

**TRAFFIC COMMISSION MINUTES
CITY HALL COUNCIL CHAMBERS
June 21, 2018 – 4:00 P.M.**

I. Meeting called to order – Roll Call

The meeting was called to order at 4:00 p.m. in the City Hall Council Chambers (212 SW 9th St.) by David Means, Traffic Commission Chairman. The meeting notice and agenda were posted on the City Hall (212 SW 9th St.) bulletin board as required by State law.

MEMBERS PRESENT: Carl Dentler, Robert Kelso, Hershel Kuykendall, David Means, Randy Somerlott and Ted Warkentin

ALSO PRESENT: Larry Wolcott, Public Works Director, Cindy Porter, Traffic Commission Secretary

MEMBERS ABSENT: None

II. Approval of minutes from previous meeting (April 19, 2018) MOVED BY: Somerlott;
SECOND BY: Dentler to accept the minutes as written. **AYE:** Dentler, Kelso, Kuykendall, Means, Somerlott and Warkentin; **NAY:** None; **ABSTAIN:** None

III. Consent Item(s)

None

IV. Old Business

None

V. New Business

- 1) Consider a request **(18-7)** from Jack Hanna, Parks & Recreation Director, to remove the chain link fence in the center median of NW Ft. Sill Blvd. from Elm to Kingsbury.

Wolcott stated that this is a 4' chain link fence in grassed center median separating northbound and southbound Ft. Sill Blvd. The request was made to make it easier to maintain the grass in the median. This fence acts as a pedestrian barrier to detour crossings. There are pedestrian signals installed on Ft. Sill Blvd. near Cherry and a concrete bicycle path constructed for use for north bound pedestrians. Staff recommends speaking to Lawton Public Schools to get their input for removing the fence. Staff recommends removing the chain link fence from the center median of NW Ft. Sill Blvd. from Elm to Kingsbury.

Means asked if Lawton Public Schools had been contacted yet.

Wolcott replied that they had not.

Kuykendall asked what staffs thoughts were as to the safety of this request to remove the barrier.

Wolcott stated that there would be an increase in crossings should the fence be removed. Without the barrier it would become a legal crossing similar to the crossings on Gore Blvd. to Eisenhower. This is the only location that has a chain link fence as a barrier to detour crossings.

Means stated that he had seen children down in the area under the overpass near the fence.

Kelso stated that he did not believe it was a good idea from a safety standpoint.

Somerlott stated that when he was in the 9th grade, a friend of his was killed in that location and that may be why the fence was put there to begin with. He believed that the safety was worth the extra work to the maintenance crew.

MOVED BY: Kuykendall; **SECOND BY:** Somerlott to deny staff recommendation to remove the chain link fence from the center median of NW Ft. Sill Blvd. from Elm to Kingsbury and leave the fence as is. **AYE:** Dentler, Kelso, Kuykendall, Means, Somerlott and Warkentin; **NAY:** None; **ABSTAIN:** None

- 2) Consider a request **(18-8)** from Larry Neal to install LED pedestrian crossing warning signs on SW 5th Street.

Wolcott stated that the YMCA crosswalk on SW 5th Street, just south of Gore Blvd., 5 SW 5th Street. The location has existing non-LED pedestrian crossing warning signs and crosswalk pavement markings. FHWA-SA-09-006 (2009) states this treatment is applicable for regulatory and warning signs at unsignalized intersections with the intended purpose of improving the visual conspicuity of the signs. Due to the expense of signs at approximately \$2,000 each, LED crossing signs should be reserved only for locations with a high number of vehicular/pedestrian conflicts. The request was made due to the many summer activities at the YMCA, there is an increase of children using the crossing. Similar signs are currently in use on at Cameron University. Staff recommends installing LED pedestrian crossing warning signs on SW 5th Street at the YMCA, 5 SW 5th Street.

Means stated that many people park in the area near the police station and there are a great deal of people walking across the street from the parking lot to the YMCA, and att times children darting across the street.

Somerlott asked if the YMCA requested the signs.

Wolcott stated that it was a Mr. Neal is a YMCA board member.

Kuykendall asked if the signs were \$2,000.00 a piece.

Wolcott answered in the affirmative.

Means asked if they were push button signs.

Wolcott stated that they could be set up that way. The signs at Cameron are not pedestrian actuated.

MOVED BY: Dentler; **SECOND BY:** Warkentin to accept staff recommendation to install LED pedestrian crossing warning signs on SW 5th Street and the YMCA, 5 SW 5th Street. **AYE:** Dentler, Means, Somerlott and Warkentin; **NAY:** Kuykendall; **ABSTAIN:** Kelso

- 3) Consider a request **(18-9)** from Councilmember Randy Warren to install Stop or Yield signs on NW DeBaracy Ave. at Lady Marna Ave.

Wolcott stated that this is a 4-way local intersection, just north of Hugh Bish Elementary School. There are existing Stop signs on Lady Marna at DeBracy. The conflict is with students crossing DeBracy east/west with vehicles driving north/south. MUTCD states the frequency of gaps in the traffic stream that are sufficient for student crossing is different at each crossing location. When the delay between the occurrences of adequate gaps becomes excessive, students might become impatient and endanger themselves by attempting to cross the street during an inadequate gap. In these instances, the creation of sufficient gaps needs to be considered to accommodate the crossing demand. Staff recommends relocating the existing school zone sign for southbound traffic on DeBracy further north in advance of Lady Marna. Install crosswalk pavement markings and In-Street Schoolchildren Crossing signs on DeBracy on south side of Lady Marna.

Kuykendall asked if there were already signs at this location.

Wolcott replied that the intent was to make it a 4-way stop.

MOVED BY: Kelso; **SECOND BY:** Somerlott accept staff recommendation to relocate the existing school zone sign for southbound traffic on DeBracy further north in advance of Lady Marna. Install crosswalk pavement markings and In-Street Schoolchildren Crossing signs on DeBracy on south side of Lady Marna. **AYE:** Dentler, Kelso, Kuykendall, Means, Somerlott and Warkentin; **NAY:** None; **ABSTAIN:** None

- 4) Consider a request **(18-10)** from Ms. Kelley to install NO OUTLET sign on westbound NE Cimarron Trail at Pioneer Blvd.

Wolcott stated that this is a local cul-de-sac. MUTCD – Section 2C.26 DEAD END/NO OUTLET Signs; THE DEAD END sign may be used at the entrance of a single road or street that terminates in a dead end or cul-de-sac. The NO OUTLET sign may be used at the entrance to a road or road network from which there is no other exit. This request was made due to the increase of traffic caused by the construction on Rogers Lane. Staff recommends installing a DEAD END sign on westbound NE Cimarron Trail at Pioneer Blvd.

MOVED BY: Dentler; **SECOND BY:** Kuykendall to accept staff recommendation install a DEAD END sign on westbound NE Cimarron Trail at Pioneer Blvd. **AYE:** Dentler, Kelso, Kuykendall, Means, Somerlott and Warkentin; **NAY:** None; **ABSTAIN:** None

- 5) Consider a request **(18-11)** from Joseph Diaz to install DO NOT DRIVE ON SHOULDER signs on SE Lee Blvd from Clover Lane to Walnut Creek Road.

Wolcott stated that this is state highway intersecting with local streets MUTCD – Section 2B.36 DO NOT DRIVE ON SHOULDER Sign and DO NOT PASS ON SHOULDER Sign states: The DO NOT DRIVE ON SHOULDER sign may be installed to inform road users that using the shoulder of a roadway as a travel lane is prohibited There are close to 50 locations where HY – 7 intersects with other streets and driveways from I-44 to East city limits. Staff recommends requesting ODOT to review the intersections for warrants for construction of turn bays.

Means asked if the intent was to slow traffic before turning into the neighborhood.

Wolcott the observation is that some drivers turn from Lee Blvd into the neighborhood and some drivers pull onto the shoulder to turn into the neighborhood and the intent is to alive that confusion.

MOVED BY: Kuykendall; **SECOND BY:** Somerlott to deny the request for a sign and to accept staff recommendation request ODOT to review the intersections for warrants for construction of turn bays and bring it back to the committee at a later date. **AYE:** Dentler, Kelso, Kuykendall, Means, Somerlott and Warkentin; **NAY:** None; **ABSTAIN:** None

- 6) Consider a request **(18-12)** from Councilmember Fortenbaugh to install NO U TURN sign for westbound traffic on West Gore Blvd. at 6601 West Gore.

Wolcott stated that this is 4 lane, divided arterial, median opening near Serco Inc. There is no left turn lane for westbound traffic storage MUTCD _ Section 2B.18 Movement Prohibition Signs Standard states: Except as provided in paragraphs 11 and 13, where specific movements are prohibited, Movement Prohibition signs shall be installed. Movement Prohibition signs should be placed where they will be most easily seen by road users who might be intending to make the movement. Staff recommends installing a NO U TURN sign for westbound traffic on West Gore Blvd at 6601 West Gore Blvd.

MOVED BY: Somerlott; **SECOND BY:** Dentler to accept staff recommendation to install a NO U TURN sign for westbound traffic on West Gore Blvd at 6601 West Gore Blvd. **AYE:** Dentler, Kelso, Kuykendall, Means, Somerlott and Warkentin; **NAY:** None; **ABSTAIN:** None

VI. Audience Participation

None

VII. Adjournment

4:22 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 schedule meeting to make the necessary accommodations. The City may waive the 48 hour rule if signing interpreters for the deaf are not necessary.