

**Traffic Control Board Minutes**  
**Draft Minutes**  
**March 24<sup>th</sup>, 2009**

**Members Present:** Doug Kary, Keith Lang, Walt Willett, Steve Zeier, Capt John Bedford, Brent Krueger

**Members Absent:** Sondra Baker, Lora Mattox, Judge Knisely

**Staff Support:** Terry Smith, Erin Claunch, John Gibson

**Guests:** None

**BUSINESS MEETING**

**Call to Order:** The meeting was called to order by Chair Doug Kary at 12:18 pm.

**Minutes:** Two corrections were noted in the February meeting minutes. Captain Bedford pointed out his rank is incorrectly listed as Lieutenant. Steve noted that the last sentence under Item 1, New Business, should indicate that Walt Willett was elected vice-chair. A motion for approval with corrections was made by Walt Willett, 2<sup>nd</sup> by Keith Lang.

Motion carried on voice vote.

**STAFF REPORTS:**

Terry reported on the Shiloh Road project:

1. Phase 1 from Poly Drive, south to Central Avenue. Knife River was awarded the contract for \$7.7 Million. The State had estimated the cost of construction at \$8 Million. Phase 1 will start in late April of 2009 and continue through the summer.
2. Phase 2, Canyon Creek north to King Avenue West. Bids will be opened on Thursday, March 26<sup>th</sup>, 2009.
3. Phase 3, King Avenue West to Central Avenue. A bid date has not been set. Final funding has not been secured. There may also be a couple of small pieces of right-of-way left to acquire.

Doug asked how long phase 2 (Canyon Creek north to King) would last. Erin responded that it is expected to run north thru the 2010 construction season.

Captain Bedford noted that there was a legislative hearing today on HB 531, a bill that would essentially ban the use of cameras as an enforcement tool for red light violations and ban photo-radar for speed enforcement.

**BOARD REPORTS:**

Planning Board: None

## **OLD BUISNESS:**

1. Inner Belt Loop. Terry presented an update for the Inner Belt Loop and the development of the parcel of State land south of Wicks, north of Constitution and West of Governors Blvd. A masterplan has been developed for the State Lands parcel. Full development of the property may be spread over as many as ten phases. The extension of High Sierra Boulevard down to Alkali Creek Road will be with one of the last phases. The Department of State Lands does not have funding to construct the road in advance of property development. Therefore use of High Sierra as an alternative connection between Wicks & Alkali Creek Road is not practical. If the City had funding to extend High Sierra, they would be able to fund the extension of Wicks Lane west to Alkali Creek Road.

## **NEW BUISNESS:**

1. Civilian Traffic Control Events: Terry reported that the City Attorney's Office is reviewing legal issues with the use of civilian flaggers for traffic control. State law only allows the use of civilians in construction zones, as school crossing guards, and in emergency situations such as a traffic accident where a wrecker driver or other emergency personnel may be used to direct traffic around the accident scene. Although this question originated with Harvest Church using church members to direct traffic on Wicks before and after their services, the concerns over legal liability apply to all situations where the City allows the use of civilian flag persons for an event or fun run.

Terry suggested that Kelly Addy, Assistant City Attorney, be asked to attend a TCB meeting to discuss the legal issues involved in more detail. Steve Zeier made a motion that a representative from the Traffic Control Board attend a City Council work session to make the Council aware of the general concern with using civilians to control traffic at special events. Keith Lang 2<sup>nd</sup> the motion. The motion carried on voice vote. Steve volunteered to represent the TCB and Doug Kary stated he would also attend.

2. Elimination of multi-way stops at Wicks & Fantan and Ticks & High Sierra. Terry and Erin reported on traffic data that was collected at these two intersections. While there were some technical problems with the counts, they do show the heavy directional peaking involved with both the High School traffic during the week and the Church traffic on weekends. Neither intersection meets the volume critieria in the MUTCD for a multi-way stop. Terry noted that the stop signs do help keep the high school dismissal traffic balanced on all the streets. If they were removed without Wicks being extended to Alkali Creek Road or a connection back to Glen Eagles on the east, traffic cutting thru the residential area north & west of the school would likely occur to avoid the delay that would result trying to get on Wicks at both Fantan & High Sierra.

## **ADJOURNMENT**

Meeting adjourned at 1:33 PM