

PRESENT: Mayor Maxine Gilman; Council Members Jim Bowers, Angie Fryman, Jody Jones, Linda Lotspaih, Jeff Sanner, Harold Robinson; City Manager G. Tracy Williams; Service Director Rich Norton.

The meeting was called to order by City Manager Tracy Williams.

PUBLIC MEETING
PROPOSED REMOVAL OF 4-WAY STOP SIGN
AT MIAMI AVENUE AND MAIN STREET

Mr. Williams introduced himself, the Mayor, Council and the Service Director. He expressed thanks that so many people had taken an interest in this issue and were attending the meeting. He emphasized that no decision had been made at this time on whether to change the stop sign at Main and Miami Ave to a 2-way stop sign, or leave it as a 4-way stop sign. This is an issue that city council is discussing, and the purpose of this meeting is to hear from the residents and to hear their concerns. He expressed the hope that the residents would feel free to express any concerns they may have over this issue. He indicated that their thoughts and concerns would be very helpful to council in evaluating their decision on what to do.

Mr. Williams gave Mr. Norton=s credentials, and asked him to do a presentation of the proposed changes.

The first step was to do a traffic analysis of this section which included the 4-way stop at Main Street and Miami Avenue and the traffic light at Central and Miami Avenues. They employed the services of Lockwood, Jones and Beals, a Dayton area Civil Engineering Company with years and years of traffic experience to do some of the field data and computer analysis of the traffic side. Looked at the morning and evening peak times. They did a number of traffic counts in this area. They ran a computer software program to find the level of service during the rush hour peaks. A stop sign warrant analysis was also completed, using the Ohio Manual of Uniform Traffic Control Devices, to determine whether numerically a 4-way stop is warranted. In the event that the 4-way stop would be removed, it was investigated to determine if there would be appropriate intersection sight distance for drivers to look left and right for oncoming traffic. They looked at the timing of the stop light at Central and Miami. The findings of these studies indicated that the existing conditions do not numerically warrant a 4-way stop sign in the Ohio Manual of Uniform Traffic Control Devices, which is used by ODOT. It was also found that the afternoon rush hour traffic turning right onto Miami from Central was backing up, creating a log jam all the way onto Central Ave. at times. It was noted that the pavement was broken down, deteriorated and rutted with all the heavy vehicles braking and stopping at the stop signs, putting wear and tear on the roadway. It was also noted that drivers approaching the stop sign on Miami during backups at the traffic light and stop sign, would turn left on Pease Ave. and Main to avoid the backup, creating undue traffic on these streets as well. In doing the traffic studies, it was determined that 85% of the traffic volume at this location was on Miami, and only 15% was on the side roads.

The 4-way stop sign is an effective tool to assist drivers in trying to cross Miami. Based on the layout of the plat and the streets there, it was noted that this 4-way stop is the main ingress and egress points to the Allen Plat. The peak period timing on the signal at

Central and Miami was 100 seconds, which has already been reduced to 70 seconds to allow more time for traffic to turn off Miami onto Central. The recommendations of the engineering firm were to revise the cycle length on the traffic signal during peak times to 70 seconds, which has already been done. They also recommended a trial period of testing to determine if the stop signs could be removed and have traffic at the Main and Miami intersection function properly. The anticipated improvements of these changes would be to reduce the peak periods delay for traffic on Miami. Because there would be less braking of heavy trucks on Miami there would be less wear and tear of the pavement in that intersection. Some concerns would be the delay time for drivers on Main trying to either turn on Miami or just get across, there would be an increased delay. The hope of a 60 day trial period would be for drivers to experience the change and get used to it. The other concern was that this is the only access point, so there would be a number of cars trying to get in and out of this plat without the safety net of knowing oncoming traffic would have to stop at this intersection.

Jack Ikerd 514 W. Main - Will be more dangerous for pedestrians trying to cross the street there, also a lot longer delay for any traffic trying to turn onto Miami, or cross Miami. Biggest concern is safety of kids who have to walk to school. All the kids who live in that plat that go to the Middle School have to walk to school, and have to cross that intersection. Removing the stop sign would be dangerous for the students who cross there.

Elizabeth Duff, 120 W. Circle B Concerned about the safety of seeing cars turning onto Miami from Central if large trucks are approaching the intersection, unable to see cars coming with large trucks blocking the view of Central Ave. Also concerned about the safety of Middle School students who have to walk to school, unable to cross safely since the stop sign would be removed. Elderly residents also like to walk during the day, and cross there to be able to have a nice leisurely stroll, this prevents them from being able to walk around safely. During peak hours, it will be impossible for drivers to get in and out of the plat with only a 2-way stop sign at Main and Miami.

Gail Ikerd, 514 W. Main B Concerned for the safety of elderly drivers who like to wait for large gaps to try to enter flow of traffic or cross Miami, removing the stop sign will increase the danger to these drivers.

A resident voiced a concern over the safety of younger drivers who already use the E. Circle and West Circle area as drag strips. She was concerned that these drivers would be endangered because they'll try to beat traffic and cross unsafely if the stop sign is removed.

Carolyn McKain B 429 Cottage Ave B Used to live in the plat, her father built the plat. At one time there was no stop sign there, and the children had to cross unsafely to get in and out of the plat. They petitioned council to put a stop sign there for safety measures. They were given a 4-way stop sign, and if it is taken away, she feels that council is moving backwards not forwards because there are still children who have to cross there when they walk to and from school.

Will Clark B 1372 Blackforest Dr. #50 B lived on E. Circle Drive for 15 years. Most of the concentration is on Main and Miami because that's where the stop sign is. But if the stop sign is removed, it's going to cause more people to go out to Central from Squire, increasing the traffic flow on that street, creating a traffic issue in that area. The

deterioration of the road is probably caused by commercial traffic, is there any way to alleviate the commercial traffic. Maybe create an alternate truck route.

Mr. Williams responded saying the possibility of a truck route was looked at many, many years ago, and people in that back area were against this idea since they didn't want truck traffic coming by their house.

Tom Watkins, 120 W. Main B Only lived in the city for 2 years. Has noticed a large amount of traffic on Main Street, because drivers go that way due to the stop sign, knowing that they can get out. Is in favor of the removal of the stop signs. He indicated that the kids who walk to school are Middle School age and they are the same kids who ride their skateboards in the middle of the street on Main St. He offered suggestions of a crosswalk in the intersection with signage requiring vehicles to stop. He suggested that students could go up to Central and cross at the light, and implementing a no-turn on red at Miami and Central to slow down the amount of traffic on Miami.

Mr. Robinson asked if any kids in that area are bused to the Middle School, and was told that all kids walk to the Middle School, including any youth who live on Squire.

Derek Ripley B 406 W. Main St. B opposed to the removal of the stop signs, it will make the intersection more dangerous than it is. Kids walk, or ride their bikes to school, school buses trying to get out, it will be more difficult, and any drivers trying to turn on Miami or cross Miami will have a hard time.

Mr. Williams read letters and emails from concerned citizens.

Linda Elliott, 136 W. Circle Dr. B indicated that there were only two ways out, it would be difficult for buses to get in and out, Middle School kids have to cross Miami to get to school, kids ride their bikes on Main St., there are a lot of older people that live in the plat, and removing the stop sign would create a dangerous intersection.

Judy Coffman, 202 W. Circle Dr. B Opposed to the removal of the stop sign because kids walk across Miami to get to school, people trying to get out of the plat will have a hard time turning on Miami.

Mary Catherine Teague, 309 W. Circle Dr. B Opposed to the removal of the stop sign at Main St. and Miami Ave. Removing the stop sign will not help with backups when motorists wishing to make a left turn onto Main from Miami are stopped waiting for a gap to be able to safely turn. Children have to cross Miami to walk to school, and this would create a danger to kids trying to walk to school.

City Manager Williams thanked everyone for attending and offering their comments and suggestions. Mr. Williams noted that additional comments are being accepted through Friday, July 21, by letter or email to Service Director Rich Norton. It is anticipated that discussion on the possible removal of the four-way stop at Miami Avenue and Main Street will be an item on the City Council agenda for Tuesday, July 25, 2006.