

DRAFT MINUTES
Advisory Traffic and Safety Board
October 11, 2005

2005-0654 Butler Ridge Subdivision No. 2 Traffic Controls
City File # 80-253.2

Mr. Matich explained this was also a new development, same as Meadow Creek II. The Board has approved the signs for Phase I, and this was a follow up for completion of Butler Ridge Phase Two. Four intersections within this development were reviewed:

1. Intersection of Thatcher at Balmoral Boulevard (the main entryway): At that intersection we are recommending a stop control.
2. Intersection of Thatcher at Piccadilly Drive: We are recommending a yield control.
3. Intersection of Piccadilly Court at Piccadilly Drive: We are recommending a Yield sign.
4. Intersection of Strathcona Drive at Piccadilly Drive: We are recommending a Stop sign based on the available safe sight distance at that location.

At this time there are no homes built at any of the intersection quadrants or driveways that would interfere with sight distance. There were no traffic crashes to review.

Chairperson Colling confirmed which road was stopping at the intersection of Lincolnshire and Piccadilly Drive, and was told the Stop sign was on Piccadilly Drive. Chairperson Colling suggested that the first Yield at Lincolnshire into Piccadilly be changed to a Stop. He thought drivers could build up speed with such a long distance with no traffic controls. He said he would like the TCO amended to include that.

Mr. Hunter suggested a Stop sign at Lincolnshire and Piccadilly going south, as that was also a long stretch. Chairperson Colling didn't feel that would follow the pattern used in the rest of the subdivision. Mr. Moore said he had driven the subdivision this evening, and seen there were already four stop signs installed at the intersection of Thatcher and Balmoral. If he had not gone there he probably would have gone along with the Staff signage recommendation, but after driving there this evening he didn't think there would be a problem with cars racing through the subdivision.

Mr. Matich explained that they often recommend putting Yield signs in a new subdivision up front, and wait for the subdivision association to come back to the Board. At that time they would look at the changes that need to be made. Chairperson Colling said the subdivision was laid out in such a way as to have a series of ring roads, and he thought cars should stop upon entering the ring. He thought it would be fine if the Board wanted to leave the signs as recommended by Staff, but he suspected that some of the Yield signs would eventually need to be changed into Stop signs.

Mr. Matich said Mr. Moore was correct that the City sign shop had “jumped the gun” and put in the Stop signs at Balmoral Boulevard and Thatcher. Mr. Hunter asked if there were any traffic calming measures being built into the subdivision. Mr. Matich replied that this was one of the first subdivisions to propose speed humps, but those were eliminated in the planning process when the developer made a request to remove them.

Mr. Matich opined that they wouldn’t get many speed complaints because the houses sit back further from the road than is typical, and the subdivision will have sidewalks. Chairperson Colling said he would agree with the signage as presented if the Board revisited the issue after completion of the subdivision. Mr. Matich confirmed that they would look back on the signage.

Chairperson Colling said they had noted the problem spots, and advised the traffic controls be approved as presented. He asked if there was any more discussion, or if someone wanted to make a motion.

Motion to approve was made by Moore.

Second by Blackstone.

Ayes: Blackstone, Brown, Colling, Hunter, Moore, Zendel

Nays: None