Traffic Commission

Meeting Minutes
March 12, 2020 @ 6:00pm
602 S. Main St, Joplin, MO 64801, 5th Floor Council Study

Roll Call:

- Members Present: Trevor Frerer, Eric Wood, Michael Mayer, James Fleischaker, Robert Schroer
- City Staff Present: Dakota Rusk, Civil Engineer; Sgt. Jared Delzell

Approval of Minutes:

- Approval of the January 9, 2020 Meeting Minutes

Discussion Topics:

- Speedhumps/Traffic Calming
  - Emery Sapp & Sons came back and reworked the eastern-most speedhump
  - Traffic count/speed study to be beginning shortly
  - Other requested areas: Campbell Parkway area (11th, 12th, etc.), Highview near Eastmorland Elementary, others have been asked for but do not have the list.
  - Sgt. Delzell brought up 26th Street area east of Connecticut that residents complain about. It is a known problem however since it is a collector, speedhumps should not be used as a calming device. Stop signs are not ideal traffic calming devices. Rumble Strips could be looked into.
  - Other areas mentioned: 36th from Ferguson to Indiana. Police had looked into it and found that speeding was not an issue. Out by the sports complex: Cleveland & 1st Street. Police also looked into this and found it was not an issue.
  - Sgt. Delzell spoke about how common complaints were from residents because it is hard to judge speed from the side of the road. PD looks at complaints, data, and crashes for speed enforcement. The traffic officers are split between multiple areas and it is hard to get true data because drivers will slow down when a police car is present. When there are 2 or more speed complaints in a month, PD will investigate. The speeding by the sports complex is very seasonal.
  - Cost of the 3 speedhumps on 36th was approximately $8,000. Rubber speedhumps were looked at and found to be about $3,000 per hump.
  - 39th and Missouri stop sign was installed for the purpose of speed control and now there are numerous cases of people running the stop sign. It was not justified and it created a new problem. PD does not have the personnel available to always be patrolling areas like this as there are areas such as 32nd and Range Line that are much more dangerous.

- Handicapped Parking for Businesses
  - Looked into other cities' application process for commercial street side handicap parking and combined some of those elements with the existing policy for residential requests.
  - The main purpose of the application is to gather information on how much it is needed, is the business not able to provide adequate handicap spots on their own lots, etc. to ensure that the request system will not be abused.
  - The 2 that had requested them were the Bookhouse Cinema Club on Broadway and a hair salon on 5th between Wall and Pearl.

Other Business

- 7th and Maiden Lane was changed to permissive left turn (flashing yellow).

- Is the City looking into signal timing/coordination so that you can get form one side of town to the other and hit green lights?
    - The city is looking into connecting the downtown signals with a fiber cable and potentially adding camera or some other device to monitor and collect data which would help in connecting and timing the Main street corridor.
    - Looking to get a few radar detectors to try on some of the problematic intersections. Wanting to do a trial and if they work well potentially getting more in the future.
    - Connecticut corridor was mentioned as having problems with signals not lining up.
    - 4th and St Louis and the 4th and Florida Signal often times do not line up as green. Right now, the signals operate independently and only rely on the detection systems not any nearby signals. If the signals were to be connected by fiber, then other options would open up for timing and coordination.
- Range Line Road uses an adaptive system to help coordinate the lights so that drivers can traverse the corridor with minimal red lights. The sensors are set up though that if someone pulls past the stop line, they will be deleted from the queue and the light will not change.
- North-South corridors need work for signal timings, specifically Connecticut Avenue. Our one Signal technician handles the timings for Joplin maintained signals. When Dakota gets more training, he will be more involved once he has received more training.

- Meeting adjourned

Michael E. Mayer

Michael Mayer, Traffic Commission Chair

Dakota Rusk, Traffic Engineer