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SUMMARY KEYWORDS

Traffic Commission, bicycle ordinance, street turning, parking issues, city council, stop sign request, traffic report, sight distance, no parking zone, motion to deny, funding issues, new business, intersection safety, parking lot, meeting minutes.

SPEAKERS

Brian Cowgill, Michael Graft, Virgil Hartley, ALL, Tony Fox

Michael Graft 00:00

Okay, I got this thing going. So we will order the Marion Traffic Commission for Tuesday, July 21st, 2026. Roll call, please.

Virgil Hartley 00:11

Okay, Mike Graft, present. Deputy Chief Butche, he should be here. He's supposed. Brian Cowgill here, Tony Fox here, and I know Drew wasn't going to be here, and I'm here.

Michael Graft 00:26

We have four. So there was a some minutes from a previous meeting, but it wasn't a full quorum. You still you still sent those out? Yes. Did you guys just kind of get a chance to review them?

Virgil Hartley 00:40

Okay. I've been sending out. I was told from certain people that do the board you guy's minutes that if it's like four or five pages, just send a summary because everything's on there. So there's really there isn't an approval of the minutes since there wasn't a quorum. It was just more for you guys that weren't trying to kind of review it, so we're going to go to some of the the conversation that was from the previous minutes.

Michael Graft 01:07

There was a brought to us by Marty Harker and Michael Mathias about updating the the bicycle and skating ordinance. They were looking at several other cities. I think the last that this was even looked at was in the 50s, right? Yes, it was 1951 scooters, those type of things went around electric bikes. So they were kind of looking at an ordinance to bring us once they kind of revised it to look at. We would review it, give an opinion to the city council because obviously council will amend the the ordinance or like lay aside the existing one from 50 and update it completely. So, so that's what that was about. There is there was a conversation, and you guys have some pictures of a turning a street two way at 25th Street Race to Nebraska. This is what the name of the church is?

Virgil Hartley 02:19

It's Seventh Day Adventists.

Michael Graft 02:22

So that church, and I can't remember how long ago. I think it was probably under Spires that they had requested a street to go one way, and then we put up signage on Nebraska Street. You know to do not enter off of Nebraska Street onto Ray Street, and that was to be able to get their parishioners out of the parking lot. And now, Mr. Casey, who was one of the parishioners, probably an elder at the church has he's kind of talked to us over the last couple years about turning Section 25th Street two way. Upon review, Virgil took some took some measurements and what's the width of the 19 and a half feet. So 19 and a half feet doesn't even warrant a 10 foot. So you're we're a foot shy, and there are people that are parking that live in front of their houses that are parking on that street. They would have they would lose parking. So the conversation came up was it to make it easier on the parishioners to go in and out would be to change it one way from Nebraska Street, but then you've got now you've got two opposing, similar to Marion Avenue, where you have two opposing. You have to make a choice: am I going to turn right or am I going to turn left? Because you know it's one way or the other. You can't you can't go that way. So that was I think you kind of talked to I don't know did you talk to him that we kind of had that conversation about looking at I don't know that he was real thrilled I think he wanted to remove the trees in front of their place on 25th Street, and have the city take out the curb and widen it, but that still doesn't reflect. Once you get past the church, it's still not wide enough for two way, and it still becomes one way at that point. I mean, it's perplexing on what the actual reasoning, you know, because obviously they've striped it, they would have to seal coat the lot, restripe it if you're going to come in off of 25th Street. Right now, you have an entryway. Yeah, they have an entryway on Nebraska.

Michael Graft 05:00

They have an exit onto 25th Street to get out. So really, not sure. I think making it one way, going the opposite way, is now going to push their parishioners. That's a road west. Yeah. Yeah. I. I mean, I'll leave it to you folks to.

Tony Fox 05:19

That's one of the nearest. I mean, that's that was a near concrete street too, which were on the curbs. So

Michael Graft 05:24

Yeah, and again, I don't think that they want to. I think they were interested in removing the trees for us to make it wider. But again, yeah, I don't. The city really doesn't see a purpose. I don't see the problem.. That's what I was.

Brian Cowgill 05:41

To me, there's not enough here in the warrant. There can't be any people coming in off 25th Street

Michael Graft 05:46

Right. I and that's kind of when I when I talked to him a couple years ago, and he talked about it. I'm like, it was something that we could look at. I really, you know, I don't know why it was it went one way, one direction or the other. I don't know if it if it got changed back in the day from going from Nebraska westbound, but it is a little confusing if you enter in off of what is the street to the to the west of Race. So if you enter off at race, there's a one-way sign in the middle of the like the street, but you you wonder, can I go that way? Is it just one way this way? Yeah. So it's a little confusing, but I think everybody out there knows. You know, everybody. Yeah, they've been doing it for a lot of years, and just to readdress what I don't know. That's a, I mean, to me, there's not enough there to warrant that little section that would also affect the rest of the street. Right. Once it's passed, I think they're just wanting to do something for their little area, and it just doesn't. Yeah, they're looking at well, why should I go down Race Street when I can go right off of on the Nebraska, but which is what they're doing now even if it was two way that that it doesn't change anything. That that the only ability that they would have with two way would be now to be able to turn out of there and go towards Race Street,

Virgil Hartley 07:23

right? Because it's already one way east right here. So you could get out there on Nebraska, but they turn that into an entrance. Correct. Is what they want.

Virgil Hartley 07:33

Yes, what they want is coming off Nebraska, going 25th Street, and pulling in the alley or parking lot. Well, they can come over here. You can see the photo, and for the amount of money that this would cost, it doesn't in my eyes doesn't warrant changing it.

Michael Graft 07:49

And they bought additional property to the north of them that they're right now clearing trees that they're going to put a parking lot there. So if they add additional parking, then really this is I mean again just kind of a new issue. I think you need to concentrate on getting your folks in and out. I mean,

Tony Fox 08:08

And if you're adding there, then take the parking spaces that you took the two-way entrance out of to add.

Michael Graft 08:14

And they are putting a dilemma on the three houses south of them that park on the street to be able to just like gain a two-way, and I just I'll leave it up. When we have quorum, we can make a decision that that we would deny the request, or we could look at other options.

Brian Cowgill 08:34

I'll make a motion that we deny the request based on the amount of money for no more than what it does. Does that make sense to me?

Tony Fox 08:41

And I'll second it.

Michael Graft 08:42

Have a motion, a second. All in favor? Aye. Motion passes to deny due to funding and not. Yeah, it just doesn't make it. It doesn't.

Tony Fox 08:54

There just isn't enough gain, right?

Michael Graft 08:58

So we'll move on into some new business, stop sign request at Pine Bluff and Woodview Drive. Tony, before the meeting started, he did mention that that was a subdivision that was probably put in by Oradat and Bob Olynger. Yeah,

Michael Graft 09:16

all that group. And why there wasn't a stop sign put in back there. I don't know, but I but I I have no problem. Heck,

Brian Cowgill 09:25

I do have price. Yeah, 90% putting on the stop sign there. Do you think you need three? I think it doesn't need to be a three one. I think the one right there, and then put cross

Michael Graft 09:35

traffic does not stop. Yeah, yeah, yeah. It does not need to be a three. I think it just

Tony Fox 09:40

needs to go on the west side there.

Michael Graft 09:43

Yeah, one bluff. Yep, and then put cross traffic does not stop. So that's so is that the consensus of the committee. So we'll make a motion. Tony, would you make a motion? Yeah, I'll make a motion.

Michael Graft 09:58

Make a motion to. Place a stop sign just on the west side and put cross traffic does not stop under the under stops. Anybody

Virgil Hartley 10:06

going to second that? I will. Okay.

Michael Graft 10:08

Motion and second. All in favor? Aye. Thank you. I'll let Virgil speak on this one because I haven't been not seen this, but this was brought up by Captain Tittle, and he did do a traffic report for accidents in that location. There seems to be a sight distance at Spencer and Park. So, are they asking for like no parking from here to corner to be placed, or what?

Virgil Hartley 10:41

I'm going to be frank with you guys. I don't know what he's asking. If you go by, he's look at it. It's usually that yellow apartment building.

Tony Fox 10:49

Okay, there's parking clear to the corner. Yeah,

Virgil Hartley 10:52

I think he did say going south on Park. You know, that's the only that, and of course on the other side are the only places where there is no parking here in the corner, as you can see. Yeah, so maybe no parking here in the corner.

Tony Fox 11:08

When I've been on a couple accidents there, but I haven't really been there at that intersection.

Michael Graft 11:16

Have you had any issues with one of your rigs trying to make that turn? If that's ever tied in here,

Tony Fox 11:21

Yeah, it's tight. See, I think that's what he was talking about. The access where people coming in, turning, and then hitting, and then they're coming into oncoming.

But it's usually right there in front of that because I know several times I've went going that way and back to the station or something, and it's usually like where you've got that white car,

Virgil Hartley 11:39

Yes that apartment, the apartment people parking the whole way because you got no parking here to corner them, almost on all sides, except for except for this one, and I don't I don't see where that that usually you know I I don't know.

Brian Cowgill 12:00

Well, and the bad thing is, is putting one up because you can't really because it's going to be no parking here, corner behind.

Virgil Hartley 12:08

Because they got their pole or had one there, probably.

Michael Graft 12:11

I mean, this board.

Tony Fox 12:12

That's the only problem I've ever seen with the parking there is when they park behind that one.

Virgil Hartley 12:17

You might be right, Tony. That may be what he's talking about.

Michael Graft 12:20

Yeah. Well, so could you verify that?

Virgil Hartley 12:22

Yeah.

Michael Graft 12:23

If that's what he's considering that he that he's needing.

Virgil Hartley 12:26

Yes.

Michael Graft 12:26

Then when people heading south on Park, they can't see because of that. If they're in a car, of course.

Tony Fox 12:31

But if you put it all bus drive traffic. Basically, even with the back of the white car.

Brian Cowgill 12:36

Yeah, that's about. I mean, you're not losing parking spots. You're not losing, but you're giving the right away as far as being able to see and all that turning in there exactly.

Michael Graft 12:44

So verify with that (to Virgil). And if that's that is the case that he's talking about, would you give a would you be in a favorable motion to put that a no parking 25 feet?

Virgil Hartley 12:58

Yeah,

Michael Graft 12:58

I'll want to make another motion to that to that. Okay,

Tony Fox 13:01

I'll make motion on to put no parking 25 feet to the corner. Okay, that would be on the northeast corner.

Brian Cowgill 13:08

I'll make a second

Michael Graft 13:09

Second. All in favor?

ALL 13:11

Aye.

Tony Fox 13:11

Thank you.

Michael Graft 20:25

Make a motion to adjourn?

Brian Cowgill 20:27

I'll make the motion

Michael Graft 20:28

I got a first motion, Second?

Tony Fox 20:29

I'll second

Michael Graft 20:30

All in favor? (Everyone) Aye. Meeting is adjourned Thank you.