

TRAFFIC COMMISSION MINUTES

The Chairman (Mike Graft) called the regular meeting of the Marion City Traffic Commission to order at ~ 2:03 pm Tuesday January 15, 2019 in the City Council Chambers Marion Municipal Building. He asks Virgil to do the roll:

Present:

Mike Graft	Chairman of Commission
Don Batchelor	City Council Representative
Tony Fox	Fire Department Representative
David Gilbert	Police Department Representative

Non-voting members:

*Rhonda Pierson	Traffic Department Representative
Virgil Hartley	Traffic Commission Secretary

Absent:

Tom Hunt	Legal Department Representative
Sam Ramsey	City Plan Director

*Rhonda was a few minutes late, but was present at ~2:08 pm

Mike asks Virgil since we didn't have a meeting last month(s) there weren't any minutes to approve or Old Business & so with that the Chair then goes on to New Business.

New Business: Speeding Issue at MGH-Speaking Don Batchelor- Don states that this was brought to his attention by one of the City Council members. Apparently this Council person had complaints brought to his attention in that drivers were speeding and not stopping for pedestrians using the crosswalks and a vehicle rear ending another vehicle that did stop. Don continues that drivers are not seeing the Pedestrian Crossing Sign R1-6a w/flashing LED lights the Hospital had put up (Virgil had copies from the Indiana MUTCD pg. 55 & 56) and wanted to know what the City/Traffic Commission could do. He continues that he thought the stop sign used in that crosswalk sign was too small for drivers to see and that drivers were ignoring them. Mike assures Don that these are not a "regular" stop sign, but are the R1-6a as mentioned above.

Don continues that he & Virgil had been out there to do a field investigation. And again Don thought the "Stop signs" were too small for drivers to see coming up the hill (northbound) on Wabash Ave. and didn't think they are very effective (and that includes the tiny LED lights). He adds that he doesn't know what can be done to help out, i.e.: larger stop signs, etc. He states that this was given to him to bring before the Traffic Commission to ask if anything could be done on this problem before someone is hit. He continues that another question he had was

since MGH now has its own Police Department what would their jurisdiction/enforcement on this situation be?

Mike gives a bit of History on how all of this happened (i.e.: the crosswalks, signage, etc.): The Hospital were the ones that came up w/the installation- the City did not submit any design. Also the Hospital's Engineering consultants came up with numbers of pedestrians, vehicles, etc. in response to have Cherry Street (between Wabash & River Blvd.) vacated. Mike continues that there were two existing crosswalks; one at the Traffic Signal of Cherry St., Jeffras & Wabash Ave.'s. and one at the Main Entrance. The problem was that hospital patrons (and patients) were crossing Wabash from the parking lot in between the Main Entrance & Cherry, Jeffras & Wabash intersection. So MGH wanted another crosswalk between those two locations, MGH came to the Traffic Commission along with their Consulting Engineer's to show what they were wanting. The Traffic Commission gave them the okay with the understanding that this would be done fully by Marion General Hospital (and their Consultants). He continues with explaining the design of the LED Crosswalk signage (as stated above Virgil passed out the Indiana MUTCD design on these) and that the State Law explains that anytime a pedestrian is within the crosswalk motorists are required to stop & let them proceed across. But as Mike is explaining a lot of people don't know about this Indiana Law as pedestrians assuming that drivers will stop and don't or they do and that have a rear-end accident.

As far as Don's question of enforcement by the newly established MGH Police Dept., Mike is not going to attempt to answer that as he believes that Sgt. Gilbert is more qualified to answer that question. He (Mike) also thinks that MGH's Police Department would have more jurisdiction on the happenings inside the hospital and MPD would have the outside. Sgt. Gilbert announces that we do have a representative from the MGH Police and David introduces him (Pat Kolb Administrative Dir. of Protective Services/Emergency Mgmt.). Pat says something to the effect that the Chronicle –Tribune was out there that day (Jan. 15, 2019) taking pictures around the crosswalks.

NOTE: This might be because they were sent an Agenda on today's meeting.

Pat is explaining that according to Indiana Statutes their duties are mainly on/in MGH's property and that MPD is still responsible for all Traffic Enforcements on the City's streets and again states that they are not covered under State Statute for any Traffic Enforcements outside of MGH properties. He continues that he has had complaints on this and mentioned that they need to talk to MPD on this. Pat then says that that there has been one traffic accident (a rear end hit I believe was mentioned) in recent months. Pat also states that maybe there needs to be more signage further in advance of the crosswalks as he states that the flashing LEDs are just at the crosswalks. Mike then adds that the City appreciated the Hospital's time & effort on stepping up to do something to help. He goes on to say that there was one thing about all this and that is the addition of a crosswalk in the midblock that drivers aren't used to seeing this design around Marion and that may be an issue and that maybe the Traffic Commission needs

to look at that a little more closer.

Sgt. Gilbert now gives his views on this: he states that he got involved w/this with the vacation of Cherry Street and as Police Officer he sees things happening a lot around this area as far as drivers not stopping at the crosswalks, but in his opinion it's because drivers are not seeing the existing signage until they get to the crosswalks & then a pedestrian walks out in front of a vehicle thinking it will stop. He continues that if you're from out of town coming up the hill on Wabash you may not see the existing signage, especially coming off Spencer then going northbound onto Wabash. He comments that sometimes pedestrians will let a vehicle pass then walk out into the path of another vehicle who's driver doesn't think he has to yield to the pedestrian because the pedestrian let the other vehicle pass.

The Sargent comments further that his main concern was the crosswalk between the one at the main entrance & the intersection as most drivers think are looking at the light & the crosswalks at the intersection not at the one just southeast of the helicopter pad.

NOTE: For clarity there are 3 crosswalks: one at the Main Entrance, one at the Traffic Signal & one just south of there (all are on Wabash Ave.). This is the one we are talking about. The two crosswalks south of the intersection have the flashing LED R1-6a- see page 55 of the Indiana MUTCD.

And with maybe the stress of going to the hospital because a loved one is there, etc., drivers are overwhelmed. He continues that as Americans we are conditioned to relate crosswalks w/traffic signals.

Virgil then adds to the conversation that there are Advance warning "HOSPITAL," Advance warning "PEDESTRIAN CROSSING" and "PEDESTRIAN CROSSING (at the intersection: Cherry, Jeffras & Wabash and at Mulberry & Wabash)" signs north & southbound on Wabash Ave. So that's it's not like drivers are not warned of what's happening and that adding anymore signage you are going to overload the drivers with too many signs/information- everyone was in agreement on this.

Mike adds that maybe the Hospital's engineering firm needs to reevaluate the design(s) of this area. We (the Commission) have looked at this and we think they need to look at this area again and maybe the City, Hospital and the Engineering firm can look at this together and come up with a viable solution. Mike continues that even back when all this was brought to the Commission during the Cherry Street vacation request there was some concern at the midblock crossing location. He goes on to say that he wouldn't be opposed to have RMA (as they were that brought this before the Commission) to reevaluate this and probably get with the Hospital's engineering firm as stated before. He adds that this was part of the Hospital's Master Plan (with the vacation of Cherry Street). Mike continues that all this discussion was done at the time that MGH was requesting the vacation of Cherry Street.

Sgt. Gilbert is now addressing Mr. Kolb about being informed enough to make an assessment to Hospital (or to their engineering firm). Mr. Kolb said he wasn't sure as all this all happened

before he was hired and that he thought it went through Plant Engineering. Sgt. Gilbert continues in that even though Wabash Avenue is a Public street he would value Mr. Kolb's opinion and getting with the plant engineer(s) on this. Mr. Kolb thought the two crosswalks worked pretty good, one at the intersection was alright, he goes on to say that he would have to get with Mr. Ted Tobias on the other crosswalk designs. He adds that he thought the City was responsible for the design on the crosswalks (only at the Intersection) and Mike assured him that we did not in that it was the Hospitals engineer's, consulting engineer's or RMA that came up with the location & layout of the crosswalks, signage, etc. Mike & Sgt. Gilbert both were in agreement that the Hospital paid for all the fees for Engineering (RMA?).

Again Mr. Kolb said that he will get with Mr. Tobias on the location of the second (middle) crosswalk and Mike thought that would be a good idea. Mike then addresses Mr. Batchelor and to give the person that was/is concerned with this issue what the Commission had come up with and that we will be waiting on the Hospital/RMA feedback, Mr. Batchelor acknowledges. There is some discussion now between Sgt. Gilbert and the Commission about how police vehicles are parked along Wabash and how that still doesn't affect the speeding. The Sargent continues that you can't do better then have a marked police car in full view to maybe keep drivers from speeding, Mr. Kolb adds that there are Grant County Sheriffs cars parked there also. So it isn't like drivers can't see a Police/Sheriffs vehicle of some kind out there. Mr. Kolb continues that once the newly MGH Police vehicles are decaled they will be parked outside the Hospital along Wabash, too. Sgt. Gilbert adds that to a degree that helps drivers slow down. He continues that just saying to increase enforcement is a misnomer as this is a unique problem and that the problem was probably already there. Mike & members of the Commission agrees. He (Mike) continues that this is an emotional derived area and there are people coming from out of town not used to seeing this type of layout, too.

Mr. Kolb is saying that he didn't know what was really going on (again this was all done before he was hired), but would get with Engineering and see all how this will start out.

Tony Fox comments that he agrees with Sgt. Gilbert in that when he's there (at MGH) he sees MPD cars and since Tony is with Marion Fire Dept. (MFD), there are emergency vehicles in sight most times so the idea of more enforcement isn't quite accurate. He feels that the middle crosswalk (the one at the helipad) should be removed, a fence installed so that the pedestrians can't cross anywhere they want between the intersection & main entrance of MGH. There is now a discussion among the Commission and Mr. Kolb as to what is happening and the design of the crosswalks.

Mike states again this all had to do with the overall Master Plan and the vacation of Cherry Street with that there were to be updated traffic patterns and of course the new crosswalk location/design and those were the only things that were done in almost 3 years (Feb. 2016). The vacation of Jeffras Ave. between Wabash & Hill didn't go though (this was vetoed by the City Council). Pat (Kolb) asks Mike if it was Cherry Street was vacated to us (MGH) - Mike answers that yes it was. Mike adds that one of the main problems with the "middle"

crosswalks is the proximity to the existing crosswalks at the intersection (Cherry/Jeffras & Wabash) Drivers get a green light and then some pedestrians enter the crosswalks-driver stops and gets rear-ended. Mike decides to table the speeding/crosswalk issue at MGH until the Commission get more information/feedback from RMA/MGH. Mike thanks Pat Kolb/MGH Police for coming to the meeting and talking to the Traffic Commission members.

Next on the agenda: Changing the existing 4-Way Stop to a 2-Way Stop at S. Selby & W. 33rd St.'s-speaking on this issue Rhonda Pierson: Rhonda explains to the Commission that the stop sign on the southwest corner of the intersection has been hit several times in one year. And that this adds up to quite an expense for the City. She is requesting that 33rd Street become a through street and keep S. Selby the stop street. She goes on the state this has a very low traffic volume and didn't think it would be a dangerous move.

Tony adds that it was done (made a 4-Way Stop) so that Dave's construction vehicles could move back and forth across the 33rd St. (to a property that they own). Rhonda is agreement also she states that Tractor-trailers can't make that turn and have hit the sign as stated (several times). Virgil asks if that is the south west corner and it does get knocked down frequently- Rhonda said 10 times last year. Mike asks if 33rd will be the through street and S. Selby be the stop, Rhonda says yes. Mike states that several years ago Gary Masiongale came to the City Council to have a section Selby to Hamaker) of W. 33rd Street vacated, but that was turned down by the Council. Mike and Rhonda are talking that it is in a bad location as it can't be moved east, west or anywhere where it isn't venerable. Rhonda mentioned that Dave's employees have hit 4 of those 10 times. Rhonda continues that it is at the edge of Dave's Exc. parking lot and again there is just a limited area for a sign location.

Mike asks Rhonda what direction would be taken down and which direction would remain- she relies that the stops signs on the east-west direction of W. 33rd would become the through street and the north-south approaches of S. Selby St, would remain as the stop streets. Mike goes on to say that he knew how much it costs to reinstall a sign and post (Rhonda says about \$250/sign assembly) Mike is saying that it's not the volume of traffic, but the type of vehicles that is the main issue here. Rhonda agreed. Virgil asks if the City should contact Dave's and maybe get some feedback from them on this issue. Mike didn't think so. Don then asks (for clarification) that 33rd would be the through street and Selby would remain the stop street- Rhonda again says yes. Sgt. Gilbert asks if the trucks were also having a tough time at Nebraska and 33rd St.'s, Mike says no it's when the trucks are making deliveries to the shops yard bring in pipe, etc. The trucks are having a hard time making the radius at Dave's property. Rhonda also bring up that the trucks making deliveries at Lein Corp. have had problems, too. The subject turns to having a similar conflict at Hartson-Kennedy. Mike that adds that his recommendation would be to remove the stop signs on 33rd St. and give it a 30 day observation to see what happens and if MPD comes back that there is a problem then the City would reinstall them.

Sgt. Gilbert thought that would be okay. He and the members didn't think that speeding would/will be a major issue, with that the Chair wanted to entertain a motion to remove the stop signs (2-Way from a 4-Way Stop) on W. 33rd Street for a 30 day review period. Sgt. Gilbert made the motion to change S. Selby & W. 33rd St.'s from a 4 Way to a 2Way stop, Don seconds, Mike then asks for a vote (verbal aye or nay) all were in favor there wasn't any no votes, motion passes.

Now Mike addresses the Commission members on the last 2 items on the Agenda: Parking on N. Boots St. / ResCare deliveries blocking the alley- and that no one probably had the chance to review, but he wanted these to be brought up to the Traffic Commission for the next meeting so that we can have a better discussion.

Item C- the problem is that the street (N. Boots) is narrow and there is/may be an issue with fire trucks/vehicles going down the street to Goldthwaite Dr., Tony agrees w/this issue. Mike continues that we need to look at this and to see if we need to remove some parking- maybe on one side of the street and also will this cause a hardship on some of the residents. Tony & someone else (the Sec'ys couldn't identify the speaker) says that it's almost impossible for a fire engine to navigate down the street. Mike thought there was an emergency on Boots (or was it on Goldthwaite) and the emergency vehicles. Virgil is saying since he lives on N. Boots (324 N. Boots) are we looking at taking parking off one whole side from Bradford to Goldthwaite of just a one block area-Swayzee to Goldthwaite since this is a very tight & narrow corner.

Tony says it's pretty much the whole section of Boots from Bradford to Goldthwaite. Virgil further comments that he has access to parking behind his apartment off the alley, but that there are a few residents that did not have access to parking off the alley behind their residents. Tony comments that employees of ResCare of a parking lot to use, but take up parking for the residents. It was also brought up that the Manager of ResCare didn't know they even had a parking lot that the employees could use. Mike adds that there are really 2 issues: 1- issue with emergency vehicles and 2- one of parking convenience. He continues if the residents don't have anywhere else to park then that is a problem. Mike and Tony are discussing that unlike Virgil some of the residents don't have a secondary parking and that is an issue. The parking issue turns to the problem along Washington Street which was addressed a couple of years ago and the employees are doing it over again (this might be to the turnover of new employees), but Mike said that a new letter will be sent to ResCare again to address this and the issue of deliveries in the alley not moving once done. Virgil asks if (for deliveries) this shouldn't be a time limit, but Mike and Rhonda both said there shouldn't be any parking there at all (this is backed up with existing signage). Again it's stated that it was good for a while, but now its "creeping" back to what it once was and Mike wanted to get the Commission's okay to write another letter to address this situation. And Mike didn't want to have another meeting with the ResCare management and the Traffic Commission. He adds that he would author the letter to get this under control.

Mike goes on to the N. Boots parking issue that he thought that maybe we (or someone) write and pass out letters to the residents along proposed affected area to get some feedback/information of their parking needs as in if they had a secondary location behind off the alley they could use. There is some discussion between members about the ResCare employees parking and the installation of No Parking on Swayzee St. to keep people from parking in Ms. Nordstrom's yard. Mike says that the Engineering Dept. will write the letter. Virgil asks (for the record) if the MGH speeding/crosswalk issue was tabled and Mike answered that it was.

Item E- S. 'D' & W. 9th St. Site distance problem: Mike again addressed that this was a late getting to the Commission –Virgil just received this the day before and that probably no one had a chance to look this over. The issue came about because Virgil received a telephone call from a lady who was involved in a traffic accident in which the driver blew through the stop on 'D' St. (9th is the through Street). She and apparently the police officer thinks there may be a site distance issue at that intersection citing several accidents at that location.

NOTE: Virgil says that there is a 4 Way stop already there (which is erroneous) and people are running it- they are running the stop on 'D' Street since there isn't a stop on 9th. The lady is requesting a 4 Way flashing lights or a complete signalized intersection. Tony comments that the Thursday (1/10/19) before this meeting they MDP/MFD was out there for an accident this was the accident that the citizen called him about.

Mike then asks the Commission members to all try and take a look at those last 3 items on the agenda and be ready to discuss this in detail at the next meeting (2/19/19). He asks Sgt. Gilbert if he could get some statistics on accidents at this location for the next meeting. Mike asks if there was any more business for the Traffic Commission, then he asks if there was any public address since these are open to the public and only the reporter from the Chronicle-Tribune was in the audience. Don asks permission to talk, he asks about the elimination of traffic signals and if there was a sufficient savings to the City) on those. Rhonda comments on maintenance that some of the Traffic signals are old (Virgil was working for the Traffic Dept. in 1976-78 when these originally were installed) and it's hard to get repair parts and there are some savings as far as the electrical usage there wasn't much. Mike gives example of the flashing 4 Way that the City have disabled at Bradford & Washington, the ones between Bradford & Massey and a couple of other locations- labor is the savings. Don acknowledges, with that Mike again asks if there was anything else that needed to be brought up. He then asks to entertain a motion to for adjournment, Don makes the motion, Sgt. Gilbert seconds, all in favor there were no objection motion passed, meeting was adjourned.