

TRAFFIC COMMISSION MINUTES

Mike Graft opened the meeting of the Marion Traffic Commission Tuesday July 16, 2019 at ~2:00 pm in the City Council Chambers. He asks Virgil to do the Roll Call:

ROLL CALL:

Present:

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| Mike Graft | Chairman of the Commission |
| Don Batchelor | City Council Representative |
| Tony Fox | Fire Department Representative |
| Tom Hunt | Legal Department Representative |
| Sam Ramsey | City Plan Director |

Absent:

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| Sgt. David Gilbert | Police Department Representative |
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Non-voting members:

Present:

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| Rhonda Pierson | Traffic Department Representative |
| Virgil Hartley | Secretary |

Mike asks if everyone had a chance to read the minutes from the May meeting (there was no meeting in June) and if so he would entertain a motion to accept the said minutes- Tom Hunt made the motion to accept the minutes, Tony Fox seconded, all were in favor there were no objections (Sam Ramsey abstained as he was not at that meeting), Motion passed to accept the May 2019 T.C. Minutes.

For the sake of time, Mike went ahead to New Business Item 5a: Proposed new Truck Route for Wood Pile Pallet Company speaking: Austin Warrick for Don Brankle (Owner) 625 S. Lincoln Blvd. Marion. Mr. Warrick is explaining that the business location they are at now, they are leasing the building/property. They have a chance to buy the property & existing building at 401 S. Miller Ave., but don't have access from Miller Ave. The only access they have is off S. Lenfesty St. from W. 9th St. He adds that they would be moving 1 or 2 semi-trucks per day, throughout the week during business hours at 4 to 5000 pounds per truck. He is stating to the Commission that if they can't get access from 9th Street unto Lenfesty they wouldn't buy the property/building. They are asking for the Commission to look into having S. Lenfesty St. designated as a "TRUCK ROUTE" so that they can get their products in & out of their

business. They would like the Commission to give them a “Favorable Recommendation” to the City Council to get them to approve of this.

Mike is explaining that he has had some conversations w/these two gentlemen on this matter, and is also explaining that there is an access road coming off S. Miller, but that access has been nullified due to legal issues with the existing owners. Mike further explains that since this area is not showing that it is ‘Landlocked’, but since this is a business and S. Lenfesty St. is a residential (zoned) street the proposed new business doesn’t have a “real” legit access and wanting this to go to the City Council as they have the jurisdiction over the usage of this becoming a truck route. He continues that the Engineering Department had cores drilled to check the depth of the existing asphalt depth and base. He adds that the Marion Utility Department had done a major storm sewer project a few years ago and the core sample of that section of Lenfesty was pretty good, also the other core sample just showed a little overlay- meaning that there is some variations in asphalt thickness.

NOTE: He is holding the core sample up and is explaining what the different layers mean. He adds that he will pass these around or everyone can come up & see them.

The only thing that’s not shown is the stone base which he estimates being about 12” thick. He continues saying that it is a decent road, was it designed for truck traffic he says ‘No,’ but this is typical for the streets in Marion and big trucks do use them and its getting more common as people are buying things online (Amazon, etc.) and these trucks are doing the deliveries. He tells the Commission that there is then only one access point and that is off 9th St. and onto S. Lenfesty St. that is wide enough to handle big trucks. There really isn’t a parking issue as there is angle parking for the Church (east side) and no parking on the west side, he adds that there might be some issues with overhanging tree limbs which he admits didn’t pay too much attention to that, but other than that he felt there is plenty of width for trucks. Tony says that the Fire trucks have had issues with that and so Mike says that we will have to look at that issue and may have to get with the Church about these. Mike states that he has had a conversation with Austin & Don that if the street is damaged due to their trucks they would be willing to help the City with the cost of repairs (if they would get the access to use it). Mike says that at the moment the street doesn’t need any resurfacing, but it is something they talked about and if the Council approves of this then another meeting with Legal council would result in a more binding language. So with that, Mike states to the Commission that what we (the Commission) are looking at for is a ‘Favorable’, ‘Non-Favorable’ recommendation or a ‘No Action’ and move it on to the City Council- Tom agrees. He is now wanting Sam to speak on the legality of “them (AKA Wood Pile Pallet Co.)” being Landlocked” as it does appear the property is, but if the business doesn’t get the approval for a “TRUCK ROUTE” then “they” essentially are.

Sam is asking the owners how long has it been since there was one owner of the property (apparently the property had been “subdivided”). The answer was about 5 years.

NOTE: Sam is talking: There is bit of a problem with the last owners in that they will not grant access from the front property which borders S. Miller Avenue, that is the reason the new owners want access off S. Lenfesty and the City would oblige them except that instead of smaller trucks i.e. Box type trucks

or smaller trailers, but they are wanting to use tractor-trailers ("semi-trucks") on a residential street & neighborhood. The proposed new owners need a "Semi-truck" accessible street/road. Mike adds that some requirements from an Engineering outlook is: the streets capable to handle the weight of these big trucks this includes the thickness of the asphalt. As stated before verbally there is an agreement, but if this goes through a written document will be needed. The Owners agreed. Mike adds that the City Council will probably want input from the residents in the area also, but that doesn't fall to the Traffic Commission. He continues that he is looking at this through the Engineering Dept., again he states the as far as the condition of the street (asphalt, base thickness) this is what approx. 90% of the existing City streets are made of. And yes Tractor-trailers do use these streets for deliveries and now more so with people using internet sales & companies like Amazon using these trucks to make deliveries. Milk then asks if anyone on the Commission would like to address this then this would be the time. Mike then directs the question that the Owners have been canvassing the residents (along S. Lenfesty St.) about this situation and they said that they were/have been. And that they should be ready for questions from the City Council. Mike then turns his attention to the Commission on any questions they may have for the Austin & Don.

Don and Virgil both has questions and Virgil yielded to Don: He (Don) asks if this company is the one that is located on Lincoln Blvd. close to Morrell's and the reply was yes. Austin explains that they don't own the property, but are just leasing it. Don further asks that the move to the Miller Ave. address that they would be doing the same business and Austin says that is correct. He further explains that at the Lincoln Blvd. location the loading dock is a bit away from the working area and that they are using quite a bit of outdoor storage. He adds that the building now they are working in a 2000 sq. ft. area and they need approx. 20,000 sq. ft. so it will be a lot bigger area for manufacturing & indoor storage. Don asks Austin so the pallets are stored outdoors, but the new building more of these could be stored indoors. Austin answers yes & that there would be more area for manufacturing. Mike then addresses Virgil on his question: Virgil asks about the existing curbed radiuses in that will they be adequate for tractor-trailers. Mike thought they would be and that the width should be good too (this was asked by Rhonda earlier). Don further asks about 8th Street and Mike assured him that that was not feasible- there will be no access off Miller onto W. 8th St. or 6th St. for semi-trucks. The City wasn't even going to entertain that thought- it will be W. 9th to S. Lenfesty St.'s only! Mike again states that the radiuses at W. 8th Street are a no-go and that he thought the ones on W. 9th at S. Lenfesty would be good.

*See above statement from Mike on this subject. Tony asks about the locations of the cores, Mike says that it is on Lenfesty at the "dead end" across from the Ball diamonds and the other was taken right off 9th St. Mike explains the existing street conditions in that there are some surface cracking, but nothing that serious as of now. Mike the addresses that existing condition of Lenfesty saying that as of now the street looks pretty good, what will happen after daily usage of semi-trucks he can't give any guarantees on the condition after a while of trucks using this section. Mike adds that that was why there were talks on the condition of the street as time goes on about helping fund the overlaying when that time comes. Again Mike brings up the matter of getting a document that would be legally binding. Again Mike asks for any comment or questions from the Commission to Austin or Don: Tom asks how many deliveries will be made- Austin says right now about 1-2 trucks per day or average about 5 loads a week, he continues in saying that's the reason for a bigger space (building). Again Mike asks for any

other questions- Don asks if the neighbors have been contacted on this matter. Mike comments that has been discussed with Austin as this question will be brought up by the Council. He continues that he talked to Austin & Don to be prepared for that and that was they needed to canvas the neighbors with what was being proposed before they bought the new building. NOTE: as stated before all this is prior (buying the new building). Mike goes on that any negativity the Council will hear about it, he was sure on this. Austin assures the Commission that they are or will have a letter to be passed out to all the neighbors that will be affected and hopes to get some feedback on this for the City Council meeting. Tom asks that surly there will be a Public Hearing on this and Mike assures him that yes there will be: first reading, and then on the second reading it will be a Public Hearing and a third reading, but if so the Council can suspend the rules and only have the two readings.

NOTE: the recorder at this point had "died" and the minutes will be based on the Secretary's memory: we will go to the vote of "Favorable." "Non-Favorable," or "No Action" to be sent to the City Council.

Mike asks to entertain a motion have a vote on the 3 options:

Tony makes the motion, Mike seconds, the vote is unanimously for a "Favorable" recommendation to the City Council, and there wasn't any objections. Mike wanted to thank both Austin and Don for coming to the Commission meeting.

Next on the Agenda is the Stop request on S. Boots between 14th & 10th St.'s speaking is Ronnie Drake: Ronnie is telling the Commission who he is and what he has done in the community there around S. Boots St. He has built a basketball court(s) on the corner of Boots & 13th St.'s. He states since there isn't a Park nearby the neighborhood kids come to his court(s) to play ball. His complaint is that drivers speed in this area since there isn't a stop sign from 14th St. to 10th St. (Virgil has investigated & found this to be true). Ronnie says that he used to live there at Boots & 13th and kind of kept things "in line," but no longer does. He is afraid now that since he isn't there, he is concerned for the safety of the children. He explains that a motorcyclist was killed in that block some time ago and this was verified by Tony (MFD). Apparently the cyclist lost control of his motorcycle from speeding. He does state this several times in his address to the Commission (about speeding). He adds that he would like to see a 3-Way stop at Boots & 12th also, but this idea was not approved by Rhonda and the rest of the members of the Commission. Several members have this same concern about the speeding as they are aware of the children in this area because Mr. Drake has had Block Parties and Basketball Tournaments at his basketball courts and they do get a lot of people using them.

With that Mike asks for any questions and (I believe) there weren't any again asks to entertain a motion to install a 3-way Stop at S. Boots and W.13th St.'s. Don makes the motion, second by Tom, the vote was unanimously and with no objections the motion is passed to install a 3-Way Stop at S. Boots and W. 13th St.'s.

Crosswalk at Marion General Hospital: This has been tabled several times and now with a full (except Sgt. Gilbert) membership Mike wants talk about this situation again. A little history: this was brought to the V=Commission's attention by Don Batchelor who happens to be a member of the Marion City Council (Ward 5). It was brought to him from Councilman Jim Brunner (Ward 3) in that he observed a pedestrian almost getting hit and causing an accident. He blamed Speeding. Anyway it was discussed

that the offending crosswalk was the new one between the crosswalk at the Main entrance and signalized intersection of Cherry St., Jeffras Ave. and Wabash Ave. which has Ped X-ing signals and crosswalks. There were examples from Tom with his experience of almost having an accident, Virgil gave an example, too. There was a discussion within the members that when MGH (Ms. Vermillion) and RMA representing the Hospital's engineer's how if the City would vacate Cherry Street the Hospital would make changes in that area to make traffic flow better. One improvement (the offending crosswalk) is not working out and in reality causing problems with traffic. Drivers see the crosswalk & Ped. Signals at the intersection, but do not anticipate another stop at the middle crosswalk (State Law requires that you stop for pedestrians in a crosswalk) in 100 +/- feet or whatever it is.

As noted above (the recorder batteries were drained) the Secretary can't remember what else was said. This section is from notes taken: there was a Motion & accepted to have a letter (?) written to MGH or their Engineer's/Consultants that the Commission is looking at taking the crosswalk out and that MGH may need to erect a fence so pedestrians will be forced to use the Crosswalk and Pedestrian signals at Cherry St.-Jeffras & Wabash Ave.'s.

Mike asks the Commission for a motion for an Adjournment-Sam made the motion-Don seconded-motion passed with no objections meeting was adjourned.