



TRAFFIC SAFETY

COMMISSION

www.independencpolice.org/tsc.html

MINUTES OF MEETING ON May 20, 2009

Commission members & staff present:

Beau Horn	Carl Nightengale
Lonnie Sanner	Vern Wells

Absent:

Terry Allen	Kie Cottam
Tim Hinds	Jennifer Lippert
Shawn Irvine	

Visitors:

Terri Churchill, of Kabl Ylimineni Lane.

APPROVAL OF MINUTES OF LAST MEETING:

March 11 minutes approved as written.

VISITOR BUSINESS:

Terry Churchill reported the heavy traffic congestion in front of Independence Elementary School, and it's extremely hard to find a parking spot to drop off or pick up children.

People sometimes stop in the street and wait for their children at the end of the school day.

School bus sometimes stops on 4th St. to make drop/pick up. They should be using the bus parking area on C St.

Ms. Churchill reported that 4th Street is so narrow that when there are cars parked on both sides it is very tight. She has twice had her vehicle mirrors hit by passing vehicles.

Ms. Churchill also reports speeders on 4th, vehicles not obeying stop signs on C Street., and a lack of school zone signs.

She suggests 4th Street be made one-way.

Another problem is that vehicles are again using Pfaff Alley lane for school access between A and Ash Street.

Carl reports school zone signs are in place on 4th and C Streets, and will ask Public Works to install one on B St., for westbound traffic.

Carl also offered to speak to the IES principal requesting he and school staff discuss ways to free up parking, including making 5 or six spaces a time-limit parking zone.

We will request extra patrol enforcement at heavy traffic times.

The one-way street idea may not be feasible, because 4th/Ash is one of the main north & south traffic flows. We'll discuss with the city planning department.

Using available property in front of the school for drive-through lanes won't be done because IES is designated a historical building.

Beau will make sure busses use the proper drop area.

Ms. Churchill is also concerned about speeders and oncoming vehicle visibility on Kabl Ylimini and Stryker, especially traffic headed to Rte. 51. It's also a pedestrian and bicycle problem for lack of sidewalks on Stryker. There is no place to deploy the decoy car or speed trailer to face the eastbound Stryker traffic. The site view is difficult because of the RR crossing barriers.

We will request extra enforcement, and take photos of the site obstruction to try and find a solution.

OLD BUSINESS:

1. Resident request to replace road bumps on Gun Club with rumble grooves. The claim is the bumps are dangerous to motorcycles.

Kie is investigated whether grooves are practical. He suggested that with all the other work being done on the street that perhaps the rumble bumps or stripes are no longer needed.

There no machines in Polk or Marion Counties that will do pavement-grooving.

Pending future complaints, no further action recommended – remove from future agendas.

2. Marquis Spa requested action regarding the crosswalk on Polk St. near Stryker. The crosswalk is from the company parking lot to the factory.

Public Works has installed additional “crosswalk ahead” warning signs from both directions.

All the street lights surrounding the crosswalk have been increased from 9500 lumen to 22,000 lumen.

Kie will investigate groves cut in the pavement when it's time to repaint. He will also determine if the warning paint can be located further back on both sides, again giving vehicles more reaction time to pedestrians.

Pending further complaints, no further action recommended – remove from future agendas.

3. Gun Club Road & Hoffman Road intersection.

Vehicles turning from Gun Club have to enter the crosswalk to see oncoming traffic, especially from the east. This puts people trying to cross the intersection at risk.

In addition, the sidewalks and culverts on Hoffman are not aligned, which makes it even harder to solve the crosswalk problem.

On November 13, 2006, Chief Wells sent a letter to the Polk County Commissioners requesting a fix for this problem, they sympathized and promised to help.

There have been small improvements by the City of Independence.

A sign that blocked view to the east has been moved.

Possible solutions:

Straightening the culverts and sidewalks

Stop light on-demand, push button activated.

Overhead pedestrian bridge.

Three-way stop light.

Another formal letter was drafted and sent to the City Planner, Polk County Commissioners, and the City Manager by Chief Wells on October 10, 2008.

As a result improvements have been started on this intersection in a cooperative effort between Independence City, the School District, and Polk County.

Kie reports that the city and school actions are complete and we wait the Polk County Road master's action.

Carl will contact him.

This item will be kept on the TSC agenda and minutes until completion.

4. Request, via Public Works, for a street light on the Monmouth Street at the bridge by 7th Street.

The new light has been installed. No further action needed. Remove from future agendas.

5. Beau Horn will present the new school maps for Monmouth St. and 16th Streets.

Beau brought excellent architectural drawings and gave the TSC an overview of the school building, parking, and streets plan.

No further action.

6. There is no speed-limit sign on Polk Street between Rte. 51 and Stryker, west bound.

The new sign has been installed. No further action needed. Remove from future agendas.

7. Request for Gun Club speed zone reduction to 25 mph for the entire length between Monmouth Street and Hoffman Road.

With the new Marigold apartments and street extension from Gun Club and 16th Street, this should be reviewed.

Request is tabled until the Gun club Road improvements are completed – Keep on minutes as reminder.

8. Resident complaint of speeders to and from the new trailer-building facility at the Boise plant. This is reported to be especially bad at 15:30, their quitting time.

“They drive like they’re still in Dallas” reported the caller.

Extra enforcement has been requested.

This item will be continued to the next meetings agenda as we track the progress with the complainant.

Action- Extra patrol. Carl will put out the decoy car.

9. Complaint of vehicles failing to stop from the alley on Grand St. The complainant has been struck once at this intersection, and wants a stop sign at the alley.

Carl has photos and notes of this area and we will discuss at our next TSC meeting.

The Committee is opposed to adding stop signs at alley exits. The law already requires vehicles to stop there.

No further action recommended – remove from future agendas.

10. David Snelling, a concerned citizen, reported problems in the Henry Hill Elementary School area, especially in the area of 5th and G Streets. Vehicles are speeding and not stopping for stop signs according to Mr. Snelling which he says is dangerous for all pedestrians, especially children. Mr. Snelling suggested a 4-way stop, or a security crossing guard at school start and ending times. He also has a digital camera that he is willing to use to record violations, and will share the videos with the police department. Mr. Snelling also offered to help in any way he can to improve safety here.

We asked for extra enforcement and the decoy car to be deployed.

This item will be continued onto next months agenda as we track progress.

Carl left several messages with no reply.

No further complaints – no further action, but we will keep Mr. Snelling as a contact for possible safety help and videos.

NEW BUSINESS:

1. A Salem resident questioned why the bike lane on Monmouth Street ends at 7th Street. The TSC discussed this at the June 30, 2007 meeting, available here:

<http://www.independencepolice.org/tsc-minutes.html>

Due to resident opposition, the bike lane proposal was rejected by City Council. Below is Shawn Irvine's excellent reply to the questioner.

That's a good question and I think I can give you a pretty solid answer on it. The main difference between Monmouth Street East of the bridge (7th St.) and West of the bridge (9th St.) is that parking is allowed east of the bridge and is not allowed West of the bridge. Monmouth Street is not wide enough to allow on-street parking with a bike lane on both sides of the street. I'm not sure when the change was made, but I would assume that the bike lanes were put in West of the bridge because that area quickly turns from residential to commercial use and there isn't much demand for on-street parking. Monmouth Street between Main and 7th is primarily a residential neighborhood, and people are very protective of their on-street parking. Several months ago our Chief of Police went to the City Council with a proposal to stripe bike lanes on both sides of Monmouth Street between 3rd and 7th and to also stripe a turn lane in the middle. The bike lanes

would have eliminated on-street parking, and many of the residents came to the council meeting to oppose the proposal. In the end the council decided not to proceed with bike lanes.

So that's the story on the lack of bike lanes between Main and 7th. I don't know that it will be changing in the near future, but I'm cc'ing the Chief and the City Manager because the City will probably revisit the issue as traffic increases on Monmouth Street.

The complainant is satisfied – no further action. He complemented the TSC and city personnel for the prompt action. Remove from future agendas.

2. The owner of MI Taxi would like a downtown loading zone, which would serve taxis and other delivery or events loading.

The Committee has not supported special parking areas in the Downtown before and do not support this request either.

No further action recommended – remove from future agendas.

3. Officer Hedlund reported a lack of 25 mph signs on Gun Club Road. There is no southbound sign until the bridge – there should be one across from the initial 35 mph northbound sign.

Northbound there is one 25 mph sign, between Monmouth and C streets.

Complete – all signs promptly installed. Great job by Public Works.

The new signs have been installed. No further action needed. Remove from future agendas.

4. Complaint of large trucks and employee vehicles turning left from Hoffman to Stryker. The large trucks sometimes block all three streets, and endanger pedestrians trying to use the Marquis Spa crosswalk.

There is a “NO LEFT TURN” sign already in place.

Carl will draft a letter to Forest River, including a map with suggested legal exit routes requesting their help distributing it to their truck drivers. Extra enforcement will be requested.

5. Jennifer Lippert has missed three consecutive meetings, and because of the Traffic Safety Committee rules and regulations, will not be able to continue as a student liaison. We thank Jennifer for her service and wish her well on her upcoming college career.

SAFE ROUTES AND CITY TRANSPORTATION:

No new information.

Shawn and his wife had a baby, and missed the meeting.

NEXT MEETING:

JULY 15, 2009