

A G E N D A

**Transportation Committee Meeting
Tuesday, January 5, 2016, 10:45 A.M.
Boardroom, 2nd Floor, City Hall**

Committee Members: Chairman Neal Grimes, Ron Bratton, Wendy Sellars

Call to Order: Chairman Neal Grimes

Approval of Minutes: October 6, 2015

- 1. Consideration of “No Left Turn” from Laura Lane onto Randolph Street**
- 2. Additions/Updates**
- 3. Adjournment**

A quorum of the Council may be in attendance, and may participate in the discussion, but not vote.

MINUTES

Transportation Committee Meeting
Tuesday, October 6, 2015, 10:00 A.M.
Boardroom, 2nd Floor, City Hall

PRESENT: Mayor Joe G. Bennett; and Council Members: Chairman Neal Grimes; Ron Bratton; Jackie Jackson; Joe Leonard; Pat Shelton; Scott Styers; Raleigh York Jr.; and City Manager Kelly Craver; City Engineer Bryan Fulbright; Public Services Director Morgan Huffman; City Council Candidate Jane Wilder Murphy; and Barney W. Hill.

Chairman Grimes called the meeting to order. A motion was made by Ron Bratton and seconded by Joe Leonard to approve the minutes of September 8, 2015.

1. Update – Prioritization 4.0

Bryan referred to the list as the beginning phase of a 2 year process to develop a new State Transportation Improvement Program. This particular list consists of Davidson County projects only.

On October 13th there will be a public meeting from 4:00 – 7:00 pm at 375 Silas Creek Parkway in Winston Salem to discuss these projects.

The Highway 109 project will be broken up into 3 parts to try and facilitate getting one of the sections programmed and funded. It will never get anywhere as one project. Hopefully 1/3 of the project will come closer to obtaining funding than the project as a whole. The section begins at Ledford Middle School and goes to Mottsinger Road. It is proposed that the intersection at Ledford will be reconfigured and a bridge will be added.

Bryan added that apparently the Rail Division is interested in a grade separation at Turner Street. There has been discussion with High Point as to whether or not Thomasville would be interested. Bryan said he has not heard anything about Fisher Ferry or Randolph Street.

Chairman Grimes went over the remaining projects which could affect Thomasville.

2. Update – Thomasville Bus Service

Davidson County received their # 5307 federal grant dollars which were in arrears, therefore the Saturday bus service will be funded by the county through the end of the calendar year. They will revisit the continuation of the service in December. If the county finds that they will not be receiving # 5307 funds for the coming year they will probably be coming to the cities for money.

Bryan said it costs about \$150,000 a year for our bus service. The # 5307 funds pay about \$75,000 and the county matches that figure.

Neal reported that our bus averages 5000 individual rides per month.

Neal suggested that Council have a more visible presence at the Commissioner's meetings.

The rearrangement of PART Route 9 will offer riders another chance to go from Lexington to DCCC and on to Colonial Drive School before going back to the Park & Ride lot.

Ron inquired about bus shelters; Kelly replied that we have spent all the money allocated for the shelters and then some. Kelly also said we have a shelter in stock and have not found a location for it due to difficulties obtaining right of way. It may be a possibility to move one of the stops on Lexington Avenue a small distance to an area that could accommodate the shelter, bench and trash can. Bryan will check into it.

3. Additions

None

4. Adjournment

With no further business to come before committee, the meeting was adjourned.

MEMORANDUM

Date: December 17, 2015
To: Kelly Craver
City Manager
From: Jeff Insley
Chief of Police
Subject: Laura Lane – no left turn

I met with the Traffic Safety Unit to discuss our recommendation(s) concerning Laura Lane. We offer the following:

- Do nothing at this time; study the area for the next 6 months to see what impact the added traffic will have on Randolph St.
- Open the other end of Laura Lane onto Liberty Dr., we understand there would be restrictions here as well but it may serve the City better to have two entry/exit points.
- We aren't sure that an ordinance and signage will be sufficient. We would need to confirm if the PD could enforce a commercial vehicle ordinance based on its definition or if we would need to include weight.

I will be requesting that the Traffic Safety Unit along with Planning & Research put together a study of crashes in this area for the past two years.

Here are the main points in my conversation with J.P. Couch, NCDOT Division Traffic Engineer, concerning a possible right turn-in/ right turn-out vehicle restriction at the intersection of Laura Lane and Randolph Street:

- The restriction would involve the construction of a continuous concrete median along Randolph Street from its intersection at Sedgehill Drive to the traffic signal at Hardees thereby preventing both left turns *from* Randolph and left turns *onto* Randolph along the entire length of the concrete median
- Randolph Street would have to be widened to accommodate both the new concrete median and left turn lanes at each end of the median to maintain left turns at the traffic signal at Hardees and to allow U-turns at Sedgehill Drive
- A traffic study would be needed to determine if the improvements qualify for funding consideration under NCDOT's Spot Safety Program. The study would consider, among other things, the number of left turn accidents (excluding rear-end collisions) presently occurring in the proposed project improvement area

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§ 160A-77. Code of ordinances.

(a) Not later than July 1, 1974, each city having a population of 5,000 or more shall adopt and issue a code of its ordinances. The code may be reproduced by any method that gives legible and permanent copies, and may be issued as a securely bound book or books with periodic separately bound supplements, or as a loose-leaf book maintained by replacement pages. Supplements or replacement pages should be adopted and issued annually at least, unless no additions to or modifications of the code have been adopted by the council during the year. The code may consist of two separate parts, the "General Ordinances" and the "Technical Ordinances." The technical ordinances may be published as separate books or pamphlets, and may include ordinances regarding the construction of buildings, the installation of plumbing and electric wiring, the installation of cooling and heating equipment, the use of public utilities, buildings, or facilities operated by the city, the zoning ordinance, the subdivision control ordinance, the privilege license tax ordinance, and other similar technical ordinances designated as such by the council. The council may omit from the code designated classes of ordinances of limited interest or transitory nature, but the code should clearly describe the classes of ordinances omitted therefrom.

(b) The council may provide that one or more of the following classes of ordinances shall be codified by appropriate entries upon official map books to be retained permanently in the office of the city clerk or some other city office generally accessible to the public:

- (1) Establishing or amending the boundaries of zoning districts;
- (2) Designating the location of traffic control devices;
- (3) Designating areas or zones where regulations are applied to parking, loading, bus stops, or taxicab stands;
- (4) Establishing speed limits;
- (4a) ~~Restricting or regulating traffic at certain times on certain streets, or to certain types, weights or sizes of vehicles;~~
- (5) Designating the location of through streets, stop intersections, yield-right-of-way intersections, waiting lanes, one-way streets, or truck traffic routes; and
- (6) ~~Establishing regulations upon vehicle turns at designated locations.~~

(b1) The council may provide that the classes of ordinances described in paragraphs (2) through (6) of subsection (b) above, and ordinances establishing rates for utility or other public enterprise services, or ordinances establishing fees of any nature, shall be codified by entry upon official lists or schedules of the regulations established by such ordinances, or schedules of such rates or fees, to be maintained in the office of the city clerk.

(c) It is the intent of this section to make uniform the law concerning the adoption of city codes. To this end, all charter provisions in conflict with this section in effect as of January 1, 1972, are expressly repealed, except to the extent that the charter makes adoption of a code mandatory, and no local act taking effect on or after January 1, 1972, shall be construed to repeal or amend this section in whole or in part unless it shall expressly so provide by specific reference. (1971, c. 698, s. 1; 1979, 2nd Sess., c. 1247, ss. 8, 9.)