

# Traffic Commission

## Meeting Notes

### March 14, 2019

- Michael Mayer called the meeting to order at approximately 6:00 p.m.
- Present were the following commission members:

James Fleischaker, Michael Mayer, Robert Schroer

City staff members present were: David Hertzberg, Public Works Director; Dan Johnson, Asst. Public Works Director; and Steven Martinez, Civil Engineer

- Not present were:  
Alicia Edens, William Tylee, Eric Wood, Ervin Wilson
- Due to lack of a quorum the meeting could not be held.

Randall & Dana Dubey, Morris Glaze and Diane Reid-Adams were in the audience and wished to discuss information about traffic calming measures that city staff had prepared. Mr. Glaze stated that he thought there was money in the public safety sales tax to pay for speed tables.

Mrs. Reid-Adams stated that they are still having problems at 36<sup>th</sup> & Ferguson in regard to a bus stop and cars going around the bus and speeding through the area. She stated that the police department had spoken with her regarding the problem.

Dan Johnson presented the options and prices for traffic calming measures:

He explained that there are no set standards for speed bumps, speed humps and speed tables. He stated that they had compared the different versions and the one that come out on top was the speed hump. The reason the speed hump came out on top was it is 12-foot lengths and a car cannot straddle the hump, that helps with scrapping the bottom. Per the draft of the City traffic calming policy, we are looking at putting 3 of them in 150 to 250 yards apart. Based on research of other Cities experiences Staff recommends a 2 $\frac{5}{8}$ " height. That is the right height to be effective. This type of speed hump has been getting the speeds down to 19 mph in other Cities.

If you go with the speed table, the speed goes to 27 mph. These have a flat space on top and are 22 feet long. We did not get a price on the tables.

Dan reached out to the city paving contract for this year and spoke with the city sign shop, as they will be doing the signs and striping. The cost for the 3 humps with signs and striping would be an estimated \$8,500.00. This is for an asphalt speed hump, not a prefabricated rubber speed hump.

Mrs. Dubrey asked what type they had at the library. Dan stated that it is a prefabricated speed bump that is made for parking lots. We did look at those and got the price for the speed hump from the same supplier. These are pre-manufactured speed humps and we do like them as they are a lot lighter and less maintenance. They are \$10,000 each, you have a cost of approximately \$1,500 to install them and you still have the \$2,500 for signs. The total there is \$38,000.00.

Mrs. Dubry asked if the speed bumps do they lay down? Dan said yes, we cannot put speed bumps in residential areas as they bottom out cars.

How many signs will be needed? Dan stated that we will need to follow MUTCD regulations.

Is striping include in that? Yes, striping is included and will be part of maintenance, it will be every year.

We talked to other city's and they are having the humps maintained with their milling and overlay. Questions were asked about micro-surfacing instead of paving. Dan explained how the micro-surfacing worked. It was asked about the maintenance of the pre-manufactured humps. Those are rubber and they stick down. They can be taken out and moved somewhere else. It takes 2 days to install and it depends on the soil underneath the road as they must be staked down. You also have to check for utilities in that area.

A map was shown as to where the humps would be installed.

Mr. Mayer asked what the cost would be for the city crews to build the humps. Dan stated that they would need a paver and milling machine and with the rental of equipment it might not be cost effective. The city contractor price is based on tying the project into the existing overlay project.

Mr. Fleischaker asked if this was on a snow route. It is not. Dan stated that there would still be police cars, ambulance and fire trucks that would need to get down the street. You don't want to get to many humps.

David stated that the same thing could be done in Mrs. Reid-Adams area with similar costs. Mr. Mayer asked what the borders are, and Mrs. Reid-Adams stated that she lived at 36<sup>th</sup> & Ferguson across from the Housing Authority. David said so between Indiana and Ferguson. Mr. Mayer stated that the only we could do was put up a warning sign that the bus is picking up at the bus stop. People going around the bus would be the police department. Dan said they might also contact the school system to see what they could do in regard to the bus stop.

A discussion was held on the ability to put up a camera or a sign that says you are being photographed.

Mr. Mayer said that the discussion on the traffic calming policy should be discussed at a different time.

Morris. Glaze asked where the 25-75 ratio for cost sharing between the residents on the street requesting speed humps and the City came from. Mr. Hertzberg explained how historically we came up with the cost. He explained that the city does not build residential streets. A discussion was held on how the street assessment and tax bills work during the discussion Mr. Glaze pointed out that with the City engineering and project management the City's share is really 50%.

Mr. Glaze stated that he felt this was a public safety issue.

David went over the cost options and discussed the process of getting the petitions signed by the property owners. You need to make sure the neighborhood wants the project. Discussion was held on percentage of the assessment.

Mrs. Dubrey asked how other city's paid for them. Dan stated that a lot of them had similar ways to ours and some passed special taxes for it.

Mr. Mayer stated that the board could take no action as they did not have a quorum. Mr. Hertzberg said the information will allow them to start the petition process and perhaps we could have a special meeting.

A discussion was held on the possibility of a time table for the project.

Mr. Mayer asked what the rules were for a special meeting. Mr. Mayer stated that we should pick 2 or 3 dates and see who will be available on those dates. Mr. Mayer stated that in the next few days he would pick out 2 or 3 Thursday's and see if people can come. He believes that 3 weeks out would be the earliest that can be done.

With no further business to come before the Traffic Commission:

**Adjourned.**

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Linda White, Engineering Assistant