

MUNICIPAL PROPERTIES COMMITTEE MEETING MINUTES

*Phil Gainer Community Center
142 Robert E. Lee Ave. Ext.
November 17, 2025
11:00 a.m.*

Present were members: C. Lowther (chair), R. Chenoweth, and B. Woods.

Also present were: Jerry Marco (mayor), Mike Kesecker (operations manager), Tracy Judy (treasurer), Travis Bennett (police chief), and Mikayla Goins (executive secretary).

PUBLIC COMMENT

Councilor Nanci Bross-Fregonara, a member of Elkins Tree Board, spoke in favor of planting trees on the city-owned property on Harrison Avenue.

MINUTES

Chenoweth **MOVED APPROVAL OF THE MINUTES OF THE OCTOBER 13, 2025.** The motion carried.

NEW BUSINESS

a. Planning for Harrison Avenue property

The committee discussed future plans for the Harrison Avenue property.

b. Proposal from Mark Doak to install 3-way and 4-way stops throughout the downtown area

Chenoweth **MOVED RECOMMENDING THAT KESECKER OBTAIN A QUOTE TO CONDUCT A TRAFFIC STUDY OF DOWNTOWN.** The motion carried.

The meeting adjourned at 11:30 a.m.

Chris Lowther Chairman
Name & Title


Signature

The differences between a street and a road are as follows:

- **Definition:** A road is a pathway that connects two points, often found in rural or suburban areas, while a street is a public road typically lined with buildings on both sides, found in urban areas.
- **Location:** Roads can exist in the countryside and may traverse fields or forests, whereas streets are usually located within towns or cities.
- **Purpose:** Streets are designed for local traffic and often have residential or commercial buildings, while roads are generally used for longer-distance travel.
- **Types:** All streets are roads, but not all roads are streets; roads can include highways and rural routes, while streets are more specific to urban settings.

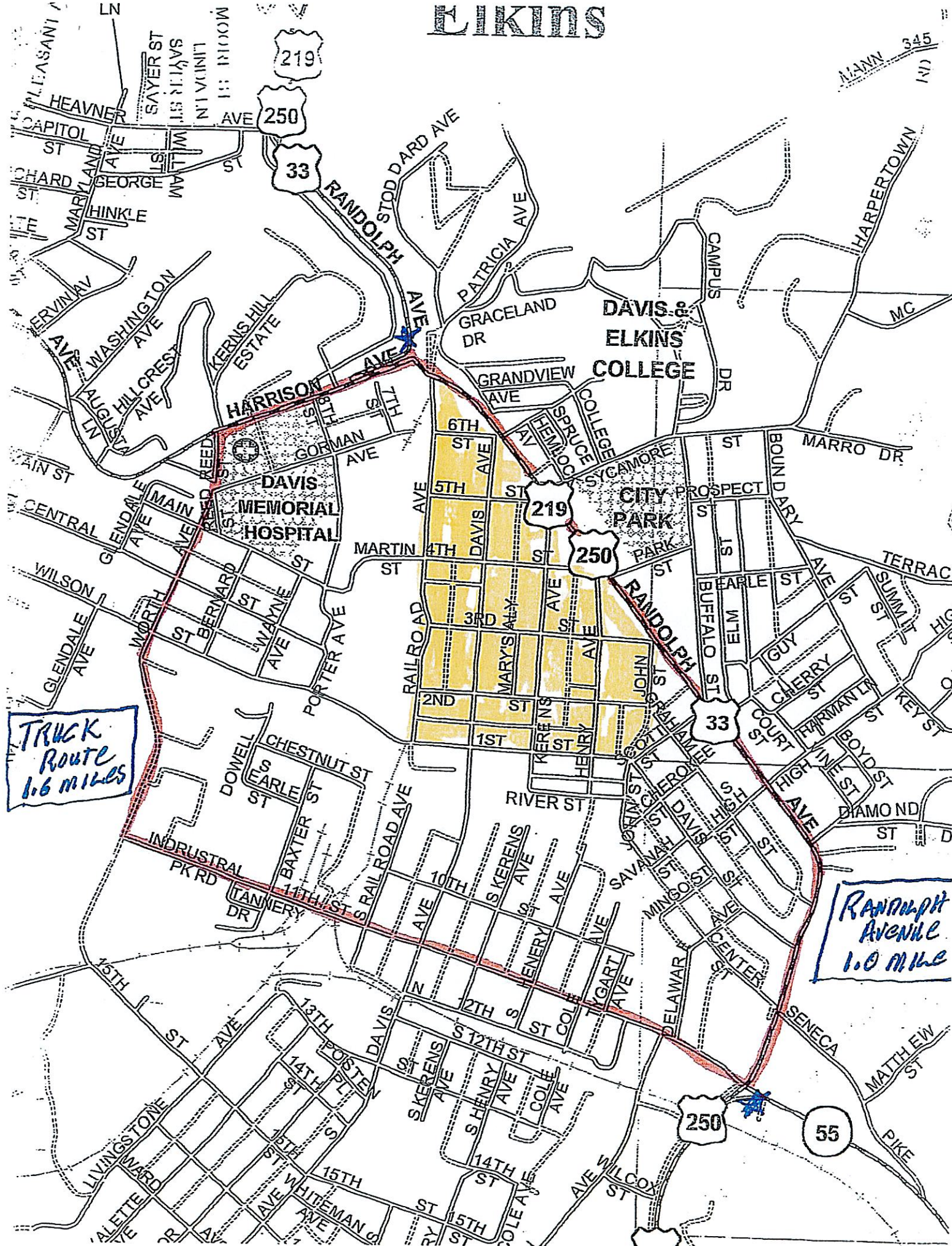
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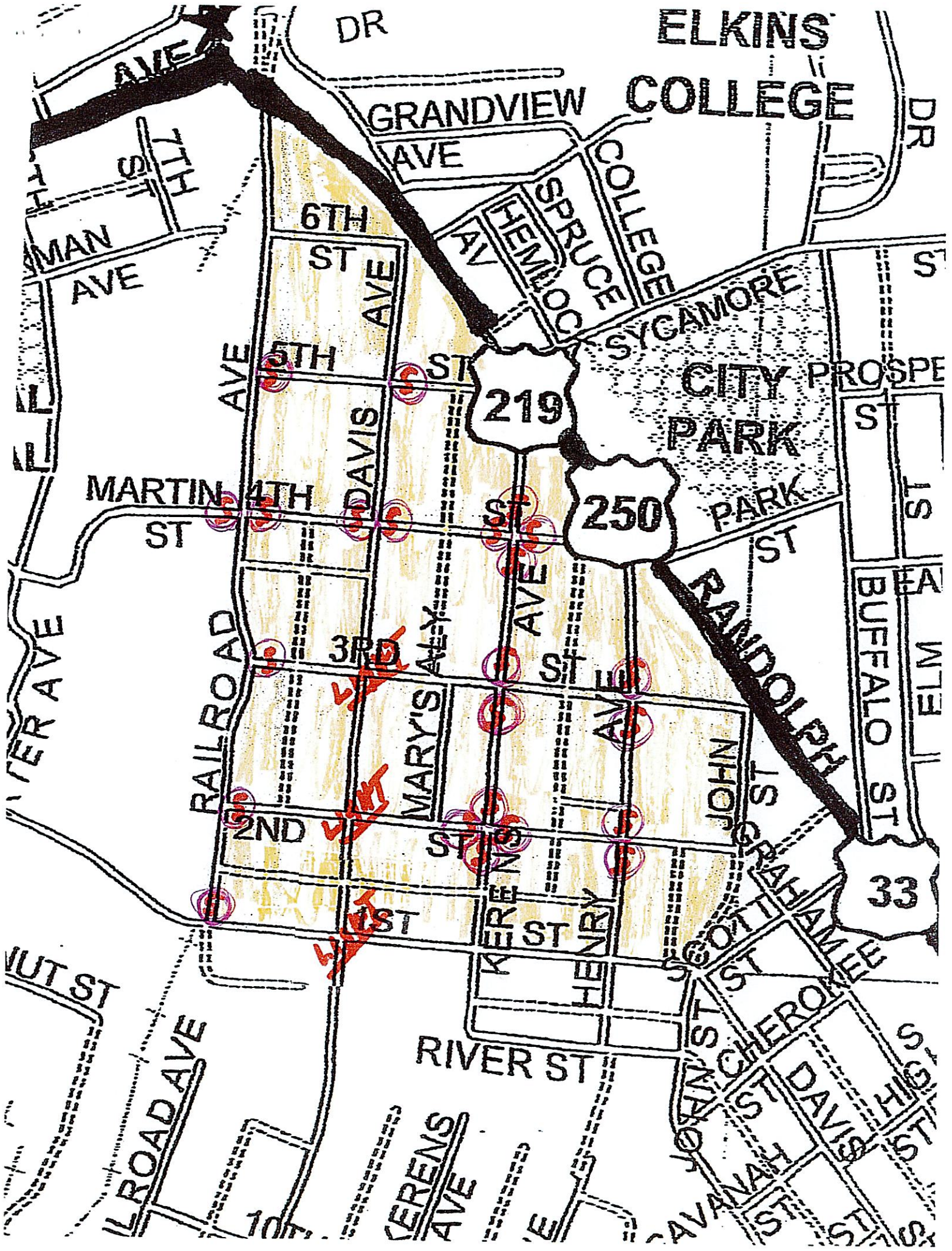
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ELKINS



Truck
Route
1.6 miles

Randolph
Avenue
1.0 mile



DR

ELKINS COLLEGE

GRANDVIEW AVE

AVE

HILL ST

MAN AVE

6TH ST

AV

SPRUCE COLLEGE

5TH ST

DAVIS AVE

219

SYCAMORE PARK

CITY PARK

MARTIN ST

4TH ST

3RD ST

MARY'S AVE

250

PARK

TER AVE

RAILROAD

ST

AVE

RANDOLPH

BUFFALO ST

2ND ST

ST

AVE

JOHN ST

UT ST

ILROAD AVE

1ST ST

KERENS ST

HENRY

ST

ST

33

RIVER ST

ERENS AVE

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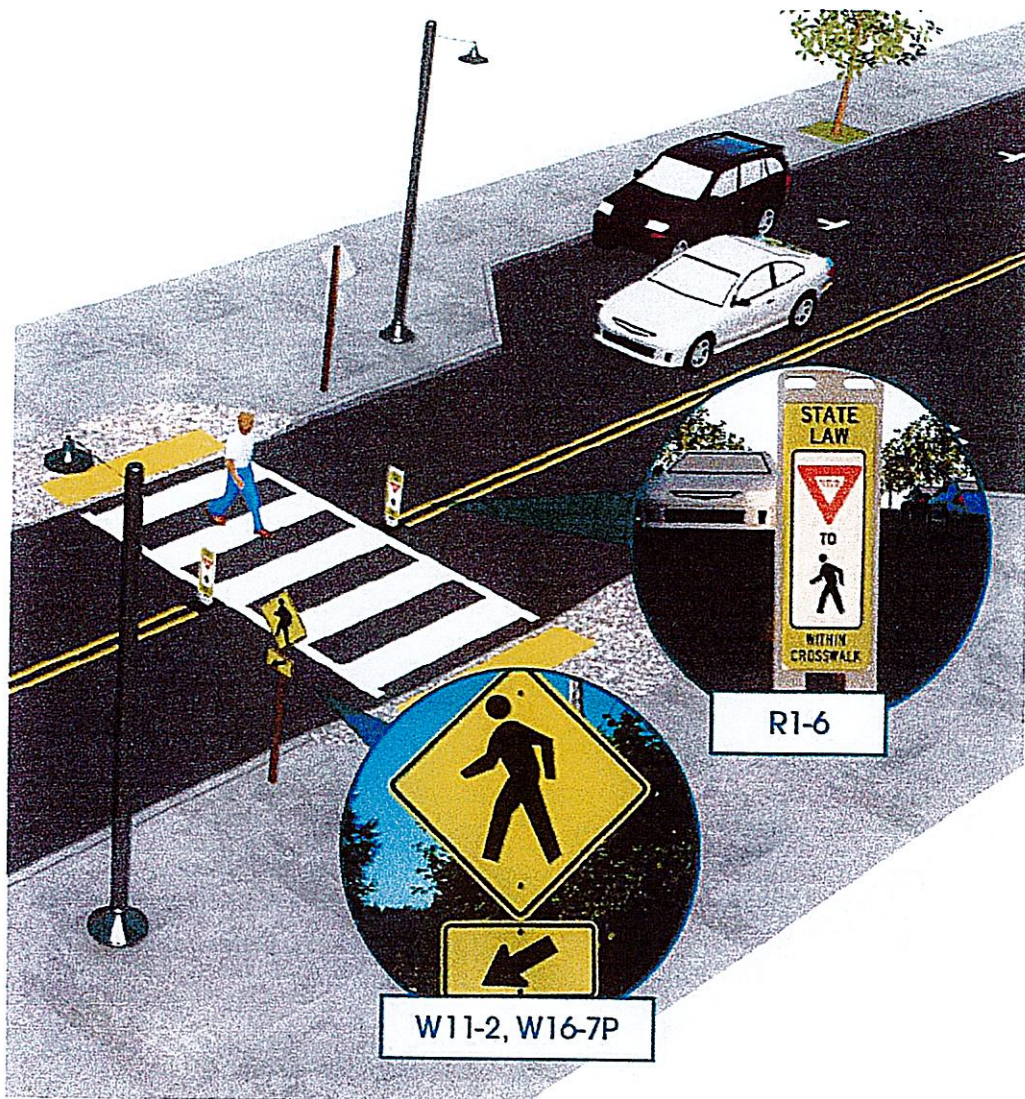
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Source: FHWA

High-visibility crosswalks

High-visibility crosswalks use patterns (i.e., bar pairs, continental, ladder) that are visible to both the driver and pedestrian from farther away compared to traditional transverse line crosswalks. They should be considered at all midblock pedestrian crossings and uncontrolled intersections. Agencies should use materials such as inlay or thermoplastic tape, instead of paint or brick, for highly reflective crosswalk markings.

Improved Lighting

The goal of crosswalk lighting should be to illuminate with positive contrast to make it easier for a driver to visually identify the pedestrian. This involves carefully placing the luminaires in forward locations to avoid a silhouette effect of the pedestrian.

Enhanced Signing and Pavement Markings

On multilane roadways, agencies can use "YIELD Here to Pedestrians" or "STOP Here for Pedestrians" signs 20 to 50 feet in advance of a marked crosswalk to indicate where a driver should stop or yield to pedestrians, depending on State law. To supplement the signing, agencies can also install a STOP or YIELD bar (commonly referred to as "shark's teeth") pavement markings.

In-street signing, such as "STOP Here for Pedestrians" or "YIELD Here to Pedestrians" may be appropriate on roads with two- or three-lane roads where speed limits are 30 miles per hour or less.

Sources