

Agenda



THE TRAFFIC AND TRANSPORTATION COMMISSION

Date: November 10, 2015
Time: 6:30 P.M.
Place: City Council Chambers, Centennial Building,
12 S. 5th, Yukon, Oklahoma.

The City of Yukon strives to accommodate the needs of all citizens, including those who may be disabled. If you would like to attend this meeting, but find it difficult to do so because of a disability or an architectural barrier, please notify Doug Shivers at 350-3919 or 500 W. Main, Yukon, OK by 12:00 am November 9, 2015.

Call to Order: Invocation and Flag Salute

Roll Call: Darrell Goulden
John Knuppel
Charlie Lee
James Montgomery
Jay Tallant

Item 1: Discuss and approve the minutes of the September 24, 2015
Traffic Commission Meeting.

Item 2: Visitors

Item 3: Discussion and possible action to address traffic issues on NW 10th
St. and provide transition to Garth Brooks Blvd and Cornwell Dr. as
follows:

1. Change the posted speed limit of 45 mph to 35 mph between
Garth Brooks Blvd and Cornwell Dr.
2. Change the posted speed limit of 45 mph to 40 mph between
Cornwell Dr. and Yukon Parkway.

Item 4: Discussion and possible action to install 20 Stop Signs in the Frisco
Ridge Addition Phase 1 and Phase 2 as per attached map, as
recommended by the City Engineer.

Item 5: Discuss Traffic Concerns

Item 6: Date for next Meeting: Tuesday, December 8, 2015

Item 7: Adjournment

Minutes

THE TRAFFIC AND TRANSPORTATION COMMISSION

THE TRAFFIC AND TRANSPORTATION COMMISSION MET IN REGULAR SESSION ON **SEPTEMBER 24, 2015** AT THE CENTENNIAL BUILDING IN THE CITY COUNCIL CONFERENCE ROOM. THE MEETING WAS HELD AT 6:30 PM.

INVOCATION: John Knuppel

FLAG SALUTE: John Knuppel

ROLL CALL: Darrell Goulden
John Knuppel
Charlie Lee (Absent)
James Montgomery
Jay Tallant

CITY OFFICIALS: Doug Shivers, City Clerk
Sara Hancock, Deputy City Clerk
Zach Roberson, Police Officer
Gary Cooper, IT Director
Jenna Roberson, PIO

ITEM 1: **DISCUSS AND APPROVE THE MINUTES OF THE AUGUST 11, 2015 TRAFFIC COMMISSION MEETING.**

Motion for minutes to be approved:

Motion – Jay Tallant

Second – Darrell Goulden

Ayes - Montgomery, Tallant, Goulden, Knuppel

Nays - None

ITEM 2: **VISITORS**

Kate Ellison, 1330 Summerton, stated Christmas light season makes it hard to get out of the Canadian Height Addition. She would appreciate police enforcement.

ITEM 3: **CONSIDER ACCEPTING THE TRAFFIC SIGNAL WARRANT ANALYSIS FINAL REPORT FOR GARTH BROOKS BOULEVARD AT ANDREW DR. FROM LEE ENGINEERING**

Mr. Tallant asked why the study was conducted when light was bagged. Feels study was invalid. He would like to know what part was missing that needed to be fixed. Mr. Shivers does not know the part.

Mr. Montgomery is unable to accept report. The lights were bagged in June or July and report was conducted after lights were bagged. This is a faulty report, because it was done without the light operating. He stated lights are too close to coordinate.

Mr. Goulden was unsure what the word "warrant" meant in the report. He stated definition is "to guarantee something"; doesn't believe definition fits title. Mr. Montgomery stated warrant sets guidelines to justify signals. It is an engineering term. Mr. Goulden stated it was not a good report and does not remedy the problem. Mr. Montgomery agrees no recommendation was made. Furthermore, if something is warranted, it doesn't necessarily mean you have to do it. Mr. Goulden asked for clarification of warrants. Mr. Montgomery stated it is used for certain conditions and gave an example.

Bob Scully, 815 Creekwood Dr, stated we need to have plans in place before light is removed. Businesses need to be able to keep functioning. Make light function for now.

Connie Fisher, 816 Victoria, stated she is having problems finding where to go to get answers. She was told to go to Traffic Commission, now we find out it's at the Council Meeting. It just keeps transferring. She even tried to get a letter in the Yukon Review and was denied. She would like to find out where the problem is.

Russ Simmons, 312 Sunrise, stated study was time lapsed. It was done after lights bagged and people were avoiding intersection. This makes the study invalid. The intersection has gone from bad to worse and accidents have increased. Put light back on.

Thomas Boswell, 101 S. 3rd, stated one solution would be to synchronize the six lights within the quarter mile. It would solve the traffic flow.

Jerry Holden, 1840 Ridgeway, stated study was inaccurate. The businesses are suffering, due to access. His manager can give accurate number of wrecks that have happened. Mr. Holden asked if there was an estimate to fix light. Maybe businesses could help cover cost to fix broken lights.

Phil Abbot, 1008 Montreal, stated we needed to take into consideration the pedestrians. For example, we have special needs individuals who walk to work. They are unable to cross road due to light not functioning. Oklahoma City is able to synchronize their lights, why can't we.

Fran Britton, 624 St. James, quoted a section of the traffic study she agreed with, "any changes to the existing traffic patterns with the addition of future development or roadway improvements should be considered prior to removing existing traffic signal and hardware". She believes, if the City of Yukon had followed this, none of us would be here.

Linda Fowler, 205 Sequoyah, stated shutting the light down will cause people to go through the neighborhoods.

Kate Ellison, 1330 Summerton, would appreciate no blocking intersection signage, enforcement of signage, speed limit enforcement, and portable traffic calming devices.

Motion for Traffic Signal Warrant Analysis Final Report to be approved:

Motion - Jay Tallant

Second - James Montgomery

Ayes - None

Nays - Montgomery, Knuppel, Goulden Tallant

ITEM 4:

PRESENTATION BY JOE DAVIS, TRIAD ENGINEERING, REGARDING POSSIBLE IMPROVEMENTS WITHIN THE GARTH BROOKS BLVD TRAFFIC CORRIDOR, 10TH STREET, AND HOLLY AVE AND RELATED DISCUSSION.

Joe Davis, Triad Engineering, stated we are trying to figure out what to do with all the extra traffic. Development is making it heavier and we are looking at ways to improve corridor to help with traffic flow. We will do a traffic study to get better ideas on what to do. Mr. Davis mentioned am and pm peaks and recommended dual left lanes, right turn lanes, and so forth. Yukon is really developing and we need to look at how to take care of traffic. He then stated some options pertaining to modifying ramp. He further stated Oklahoma City is looking at developing on 10th street, this too will affect traffic. Engineering is taking whole corridor into consideration and will recommend phases throughout.

Mr. Montgomery asked about left turns on Vandament. Mr. Davis stated peaks; am – 166 and pm – 223. Mr. Montgomery and Mr. Davis discussed items that could change peak numbers. Mr. Tallant asked if Frisco Rd exit could help alleviate problems on Garth Brooks. Mr. Davis feels we may see some decrease, but not much. Mr. Montgomery stated there is not much gap time for left turn at Andrew. If we look at no right turn on red, we will anticipate more backup. Discussion was had about current controllers being capable now. Mr. Davis is unsure and stated we should look at ordering new controllers. Mr. Montgomery stated

the City can set the no right turn on red. Mr. Davis stated the issue is ODOT is our partner and we don't want ramp to back up on to interstate.

Phil Abbott, 1008 Montreal, stated there was no discussion about 10th and Holly. It was rumored it would become a right turn only. However, as it is, it's a problem to turn left. Gap access is unavailable.

Bob Scully, 815 Creekwood, stated we need more entrances and exits ramps for I-40. He would like to know when Frisco Road is going to be done. It needs to be done quickly. We need a 20 year plan for the Yukon area. All exits need to work together and we need to coordinate with Oklahoma City.

Tammy Lucas, 804 Woodlawn, agrees with Mr. Abbot. She likes the idea of widening ramps on I-40. The light being gone has not helped and if Holly and 10th becomes a right turn only, she'll be completely stuck. She would like to know, why we can't use a trip device for Andrew. Sorry we didn't hear anything in presentation about Holly and 10th. She would like a light there.

Virginia Schwartz, 333 E. Platt, is concerned about right on Holly. It's an inconvenience to residents to accommodate morning and evening traffic.

Misha Truax, 729 Park, if we turn Holly into right turn only, we will have to use neighborhood or Homeland for access. She is concerned about getting kids to school and ability to access Braum's. The study's numbers are low due to inability to use intersection.

ITEM 5:

DISCUSSION AND POSSIBLE ACTION REGARDING VANDAMENT AND RIDGEWAY DR TRAFFIC CONCERNS.

Montgomery asked if we were having a coordination problem at this area or is it because parents are dropping kids off at sidewalk. We need "No Blocking" signs, enforcement and may want to look at signals synchronization. Mr. Shivers stated the problem is on Vandament and believes signs would be helpful.

**Motion to Install "No Blocking Intersection" Signs:
Motion - James Montgomery
Second - Jay Tallant
Ayes - Knuppel, Goulden Tallant, Montgomery
Nays - None**

ITEM 6:

DISCUSSION TRAFFIC CONCERNS

Mr. Montgomery stated you can also contact ODOT's rail division about the Main Street/Union Pacific tracks.

Mr. Goulden had nothing at this time.

Mr. Tallant is not sure we've done anything with Andrew. He recommends turning light back on. Mr. Shivers stated there is no recommendation for this on the agenda, unable to make motion. Mr. Tallant asked if light would stay like this. Mr. Shivers stated ordinance provides time allotment. Mr. Tallant stated something should happen.

Mr. Knuppel stated at the August meeting there was discussion on 10th and Holly, can we do something? He would like to see a three way traffic light at 10th and Holly. Mr. Shivers reminded him, it was not on the agenda, just an informational item from Donna Yanda.

ITEM 7:

DATE FOR NEXT MEETING

November 10, 2015

ITEM 8:

ADJOURNMENT



MEMORANDUM
DRAFT

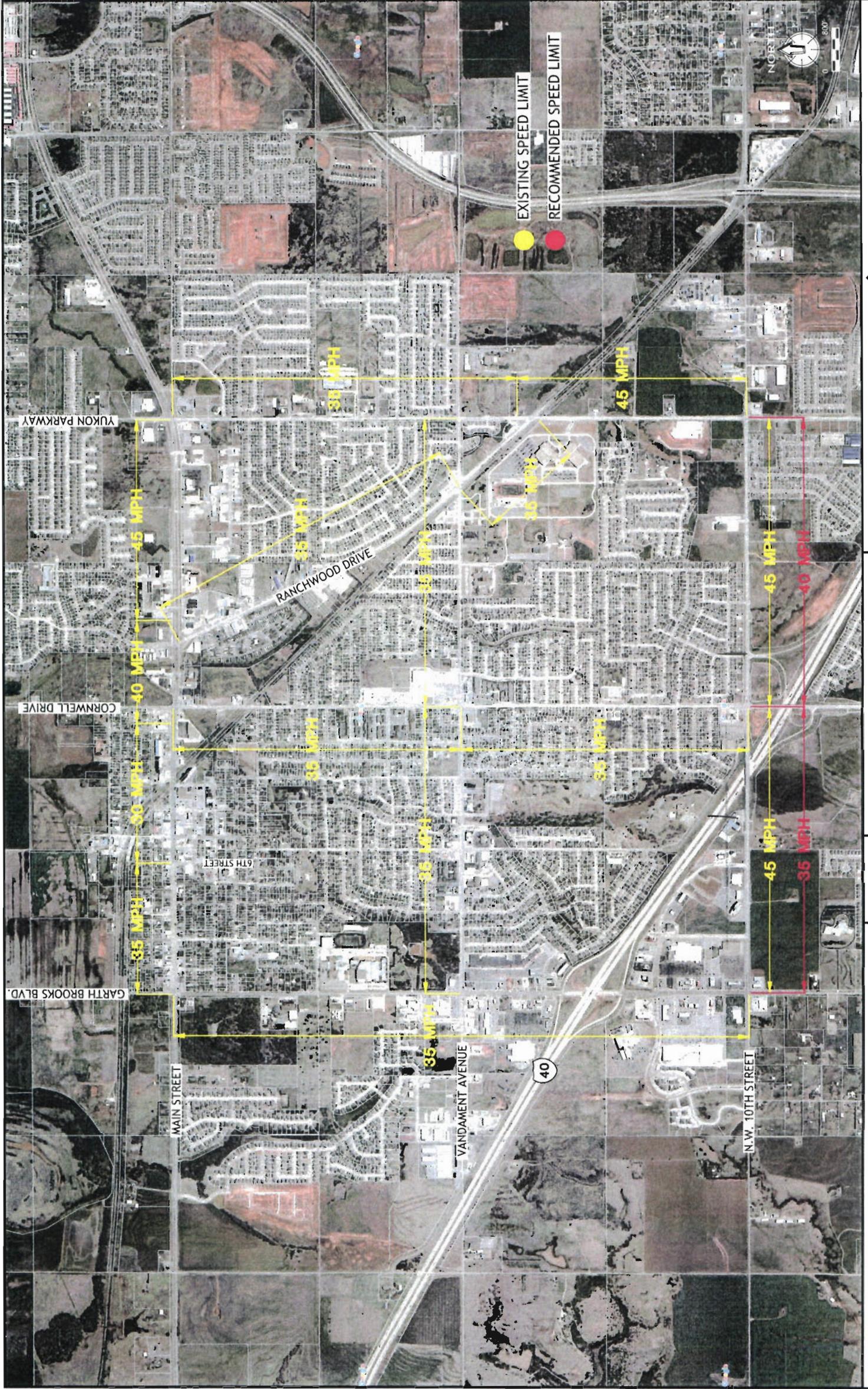
Date: September 30, 2015
To: Grayson Bottom
From: Robbie Williams
Re: NW 10th Street – Recommended Speed Limit Change

The current speed limit on NW 10th Street between Garth Brooks Boulevard and Yukon Parkway is posted at 45 miles per hour (mph). NW 10th Street between Garth Brooks Boulevard and Cornwell Drive has sight distance issues for the traveling public. When site distance issues arise along with increased traffic a way to mitigate the situation is to reduce the speed limit. Along the Northwest 10th Street corridor the existing speed limit on Garth Brooks Boulevard north of NW 10th Street is 35 mph and Cornwell Drive north of NW 10th Street is 35 mph. To address traffic issues on NW 10th Street and provide transition to Garth Brooks Boulevard and Cornwell Drive we recommend the following:

1. Change the posted speed limit of 45 mph to 35 mph between Garth Brooks Boulevard and Cornwell Drive.
2. Change the posted speed limit of 45 mph to 40 mph between Cornwell Drive and Yukon Parkway.

We have attached a map of the posted speed limit within the central core of Yukon as well as shown the recommended speed limit on NW 10th Street.

Should you need any additional information please contact me.





MEMORANDUM

Date: November 2, 2015

To: Doug Shivers

From: Robbie Williams

Re: Frisco Ridge Addition
Install Stop Signs

We are recommending 20 Stop Signs be installed in the Frisco Ridge Addition Phase 1 and Phase 2. Please see the attached map for the locations.

Should you need additional information please contact me.



Stop Signs

-  Proposed Stop Signs
-  Existing Stop Signs

Disclaimer
 The City of Yukon provides this mapping for your convenience. The data is to be used for general reference only. All data is provided as is, with all faults, and without warranty of any kind, expressed or implied, including but not limited to, the implied purpose. The City of Yukon does not warrant that the GIS data will meet your requirements. Verifying the accuracy of all information through official sources is the responsibility of the user, without any claims of completeness or accuracy. Persons using information provided by the City of Yukon GIS Department acknowledge that any use of this information will be at their own risk and agree to hold harmless the City of Yukon from any liability or damages that result from the use of this information.





SWITCH RD

SIDE TRACK RD

WYE ST

TINDER ST

FRISCO RIDGE RD

SWINGMAN RD

CABOOSE ST

DERAIL ST

FLAGMAN ST

SIGNAL MAN RD

GRAINER ST

HOBG ST

STOP

STOP