

**MINUTES  
TRAFFIC COMMISSION  
WAYNE GILLEY (OLD) CITY HALL COUNCIL CHAMBERS – MAY 10, 2012 – 4:00 P.M.  
SPECIAL MEETING**

**I. Meeting called to order – Roll Call**

The meeting was called to order at 4:05 p.m. in the Wayne Gilley City Hall Council Chambers (103 SW 4<sup>th</sup> St.) by Barry Ezerski, Traffic Commission Chairman. The meeting notice and agenda were posted on the City Hall (212 SW 9<sup>th</sup> St.) bulletin board as required by State law.

**MEMBERS PRESENT:** Robert Cole, Barry Ezerski, Johnny Owens, Randy Somerlott and Todd Weatherly

**ALSO PRESENT:** Sagar Medisetty, Traffic Engineer, Officer Steve Martin and Jackie Somerlott, Traffic Commission Secretary

**MEMBERS ABSENT:** SPC Alex Guess and David Means

**II. Approval of minutes from previous meeting (March 15, 2012)**

**MOVED BY:** Owens; **SECOND BY:** Cole to accept the minutes as written.

**AYE:** Cole, Ezerski, Owens, Somerlott and Weatherly; **NAY:** None.

**III. Consent Item(s)**

1) Consider a request **(12-05)** from Officer Steve Martin, City of Lawton to install a “RIGHT TURN ONLY” sign on westbound SW “A” Ave near the intersection of SW “A” Ave and SW Sheridan Road.

**MOVED BY:** Weatherly; **SECOND BY:** Owens to install a “RIGHT TURN ONLY” sign on westbound SW “A” Ave near the intersection of SW “A” Ave and SW Sheridan Road

**AYE:** Cole, Ezerski, Owens, Somerlott and Weatherly; **NAY:** None.

**IV. New Business**

2) Consider a request **(12-06)** to ratify the actions of the Police Chief to install a “NO OUTLET” sign on westbound NW Mimosa Lane near NW Northwood Place; and to make the installed sign permanent.

The Traffic Engineer explained that NW Mimosa Ln and NW Northwood Pl are both local residential streets. The intersection is a “T” intersection. Heading westbound on NW Mimosa Ln it dead ends past NW Northwood Pl. It’s not readily apparent to motorists traveling west because of the curve there and the dense trees. Therefore the request was to install a No Outlet sign at that intersection. The police chief had authorized the temporary installation of the sign because the meeting was cancelled last month. The staff recommends ratifying the actions of the police chief to install the temporary sign and make it permanent.

**MOVED BY:** Cole; **SECOND BY:** Owens to install a NO OUTLET sign on westbound NW Mimosa Lane near NW Northwood Place; and to make the installed sign permanent.

**AYE:** Cole, Ezerski, Owens, Somerlott and Weatherly; **NAY:** None.

- 3) Consider a request **(12-07)** from Traffic Commissioner Barry Ezerski, 1710 NW Cache Rd to discuss the traffic problem caused by Starbucks drive-thru traffic spilling over onto NW 40<sup>th</sup> St near NW Cache Rd; and to install a “DO NOT BLOCK THRU TRAFFIC” sign on southbound NW 40<sup>th</sup> St south of NW Cache Rd.

The Traffic Engineer explained that Starbucks (coffee shop) is located on the SE corner of NW Cache Rd and NW 40<sup>th</sup> St which is a two-lane local street. Starbucks has a drive-thru operation and the problem is that the drive-thru traffic is spilling over onto NW 40<sup>th</sup> St. Starbucks management recently did some construction work on their drive-thru and they moved the order board to the west towards 40<sup>th</sup> St. which made the problem worse. There is only storage space for 3 or at most 4 vehicles on site which makes traffic spilling onto 40<sup>th</sup> St and people are backing up on 40<sup>th</sup> St affecting the free two-way movement of traffic on NW 40<sup>th</sup> St. It was noticed at one instance that traffic backed up all the way to Cache Rd. It is a safety hazard and something has to be done on site by the property owner to mitigate the problem. The city has been in touch with Starbucks’ management and also spoke to regional manager this morning and he said next week some temporary measures will be taken to fix the problem. They don’t know what it is they are going to do, but in June they are going to do something permanent. In the meantime on southbound NW 40<sup>th</sup> St. the City will install the “DO NOT BLOCK THRU TRAFFIC” sign so police can enforce it, and the people know they shouldn’t stop in the middle of the street. Ezerski said people are lined up there and are going through the exit, and the opposite lane or some go through the Arby’s parking lot to get around. Medisetty said he noticed they are stopping in the southbound thru lane, or left turn lane. Ezerski said it’s exacerbated now due to the fact that 38<sup>th</sup> St. is closed, and the only way to get to hotels or our business is to go down that road. Weatherly asked if they are the same type of signs for when traffic at Wayne’s is backed up as used at Sheridan and Gore. He said they are No Parking/No Stopping/No Standing. Medisetty said he hadn’t noticed a problem at this intersection but would take a look at it. Owens says he notices that at Starbucks, people panic when the light changes and traffic is backed up and it’s a dangerous situation and doesn’t think a permanent solution can wait until June. Ezerski said he doesn’t know if Starbucks underestimated the amount of traffic when they built at this location. Medisetty said if it’s felt that No Parking..... Signs should be put up he can check into it. Weatherly said he is okay with whatever is the best so it can be enforced. Medisetty said NO THRU signs could be enforced.

**MOVED BY:** Owens; **SECOND BY:** Cole to install a “DO NOT BLOCK THRU TRAFFIC” sign on southbound NW 40<sup>th</sup> St south of NW Cache Rd;

**AYE:** Cole, Ezerski, Owens, Somerlott and Weatherly; **NAY:** None.

- 4) Consider a request **(12-08)** from Ms. Sharlene Jones, 1206 NW Lincoln Ave to install intersection lane control signs at the intersection of NW Fort Sill Boulevard and NW Cache Road.

Medisetty said Ft. Sill Blvd. and NW Cache Rd are four-lane principal arterial streets. Ft. Sill Blvd. has two ramps which intersect with Cache Rd at the signal light intersections. The northbound and southbound approaches on Ft. Sill Blvd. have 3 lanes; the left lane is the left turn only lane but the center lane is a shared thru and left turn lane. The rightmost lane is a right turn only lane. The problem here is that the left turn only lane lines up with the rightmost

lane across the intersection. Traffic sitting in the left turn only lane might think the lane goes straight through. Also a shared left turn and through lane is not that common. There have been several accidents in the recent past. In the past 4 years since 2008 there have been 20 accidents between a vehicle from the left turn only lane going straight through because it is lined up and the vehicle in the center lane making a legal left turn. There have been a lot of such accidents lately. The recommendation for this item is to install advanced intersection lane control signs, so motorists know which lane applies to which movement beforehand so they can stack up at the intersection accordingly. For a driver who is not used to the area, it can create a problem which is the reason for the recommendation. On the mast arm next to the signal heads appropriate signs will be posted so people know what movement to make so hopefully the accidents will be reduced.

**MOVED BY:** Cole; **SECOND BY:** Owens to install intersection lane control signs at the intersection of NW Fort Sill Boulevard and NW Cache Road.

**AYE:** Cole, Ezerski, Owens, Somerlott and Weatherly; **NAY:** None.

## **V. Other Discussion**

Ezerski asked if anything is in the works for widening of Cache Rd from 67<sup>th</sup> St. west (to 82<sup>nd</sup> St). This has been discussed before and traffic is going to get a lot worse and without a turn lane on Cache Rd. and asked if there will be a turn lane installed or expand to 5 lanes west of 82<sup>nd</sup> St.? Medisetty said as far as the proposed project nothing is to be done on Cache Rd. They're making improvements on 82<sup>nd</sup> St. -- increasing it from 4 lanes to 5 lanes and the development stops just south of Gray Warr Ave. He said Phase II would be the southern portion so they are not making improvements to Cache Rd but the improvements at the intersection. Ezerski asked about ODOT's funds for their 7 year plan and asked if there was any plan on the books for expanding Cache Rd. in the future? Medisetty said that with ODOT's 8-year plan he didn't know if there is any plan for Cache Rd. expansion but that he would look into it. Ezerski said Cache Rd is going to get bad once the new developments come in. It is already bad with the two car dealerships as well as people coming from the other end of town and will come through town instead of Quanah Parker Trailway.

Owens asked if there was anything taking place on Cache Rd. at 67<sup>th</sup> St. (near Wayne's drive in) that was discussed at Traffic Commission in the past? There had been several accidents in the past. Officer Martin said it is 5 lanes and the speed limit was reduced which helped some to decrease accidents. Owens said when traveling west, it is difficult to turn. Officer Martin said that in the past there were "buttons" near Whataburger on the roadway but they are missing now. He said the motor grader removed them when plowing snow.

Ezerski said the problem is a long time ago they didn't build enough room back (utility easements) and there isn't a lot of room to do anything. He said perhaps at the next ODOT meeting that a proposal could be made to widen Cache Rd, to at least 5 lanes from west of 67<sup>th</sup> St. at least to match east of 67<sup>th</sup> St. and create a turn lane and widen it further beyond 82<sup>nd</sup> St. (from 2 lanes to at least 3 to 4). Owens said westbound there isn't much easement there, especially at Gray Warr Addition and Wyatt Acres. Ezerski said half of the median could be used to widen the road. Officer Martin asked if it is City property on the south side of Cache and Ezerski said yes. Medisetty said he would find out if there are any plans by ODOT. Martin asked if anything was known about the accident on East Gore Blvd. Medisetty said it was a pedestrian accident with a vehicle and he feels it would be dangerous to install a marked

crosswalk there because it's a high speed roadway. Officer Martin said he saw the pictures and thinks the pedestrian was crossing from the north side of the street and going to MacArthur High School and they think when she got to Gore Blvd. she got hit by a car. She should have used the sidewalk but for some reason she crossed. Weatherly said that Gore Blvd. from Flowermound Rd. to E 45<sup>th</sup> St. the speed limit is 45 mph as opposed to 40 mph. Officer Martin said not many people cross the street there and asked if there is a crosswalk there; Medisetty said no. Officer Martin said there is an apartment complex on the north side of Gore and the elementary school is on the south side. Medisetty said the kids cross Gore Blvd. to go east to MacArthur High School which is "jay" walking across Gore Blvd. [inaudible discussion] Officer Martin suggested installing a crosswalk on Gore Blvd. but Medisetty said Gore Blvd. is a high speed roadway and it is too dangerous to install a crosswalk. Ezerski says the speed limit is 20 mph during school hours. Owens said this incident occurred significantly further back from the school. Medisetty said she was on the north side of Gore Blvd where the apartments are located and the grass was wet and she wanted to walk on the sidewalk which is on the south side of Gore Blvd so she jaywalked across Gore Blvd. Medisetty said this occurred during school times. The issue with this accident according to Officer Martin was that she should not have been crossing the roadway. Medisetty said he will look into seeing if and how many people are going to Carriage Hills. Ezerski said there is a bus that picks up students from the apartment complex and takes them to Carriage Hills School.

## **VI. Audience Participation**

## **VII. Adjournment**

Meeting adjourned at 4:25 p.m.

The City of Lawton encourages participation from all of its citizens. If participation at any public meeting is not possible due to a disability, please notify the City Clerk at (580) 581-3305 at least 48 hours prior to the scheduled meeting to make the necessary accommodations. The City may waive the 48 hour rule if signing interpreters for the deaf are not necessary.