

**MINUTES
TRAFFIC SAFETY COMMISSION MEETING
JULY 19, 2001**

The agenda for the Traffic Safety Commission meeting of July 19, 2001, was duly posted in accordance with Government Code Section 54954.2.

A regular meeting of the Reedley Traffic Safety Commission was held Thursday, July 19, 2001, in the Reedley City Council Chambers, 845 "G" Street, Reedley.

1. CALL TO ORDER.

Chairman Penner called the meeting to order at 7:00 p.m.

2. ROLL CALL

Commissioners

Present: Young, Kennedy, Penner, Brockett and Chief Johnson.

Absent: None.

Staff

Present: City Engineer, Andrew Benelli; Sgt. Todd Lowery; and Kay Pierce, Police Department Administrative Assistant.

Others

Present: Maria Rivera, Raul Hernandez, Bernie Enns, Jim Cox, Fred Saucedo, Andrew Medina, Ron Nicholas, Felipe Rivera, Maria Leyva, Ramon Leyva, Ramon Duarte, Roselia Duarte, Sandra Eitzen, Jerry Eitzen, Evelia Calvillo and others.

3. PUBLIC DISCUSSION - None.

4. APPROVAL OF MINUTES

C. Johnson moved, C. Brockett seconded to approve the minutes of the March 8, 2001 meeting. Motion carried unanimously.

5. OLD BUSINESS - None.

6. NEW BUSINESS

A. Request for four-way stop control on Parlier Avenue at Hollywood Drive.

City Engineer Benelli reviewed his staff report stating that on March 13th, Council Member Ray Soleno requested that the Traffic Safety Commission consider the installation of stop signs on Parlier Avenue at Hollywood Avenue. He indicated that he had several constituents request

the installation of stop signs to slow the traffic on Parlier Avenue. Staff conducted traffic counts and this intersection and came up with the results as presented to the Commission as follows: Peak hour was 38 vehicle northbound on Hollywood; 9 vehicles southbound on Hollywood; 186 vehicles westbound on Parlier; and 131 vehicles eastbound on Parlier. The printouts for these traffic counts are also included the Commissioner's packet. The speed limit on Parlier between Reed and Frankwood is 30 mph; east of Frankwood the speed limit increases to 35. During the 2000-2001 speed limit survey, the 85th percentile speed on Parlier at Hope was 34 mph eastbound and 32 mph westbound. The counts performed for this report on May 16 thru May 18 found higher speeds. The eastbound 85th percentile speed was 43 mph and the westbound 85th percentile speed was 49 mph. Because there was a substantial deviation from the speeds reported in the Speed Limit Survey and in the counts collected in May, staff is conducting additional counts. There are two hoses on the counter that determine what the speed is and it measures how long it takes from one hose to the other hose and it was discovered that the crew member putting out the hoses were doing so at three feet apart and they are supposed to be a meter apart. City Engineer Benelli had the crew reset the hoses and the results for this test is as follows: 39 mph as the 85th percentile on the eastbound and 40 mph as the 85th percentile on the westbound. Staff also took a look at the fastest vehicles, which were going 57 mph in both directions. City Engineer Benelli plotted out every hour to see if vehicles were going faster at night, but it was uniform at 38, 39 and 40, and no faster at night than in the morning. The speed was consistent throughout the entire 24-hour count. The language from the Traffic Engineering Handbook was photocopied for the Commission and this data is used by many traffic engineers, and these are the guidelines that they recommend for four-way stops. *Multi-way stop sign installations can be used as a safety measure or in lieu of traffic signals at some locations where volumes on the intersecting roads are approximately equal and the following conditions have been established. The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day. The traffic counts taken at Parlier and Hollywood did not reach 500 vehicles even during the peak hour and the manual requests it consistently for eight hours. They are also stating that the vehicles should be approximately equal from all approaches and the Parlier volumes are considerably higher. It also states that the combined vehicle and pedestrian volume from the minor street or the highway must average at least 200 units per hour for the same eight hours and of the two minor streets, the higher one was only at 38 vehicles per hour. The manual also refers to the average delay of 30 seconds, and staff did not measure the delay. It also states that if the 85th percentile approach speed of the major street exceeds 40 mph, then the volume warrants could be dropped to 70 percent of the requirements that were stated previously. We are almost at 40 in this case. One was at 40 and one was at 39, so that was close. To summarize, the volumes on the minimum streets do not meet the criteria that is established by the handbook, however, the Commission may want to consider stop signs to control the speed.*

C. Brockett asked if there is a four-way stop at Frankwood and Parlier? City Engineer Benelli replied that was correct and both of these streets are collectors. C. Penner asked if it was a quarter mile between Frankwood and Parlier? City Engineer Benelli replied that was close.

C. Kennedy stated that he found it interested that with approximately five to 10 miles within the speed limit being the bulk of it, he isn't so sure that a stop sign is going to slow the 57 mph traffic

down, and they might just go faster because they will go 57 mph in a 30 mph zone, no matter what the distance is.

City Engineer Benelli stated that they were not many vehicles that were above 50 mph. The majority of the traffic is 38 to 40 mph. C. Kennedy stated that according to the report submitted, the vast majority seems to be at 42 mph and below. He stated that the Commission looked at this same request approximately a year and one half ago and his main question is, has it substantially changed from when the Commission looked at this same area?

Ron Nicholas of 395 W. Parlier stated that he was in attendance at the meeting the C. Kennedy was referring to when this was discussed. At that time, they were also discussing the amount of speed that was traveled on Parlier Avenue from Frankwood to Reed. City staff placed patrol cars in this area and took traffic counts then as well, and in that one week the police department wrote 81 citations. It hasn't changed. The traffic does vary, but there is a lot of traffic on Parlier Avenue that travels a lot faster than what the 30 mph speed limit is, and somebody is going to get hurt. There are little kids all over that place and they are crossing back and forth and somebody is going to get hurt.

C. Brockett asked if there are any crosswalks on Parlier Avenue? Mr. Nicholas replied that the only crosswalks are on Frankwood and Parlier. Mr. Nicholas stated that the installation of stop signs is going to affect the residents as well as everyone else. It is still a residential area. The posted speed limit used to be 25 mph zone and it was eventually raised to 30 mph zone.

C. Kennedy stated that Parlier is a main arterial route in the City's Master Plan and is Parlier going to eventually be four lanes? What is down the road as far as when the City gets the road widen all the way out to Buttonwillow? City Engineer Benelli replied that Parlier is planned to be a four lane street with a median. C. Kennedy asked if that would eventually raise the speed limit? City Engineer Benelli replied that wasn't necessarily true, that the Traffic Safety Commission or the City Council would have to raise the speed limit. It will stay at 30 mph unless staff is given direction to raise the speed limit. The school is scheduled to be built fairly soon and Parlier will be widen at Frankwood and ultimately planning for a traffic signal. The park is also planned just to the east and it will be widen there for the ultimate width to four lanes also. Within five years, depending upon when the school is built, this section of Parlier will be widened to four lanes, which is the ultimate plan for Parlier Avenue. It won't be long before a traffic signal will be needed at Reed and Parlier Avenues, because it is difficult to exit Parlier onto Reed if making a left turn.

C. Young asked if there have been any traffic collisions in this area. Sgt. Lowery replied that according to SWITRS reports, there hasn't been a traffic collision in the last two years.

Fred Saucedo of 405 W. Parlier Avenue, stated that he has lived there for six years and in those six years he has come across two accidents in this area. One lady was a near miss. She pulled over to the side and she was just hysterical and couldn't drive anymore. The school buses drive on Parlier all the time. He asked if it was going to take somebody to nail a school bus? There are many little kids in this area also. He has two grandkids and had to plant bushes in the front yard of his home because on Friday and Saturday nights, people just drive too fast. He would really appreciate seeing

the installation of a stop sign on Parlier at Hope. If you can put two stop signs on Columbia Street a block apart, he can't see why one can't be installed on Parlier Avenue. If it is going to be four lanes, get the people used to stopping now.

Jim Cox of 340 W. Parlier, stated that at certain times of the day, Sunday morning at 8:30 church traffic is horrendous. Everyone knows what it's like to be late for church and the last one to get in. It's pretty high speed. When college is in, we get a lot of kids from Orange Cove and they're late for school and they're highballing down that road at the same time that the school buses are picking up kids on that street. We have had a lot of close calls. We've had people back out of their driveways and been hit. We've had two accidents there. Mr. Cox feels that it's going to take somebody getting killed there before the City slows everybody down. When Mr. Cox moved to that area eight years ago, Parlier Avenue was that wide and he had no idea they were going to widen it and put in four lanes and now Mr. Cox is probably going to put his house on the block before it goes to four lanes or he feels his property values will go down the tubes and that's fine if that's what the City wants to do, but he will fight the City court, if somebody gets killed out there, the City is going to have a law suite on its hands and if it's his grandkid, and they have asked two years in a row.....there are litigations in this. He is just asking for all of the kids on that street, please, just go out there and sit for 30 minutes on a Friday night. You get these kids coming down there and through there and they're driving 60 and 70 miles per hour and they pull up all the traffic signal things for monitoring the traffic; they're pulled up by Friday so the City has no way of knowing what is going on Friday and Saturday nights, they just do it during the week. It's just an accident waiting to happen. Thank you.

Bernie Enns of 366 W. Parlier Avenue stated that he agrees with every gentleman that has spoken this evening. When the police officers were writing the citations a couple of years ago, one of the police officers asked me if he could park in front of Mr. Enns' house and Mr. Enns agreed. He watched the police officer and doesn't think he sat for more than five minutes at one time and he was off again, writing citations or warning the person that they were speeding. He agrees with what Fred said, if Columbia Avenue can get two little stop signs on that little road within that distance, why can't they have one or two or maybe even three signs on Parlier and slow that traffic down? It's going to take somebody getting killed, some of those kids out there. All it takes is a ball to go out there and you got some jerk doing 50 miles per hour when he could have been doing maybe 20 or 30 mph or 35, he would have time to stop, but we have people going through there, that Mr. Enns will guarantee are doing 50 and 60 mph. Thank you.

Marilyn Nicholas of 395 W. Parlier Avenue relayed an incident that happened a couple of weeks ago. It was early in the morning and she heard a little kid screaming and she went outside to see what it was and this little kid's dog had gotten away from him on a leash. That little kid was running right down the middle of the road and traffic was going and nobody stopped, just swerved around him. She tried to get the little kid off the road, but he was hysterical trying to catch his dog. Traffic came and didn't even slow down, just hooked around him. He finally caught his dog, but Mrs. Nicholas just knew he was going to get hit. It was really scary. She doesn't know who the little boy was, he just kept running. Mrs. Nicholas was in her pajamas, but ran into her house and got dressed and got into her car to go see if she could help him get his dog and get him off the street. When she went around the block, he had already caught his dog and was back on the sidewalk, but it was very

frightening. Kids should know better than to run down the street, but this little kid was hysterical trying to catch his dog. And speaking of accidents, there was one a month ago right in front of her house.

C. Brockett stated that he has a feeling that when people go driving and they see the speed monitor set out, their speed drops, which is good.

Sandra Eitzen of 220 W. Parlier Avenue stated she is an early riser and gets up before 5:00 every morning. Traffic between 5:00 and 8:00 a.m. is horrendous; fast. It is hard to get out of the driveway now, because there is so much traffic. She has cars pass her on the left, pass her on the right, just because is doing 32 miles per hour. She won't say she's going 30, but the cars are passing her and it is a dangerous situation and they need a stop sign, they need something to control it. When you put that monitor out there, people slow down a lot because they want to see how fast they really are going. She is in favor of the stop sign. Thank you.

Andy Medina of 1677 N. Hollywood Drive, which is on the corner of Parlier and Hollywood. He would also like to see a stop sign there. He sees a lot of activity because he is always outside with the kids and sees a lot of speedsters come by. The stats that the City has right now, he thinks that when school is in the seasonal peak, it will probably be double. He gets the buses at his corner that drop off kids daily and he sees the kids cross the street and they have to run across because there is no crosswalk out there, and it's every hour on the hour and we need to slow that traffic down out there. Every hour the kids are getting dropped off and they need a crosswalk. C. Young asked what street Mr. Medina was saying the kids are crossing? Mr. Medina replied they are crossing on the corner of Hollywood Drive and Parlier Avenue. C. Young asked where the school bus was parked? Mr. Medina stated it parked right in front of his house on both sides. Right off of Parlier they pick up every morning and they drop off on Hollywood and Parlier on the opposite side. C. Young stated that if the bus is stopped on Parlier Avenue, and the kids are crossing in front of that bus, that bus is stopped with its red lights on crossing the students and she doesn't believe there is a stop there that does that. The bus driver may turn on Hollywood and then the kids have to walk back and cross. That is what she was trying to clarify. Mr. Medina stated that the bus picks up the kids in the morning right on Parlier right at the extension of the hospital and that's on the side of his house. That's the pickup point and the drop off point would be on the opposite side, so you see kids dropped off and going back and forth, actually running, because it is a pretty wide street.

C. Kennedy asked that if the kids are crossing Parlier, do they need to have aC. Young added that the bus drivers should be escorting the kids across the street with the red lights on. C. Kennedy asked up to what age? C. Young replied all of the kids. Mr. Medina added that the ages of the kids are different in the morning and also afternoon. He would like to see a stop sign on Parlier. You get a lot of people walking their dogs and taking walks and walking back and forth after 4:00 p.m. up to 7:00 or 8:00 p.m. at night.

City Engineer Benelli pointed out that the traffic counts were taken in May and school should have still been in session when the counts were taken. The speeds, however, were just done in the last couple of days, so they wouldn't be when school is in session.

C. Young asked how many cars went directly across Parlier onto Hollywood? City Engineer Benelli replied that he didn't know how many turn and how many go straight, but there were 38 northbound in an hour of the peak hour and 9 southbound, which was surprising because he thought southbound would be higher.

C. Penner asked if Hollywood was in the middle between Reed and Frankwood? City Engineer Benelli replied it was close to the middle.

C. Kennedy asked how successful, at other locations in the City, has placing stop signs been in controlling speed? Everything that C. Kennedy is aware of is that is the last resort that you want to use is a stop sign to control speed. City Engineer Benelli replied that most of the traffic handbooks do not recommend stop signs to control speed. It does slow the traffic as they stop for the signs, but they tend to make up for it as they accelerate away. It is going to definitely slow them in that particular area, but whether it will slow the whole area from Frankwood to the stop sign, they will probably still reach 40 mph in that area. A quarter of a mile is enough distance to get up to speed and then slow down, but they will still reach 40 and then they will start to decelerate. Over all, yes, it does slow them, but the guess is, and what most of the handbooks say, is that they will still reach 40 mph between the two stop signs. In a quarter mile they can reach 40 easily.

C. Kennedy stated that his observation at the two stop signs on Columbia has been that they just hit the pedal a lot harder and then they brake until they get to the second stop sign because they are trying to have the same amount of time as if they weren't stopping.

City Engineer Benelli stated that most of the handbooks say that people still will reach speed. When you have a situation as on Columbia where the stop signs are close together, they can't reach 40 mph in that short stretch, but a quarter of a mile is enough for them to still get up to speed. He doesn't feel that traffic will be slowed between the stop signs, but it will certainly slow them as they are accelerating and decelerating.

C. Young stated that it seems to her that as little traffic as there is on Hollywood, that people will start running that stop sign. Where she lives there are only a couple houses, and people are constantly turning the corner and not bothering to stop at all because there is so little traffic.

Mr. Cox stated that what would happen if stop signs are installed is that people will just go down to South Avenue because they won't want to have to hassle with stop signs. Not everyone will come down Parlier; they will go down to the next one and haul down that one. He stated that there are commercial vehicles that go down Parlier and it's marked as a five ton weight limit and he has never seen an officer pull over a commercial vehicle in that neighborhood and he has even asked officers if they know there is a weight limit on Parlier. It is also breaking up the street.

C. Brockett asked if Parlier was a truck route and was told it is not.

C. Johnson moved that a four-way stop be installed on Parlier Avenue, but he added that he is aware this is an emotional issue for everyone, but he is not basing his decision on the emotion. He is basing it on what he feels the geographical area is; the apartments, the condominiums, and he has

a feeling as to what the future might bring with the new proposed school eventually be built on Parlier. As one of the gentlemen in the audience this evening stated, it's going to be a four lane road so let's slow the traffic down now. It is a wide street and the speeds are high. C. Brockett seconded the motion. Motion carried as follows:

AYES: Johnson, Brockett, Young, Kennedy, Penner.
NOES: None.
ABSTAIN: None.
ABSENT: None.

B. Request for speed bumps on Red Beaut Avenue near Columbia Avenue.

City Engineer Benelli reviewed his staff report stating that City Staff received a request for speed bumps on Red Beaut between Columbia and Pecan Avenues. The request states that many vehicles exceed the speed limit and that there has been at least one accident. In 1995, the City Council adopted a Policy for Speed Hump Installation. City Engineer Benelli apologized stating that he isn't sure why the policy is called "speed hump", which makes it a little confusing, because the common terminology is "speed bump." The policy is called "The Speed Hump Policy." and a copy is included for the Commission to review. The Policy requires that the neighborhood submit a petition indicating support of the speed bumps by a minimum of 75% of the property owners with frontage or side frontage along the street. The neighborhood representative has submitted the required number of signatures, which is also included with the staff report. The Policy also states that the following warrants must be satisfied to have the speed bumps installed. The 85th percentile speed shall be at least 5 mph over the posted or prima facie speed, or the average speed exceeds the posted speed, or there must be evidence of an accident problem, identified as one or more reported accidents caused by excessive speed per year over the last three years. The average daily traffic volumes should be at least 250 vehicles per day, but not greater than 3,000 vehicles per day. Staff did conduct traffic counts on June 27 and 28 on Red Beaut. The 24-hour volume on the 28th was 215 vehicles and the 85th percentile speed was 23 mph. That may be slightly high because they set the hoses at three feet apart instead of three meters apart, but with that slow speed, it probably didn't matter that much. The maximum speed that was recorded was 36 mph and the average speed was 18 mph. Approximately 9% of the vehicles were exceeding the speed limit. The Speed Hump Policy requires that the neighborhood pay for one half of the cost of the speed bumps. The residents on Red Beaut have requested that the City pay for all of the cost of the speed bumps. If the speed bumps are approved by this Commission, the request will be forwarded to the City Council to consider appropriating the funds needed for the installation of the speed bumps.

Maria Rivera of 1006 E. Red Beaut Avenue, stated that she lives approximately in the middle of the block. Along with Mrs. Rivera are many of her neighbors and she pointed out that they were mostly Hispanic and did not speak English and have asked her to speak on their behalf, but are present tonight showing consensus to the request. Mrs. Rivera wrote the letter to City Manager, Stephen Hollister, and she reiterated once again that cars are still appearing to speed in this area. The Police Department has suggested quite often that the residents take down license plate numbers, however, it is difficult to take down license plate numbers as vehicles are speeding down the street. There was an accident in April, 1999, at 984 Red Beaut Avenue, Mrs. Rivera's neighbor. There was a young

man driving a vehicle, coming down El Dorado, making a left on Columbia on to Red Beaut Avenue. This vehicle went through the neighbor's driveway, impacted a Ford Explorer, leaving it at a 45 degree angle off the driveway and the pickup ended up in the neighbor's garage causing severe physical damage. This driver had minimal insurance of \$5,000, which covered the garage, but only marginally covered the repairs to the Ford Explorer. The police did come and there is a police report on file. Mr. Harper, the neighbor that suffered the damage, could not attend this evening, but he wanted to reiterate the fact that their street is not very long, so the point is that the neighborhood is set up like an island. There are no stop signs at Columbia, El Dorado, Pecan or Red Beaut. Any vehicle coming off Haney coming down El Dorado can easily make a loop all the way around onto Red Beaut, onto Pecan, back onto El Dorado. It looks like a race track and this is the problem the neighborhood is having. Many youngsters are coming around at night..... after the accident the neighbors were out yelling at people to slow down.....so by the time the traffic counters were set out, the traffic was not as high as it would have been. The neighbors are terrified because there are many children in this neighborhood, some of whom are present this evening, and they are afraid that one of the children will eventually be hit by a car, because they do play in front of their homes and they do have to cross the street when they want to play with their friends who also live in the neighborhood. Columbia is also the back of Grant Middle School and there is walkway which many children use to come into this neighborhood or onto El Dorado. The neighbors are hoping for speed bumps, if possible. Mrs. Rivera repeated that many of the families are low income to moderate income working families and that is why they have requested that the City help pay the cost of the installation of the speed bumps. As a last resort, even a crosswalk on Columbia might be helpful and maybe the vehicles coming down El Dorado would slow down because there is a crosswalk. It is summertime and the kids are out and parents are out there yelling at the vehicles to slow down. We have been able to slow them down a little bit, but the neighborhood would feel much more comfortable with speed bumps to be installed for everyone's safety. With the traffic incident that happened in the neighborhood already, it was fortunate that it was at night and no one was standing in the driveway when this vehicle came into it and only damage to the house and vehicle happened. But if Mr. Harper had been in driveway for any reason, someone could have been seriously hurt and this is what Mrs. Rivera would like to avoid in the future. The neighborhood has held neighborhood watch meetings and everyone is in consensus regarding the speed bump installation. No one on any block opposes the speed bumps. Thank you for your time.

C. Kennedy referred to the traffic manual and asked City Engineer Benelli if there is a length of roadway that is a minimum length..... Red Beaut has eight or nine homes on it, and the accident Mrs. Rivera referred to happened when a vehicle came around El Dorado, Columbia and into the middle of Red Beaut and a speed bump would not have stopped that person from going that fast unless he knew there were speed bumps ahead. It appears to be a rather short distance and the speed bumps that C. Kennedy is aware of in Reedley are over by Immanuel School on Riverview and Riverview has approximately ten houses on it. C. Kennedy was trying to get a picture of the area and how long the street is and whether or not a speed bump would be effective on such a short distance, since only nine percent of the vehicles are exceeding the speed limit.

City Engineer Benelli stated that policy is that the street has to be at least 550 feet long and Red Beaut is over 550 feet long. Ten houses with a 60 foot frontage for each, would be approximately 600 feet long and would be very close to or exceed the 550 feet required.

C. Penner stated that the Commission is going to go with the speed bumps, how many speed bumps would need to be installed? City Engineer Benelli replied that the standard is two bumps that are fairly low with 8 to 10 feet in between. The double bumps are more effective than just one bump.

Mrs. Rivera added that she sees the point of such a short distance, but that's just the point, with such a short distance, picture the speed they are coming around the corner to have caused so much damage in the middle of the block. She was expecting this point to be brought up and that is the point that she is trying to make, how short the block is and how much damage was sustained.

C. Kennedy stated that he personally hates speed bumps for what they do to his car, but he doesn't think he will be traveling East Red Beaut very often and if the residents are this strongly for the speed bumps, he has no problem with the installation. It is their neighborhood and he appreciates the neighborhood watch and camaraderie and we need more neighborhoods like this.

C. Kennedy moved, C. Johnson seconded to approve the request for speed bumps on Red Beaut and to recommend approval from the City Council and to also ask City Council to consider finding the funding for the entire cost of the installation of the speed bumps. City Engineer Benelli added that even though the Traffic Safety Commission approved this request, and if the City Council denies the funding, the property owners would still have the opportunity to have the speed bumps installed. The policy states that the City would pay half the installation and the neighborhood would pay half, therefore, if the Council denies funding the second half, the neighborhood could still install the speed bumps if they could collect the money. C. Kennedy suggested that the property owners make a request from their homeowners insurance policy pointing out that the neighborhood has sustained damage on one occasion from a vehicle going out of control, and if every one of the homeowner policies contributed, that might take care of the cost of the portion that the neighborhood has to pay. C. Johnson asked Mrs. Rivera if she understood the next hurdle that would have to be crossed in this process. Mrs. Rivera stated she does understand and asked if she could expect something in writing from staff directing her into the next stage. City Engineer Benelli replied he would stay in contact with Mrs. Rivera and that he would try to get this item on the Council meeting of August 14, 2001, or possibly August 28, 2001, Council meeting.

C. Johnson added that he read a study regarding emergency vehicles and speed bumps. For example, police cars have no problem going over the speed bumps, but fire trucks do. If speed bumps become prevalent, then the same people who are complaining about the fast speed of vehicles might complain about why it is taking the fire truck so long to get to the house. C. Brockett stated that we can utilize the Red Beaut area as a pilot program for speed bumps and see how it works; C. Johnson concurred. C. Kennedy added that there are speed bumps on Riverview Avenue behind Immanuel School and they seem to be working out. Although many people do not like speed bumps, he does not notice any speeders going down Riverview. C. Johnson stated that he appreciated the show of unity in the neighborhood and he would recommend that the neighbors attend the Council meeting with the same show of support for the speed bump installation.

AYES: Kennedy, Johnson, Brockett, Young, Penner.
NOES: None.
ABSTAIN: None.

ABSENT: None.

C. Request for traffic signal at 11th Street and East Avenue Intersection.

City Engineer Benelli reviewed his staff report stating that this is just an information item to let the Commission know that staff received a petition signed by 34 people, asking that a signal be installed at 11th and East Avenue. Traffic counts have not yet been taken. The City does not have any funds budgeted for this project. However, staff might consider looking for grants for this work. This item is just for the Commission's information. C. Brockett stated that this intersection will have to eventually be signalized. City Engineer Benelli agreed. City Engineer Benelli added that the letter and signatures he received do not signify whether or not these individuals live in the adjoining neighborhoods or attend the church at this corner. It might be just parents of school children, but it is unknown at this time.

7. COMMISSION / STAFF COMMENTS / REPORTS

A. C. Johnson asked if a new business goes in on the corner of 11th and "B" Street, will that corner be cleaned up when the dentist office is built? City Engineer Benelli replied that it won't affect the corner, because that will be on the corner of 11th and North Avenue, which is back from the intersection of 11th and East Street. He stated that there is a proposal for 11th and "B" where the current Donuts-to-Go is located, to build a new donut shop. The new donut shop will be put where the gas station is; tear the gas station down, put the new Donut Shop where the gas station and then tear the current Donut Shop down and build a dentist office there. C. Brockett asked when the gas station is torn down, do the underground tanks have to be removed? That may be why it has never been developed. City Engineer Benelli thinks that the tanks have already been removed and if not, the City would require their removal.

B. C. Brockett thanked staff for moving ahead with the installation of a continuous left turn lane on Manning Avenue. He stated that he has heard many positive comments, as has the continuous turn lane on Frankwood. C. Penner stated that this ties in quite well with the continuous left turn lane coming from the opposite direction on Frankwood.

C. C. Kennedy stated that he read in the paper regarding the area by Reedley Nursery and stated that for an entrance to the City, the new arm that was installed still has construction barricades next to it and has for a year and an opening underneath it where it drops down. Is this going to be fixed and setting the line? It's a disaster there. City Engineer Benelli replied that dealing with the railroad is difficult. When they want to install new panels, staff can't tell them to wait until the City is closer to performing the City's part of the project, so the railroad put the panels in ahead the City's project. You will notice that they are quite a bit wider than the street. The City is going to be widening that street out to where the panels exist. This project is scheduled for this fall. C. Kennedy stated that the lines don't match the new arms and that is a concern to him. It's a mess right now and he suggested spraying down some sand and knock up the old lines and put in some sort of new lines because they don't match very well. City Engineer Benelli replied that the project has been approved and the plans are ready to go. Staff is trying to get some right-of-way issues resolved with the railroad. The railroad could not produce some documents and neither could

City staff. City staff then wrote new documents and submitted them to the railroad approximately six weeks ago. The railroad did confirm that they received the easement documents, but they have not signed them and returned to date. This is the hold-up in the project. Staff also needs a right-of-way on the opposite side of the street where the frontage road is. There will be a fourth approach there and Staff has submitted the documents to the landowners. Same as with the railroad, staff has received confirmation that the landowner received the documents; he stated that he will sign them, however, they have not be returned to the City.

C. Kennedy would like staff to check out Reed at Parlier, the Baptist Church. He feels that this area should have no parking for trucks from Parlier Avenue to the first driveway entrance south of Parlier Avenue. The trees overhang the intersection and if a truck is parked there, you cannot see traffic. It is very difficult to see approaching traffic. C. Kennedy is going to take pictures of when trucks are parked there and when there are no trucks parked to show staff. City Engineer Benelli stated he has not noticed much truck parking at this intersection. Sgt. Lowery added that the church property was deemed not a residential zone which allows truck parking. City Engineer Benelli stated that the curb could be painted red and this would restrict all parking. He was not aware of any place in town that specifically restricts truck parking. However, we can also do what we have done in other areas by prohibiting the parking for certain times of day where it makes it difficult for the truck to remain parked there. C. Kennedy asked that City Engineer Benelli try to look at this intersection before the next meeting and get some ideas of how to alleviate this problem. It isn't such a problem when cars park there, but it is very difficult to see if vans or large trucks are parked there. City Engineer Benelli suggested restricting parking for the 200 feet from the corner and this might solve the sight distance problem. C. Kennedy suggested going back to the first driveway entrance to mark for no parking and that would be ideal and give enough of a sight distance angle. College students park at this area, but it is unknown whether people attending church park there as well. The signage could state "No Parking except Sundays and Holidays" and that would take care of people attending church, however, this would not alleviate the problem of large trucks parking on Sundays. City Engineer Benelli stated that the trucks are probably just parking there overnight. C. Penner suggested that they probably parked there all weekend. City Engineer Benelli suggested restricting parking during daytime hours which would eliminate parking over the weekend. It is probably someone who lives in the neighborhood and parks their truck there at night after work and they would be gone during the weekdays. Sgt. Lowery suggested signing this area the same as is signed on Upper Bridge Road by the vacant car dealership where there is no parking between certain hours. C. Johnson stated that if this area is zoned residential, the police department will enforce the large truck parking. City Engineer Benelli reminded the Commission that the opposite side of the street is already signed for No Parking as requested by Reedley College.

D. C. Penner reported that Manning Avenue urgently needs restriping between Columbia and Buttonwillow. This was a request from his neighbor. There are no white stripes in front of the Savemart Shopping Center. With no white stripes to separate traffic lanes, winter travel is especially dangerous. The other concern is Sunset Avenue between 11th Street and Manning Avenue needs some resurfacing. It's in very bad shape. City Engineer Benelli replied that there are no available funds at the present time for the resurfacing and there are many streets in town that need resurfacing, although some are being done this year. C. Penner stated there was some patch work done to Sunset last winter, but it's just made it worse. City Engineer Benelli reported that several streets have just been resurfaced including August, Lingo, Evening Glow and Duff, but there just doesn't seem to

be enough funding for all those streets that need repair. C. Penner added that Manning is a main thoroughfare in front of the shopping center and should be one of the first areas restriped. City Engineer Benelli stated that the Public Works crew does restripe the streets every fall so that the lines are brightest during the foggy season. The City recently purchased a new striper and it should work better than previously used outdated equipment. It has an automatic feature that blends in the glass beads with the paint and it works really well. The crew will be able to get more roads striped because the striper is truck mounted versus the walk-behind striper that was replaced. The striping should start between September and October and will take approximately two months to stripe the entire town.

E. C. Kennedy noticed that the south bike lane in front of St. La Salle has been eliminated, has that had effect on traffic or any problem? City Engineer Benelli replied that he hasn't received any complaints. The bike lane had to be removed because that was the only area on Manning that was too narrow for the continuous left turn lane. It is still a bike lane, but is a Class 3 instead of Class 2. There are still signs up indicating an official bike lane, but a Class 3 means there is no designated lane.

F. C. Young requested installation of a crosswalk on Manning Avenue between Reed and Frankwood at approximately the location of the Evangelical Church. This crosswalk would be for students coming from the area near the hospital and walking straight across Manning Avenue at that point, both to and from school and during baseball season. City Engineer Benelli stated that he will place this request on the agenda for the next meeting. C. Young also stated that the blacktop around the railroad tracks on southbound Manning as you turn onto "I" Street, the left turn lane, is in need of repair and replacement and that vehicles and buses have to cross these tracks very slowly. City Engineer Benelli stated that he just spoke to the railroad today regarding this area, and the railroad promised to be out in the next two or three weeks to fix this area and install panels. Manning Avenue will be closed for this repair, but it is unknown whether it will be done before school starts. The railroad has hired a contractor to do this work and the City will pay for cost. City Engineer Benelli has spoken to the contractor and he has indicated that he will begin work within three weeks. The contractor is aware the school and college will be starting in late August and has been out to look at the job. This is the same contractor that installed the panels on Reed Avenue and hopefully he will complete this work before school and college begin. C. Young commented that the blacktop installed on Olson Avenue near the Mobile Home Park looks very good.

G. C. Penner stated the crosswalk lights on Manning Avenue at St. La Salle are in a straight line across the pedestrian crossing. If you are going the correct way, then the light is on the side where the traffic is on-coming, but traffic on the other direction, the light is on the far side of where traffic is coming from. It would be more beneficial to the pedestrians if you could put the lights on the approaching side where traffic is approaching on each side. City Engineer Benelli replied that the lights do flash in both directions and he demonstrated this on the chalk board.

H. C. Brockett asked why there are gaps between the pavement rumble strips that are placed on various intersections throughout the City. City Engineer Benelli replied that the gaps are there so that the vehicles can straddle the buttons. The concept is that if you are paying enough attention to avoid the pavement rumble strips, then you are aware that you are approaching a stop intersection. If you are not paying attention, then you will drive over the buttons and they are

designed to alert the driver. The traffic manual recommends placing the rumble strips in this fashion.

8. ADJOURNMENT

Chairman Penner adjourned the meeting at 8:12 p.m.

Jim Penner, Chairman
Traffic Safety Commission

ATTEST:

Kay L. Pierce, Secretary