

AGENDA
TRAFFIC COMMISSION MINUTES
WAYNE GILLEY (OLD) CITY HALL COUNCIL CHAMBERS – NOVEMBER 15, 2012 – 4:00 P.M.

I. Meeting called to order – Roll Call

The meeting was called to order at 4:00 p.m. in the Wayne Gilley City Hall Council Chambers (103 SW 4th St.) by Barry Ezerski, 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: Robert Cole, Barry Ezerski, SPC Alex Guess, David Means, *Johnny Owens, Randy Somerlott and Todd Weatherly

ALSO PRESENT: Sagar Medisetty, Traffic Engineer, SPC Andrew Powers and Jackie Somerlott, Traffic Commission Secretary

MEMBERS ABSENT: None

* Owens arrived at 4:05 p.m.

II. Approval of minutes from previous meeting (October 18, 2012)

MOVED BY: Means; **SECOND BY:** Weatherly to accept the minutes as written.

AYE: Cole, Ezerski, Guess, Means, Somerlott and Weatherly; **NAY:** None

III. Consent Item(s)

None

IV. New Business

- 1) Consider a request **(12-20)** from Ms. Teddy Worthington, 4905 NW Meadowbrook Drive to remove the STOP signs on eastbound and westbound NW Meadowbrook Drive at NW 40th Street.

The Traffic Engineer explained that NW Meadowbrook Dr is a residential collector street; NW 40th St. is a local residential street posted at 25 mph. The intersection is a “T” intersection. He said there has been a stop sign on northbound NW 40th St. since 1990. The eastbound and westbound approaches on Meadowbrook to the intersection are on curved approaches which prevent sight visibility. The landscaping on the north side of Meadowbrook (private property) exacerbates the sight visibility problem. Due to those reasons, back in February the Traffic Commission had approved the request to install stop signs on both eastbound and westbound Meadowbrook Dr to enhance the safety of the intersection and was approved by City Council at that time. Originally due to the 38th St. construction project there was an increase in traffic and the signs were installed temporarily. Due to complaints the signs were made permanent in March of this year. Since then no complaints have been received, except for this one (to remove the signs) on eastbound and westbound Meadowbrook Dr. Staff’s recommendation (for safety concerns), is that the removal be denied. Ezerski asked if there was a reason for the removal of the sign. Teddy Worthington (requestor) was introduced at this time. She said that during the 38th St. project, traffic had to be rerouted to 40th St, to travel south to get onto Gore. At the corner now, there are 5 stop signs. Many people she has spoken to feel this is a temporary solution to the problem. She said at the time of the project there were

about 100 cars per hour that travelled through the intersection which was a good reason for the signs. Now there is no traffic virtually, travelling on 40th St. to Gore. A couple of days she said she watched for an hour and there were only 2 cars going through the intersection. Now everyone in the intersection stops. She has lived there for 40 years and there were only yield signs when she moved there, and now there are stop signs. She said before the signs were installed you could glance over to see if anyone was coming. Now you must stop and turn and look back to see if anyone is coming. The sight issue hasn't changed. The shrubbery was there before the stop signs and 5 of the shrubs are dead. She feels there is no sight issue. She said the issue is if the intersection be as it was before. She said if she felt there were a safety issue she would be for leaving the signs up but she said there have never been signs there but now there are 5. She said she is willing to leave the 3 there. She said everyone is stopping for Meadowbrook traffic and none of the neighbors feel the signs should be left up. She said she invited others to come [to the meeting]; she said she received a couple phone calls and an e-mail regarding the issue. Ezerski asked Mr. Booker (in audience) if he felt the same way and he said he agrees with the removal of the signs and that they only cause traffic to slow down. Means said he is confused about the signs that have been installed and removed. Medisetty explained the location of the signs (referring to map). He said the intersection is not typical. Owens said he understands why signs are on 40th St. Ezerski asked if there is a stop sign as you travel northbound and Medisetty said yes. Medisetty said if NW Meadowbrook was a "straight shot" the volume is not enough to warrant stop signs and he agrees. However the approaches to NW Meadowbrook around curves (he said he added aerial photos of the intersection) are the problem. He said the landscaping he was referring to is not in the median but to the north on private property. Means pointed out that the shrubs are in the way one direction and that motorists are supposed to stay on their own side of the street and you're supposed to stay on your own side of the street unless you turn. Owens said there is a stop sign here and Means said that is the one they are proposing to remove. Ezerski said the only thing that would be a problem is if you are turning left onto 40th St. from west bound NW Meadowbrook and you can't see around the corner. Theoretically if you cross there you should stop there anyway before you cross. Owens asked how many accidents have occurred and Medisetty said there was one before. Ezerski said that was Ms. Worthington's point that she could see the benefit of the stop sign during construction, but now things are back to normal. Medisetty said the problem is if someone is going westbound and turning onto 40th, and someone is going eastbound on Meadowbrook, who has the right of way? Means said he thought eastbound traffic has the right of way because he is staying in his own lane. Ezerski said he doesn't have a problem removing the stop sign. Means made a motion to remove the eastbound stop sign on Meadowbrook and leave the other one, and see how it works. Medisetty said he felt that would be unusual. Owens said he has lived in the area and things run pretty smoothly without the stop signs which were installed during 38th St. construction. He said at times he almost forgets to stop there and that there are too many stop signs there. Ezerski reiterated to Ms. Worthington that the Traffic Commission proposed to remove one sign and will monitor it for the next couple of months. Ms. Worthington said she observed the intersection for an hour one time and that westbound traffic (on Meadowbrook) very few cars actually remain on 38th St. instead of 40th St. She said she appreciates the removal of the one sign.

MOVED BY: Means; **SECOND BY:** Cole to remove the eastbound STOP sign at NW Meadowbrook Drive and NW 40th St.

AYE: Cole, Ezerski, Guess, Means, Owens, Somerlott and Weatherly;

NAY: None.

- 2) Consider a request **(12-21)** from Harold Robinson, Cameron University, 2800 W. Gore Boulevard to decrease the speed limit on SW 27th Street between W Gore Boulevard and SW “G” Avenue from 35 mph to 25 mph.

Medisetty said that SW 27th St, between Gore Blvd and Lee Blvd is classified as a collector street and the speed limit between Gore Blvd and the railroad tracks is 35 mph and the speed limit south of there [between the railroad tracks] and Lee Blvd is 25 mph. The request is to reduce speed limit from 35 mph to 25 mph. The average daily traffic on 27th St. in that area is about 6000 vehicles per day which is what typical collector streets carry. The collector streets in Lawton are posted at either 25 mph or 35 mph depending on cross street activity. He said he noticed that pedestrian activity due to Cameron University is really high. He took “counts” on a weekday between 9:00 a.m. and 10:30 a.m. and counted 53 pedestrians crossing 27th St. between Gore Blvd and the railroad tracks. They crossed at several locations: “A” Ave., “B” Ave., “D” Ave., “E” Ave, at Cameron University Commons building and (some pedestrians had also jaywalked) at the area of Cameron Baptist Church. There is a lot of pedestrian activity and for that reason in order to enhance the safety of the pedestrians, staff recommends the reduction of speed from 35 mph to 25 mph. Ezerski asked if there is currently a school zone sign there and Medisetty said there is a sign close to Lee Blvd. but nothing at Cameron University. He said in 2007 City Council approved a request to increase speed limit from 25 mph to 35 mph because it is a collector street, but he believed the pedestrian activity was not taken into consideration back then. Owens agreed that lots of students reside in the nearby apartments and duplexes and Ezerski added that there is also an increase of students attendance at Cameron University.

- 1) **MOVED BY:** Owens; **SECOND BY:** Cole to decrease the speed limit on SW 27th Street between W Gore Boulevard and SW “G” Avenue from 35 mph to 25 mph.

AYE: Cole, Ezerski, Guess, Means, Owens, Somerlott and Weatherly;

NAY: None.

V. Audience Participation

Ezerksi said to Mr. Booker that this item (Item #1 NW 40th St. and Meadowbrook Dr) will go to council and that he can attend the meeting. He said this is a recommendation by the Traffic Commission and the council has the final say and therefore he can talk to them or his council member and it can be brought up at the meeting and the council can overrule or amend the decision/recommendation of Traffic Commission.

VI. Adjournment

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