

TRAFFIC COMMISSION MINUTES
NEW CITY HALL COUNCIL CHAMBERS
August 20, 2015 – 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 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: Carl Dentler, Barry Ezerski, David Means, Johnny Owens and Randy Somerlott

ALSO PRESENT: Sagar Medisetty, Traffic Engineer, Lt Justin Thorne LPD and Cindy Porter, Traffic Commission Secretary

MEMBERS ABSENT: SGT Nicolas Jenkins

II. Approval of minutes from previous meeting (May 27, 2015) MOVED BY: Means;

SECOND BY: Somerlott to accept the minutes as written.

AYE: Dentler, Ezerski, Means, Owens and Somerlott; **NAY:** None

III. Consent Item(s)

None

IV. Old Business

None

V. New Business

- 1) Consider a request **(15-08)** from Councilman Doug Wells, 1603 NW Horton Boulevard, to install a 'Stop' sign on westbound NW Briarwood Drive at the intersection of NW Horton Boulevard:

Traffic Engineer Medisetty explained that NW Horton Boulevard is a 2-lane collector street for the Crosby Park neighborhood that connects to Cache Road and to Quanah Parker Trailway. NW Briarwood Drive is a local street between Horton Boulevard and Cache Road. At the 'T'-intersection, NW Horton Boulevard is the major street and NW Briarwood Drive is the minor street. The intersection is in the vicinity of Crosby Park Elementary School. During the School pick-up and drop-off hours, Horton Boulevard gets quite congested with cars parked on both sides of the street. Assigning the right-of-way to the major street by posting a stop sign on the minor street will ease up the traffic issues during the school pick up and drop off hours.

Means asked if Horton Boulevard was being more used as a cut through street between Quanah Parker Trailway and Cache Road.

Medisetty stated that it was busiest during school hours.

Means asked if there was a stop sign at NW Cheyenne Drive and NW Horton Boulevard.

Medisetty answered that there was one at NW Crosby Park Boulevard but not one at NW Cheyenne Drive.

Means stated that if the sign was going to be installed at NW Briarwood Drive, there should be one installed at NW Cheyenne Drive as well.

Owens stated that it could not be done at this time because it was not on the agenda.

Ezerski stated that it could be put in for discussion for the next meeting.

MOVED BY: Owens; **SECOND BY:** Means to accept staff recommendation to install 'Stop' sign on westbound NW Briarwood Drive at the intersection of NW Horton Boulevard. **AYE:** Dentler, Ezerski, Means, Owens and Somerlott; **NAY:** None

- 2) Consider a request **(15-09)** from Robert S. Riley, 6102 NW Lincoln Avenue to install a traffic light at the intersection of NW Quanah Parker Trailway and NW Crosby Park Boulevard;

Traffic Engineer Sagar Medisetty explained that NW Quanah Parker Trailway is a 4-lane major arterial street with a posted speed limit of 45mph. NW Crosby Park Boulevard is a 2-lane local street with a posted speed limit of 25 mph. Traffic counts were collected on both Quanah Parker Trailway and on Crosby Park Boulevard. There are nine (9) traffic signal warrants that define the minimum conditions under which installing a traffic control signal might be justified. A traffic signal warrant analysis was conducted to determine if a traffic light is warranted at the intersection. The traffic study indicates that none of the 9 signal warrants (minimum vehicular volumes, pedestrian volumes, accidents etc) are met. Over the past 15 years, there had been only four (4) accidents at the intersection but the signal warrants require at least 5 crashes in a calendar year that could be rectified by putting in a traffic light. The traffic volumes on the minor street are really low.

Ezerski asked how much a traffic light would cost.

Medisetty answered that the cost is approximately \$150,000 to \$175,000. A similar request to install a traffic light at this intersection was made in the year 2003 and a recommendation to deny the request was made then.

MOVED BY: Owens; **SECOND BY:** Means to accept staff recommendation to deny the request to install a traffic light at the intersection of NW Quanah Parker Trailway and NW Crosby Park Boulevard. **AYE:** Dentler, Ezerski, Means, Owens and Somerlott; **NAY:** None

- 3) Consider a request **(15-10)** from Robert S. Riley, 6102 NW Lincoln Avenue to change the lane configuration of the rightmost lane on southbound NW 52nd Street at the signalized intersection of NW Quanah Parker Trailway from a shared right and through lane to an exclusive right turn only lane;

Traffic Engineer Sagar Medisetty explained that both NW Quana Parker Trailway and NW 52nd St are classified as arterial streets. On southbound 52nd St, there are 3 lanes on the approach at the intersection: a left turn only lane, a shared left/thru lane and a shared thru/right turn lane. The request is to make the right most lane a right turn only lane. And the request is being made because sometimes, during rush hours, a vehicle wanting to turn right to go west on Quana Parker gets stuck behind other vehicles wanting to go straight through the intersection. An engineering firm was hired by the City to collect traffic counts during the morning rush hour and evening rush hour at the intersection of Quana Parker Trailway and 52nd St. The traffic counts indicate that about 50% -53% of the traffic on southbound 52nd St goes straight through the intersection, about 25%-29% turns right and about 22% turns left. So, the majority of southbound traffic goes straight through the intersection.

The issues that would arise if the outer most lane were to be made a right turn lane:

- a. The heaviest movement of traffic for the southbound direction i.e. straight through traffic will be reduced to use 1 lane instead of current 2 lanes. This movement would be forced to the center lane resulting in longer queues in that lane. The long queued traffic would prevent traffic from entering the left turn lane.
- b. About 83% of traffic on southbound 52nd St that goes towards Cache Rd turns right onto NW Cache Rd. If the southbound center lane were to be the only straight through movement lane, then this traffic (about 250 vehicles in PM rush hour & 191 vehicles in AM rush hour) would have to change lanes from the inside lane to the outside lane within a short distance of about 0.1 mile because they eventually want to turn right onto Cache Rd. It would be an unnecessary inconvenience to the southbound vehicles and could result in accidents such as side-swipe accidents.

There have been three (3) other requests made in the past to make this a right turn only lane, in the years 2014, 2013 and 2009, all made by the same person. There were studies conducted each time and all three studies recommended denial of the request.

Owens asked if all requests made were by the same person and no one else.

Medisetty answered that Mr. Riley had made all the requests.

Means stated that in the past, this intersection had the right lane as a dedicated right turn only lane and it caused a great deal of problems.

Ezerski stated that this would not only create a problem for the southbound traffic but for the northbound traffic that needed to turn left into the dentist office at that intersection.

Means stated that if individuals did not know they needed to get into the middle lane to go southbound, did not get over soon enough, it would cause a wreck if they tried to force their way into the middle lane.

Medisetty stated that one solution that would help would be to widen the road to add a dedicated right turn only lane. However, obstacles such as a large drainage ditch and a

Centerpoint Gas station in that area exist, so, it would take a great deal of effort to do this. Also, the intersection is not a right angle intersection but it is a skewed intersection. So, a wide turning radius would be needed to accommodate the large trucks that make deliveries to Wal-Mart and other businesses.

MOVED BY: Means; **SECOND BY:** Owens to accept staff recommendation to keep the lane configuration as is for the outer most (right) land of southbound NW 52nd Street at the intersection of NW Quanah Parker Trailway. **AYE:** Dentler, Ezerski, Means, Owens and Somerlott; **NAY:** None

VI. Audience Participation

VII. Adjournment 4:19 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.