 Marshall Park Dr., earlyd43@yahoo.com
Don Wilbur Jr., 438 Avondale Ave.
John Stone, 427 Avondale Ave., 502-639-4393, jstone@fyllnbros.com
Pat Butcher, 433 Avondale Ave., 502-370-7434
Art Bigelow, 520 Oak St., 863-3960
Jackie Evans, 333 E. Main St., 360-710-3819

- 1) Minutes of April 14, 2009 approved. – Alan Gibson made motion, Ben Krebs seconded – committee approved.
- 2) Barry Brock was absent. Committee selected Eric Larson to serve as Chair for the meeting.



- 3) Eric Larson welcomed guests.

New Business

- 4) 156 Cumberland Drive – Speeding – Eric stated that the citizen at this address is concerned about speeding. Citizen has reported his mailbox has been hit several times, due to the right to left curve at the tree median at this location. Whitaker agreed this could be an issue. **Committee referred the issue to the PD for a speed study.**
- 5) Seminole @ Hutchins and Copperfield Ln. Stop Signs – Eric stated that a citizen has requested the removal of the stop condition on Seminole at the intersections with Hutchins and Copperfield Ln., making them two way stops only. Eric recommended that this should be done only if the warrants for a four way stop are met, as defined in the MUTCD. This will require the PD to set up the speed trailer and measure approach volumes on each leg of the intersection over a period of 4 days (one day in leg). Eric and Whitaker commented about the back log of studies that will begin to build with all these requests. **Whitaker commented on the need for a radar unit that can be pole mounted. Eric noted that the Traffic Calming Budget could fund a unit. Eric and Jason to check on prices and report to the committee. Committee referred the 4 way stop issue to the PD for a speed/volume study.**
- 6) 135 S. Hamilton St. – HC spot (Eric) – Eric noted the request was in front of a building with a business. No off-street parking is available along S. Hamilton. Committee recommended approval.
- 7) S. Hamilton St. at Cemetery Entrance - No Parking (Eric) – Eric stated that this concern was reported to Councilman Hawkins by the resident at 802 S. Hamilton St. The problem is visitors at 803 S. Hamilton St. are parking large pickup trucks on the street. When this occurs, sight distance is poor as you exit the cemetery, and due to the cemetery's median entrance, the exit lane is in line with the parking lane. This causes a lane shift and inability to see around the parked vehicle. Eric stated his investigation of the situation leads him to think the concern is valid. Eric asked if the committee would like to do a petition like proposed at Marshall Park. Committee members state that they did not see the sight distance as an issue. They also noted that the Cemetery entrance is not part of a through street and see S. Hamilton St. as a dead end street with the cemetery entrance at the end. Committee recommended no action.
- 8) Jackson St. - No Parking near College Maintenance (Eric) – Eric stated Dan Brown with the College is requesting this on the north side of Jackson St. from Military to Avondale to eliminate access problems to and from the College's maintenance facility. The committee suggested this is probably a problem only during school and work hours. Committee directed Eric to discuss this solution with Dan Brown prior to implementation. Committee recommended No Parking this side of street only M-F 8-5 on Jackson St., north side from Military to Avondale.
- 9) Avondale - Speed Hump request – John Stone addressed the committee. He states concern about cut through traffic speeding even though the posted speed limit is 15 mph. Says there are children at play in streets. He has had police do radar before but it has not been effective. He is requesting speed humps. Don Wilbur states he has seen one car do 60 mph before. Eric Larson stated the road is approx. 24 ft. wide. Eric reports that the Fiscal Year 08-09 Budget had \$18,500 budgeted for traffic calming. Approximately \$15,800 is left in this account. Eric also noted the unmet requests for speed humps on W. Clinton St. at the church, Colony Subdivision, Harmony

Ridge Blvd., Elkhorn Meadows, Pocahontas, and Wright Alley. Estimate of a speed hump cost is \$2,900. Jason Whitaker notes that speed enforcement has been done before but is not effective as long term solution. He is willing to do another study. Eric suggested the study data could be used to determine if the technical requirements for a speed hump are met. **Committee referred the issue to the PD for a speed study.**

- 10) Georgetown College – Speed Hump Request on College St. – Eric stated that this request is similar to the request for a speed hump on Avondale and suggested a speed study at this location. Eric suggested the study data could be used to determine if the technical requirements for a speed hump are met. Whitaker agreed. **Committee referred the issue to the PD for a speed study.**
- 11) Canewood Blvd. – Speed Hump Request (Eric)
Eric reported that a citizen on Canewood Blvd. is concerned about speeding and children at play. Eric investigated and determined that to be effective, a series of three speed humps each direction would be needed, for a total of six. Approx. cost \$18,000. Eric stated that this request is similar to the request for a speed hump on Avondale and suggested a speed study at this location. Eric suggested the study data could be used to determine if the technical requirements for a speed hump are met. Whitaker agreed. **Committee referred the issue to the PD for a speed study**
- 12) Payne Ave. and Oak St. 3 way stop – Art Bigalow states that people are running stop sign. Jason Whitaker concurs this has been an issue. Bigalow suggests use of a post reflective strip and presented the committee with brochures and samples we obtained from a sign vendor. He stated cost for a 72” strip is only \$28. He also suggested the use of the lighted signs. Jarrod Stanley stated that KyTC and LFUCG have used these and have also fabricated 2 inch strips and mounted to their posts. The additional reflective surface increases the eye target value of the sign. Jarrod also mentioned that the flashing lighted signs are good too but costs to run power or buy the solar battery pack are costly and vandalism and theft are high. Cost of the sign without power is \$600 (v. \$25 for regular sign).

Eric reminded the committee of the pending deadlines for traffic sign asset inventory and management plan needed to bring all traffic signs into compliance with MUTCD by 2017. He noted initial inventory investment would be about \$35,000 and about \$80,000 each year until 2017 to replace all the signs. Eric mentions this because as cheap as the strips may be, if citizen requests come in for these all over town, the cumulative cost for each stop sign will be very high, well above the current funding level of approx. \$5,000 for signs. However, the traffic calming funds in the current budget could do this as a pilot project.

Jason Whitaker recommended doing the strips first and then evaluate results. Use traffic calming funds. **Eric and Jason can research cost of the lighted signs, availability of electrical power service, and cost of solar battery pack. Committee requested this and asked for a report at the next meeting.**

Committee recommended installation of reflective strips on the stop sign posts at the intersection of Payne Ave. and Oak St.

- 13) E. Main St. speeding – Jackie Evans requests the committee to lower the speed limit on E. Main St. from near Mulberry St, where it is 25 mph, up to E. Main St./Paris Road (near the Shell Station). Eric and Jarrod notes that the speed limit is set by state law and would require KyTC is investigate and make a decision. Eric and Jarrod also noted that changing the speed limit only, without doing something to physically change the roadway, will not have a long term effect on lowering speeds. Creating a change in the road, such as a median, parking bump-outs, narrowing

the lanes, etc. is needed. Eric noted the City's long term desire to construct streetscaping along this corridor, like what is being done currently on N. Broadway. **Committee referred this item to KyTC for consideration.**

- 14) No new business was brought before the committee

Old Business

- 15) Traffic Calming Program – Eric asked the committee if they had reviewed the LFUCG document. Eric noted that the Neighborhood Traffic Management Program (NTMP) developed by LFUCG was a good template to start with. It will need to include some guidance on on-street parking standards. Eric suggested the petition concept will set a standard in which the committee can determine if the problem is isolated to a single citizen's preference or if a definite safety concern exists. Eric recommended the committee use it as a plan and tailor it to fit our local needs. No further discussion was held due to the lengthy agenda and large citizen audience present for the other agenda items. No action was taken.
- 16) Cave Run Ct. - Eric briefed the committee that the decision last meeting to post no parking on one side of the street was put on hold due to out-cry against the change. The public was notified of today's meeting and invited to attend to discuss further. Eric noted the detailed discussion held on the Marshall Park issue and commented that this street was the same situation. Ben Krebs noted the committee should treat this situation the same as Marshall Park subdivision.

Larson suggested four possible options: 1) uphold decision from April, 2) reject and take no action, 3) table and wait until a neighborhood traffic management program can be established in Georgetown, or 4) do this subdivision as a pilot project for a future NTMP and do a petition like LFUCG does. Brian Shorkey made a motion to Table the item and instruct the subdivision to create a petition of at least 65% of the neighbors in favor or against the no parking one side and present it to the Committee at the June 16 meeting. If they fail to do so, then the result will be No Action from the committee. Eric amended the motion by stating he would draft the needed petition language, contact the citizen that registered the complaint or a neighborhood representative, and instruct them on how to proceed. Motion seconded by Alan Gibson. Scott Jarvis noted that this needs to be based on safety needs and not petition, majority only. Jarrod Stanley also commented that sometimes majority is not necessarily the best decision. Committee passed the motion.

- 17) Parkside Subdivision - Eric briefed the committee that the decision last meeting to post no parking on one side of the street was put on hold due to out-cry against the change. The public was notified of today's meeting and invited to attend to discuss further. Rebecca Cassell stated concern over the increased congestion on the parking side that will result, blocking driveways, lack of sight distance around large vehicles. Also states she feels emergency access will still be blocked due to people having no place to pull over. Jack Parsons stated he does not think they have enough parking now and doesn't want it limited further. States large vehicles, such as fire trucks, school buses, and garbage trucks can get by fine with current parking. Linda Stevens states there is not enough off street parking due to garage and driveways sizes. Cassell agreed. Parsons states need guest parking. Parsons states two cars can pass but must yield to one another. Ben Krebs noted that is an acceptable traffic calming parking in pedestrian friendly neighborhood design. Jason Whitaker asked how wide the street was. Eric Larson stated 27 ft, allowing two 10 ft lanes and 7 ft parking. Scott Jarvis noted National fire code requires 20 ft

unobstructed access. Parsons asked why road is deficient. Larson explained how rules (NFPA) change over time and when this subdivision was built, the rules allowed this but have since then been revised. A citizen asked why don't aren't we addressing all city streets. Larson explained that this is done on a complaint basis and that the city is not actively pursuing measurement of all streets. Grandfathering of regulations was also explained. Brian Shorkey compared the NFPA regulations to non-conformities created by changes in the zoning ordinance. Something was legal when built but changes in the code now make the project non-conforming, but still legal. Cassell also requested the committee look into the cars parked at the first intersection of Marshall Park Drive and Parkside. Cars are blocking intersection. Brain Shorkey asked how many homes are in the subdivision. Larson stated approx. 100. Ben Krebs asked Scott Jarvis if any other communities were dealing with the same issue but Jarvis did not know.

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- 18) Sturbridge Dr. - Eric briefed the committee that the decision last meeting to post no parking on one side of the street was put on hold due to out-cry against the change. The public was notified of today's meeting and invited to attend to discuss further. Eric noted the detailed discussion held on the Marshall Park issue and commented that this street was the same situation. Ben Krebs noted the committee should treat this situation the same as Marshall Park subdivision.

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- 19) W. Showalter at CVS Entrance
Scott Jarvis had stated at a previous meeting that the DO NOT BLOCK INTERSECTION sign is not effective. Eric researched possible solutions and suggested the use of a Yield sign with the other sign and the use of a Yield Bar, which is a series of arrow heads rather than a Bar. Jarrod Stanley commented the traffic signal timing study for the West Showalter / S. Broadway intersection is still pending and may affect the long vehicle queues causing the blocked CVS

entrance and backing up of WB traffic from left turns into CVS. Committee tabled any further action until after the KyTC study is complete.

- 20) Downtown Handicap Parking at E. Main St. and N. Court St.
No progress has been made at this time. Committee took no action.
- 21) St Johns flashing beacon – Military St.
No further progress has been made at this time. Committee took no action.
- 22) Penninsula Subdivision Three Way Stop requests
Study not complete at this time. Committee took no action.
- 23) Crosswalk / Left Turn conflict at Main St. and Court St.
Jarrod Stanley updated the committee concerning this ongoing issue. KyTC does not want to disrupt the flow of traffic in the TWLTL and therefore does not endorse the idea of cross hatching the lane near the Court St. crosswalk to prevent median delivery parking. This would have also prevented left turns onto N. and S. Court St. Jarrod did suggest a “No Parking within 500ft of the crosswalk” sign which could be mounted on the overhead mast arm. Committee did not see that as a viable option. Possible expansion of the loading zone on the north side of Main St., discussed for removal by the committee in recent months (currently tabled), by deleting one or two more spots was discussed. Jackie Evans, resident nearby, says that speeding on Main St. makes this crosswalk unsafe. No further discussion or consensus was made. Committee took no action.
- 24) Traffic signal phasing US 25 @ Showalter
Resident requested protected left turn phase. Jarrod stated that the study still pending. Committee took no action.
- 25) US460 @Wendy's/Swifty's - Left turn conflicts
No progress has been made at this time. Committee took no action.
- 26) E. main loading zone removed
No progress has been made at this time. Committee took no action.
- 27) Bradford Subdivision – No Parking sign consistency. Jason Whitaker mentioned Captain Starns has again noted that the no parking signs in Bradford are not uniform and suggest signs be changed to read “No Parking This Side of Street” if not already so. Eric said he would investigate status of this item.
- 28) No further Old Business was discussed.
- 29) Next meeting date is June 16, 2009, 5pm City Hall.
- 30) Motion to Adjourn – Brain Shorkey, second by Scott Jarvis. Passed. Meeting Adjourned.

CONTINUED ON NEXT PAGE

Recommendations to the Mayor for Approval:

- 6) Install an on-street handicap parking spot in the spot directly in front of 135 S. Hamilton St.**
- 8) Post No Parking this side of street only M-F 8-5 on Jackson St., north side from Military to Avondale.**

- 12) Install Reflective Post Strips on the Existing Stop Signs at the three way stop of Payne Ave. and Oak St.**

If you have any questions, please contact me at (502) 867-2000 or eric.larson@georgetownky.gov.