

**MINUTES
TRAFFIC SAFETY COMMISSION MEETING
JANUARY 8, 1998**

The agenda for the Traffic Safety Commission meeting of January 8, 1998, was duly posted in accordance with Government Code Section 54954.2.

A regular meeting of the Reedley Traffic Safety Commission was held Thursday, January 8, 1998, in the Reedley City Hall Council Chambers, 845 "G" Street, Reedley.

1. CALL TO ORDER.

Chairman Penner called the meeting to order at 8:40 a.m.

2. ROLL CALL.

Commissioners

Present: Brockett, Penner, Clements, Kennedy and Interim Police Chief Tatum.

Staff

Present: Andrew Benelli, City Engineer; and Kay Pierce, Engineering/Public Works Secretary.

Others

Present: Judy Dudley, Charles Dudley, Kathy Ramirez, Officer John Rogers, and Nora Adams.

3. PUBLIC DISCUSSION - None.

4. APPROVAL OF MINUTES

C. Clements moved and C. Brockett seconded to approve the minutes of the July 22, 1997, meeting. Motion carried unanimously.

5. OLD BUSINESS

A. Requested recommendations from the Commission on lifting the moratorium on issuance of parking tickets on "G" Street between 7th and 8th Streets only.

City Engineer Benelli reviewed the staff report with the Commission stating that at the last meeting there was a discussion on the removal of enforcement on "G" Street between 7th and 8th Streets, from the High School down to 8th Street. The Commission heard testimony from business owners and residents requesting that the moratorium on issuing parking tickets be lifted in this area. This area has parallel parking with a two hour limit. There is also one 15-minute parking stall. The Commission directed staff to send questionnaires to all landowners on "G" Street between 7th and 8th requesting their votes on enforcement of parking restrictions. Two questionnaires were sent to each of the 12 landowners. The first questionnaire asked the landowners to vote on a total restriction of parking between 8:00 a.m. and 5:00 p.m. with parking allowed for residents only. The residents would

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pay \$5.00 each for a parking sticker hanger that would allow them to park on the street at any time. This type of parking restriction is now being used on some of the residential streets near the college. Five questionnaires were returned with four "No" votes for restricted parking and one "Yes" vote. Several of the respondents to the first questionnaire wrote on their form that the question posed was not what they had requested in their petition. Their understanding was that they were going to vote on lifting the moratorium on issuing parking tickets on "G" Street between 7th and 8th Street. A second questionnaire was then sent to the 12 landowners asking them to vote on lifting the moratorium. Six questionnaires were returned with four voting in favor of lifting the moratorium and two voting against.

Charles Dudley, 727 "G" Street, stated that the most important thing is to note that it is usually school times that they have the parking problem, not all year around. It's usually from the beginning of school until school is over for the summer that this problem exists. It is not the parents that come to pick up their kids from school, this is not the problem with congestion during those times. What it amounts to is that there are quite a few kids down there that literally park there all day long. Some of them go to lunch, some of them don't. They don't care if it's in the 15-minute parking zone, or where they park. They do come out of the school grounds and sit by their cars and smoke, which is fine. The problem is mostly the fact that they are consuming limiting parking space in this block. They aren't adding to the businesses such as to our tax base; they are just taking up space. There are other parking spaces around the neighborhood which, he is sure if they started enforcing when the school year started, they would find a home for their cars somewhere else. More importantly, there are businesses in this block that do need to have consumers come in to utilize them. When you are driving through the neighborhood during school hours, there is literally very little space to park. As a result, if you don't find a parking space right away, you just keep on driving. The whole reason for requesting this isn't really this isn't really for the police department to be out there every single day and marking cars every two hours, it's more a question of probably starting it when the school year starts because it gives the kids the idea that we are enforcing in that area. Then when a problem arises, that's when the police department would be called to mark vehicles. He has a 15-minute parking stall in front of his place and he can't anyone to mark tires or do anything about it, so he has had high school kids parking there all school day long.

C. Kennedy asked whether it is because the student parking area is full or is it more convenient for them to park on "G" Street? Mr. Dudley replied that the parking lot is not full and it is a question of convenience. They can also get off of school grounds and do their thing and smoke and then go back to school. C. Kennedy stated that he asked that question because he doesn't want to move the parking from one location over to another residential location.

C. Penner stated that in Mr. Dudley's defense, he is operating a business in that location and he needs that space to conduct his business. We might consider that fact even though it might create a residential problem elsewhere to a certain degree, but we need to be cognizant of the business that he is trying to operate.

C. Brockett stated that at Navanilla, the side street parking for that business is taking up by the court quite a bit.

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C. Kennedy agreed that Mr. Dudley depends on those 15-minute increments and the turn over of the vehicles in that area.

Corporal John Rogers of the Reedley Police Department stated because of the time of day, and this being during business hours, the people living in that area aren't going to be affected because by the time they get home from work, the kids are going to be gone. They do park in residential areas currently, not to the extent that they park on "G" Street, "G" Street is the escape route and that's why they use it. If you take that away from them, it will encourage them to go into the parking lot and they will use the residential a little more, but not to the extent that it will influence businesses as it currently does.

C. Penner asked C. Clements if there is a particular reason why the students do not want to use the school parking lot? C. Clements replied that if the kids are parked off campus then the drug dogs come, their car isn't subject to being sniffed.

Corporal Rogers added that the reason some of the students park off campus is because of the amount of time it takes them to leave after school. They can walk off campus and walk onto "G" Street and be gone in under five minutes. Yet, if they are stuck in the parking lot, it may take them 20 minutes to get off of campus.

C. Kennedy stated that the drug dogs came out to his school when Kings Canyon used Interquest and on a foggy day school everybody parked off campus and if you have drugs within 1,000 feet of a school, it's the same as having it on campus, so this wouldn't stop the cars being sniffed if they parked on "G" Street to avoid this.

C. Kennedy asked if the Commission is looking at just the single issue of lifting the moratorium just in this block, or do we need to look at lifting the moratorium so that at the discretion of law enforcement, they could enforce other parking that they see as a problem within the City?

Interim Chief Tatum stated that there is no moratorium for the entire City, just in the downtown business district. If someone is parked in a handicapped zone or something similar, the police department will enforce that; they just don't enforce the time limitation. He feels that if the enforcement is started for one block and not the rest, it might become a problem. He added that most cities that have parking enforcement enforce it routinely. That's one of the reasons that downtown complains about a lack of customers because of the two hour limitations when you can go to malls and park all day for free. This is claimed by most downtown merchants as one of the factors that hampers their business opportunities in the downtown area. If it is decided to lift the moratorium, we need to bring this issue back to the Downtown Association before the Commission makes a decision. However, whatever the Commission decides, the department will try to handle, although there is no one assigned to parking enforcement. Community Services Officers can enforce parking as well as a police officer. He does not want to put the volunteers in the position of enforcing parking. It has to be done on a regular basis.

Mr. Dudley stated that his problem is the high school kids and he doesn't want to have the moratorium lifted for the whole downtown area. He brought this up for the 700 block of "G" Street only because that is where this problem exists, not the rest of the downtown. His original intent was to redirect the

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students at the beginning of the school year so they would get used to the idea that parking issues would be enforced and they would go back to the parking lot or onto North Avenue.

C. Penner asked if there is a time limitation in the 900 block. Police Chief Tatum replied yes, it runs the entire length of "G" Street. C. Penner stated that if it is enforced between 7th and 8th Streets, it would be inconsistent if it is not enforced the rest of the way. Chief Tatum stated that the police department will enforce whatever the Commission decides.

C. Kennedy stated another option would be to lift the moratorium just through the school year in just this area of 7th and 8th Streets and see what happens as a result. It has been indicated that summer is not a problem, so it wouldn't be enforced during the summer period. We could then get another comparison to see if it is the students parking from the high school that is causing the parking problem.

Mr. Dudley added that instead of lifting the moratorium on all of "G" Street, he would be more inclined to see tickets given on demand only, where the police would need a complaint received before they would issue any citations. He doesn't feel that downtown merchants will complain.

C. Penner stated that on the other hand, downtown has the parking lots available for the entire length of "G" Street for retail customers and employees, whereas this option is not available for "G" Street between 7th and 8th.

Police Chief Tatum stated that he is of the impression that the downtown merchants likes the moratorium on the issuance of parking tickets and it's not hurting anybody. As an enforcement person, his only objection is that if there are signs posted and an ordinance on the books, and if this ordinance is not going to be enforced, then this ordinance should be repealed.

City Engineer Benelli asked if there is a police officer that works the high school campus? Chief Tatum answered yes. City Engineer Benelli asked if that officer could enforce this parking on "G" Street between 7th and 8th? City Tatum replied that she could. City Engineer Benelli added that if an officer stood out on "G" Street and met with the students as they parked, they could be encouraged to park elsewhere. City Tatum stated that if that is the choice of the Commission, the police department can talk to the school first and tell them what intention of the Commission is, as well as noticing this in the paper and have the school distribute a notice to students in the school bulletin of the possibility of receiving a parking ticket, give it a couple of weeks, and then start ticketing.

C. Kennedy moved, C. Clements seconded the motion to remove the moratorium on "G" Street between 7th Street and 8th Street and that it be only through the school year. Motion carried unanimously.

6. NEW BUSINESS.

A. Requested stop sign on Parlier Avenue at Thompson Avenue.

City Engineer Benelli reviewed the staff report with the Commission stating that City staff received a petition signed by 112 individuals requesting that stop signs on Parlier Avenue at the Thompson Avenue intersection. There are currently stop signs on the Thompson Avenue approaches

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and installing stop signs on Parlier Avenue will create a four-way stop. The petition also asks that crosswalks be installed on all approaches. The petition states three reasons for the requests: 1) increased traffic volume; 2) excessive speed of the traffic; and 3) the obstructed vision caused by a rise in the road on Parlier Avenue. Parlier Avenue crosses over the East Reedley main canal approximately 100 feet east of the Thompson Avenue intersection. The canal crossing creates a crest in the road profile that obstructs sight distance of approaching vehicles. Our analysis indicates that the reduction in sight distance caused by the crest in the road is not a factor for vehicles traveling less than 45 miles per hour. Because Parlier Avenue is posted for 35 miles per hour, we do not recommend stop signs based on the road profile. When the area east of the canal is subdivided or otherwise improved, the City intends to modify the road profile for increased sight distance.

City Engineer Benelli continued by stating that the ultimate width of Parlier Avenue will be 64-feet from curb to curb. The roadway will have two 12-foot wide travel lanes and an 8-foot wide parking lane in each direction of travel. In front of the Vineyard Subdivision, which is where Thompson Avenues is, Parlier Avenue has been built to the full width on the north side. On the south side of Parlier and east of the subdivision, the roadway is a single lane. Where the roadway narrows to a single lane east of the canal several obstructions create a reduction in the sight distance for motorist trying to enter Parlier Avenue from southbound on Thompson. The obstructions include two trees, two power poles, and a rail fence. The trees and fence are located on private property outside of the County right-of-way. The City staff has contacted the property owner to request removal of the trees and fence. PG&E has been asked to relocate the power poles. Removal of these obstacles will correct the sight distance restrictions and alleviate the need for a stop sign at this intersection. Stop signs are not intended for the sole purpose of controlling speed and should not be utilized for that purpose. There are some indications that vehicle speeds on urban arterial and collector roads are not influenced by stop sign usage after traveling 300 feet from the sign location. City staff recommends against the installation of stop signs at this intersection. Staff has also researched the warrants for stop signs at this intersection. There are three warrants that could be met; the volume warrant, the accident warrant, and the delay warrant. Current traffic volume on Parlier Avenue is about 2,300 vehicles per day in each direction for a total average daily traffic of 4,600. Peak hour traffic is about 170 vehicles in each direction on Parlier. Thompson Avenue has a peak hour volume of about 15 vehicles on the northbound approach and 35 vehicles on the southbound approach. To meet the traffic volume warrants, the approaches should have approximately equal volumes and the total volume from all approaches should exceed an average of 500 per hour for eight hours of the day. A total volume from all approaches is less than 400 during peak hour. The average over an eight hour period would be much less. The volume warrant is not satisfied; it's not even close to being satisfied. In addition, the volumes are not even close to being equal on all approaches. Where we have 170 on the Parlier approaches and 35 on the Thompson Avenue approaches, so we are a long way from having equal volume on all approaches. The accident warrant would be satisfied if there was more than an average of five accidents per year. The SWITRS report show only that one accident has occurred within the last three years and that accident happened at 3:00 a.m on December 12, 1995, and involved a single pickup striking a fixed object, so a stop sign would not have eliminated that accident. The delay warrant would be satisfied if the delay on the minor street exceeded an average of 30 seconds per car for eight hours per day. The average delay during peak hour was less than 10 seconds per vehicle. The warrants for installation of stop signs on Parlier Avenue are not satisfied. The City could be held liable if a stop sign is installed and an accident occurs at the intersection. An example of this might be a

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pedestrian crossing Parlier and a vehicle not stopping at the sign. The City could be held at least partially liable because they installed the sign.

Police Chief Tatum stated that he and City Engineer Benelli attended a neighborhood watch meeting that was held on N. Thompson and this is one of the issues that they discussed and there is a sight distance problem; when you come off N. Thompson and look to the left, it's hard to see and you are going right into County jurisdiction. Looking at that, a good solution is removal of those trees and the poles. Removal of the trees will open up the visibility along there. Speed is another factor on Parlier. The Police Department has done a lot of enforcement on Parlier Avenue between Frankwood and Reed and it has responded to some of the needs, but it is something that has to be revisited often. He stated that Corporal John Rogers was given the assignment of traffic responsibilities for the police department and he is in attendance today. Corporal Rogers is studying the SWTR reports and keeping an eye on our traffic needs as far as enforcement, and he is working closely with City Engineer Benelli on this regard. Police Chief Tatum stated that he agreed with City Engineer Benelli that people often see a stop sign as a "cure-all" to the problem, but they are not and can quite often cause more of a problem. Parlier Avenue is a through street and meant to move traffic. It's unfortunate for those people who live on Parlier Avenue, but the other aspect is strong enforcement out there, and the police department intends to enforce not only along the Hollywood/Parlier area, but to move it the whole length of Parlier Avenue and make people aware of their speed.

City Engineer Benelli stated that the City has approval from the land owner to remove the trees in question and to also relocate the fence.

C. Penner asked about the south side of Parlier Avenue to the east of Thompson Avenue; there is also sight restriction there, including a pole and possibly a fence. City Engineer Benelli stated he didn't feel that was as much a factor because the sight distance at this location is longer. C. Penner stated that the problem there for anybody that wants to turn west, or make a left turn, you have to cross a moving lane of traffic, whereas the southbound coming from the north, making a right turn on Parlier Avenue, you can turn into the flow of traffic, plus Parlier Avenue is wider there. You can blend into the traffic there much easier that you can if you are making a left turn coming from the south.

C. Kennedy asked when the trees would be removed? City Engineer Benelli stated we have already received permission from the property owner. He waited until after this meeting to see if the Commission wanted the stop signs or the tree removal. The trees can be removed within the next week. The power poles will take longer because PG&E stated that the City allowed the subdivision which caused the poles to be there and ultimately caused the problem, so it's an expensive chore for them to remove the poles and PG&E is resistant to this.

Police Chief Tatum asked if there are speed limit sign posted on Parlier? City Engineer Benelli replied that there are 35 mile per hour speed limit signs posted. Police Chief Tatum then asked his feelings about rumble strips? City Engineer Benelli stated that he would rather not use rumble strips. There is a City ordinance on speed humps; the City does not have an ordinance on rumble strips. There are some areas in Fresno near the schools and people try to drive around them and they are hard to maintain, and it is not a good solution. If we cannot get PG&E to relocate the power poles, we might have to consider speed humps, but we should see how it looks after the removal of the trees and moving the fence back. There will eventually be traffic signals at Columbia and Parlier which is the arterial

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intersection in this area. If we are going to install stop signs, Columbia Avenue would be the place to install them, not Thompson. So, if the problem continues, the Commission might want to try stop signs at Columbia. Right now Columbia is a T-intersection and the stop sign isn't really needed, but as this area develops, this will become a four-way intersection. The other approach would be developed as this area subdivides.

C. Penner asked if there would be any merit to posting a caution sign for cross traffic on the east side of Thompson along Parlier, westbound? City Engineer Benelli stated that there is a caution sign available for approaching an intersection. We would have to place the sign back quite a ways because the sign itself would cause a sight restriction problem because of the size of the sign. He doesn't know how effective it would be. We would have to get permission from the County.

C. Clements asked when the park develops on the corner, could a four-way stop be installed without the warrants due to the fact that there will be children in the park and a possible school at the corner? City Engineer Benelli replied that staff has been working with the school district to have a traffic study done in this area. A draft copy of this study is done and the engineering firm that did the work does not recommend a four-way stop there. They have projected that the traffic volumes that would be generated by the park and school and made several recommendations, including a signal at Frankwood and Parlier, but no recommendation for a four-way stop at Thompson and Parlier. When Parlier is developed to four lanes in both directions, the sight distance problem will be eliminated and we should be able to correct the rise on the canal.

A resident (he did not state his name) from this area on Thompson Avenue spoke and stated that the neighbors in this area have discussed most of these problems discussed today, however, one thing that has not been brought up today is that there used to be school buses picking up children from both subdivision, north and south of Parlier Avenue at Thompson Avenue, so kids tend to cross the street right there and he feels that is a safety issue.

C. Clements with Kings Canyon Transportation stated that they are not collecting students at that section of Parlier Avenue; they are collecting on the south side of Parlier at Centex Mangano Phase 1 and coming out and making a westbound left turn onto Parlier Avenue and the bus drivers sit up high enough that it is not a visual problem. The gentlemen from the audience stated that he has seen school kids crossing Parlier in the morning at approximately 7:30 a.m. John Clements stated that they are not supposed to be crossing Parlier, but they might be trying to take a later bus and know that a bus stops on this side of Parlier. He will look into this matter, and see if it can be stopped because there are bus stops in both neighborhoods. Chief Tatum stated that under the new law, all traffic is supposed to stop for school buses which should help eliminate any problems if the law is obeyed.

City Engineer Benelli stated that the analysis shows the vehicles should be able to see any three foot high object at this intersection and should have plenty of time to stop for anyone unless the vehicle is going over 45 miles per hour.

The gentlemen from the audience stated at the last neighborhood watch meeting the police department stated that they would place radar vehicles in this area. C. Kennedy stated that he has seen police vehicles on Thompson, south of Parlier and parked in driveways on the north side before you get to the canal. The radar vehicles are out there and writing tickets.

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Police Chief Tatum moved, C. Kennedy seconded the motion to support staff's recommendations to deny the request for a stop intersection and to remove the trees for better sight distance and move the fence back for better sight distance also. Motion carried unanimously.

Corporal John Rogers added that the police department will be sure to place radar vehicles in this area.

B. Request for a second handicapped parking stall at the Study and Civic Club at 7th and "F" Streets.

City Engineer Benelli reviewed the staff report stating that the Study and Civic Women's Club has several handicapped members and find that high school students often consume all available parking spaces. Parallel parking is provided on all three sides of the Study and Civic Center. There is currently one parallel parking space designated with the handicapped stencil and sign. The American Disabilities Act does not allow handicapped parking to be parallel to the curb so the existing space does not meet the ADA requirements. However, the City is not obligated to provide spaces in this area. The handicapped designation will provide parking for disabled people near the building entrance, but will not provide van accessible parking. The additional handicapped space will reduce the spaces available for other vehicles and may not be used during all functions. A second sign and pavement marking will be required. City staff recommends that a second parking space be designated as handicapped. Additional ramps would not be recommended. There is some liability on the City's part in that if a handicapped person were injured or even inconvenienced, they could sue the City and say we've designated a space as handicapped and it's not properly constructed. However, he feels that the liability is very limited and staff does recommend that another space be painted.

C. Brockett moved, C. Clements seconded the motion to install an additional handicapped ramp as requested. Motion carried unanimously.

C. Request for a second handicapped parking stall on the northwest corner of 12th and "F" Street.

City Engineer Benelli reviewed the staff report stating that a letter was received from ARC Fresno requesting that a handicapped parking space be provided on 12th Street in front of their facility. Their office is located at 1613 12th Street on the northwest corner of 12th and "F" Streets. ARC Fresno operates Kelso Southeast, a community integration program that transports people with developmental disabilities. There are not currently any handicapped parking spaces on 12th or "F" Street in this area. There is a handicapped space on private property at this location. There are three businesses located in this building: Kelso Southeast, The Payment Center, and a doctor's office. The Payment Center accepts payments for PG&E, GTE, and other utilities and generates substantial parking requirements. The total off-street parking provided is five spaces. A handicapped parking stall could be installed on 12th Street in front of their office by eliminating two conventional spaces. The Kelso staff have been parking their van in the eastern space on the north side of 12th Street and unloading next to the existing ramp at the corner. City staff recommends that this space be designated as handicapped. Staff recommends that a second space be installed adjacent to the corner on 12th Street. A ramp would be required between the two parking stalls to meet the requirements established by the American Disabilities Act. City forces could construct the ramp and perform the striping at a minimal cost.

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City Engineer Benelli went on to state that, in this case, staff recommends that a ramp be installed because as the handicapped people are taken off of their vans, without the ramp, they would have to be wheeled behind the adjacent van to get to the curb return where there is a ramp and there is a lot of traffic on 12th Street and there is some danger with the wheelchairs going behind the van. Construction of a ramp will not be real expensive and it's something that we may see that we might have to remove if Kelso Southeast leaves that building and there isn't a need for a handicapped ramp in that area. This ramp would be something that the City would do just to accommodate the one building, but it does help handicapped and disabled people, so it's something that the City should support and staff does recommend that a second space be provided.

C. Brockett stated that it wouldn't be just Arc people using that ramp. City Engineer Benelli stated that there is a doctor's office and the Payment Center so actually anyone could use it.

Chief Tatum asked if the Payment Center and the doctor's office concur with this request? City Engineer Benelli stated that staff has not yet contacted them, but it would be a good idea because there are certain times of the month that there are problems with not having enough spaces and this will eliminate one space. It seems to be more of a problem on 12th Street than on "F" Street. The doctor's office would probably not be effected, but the Payment Center would be although they are the ones generating the problem. C. Brockett stated that handicapped people also pay bills.

Police Chief Tatum moved, C. Brockett seconded to go along with staff's recommendation for the additional handicapped space with the understanding that the doctor's office and the Payment Center would be notified as to the City's intent.

C. Clements asked if the Kelso vans would relocate once their passengers are off the bus, or would the vans remain parked there throughout the day where the spaces couldn't be used by others? City Engineer Benelli replied that the vans do come and go, but they are there throughout a lot of the day.

Kathy Ramirez, Program Manager of Kelso Southeast, stated that the vans do come and go. There are times that the vans do come in and stay for an hour, whatever, but for the most part, they are not there for long periods of time.

Police Chief Tatum suggested that the vans not stay there for an hour because if they are not actually loading or unloading handicapped, they might be considered to be in violation just parked there because it is not supposed to be used as a parking space.

Kathy Ramirez continued by stating that her understanding then is if handicapped parking is installed for their handicapped consumers and they were to use the handicapped parking, they do have monthly meeting for their consumers in their office that last at least an hour, we they have to move the van and locate it somewhere else and then bring it back to load? Chief Tatum stated that if you park there with your car and you are handicapped and you leave it there for an hour or more, that's what the space is for, but if you are parking in the business van for that business, that defeats the purpose of the handicapped space. The intent is that the business van use this space for loading and unloading and then move the van to another location until you need it to reload and leave the handicapped space available for private handicapped vehicles. Ms. Ramirez added that for the most part they are a community integration program and their vans are not at the office, they are out in the community, but

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there are a couple of times during the month when they do have consumer meeting where they bring all of the consumers into the office and that is where they operate five vans with six clients on each van and there are certain times of the month when people are paying their utility bills and it is very difficult to find a place to unload the vans to get the consumers close enough to the office and they do have clients that are not ambulatory and it makes it very difficult.

C. Kennedy added that with one stall and five or six vans, they are going to have to rotating through there anyway. City Engineer Benelli added that the proposal is for two handicapped stalls; there is one existing in the parking lot in back, so there would be three total stalls. That wouldn't accommodate all the vans, but it would make it easier to unload.

Ms. Ramirez that Dr. Kliewer's office does not have a lot of traffic flow so there is the potential for putting another handicapped stall on "F" Street for a total of four. City Engineer Benelli stated that the curb is painted blue in front of the doctor's office, but it is not marked as handicapped and it really doesn't work as handicapped because the van couldn't unload there. The City didn't paint this curb blue and it doesn't meet the handicapped criteria.

Motion to install a second handicapped stall in this location was carried unanimously.

7. COMMISSION COMMENTS AND REPORTS.

A. Receive and Discuss Reports from Commission Members Regarding Commission Member Activities.

1. C. Penner asked for nominations for a new Traffic Safety Commission Chairman. C. Brockett moved that C. Penner remain as Commission Chairman. C. Penner stated that the motion was for a NEW Commission Chairman. C. Kennedy seconded the nomination for C. Penner to remain as Chairman of the Traffic Safety Commission. Motion carried unanimously.

2. C. Penner stated that some of the crosswalks in town on the arterial roads should be visited such as on 11th Street, etc. We have a few crosswalks, but it seems like the public doesn't use the crosswalks. We have a crosswalk on one side of an intersection, but not on the other side of the intersection, and without fail, they go to the other side and traffic does not recognize people when they step off the curb on one side, they just whiz on through. Whereas, if there are crosswalks marked, the traffic might be more cognizant of pedestrians and might create a safer situation especially along 11th Street where we have a lot of students walking. City Engineer Benelli stated that he didn't like to have too many crosswalks and like to avoid crosswalks where there is no intersection control. If there is no stop sign or signal, it's not a good location to have crosswalk because even though it is marked, people tend to whiz through. We do have several crosswalks where there is not a controlled intersection. C. Penner added that there are many cases where there a marked crosswalks on one side of the intersection and not marked on the opposite side of the intersection. City Engineer Benelli stated he would have to look at the individual intersections.

3. C. Brockett would like to see either a left turn lane for northbound Frankwood Avenue traffic or left turn arrows for north and southbound traffic on Frankwood at Manning Avenue. For northbound Frankwood Avenue traffic, to make a left hand turn is to take your life into your hands.

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City Engineer Benelli stated that there is not sufficient right-of-way to make a left turn lane for northbound Frankwood Avenue. C. Penner stated that this issue has been brought up many times and C. Brockett has come up with the idea of having a left turn arrow where only northbound traffic making a left turn to the west onto Manning Avenue would have a light at any given time which, if something like this could be done, that would solve the problem. The signal would have to be for left turns for northbound Frankwood, plus green only for northbound traffic to go straight through. Southbound Frankwood would then move independently also. It would be similar to the signal setup that Clovis and 5th Avenue has; it's a five-phase signal.

Charles Dudley asked if Frankwood Avenue is wide enough on the south side of Frankwood where it was expanded for the drainage gutter and then narrows back? Could the two lanes for a left turn lane be installed at this location? City Engineer Benelli that could be done if the City had the same width that is at Manning and Frankwood all the way back south down Frankwood. Charles Dudley stated that what is getting at is that it is merely a question of getting that much distance on the one property owner versus working with two property owners. City Engineer Benelli stated that was correct, and also restricting parking on Frankwood. C. Penner stated that he doesn't believe that there is any restricted parking on Frankwood at this time on the west side. Generally, you have an eight foot parking lane, but when you squeeze in a left turn lane, then you eliminate the parking lane. There is no left turn lane at this time because the City does not have right-of-way. Staff could see if the Council would be interested in purchasing that right-of-way, but it may involve condemnation if the property owner is not willing to sell the land. City Engineer Benelli stated that he would rather see the City try to acquire the needed right-of-way and install a turn lane rather than spend the money to rebuild the signal. It would be an ultimate solution and better use of the money and give us an extra lane for traffic. When you go to a five-phase signal, it delays the traffic and slows it down because the cycle is longer, so you have even more traffic at each approach waiting to make that movement. C. Brockett asked if all the city signals are sensor controlled? City Engineer Benelli stated that the downtown signals are not, they are strictly timed. All of the new signals are actuated by traffic loops in the pavement that senses the vehicle. There is a maximum time that the signal will stay green and if there is only one or two cars, it will not reach that maximum. If there is a long line of cars, it will go until it reaches that maximum and then it will change anyway.

C. Kennedy asked what is needed for the City to try and acquire the right-of-way at the south side of Frankwood? Does a recommendation need to be made to the Council from staff or does a motion from the Commission need to be made? City Engineer Benelli stated that a motion to investigate the request is all that might be needed to bring it before the Council. At this time, he would need to find out how much right-of-way would need to be purchased and whether there is any funding available for this, and whether the landowner is willing to sell. Police Chief Tatum stated that the Commission has to just direct staff to study this request and bring this back at the next Traffic Safety meeting where a motion could be made at that time and a recommendation made to Council.

C. Brockett stated that when this issue was brought up before, it was stated that it would be cheaper to put in the signal the way the Commission wanted it rather than installing a left turn lane. City Engineer Benelli stated that it might be a little cheaper. It takes a different signal head so two of the signal heads would have to be changed out and change the programming on the computer that actuates it. C. Brockett stated that if a vehicle wants to make a left hand turn right now, you are holding up all the traffic behind you because if you go out into the middle of the intersection, then you have the southbound left turn traffic might hit the vehicle going northbound.

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C. Kennedy stated he feels it would better that rather just change the lights out and cause extended delays, even if it costs more money, it might be a better investment for the City to attempt to acquire the additional right-of-way needed for a left turn lane. City Engineer Benelli stated he would look into what it would take to acquire the additional needed right-of-way and then look into the cost of the five-phase signal. The Commissioners would like to avoid any condemnation procedures to acquire the additional right-of-way. City Engineer Benelli will come back at the next meeting with a staff report on this request.

4. C. Clements asked if there are any other signals coming up in the near future? City Engineer Benelli stated that Manning and Haney is scheduled for a signal in the spring of 1998. C. Brockett asked about a possible signal at Manning and North Avenue. City Engineer Benelli stated that it is in the works and the plans are completed, but there are some right-of-way problems with the railroad and possible elimination of the frontage road. This is being investigated. There will be a signal there, but it's not progressing very fast.

8. STAFF REPORTS

A. City Engineer Benelli stated that he didn't know why the Traffic Safety Commission meetings are held at 8:30 in the morning, but he has had several people on the Parlier Avenue ask if the meetings could be changed to the evening. Chief Tatum agreed that there would be more attendance if the meetings were held in the evening.

Police Chief Tatum stated that there is an inconsistency with the meetings and the people on Thompson felt this time was inconvenient for them because they are working and can't attend at 8:30 in the morning and would like to attend an evening meeting. He recommends that the meetings be changed to the evening every other month or once a quarter, and make the time around 6:00 p.m. or 7:00 p.m. Officer John Rogers is willing to assist City Engineer Benelli in anyway he can to help lighten the load for the evening meeting once per quarter. The issues are going to grow as this community grows as far as traffic is concerned and the intent of this Commission is to keep people from pounding on the Council too much so if we have regular meetings in the evening, it will be beneficial to the community.

C. Penner asked if there was any one particular evening of the week that would work better for any of the Commissioners? C. Brockett stated that Thursday would be a good evening, the third Thursday of the month at 7:00 p.m. every quarter beginning April and continuing with July, October and then January again. Even if there are no issues on the agenda, it would still be a chance for the public to voice their concerns.

C. Brockett moved, C. Kennedy seconded the motion to meet quarterly; January, April, July and October, on the third Thursday of those months at 7:00 p.m. Motion carried unanimously.

B. City Engineer Benelli stated he received a letter that will be on the next agenda regarding the intersection at Manning and Manning and "I", a complaint about the new signal and to restrict the right turns on a red light because of the U-turning traffic on Manning and a conflict with the two right turn lanes.

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C. Police Chief Tatum stated that since the City is now going to be enforcing parking, we need a Traffic Referee; every city is required to have one and Reedley doesn't have one. He would like to have one of the Traffic Safety Commissioners volunteer. C. Kennedy volunteered to serve as Traffic Referee. Chief Tatum stated that this means that if someone appeals the parking citation, then they come a see the Traffic Referee who's impartial and not an employee of the City which is why it has to be a volunteer position.

City Engineer Benelli stated that the City could provide the City's conference room if anyone does appeal and a meeting place is needed.

9. ADJOURNMENT.

Chairman Penner adjourned the meeting at 10:00 a.m.

Jim Penner, Chairman
City of Reedley Traffic Safety Commission

ATTEST:

Kay Pierce, Secretary