

# TRAFFIC COMMISSION MINUTES

July 8, 2020 – 10:00 a.m.  
3<sup>rd</sup> Floor Council Chambers – City Hall

CITY CLERK  
2020 JUL 10 PM 1:31

	Name	Members' Term Attendance (mtgs attended-mtgs absent)	End of Current Term of Office
<b>MEMBERS PRESENT:</b>	David Gentry	(27-02)	05/31/2021
	John Reese	(16-00)	12/04/2022
	Robert Douglass	(10-00)	02/11/2024
	Keith Marriot	(08-03)	08/27/2023
<b>MEMBERS ABSENT:</b>	Randy Parlett	(07-07)	07/11/2023
<b>STAFF PRESENT:</b>	Andy Clements, Director of Public Works and Transportation Ashley Parker, Recording Secretary Keven Schneider, Superintendent of Street Division James Tonn, SJPD Traffic Unit Chelsea Chester, Assistant Transportation Planner		

## Call to Order

David Gentry, Chairman, called the meeting to order at 10:02 a.m.

**Item 1 - Approve March 11, 2020 minutes.** David Gentry motioned to approve the March 11, 2020 minutes, John Reese accepted, and Robert Douglass seconded. By general consent, the minutes of the March 11, 2020 meeting were unanimously approved. **Motion Carried.**

**Item 2 - Discuss Sky Real Estates request to adjust the direction of travel from one-way to two-way on 3<sup>rd</sup> St. from Faraon St. to Jules St.** David Gentry asked Andy Clements to elaborate more on the situation. Currently, the direction of travel on 3<sup>rd</sup> St is a one-way north of Jules St. and then turns into a two-way south of Jules St. The American Electric Lofts building sets on 3<sup>rd</sup> between Faraon St. and Jules St. on the one-way north section which makes access to the building difficult. Adjusting the flow of traffic will make the access to the building easier for the residents once the building is finished. Andy mentioned that this change could possibly lead the way in whether or not one-way streets are necessary in other areas of Downtown.

It was asked by David Gentry by we do not change the rest of 3<sup>rd</sup> St. from a one-way to two-way traffic, instead of just that small section. Andy mentioned that 3<sup>rd</sup> St. is already planning to be vacated by the city for Hillyard Industries' relocation to the former Wire Rope Co. site further north. With that, the Street near them will be temporarily closed off, so we don't want to cause too much confusion with too many changes. Hillyard is aware of the request for traffic change and is onboard with the idea. Making the change further north during the interim would impair the truck movements associated with Hillyard as well.

Wes Grammar with Sky Real Estate spoke briefly of the \$40 million dollar project, with space for up to 137 units, as well as commercial space on the first floor. The American Electric Lofts was scheduled to open up in

March 2021, but due to the efficiency of all the subcontractors, they can expect to open in January 2021. Wes said the change in traffic will make a positive impact to anyone coming to or leaving the lofts.

David motioned to approve the adjustment to the flow of traffic along 3<sup>rd</sup> St, John Reese approved, Robert Douglas seconded, and the motion was unanimously approved. **Motion Carried.**

**Item 3 - Discuss Parklets in Downtown.** A parklet can be a pop-up (temporary – one day) public seating platform or a seasonal temporary setup that can be placed over a parallel parking space. Andy went on to say that to comply with Americans with Disabilities Act (ADA) guidelines, a raised platform flush with the sidewalk may be used or the use of ramps with appropriate handrails. With the use of greenery and seating it can truly be transformed into a vibrant outdoor seating area for restaurants and other businesses. The safety elements of allowing the private use in the street is particularly important and have to be kept at the forefront in deploying this measure.

Andy did remind the Board members to keep in mind Downtown already has limited parking and businesses that decide to go with the parklets, will take away some of the parking. If property owners want the use of a parklet, they must obtain a permit from the city and will be required to obtain insurance. An applicant must obtain the agreement from abutting property owners before an application will be approved, along with other details that are required. The cost of the parklet will be solely on the business owner, at no cost to the city.

Parklets are typically administered through partnerships with adjacent businesses and/or surrounding residents. It will be the duty of the business owner and/or other partner to maintaining, cleaning, and removing the parklet when necessary. During the winter months, it will be required to remove any parklets to prevent conflicts with snowplows and salting operations. Andy said that public safety will be the number one focus with the use of parklets. To ensure visibility to moving traffic and parking cars, parklets must be buffered using a wheel stop at a desired distance of 4 feet from the parklet. Parklets should avoid corners and are best placed at least one parking space away from the intersection corner.

John asked about next steps on this idea. Andy said that if the commission supported the concept, a notice to the Downtown CBD would be circulated before the next meeting to allow for the public to comment at the August meeting. By general consensus, the Commission supported moving forward with the public comment phase.

With no other items on the agenda, David Gentry motioned that the meeting be adjourned, and John Reese seconded. Meeting Adjourned.

Minutes respectfully submitted

/s/ Ashley Parker

Ashley Parker, Recording Secretary