

STATE OF TEXAS
COUNTIES OF POTTER & RANDALL
CITY OF AMARILLO

MINUTES

On March 19, 2018, the Amarillo City Pedestrian and Bicycle Safety Advisory Committee met at 11:00 a.m. in the Simms Municipal Building, 808 S. Buchanan St., Room 203, for a Regular Meeting.

ATTENDANCE:

MEMBERS	PRESENT	NO. MEETINGS HELD SINCE APPOINTMENT	NO. MEETINGS ATTENDED
Joe Chris Rodriguez	Yes	14	6
Tim Ingalls	Yes	14	12
David Szmagalski	Yes	14	14
Austin Collins	No	14	5
Stephen Hayward	Yes	13	11
Ed Commons	Yes	13	12
Steve Rogers	Yes	11	9
Howard Smith	Yes	7	7

City of Amarillo staff members attending were:

Kyle Schniederjan	City Engineer, Capital Projects & Development Engineering
Michael Padilla	Transportation Superintendent
David Szmagalski	Traffic Operations Technician
Courtney White	Assistant City Attorney, Legal Dept.
Travis Muno	Senior Planner, Urban Transportation Planning
Judy Alexander	Recording Secretary, Traffic Engineering
Alexis Sandoval	Traffic Intern

Steve Pair also attended the meeting.

ITEM 1: Call to Order.

Committee Chairman Ingalls established a quorum and called the regularly scheduled meeting of the Amarillo City Pedestrian and Bicycle Safety Advisory Committee to order at 11:00 a.m.

ITEM 2: Review of Minutes from Last Meeting.

Committee Member Commons made a motion to approve the minutes of the February 26, 2018, meeting. Committee Member Rogers seconded the motion, and motion carried 6:0.

ITEM 3: MD Oliver-Eagle of Plemons Subdivision.

Mr. Schniederjan gave a presentation on a priority list prepared by city staff of possible options for speed control in the Mrs. MD Oliver-Eagle of Plemons Subdivision. The following options were discussed:

1. Dedicated Parking Lane
 - The addition of a dedicated parking lane to the 33-foot wide streets will allow for a 10-foot wide driving lane and the addition of a 5.5 feet wide buffered bike lane.
 - Harrison and Tyler are the dedicated bike routes and will be the first to be modified.
2. Two-Way Traffic
 - The modification of Harrison and Tyler to two-way streets will require a detailed traffic impact analysis.
 - The standard residential street layout is assumed and would include allowable parking on both sides of the street and approximately 9 feet drive lanes.
3. Driver Input Signs – Speed Signs
 - The installation of self-contained speed signs that provide input to the drivers by flashing lights or the indication of actual speed.
 - Proposed to be owned, operated, and maintained by the HOA placed in City ROW.
 - Data can be shared with APD to take advantage of trends and increased opportunities for enforcement action.
4. Posted Speed Limit
 - Initially more frequent posting of speed limit signs along the corridor.
 - An in-depth speed study and traffic analysis would be required to lower the speed limit relative to the 85th percentile.
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5. Curb Extensions/Restricted Intersections
 - The installation of traffic calming physical restrictions at the intersections to reduce travel speeds and increase pedestrian safety.
 - These could include curb extensions, traffic circles, or right turn only medians.
 - Design considerations must be evaluated including traffic impact, drainage impact, and maintenance impacts.
 - Additional Right of Way may be required.
 - Neighborhood considerations such as historic character preservation and aesthetic impacts would need to be evaluated.
 - Increased maintenance would require the establishment of a funding source such as a PID.
6. Speed Tables (Modified Speed Bumps)
 - The proposed addition of speed tables for traffic calming and speed reduction.
 - Design considerations must be evaluated including emergency services response time impacts.
 - Neighborhood considerations such as historic character preservation and noise impacts would need to be evaluated.
 - Increased maintenance would require the establishment of a funding source such as a PID.
7. Cycle Track Boulevard Section
 - The modification of Harrison and Tyler to two-way streets will require a detailed traffic impact analysis.

- A residential boulevard layout could include allowable parking on one side of the street, approximately 9.5 feet drive lanes, and a 5 feet bike lane.
- Dramatic increase in street sweeping costs and maintenance of the isolated bike lane.
- Neighborhood considerations such as historic character preservation and aesthetic impacts would need to be evaluated.
- Increased maintenance would require the establishment of a funding source such as a PID.

8. Two-Way Boulevard Section

- The modification of Harrison and Tyler to two-way streets will require a detailed traffic impact analysis.
- A residential boulevard layout could include allowable parking on one side of the street, approximately 9.5 feet drive lanes, and a 5 feet bike lane.
- Neighborhood considerations such as historic character preservation and aesthetic impacts would need to be evaluated.
- Increased maintenance would require the establishment of a funding source such as a PID.

Mr. Schniederjan requested committee members consider the priority list, make any additions as desired, and rank the options. The priority list will then be sent to a design engineering firm for evaluation. After an engineering analysis, the results will be presented to the neighborhood association. Mr. Padilla reminded the committee that any design would need approval by the Traffic Advisory Board and the City Council before implementation.

Members discussed the details of the options on the priority list. Steve Pair, 7811 Legacy Pkwy., stated parking on only one side of the street would not be a popular option for neighborhood residents. He suggested a possible option would be establishing a PID limited to the area from S.W. 16th Ave. to S.W. 27th Ave. With neighborhood support, the boundaries could possibly be expanded at a later date.

Mr. Schniederjan commented that he understood the neighborhood was primarily interested in speed reduction and parking issues. Committee Chairman Ingalls stated he thought number 1 would be the best option to pursue. Committee Member Rogers made a motion to rank options number 1, 2, and 5 as the top three choices. Committee Member Commons seconded the motion, and motion carried 4-2, with Council Member Smith and Committee Member Hayward voting no. Council Member Smith was not in favor of number 2, the two-way street designation, as he stated the one-way designation had been in effect for many years and a two-way designation would be a major change. Committee Member Hayward did not feel comfortable with any of the options presented, and he stated they would compromise safety.

ITEM 4: Street Overlay Projects.

Committee Member Rogers made a motion to table the Street Overlay Project staff report to a future meeting. Council Member Smith seconded the motion, and motion carried 6-0.

ITEM 5: Future Meeting Format.

Committee Member Rogers made a motion to table the discussion on the future meeting format. Council Member Smith seconded the motion, and motion carried 6-0.

ITEM 6: Future Agenda Items and Next Meeting Date.

The following were suggested agenda items for future meetings:

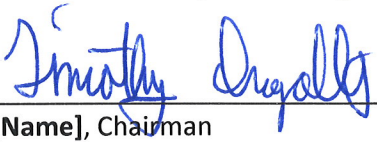
1. Street Overlay Projects.
2. Future Meeting Format.
3. Review of Resolution 07-12-16-2.
4. Bicycle Lane Design on Fulton Dr.
5. Addition of a Bicycle Trail in John Stiff Park.

Members did not discuss a date for the next meeting.


ITEM 7: Public Forum.

There was no comment from the public.

ITEM 8: Adjournment. There being no further business, Committee Member Rogers moved to adjourn the meeting. The motion was seconded by Council Member Smith, and the meeting adjourned at 12:15 p.m. This meeting was recorded and all comments are on file with the City Traffic Engineering Department.



[Name], Chairman

ATTEST: 

[Name], Board Secretary