

Traffic Commission

Meeting Minutes

January 10, 2019

- Ervin Wilson called the meeting to order at approximately 6:00 p.m.
- Roll call was taken
- Micheal Mayer assumed the meeting.

- Present were the following commission members: Alicia Eden, James Fleischaker, Michael Mayer, Eric Wood, Robert Schroer, and Ervin Wilson.

- City staff members present were: Paul Zerkel, Traffic Engineer, Dan Johnson, Assistant Public Works Director, David Hertzberg, Public Works Director and Jared Delzell, JPD Traffic Division.

- Not present were: William Tylle

Approval of Minutes (September 13, 2018 minutes)

- Minutes approved with 6 Ayes 0 Nays
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Approval of Minutes (November 8, 2018)

- Minutes approved with 6 Ayes 0 Nays

Old Business

None

New Business

Review of 26th & Picher Avenue Signal Warrant Analysis

Paul Zerkel presented a memo from Olsson for the signal analysis. Paul stated that the result of this study that a signal is not warranted at this intersection. Neither the existing condition or future predicted growth. Full details of analysis and recommendations are included in this memo. Olsson recommends continuing to monitor traffic as development along this corridor occ

to determine if future patterns change is in accordance with the projections. Olsson also noted the opportunity to restripe the south approach of Picher to allow for a 3 lane approach. As the traffic engineer we evaluated the configuration and talked with the homeowner there and we approved that decision. Paul asked Dan if it was not part of the surface plan. Dan stated that it was the current plan. Right now the street has been resurfaced and is waiting for the striping. When the contractor doing that comes into do the permanent striping the plan is to have them stripe it with the right turn lane. Paul stated that with the striping it will help eliminate some of the traffic getting out.

A question was raised about the duplex located at that intersection and Paul stated that he had spoken with them got their approval.

Mr. Wilson stated that on the south side there was some contemplation about apartments being built there. Would that affect the growth of traffic? Paul stated that it was figured in the projections and it would have to have substantial growth to affect the study.

Mr. Wood's asked if there would be additional property purchased off the duplex property for the right turn lane? Paul stated no there is adequate width already. He has allowed us to do additional parking down to the driveway and has agreed to parking further south of that. We could have extended the right turn lane but we would have eaten up all of his parking but we thought it best to go ahead and let them park along the street south of the driveway. He then agreed to let us use the north part.

Mr. Schroer stated that it showed that the city requested this review. Was this prompted by something from the medical school? Dan stated that it was a request by council. The council was concerned with the opening of the senior housing out there. They noted that it was hard to get out on 26th street so they were concerned about and wanted the city staff to take a look at it. Mr. Schroer stated that it seemed like a pretty advanced study for no more traffic that is there.

Dan stated that with the right striping for the right turn lane they have the experience for that type of work. The brief periods when people are leaving and events that are being held down that road when those take place it will help with the traffic at that location.

Mr. Wilson asked if they do eventually build multiple apartment buildings in there you can go back to this as a reference to bring it up for traffic signals correct? Dan answered that was true.

Mr. Schroer asked what the expense of the study was. Dan answered that the consultant was on retainer and paid by the hour. Mr. Schroer stated that he was curious as there are other area's in the city that might want that. Paul stated that we were going to talk about doing it in house. David stated that it was in the disaster recovery area so we were able to use some of the disaster recovery funds to fund this. We are hoping to get our staff trained to do a lot of that stuff.

Mr. Woods made a recommendation to accept to not go forward with the signal at that location.

Motion was approved with a vote of 6 Ayes and 0 Nays Motion passed.

Review of 4th St. & School/High Streets Signal & Crossing

Paul stated that we also had a council request for a traffic signal at and crosswalk at 4th & High and 4th & School.

Dan stated that he thought the request came from the school district. The school district brought it to our attention.

Paul stated that the 1st one was a request for a traffic signal at 4th & High Street. That was to deal with the Joe Becker stadium, in regards to, the volumes and projections of future traffic growth in that area related to the upgraded baseball stadium. This was done in house. The conclusion was that it is highly unlikely that a signal is going to be warranted at this time at that location. Even 10 to 20 years down the road. The city's policy in regard to traffic signals should be considered when excessive wait times in congested areas, which is just not the case here. Even with the configuration of 4th street just peak hours traffic on the minor street, High street, is highest during off peak times during events. It is our recommendation that the volume of traffic will be during the off- peak hours. In event of a large stadium crowd or large crowds at these events we feel that it is better that specific event traffic control be utilized.

Paul stated that they also studied a crosswalk at the same location at 4th & School and 4th & High. This was to valuate a standalone cross walk at these locations. As you know the new city market to the northwest of 4th & School, Ewert Park located to the South and of course the baseball stadium. As a result of this study a signal is not warranted as part of that study. We went through the warrants for crosswalks and pedestrian traffic and there was 1 person that crossed. Our conclusion for that was an addition of a marked cross walk at this location is not warranted. If it is determined that a crosswalk shall be needed at this time we would need to do a further study and rapid flash and beeping system as you are crossing a 5 lane road at that point. The conclusion is that it is actually safer not to put a cross walk up at this location as it gives a false sense of protection.

Mr. Woods made a motion to accept the study. Mr Fleischaker seconded the motion.

➤ 6 Ayes 0 Nays Motion passed

Review to Reduce Speed limit between Pennsylvania & Murphy on 4th Street

Paul asked if anyone had driven over the 4th & Murphy railroad tracks and how they liked them. The committee answered that they were nice. Paul stated that the speed limit right now is 35 mph up until Pennsylvania Ave. He stated that it would be better served to lower that speed limit to 25 mph through that section. We did a study of that part and we talked to the rail road construction crews and from their experience they recommended lowering the speed limit. It is coming down that hill the faster you go the more that vertical incline the more impact that will be on those tracks. It is our recommendation to reduce the speed limit from 35 mph to 25 mph. The road is also heavily used by trucks.

A question was asked in regards to going west up the tracks that changes from a 2 lane to a 1 lane, as you have to turn left onto Pennsylvania. That speed limit change would make it easier for people to get into the right lane. A discussion was held the benefits of the reduction.

Mr. Woods made a motion to accept the proposal and Mr. Wilson seconded the motion.

6 Ayes 0 Nays Motion passed

Joplin & Wall Avenues at 10th Street Update

Paul said that we have initiated an inhouse signal warrant study for Joplin and Wall at 10th Street. We are working on it right now in the mean time. A question was asked in regard to the traffic count right there off 10th Street. Paul said he did not bring them with him but he could get them to them. Mr. Mayer stated that those lights have changed in the last 6 months it is a substantially longer wait on Wall and Joplin. Paul said we have made minimal adjustments to improve this. The traffic flow on Joplin and Wall we did increase minimum, then we have the counts. Once we read the counts we figured out a time that we could increase them even more and not back up traffic onto Main we went ahead and did that. We can go a little bit more now. We have done that interim and in the mean while we are going into a process of maybe removing those lights. That is a 6 to 8 month process, there will have to be some infrastructure changes.

Stop signs at Brownell & Alabama on 36th Street Update

We have installed stop signs at Brownell & Alabama at 36th but it has nothing to do with 36th street finding that we are area of. There was so sight distance problems there. I believe there is a hill and traffic signs at Finley and Park it made sense to add these signs.

36th Street

Dana Dubry stated that she spoke Monday night at council meeting. She and her husband live in Sunnyvale on 36th street and have lived there for 10 years. They are concerned. The street is a speedway because when you come off of Connecticut it is a straight shot, nothing to slow you down, no dips in the road nothing. It is just a speedway from Connecticut to Alabama. We are about midway so by the time they get to our house they are really going to fast. We are looking for something that is sustainable solution and that is what I spoke about on Monday night. We have done something about it we got a speed limit sign at 25mph installed. The do the radar but it just keeps getting destroyed. Honestly, I think it slows people for a little bit and kind of jogs their memory that it is a residential area but it's doesn't last. Like I said we would welcome JPD 24/7 but that it not feasible. They can't be there all the time. We were looking at the idea of speed tables. Morris had brought that to our attention which we were interested in those too. They work in other communities. We have a son in St Louis and in his neighborhood, there is speed tables. A lot of other areas have them to slow traffic and keep it safer. The street is really not safe as far as if you want to run in it, ride your bike or walk in it. I find myself a lot stepping

off to the side into a yard just because it is scary. We are just looking for a solution and just to slow traffic down.

Mr. Woods asked is this 36th Street? Yes. It is tough because there is no cross streets there. My question to the city would be if you put in speed tables, which I understand the purpose of that, what happens to those when you have to remove snow, ice and things like that? Does that cause a nuisance? David stated that it was not on the snow route.

Morris Glaze stated that he lives at 3321 Delaware. Sunnyvale is a walking community we do not have sidewalks, so we walk and kids ride their bicycle in the street. I'm a bicyclist my wife bought me a safety vest and I have to wear it when I walk per my wife's instruction. The speed from Alabama going west to Connecticut going uphill is 25 mph posted and no one drives it. When you go west to east you are going downhill there is only 3 intersections in that area. That is Finley, Park and Brownell. We need a 24/7 presence of awareness and we think the speed table will get people's attention. Of course, there will be signs there to show that there is a speed table as a warning. We know the police department has been very attentive. They send patrolmen out occasionally and the motorcycle cop and they issue tickets and warnings. We have had the radar sign out there several times when they are gone people go back to their old habits. 36th street is used as a cut off to Starbucks and McDonalds and going through to Connecticut to go to Mercy or school. They come out of the apartments by Food 4 Less. A discussion was held regarding speed tables and speed bumps.

Jared Delzell introduced himself and stated that he is watch commander for patrol advocacy traffic. He stated that the traffic calming policy is awesome. He stated that they did a traffic study on 36th street about a year ago. Pretty much everyone everywhere thinks that the speed on their street is the highest. There is a significant problem on 36th and we are aware of that. We work to try to address that as best we can. I'm short some guys right now so my chances of getting guys in that area are kind of low right now. We are still trying to address those. We put the speed trailer out there a few times and this last time it was vandalized. The speed study last time, I don't have the numbers in front of me so forgive me, there is excessive speeding on 36th street. He stated that they will be doing another study. We tried to do a 7 day study wait a week and then do another 7 day study to repeat it. Just to see how it goes if we can. Sometimes we do that and sometimes we don't just depending on the other needs of the city. It was less than 50% of the cars were speeding but, you have an enforcement factor as what you say is speeding. Do you say 26 is speeding? I don't care about the car going 26 I care about the guy going 60. He stated that he sit there yesterday in an unmarked car for about 30 minutes the 1st time and came back for 20 minutes the 2nd time. I actually counted cars and the highest speed violation I got was 31. My car doesn't look like a police car until you are right up on it. Of course, I see 31 and they go to 23 when they see me. That is common. That is what happens when you have a black and white car out there they don't see the violations and so no tickets are written. So, while there isn't tickets I can't say we spent this many hours over this many months here and we only wrote this many tickets. I saw several pedestrians out yesterday as it was a nice day. We realize that and we are focused towards that and we are trying to get some resources out there. Mrs. Dubry asked what information the report showed. Mr. Delzell answered that breaks it down by the hour, how many cars, what their speeds were by the hour then it gives us an enforcement rating as of high rating or low rating. We usually see low enforcement reading on our speed studies

this one has a high rating. A discussion was held on how the traffic trailers work. We have talked about this and the city staff is working on. Mrs. Dubry said that everyone said the problem started when they opened it up to Range Line. She stated that most people like the convenience of being able to go this way or that way. I'm not complaining about that and honestly, we're not complaining about the number of cars on the street just the speed. Mr. Woods asked what is the best option, from experience, is it doing the tables verses the speed bump or is it better off to have yellow signs up caution with a solar light that blinks on and off with the speed posted? What are some of the options that we are looking at that we can reduce the speed problem there on 36th? Dan stated that generally our feeling is the best approach is start off and take systematic steps. You don't want to go in with the most expensive, time consuming thing first. When you look through the traffic calming policy you will see that you start off with neighborhood education. The police department going out and some of the stuff they have already done as they have increased their presence, they have done a study to see if there is a problem. Then we can starting looking at signs as a low cost solution. We check to see how those are working. Then we go onto the next steps if this isn't working. Eventually we have to take the more physical steps, which is the speed tables. At the back of the policy we define the speed tables, speed humps, there are other devices. A discussion was held on different types of options.

Mr. Glaze stated that about 2 years ago he had talked to the city manager, former police chiefs and he thought that what council was looking for was a recommendation from the traffic commission. They want to stop the speeding on 36th street. Mr. Mayer asked about a rumble strip. Mr. Glaze said they preferred speed tables. Dan stated that the rumble strips are something that we do have in our tool box but they are something that you use closer to stop signs to make people more aware. Dan stated that they are not on the recommended list.

Mr. Woods asked for the step by step progression to try to reduce the speed. Dan stated that the steps are:

1. Police
2. Signage maybe interactive, flashing sign
3. More substantial straight run at intersections such as round about, tilting works, the curb bump outs, speed tables.

Mr. Woods asked if it was possible to make a recommendation to install a flashing reduced signage as the first attempt? Mr. Mayer said yes but would like to know the cost. Dan stated that he was not sure that was possible. Paul stated that they might be a temporary solution as people would get use to them like the traffic trailers. One thing we are doing is adding and repositioning speed limit signs which we can do now. Mr. Mayer stated that he thought they would work best 2 or 3 blocks apart. David asked signs? Mr. Mayer said no speed tables. Mr. Schroer asked if they are a nuisance for emergency personnel? Mr. Mayer stated they would have to go over them at no more than 20 mph. Mr. Mayer asked how many blocks are you talking about? Mr. Glaze said they should be placed between Brownell and Park. Mr Schroer stated that the policy reads it should be a minimum of 3 humps placed at 340 feet apart visibility of speed humps is very important. Dan said a typical block is 350 feet so that is roughly one every block.

Mr. Glaze stated that they had canvased some of the residents and there might be some residential money put in to offset some of the costs of the speed tables. We are wondering what you would recommend and what the cost would be. The consensus is that we want to control the speeding. Mr. Mayer stated that is why he had asked for the cost.

Mr. Woods asked since the studies have been done what is the next step? Is it flashing signs or is it the next step of speed tables?

Mr. Mayer said we needed to know the price for both.

Paul stated that before you jump to that conclusion and Dan can walk you through the policy before you can get approval. David said the policy is focused on residential streets it is no set up for arterial or collectors it's for the 36th streets out in the city that is more than just this location. So what you are looking at is some general guidelines and policies that would be applied to the 36th street example and other examples in the future. Paul said a key element of it is that it does involve residents that are going to be affected by this. People that live in the neighborhood have a say in this.

Dan stated that on the 1st page of the traffic calming policy it shows a flow chart.

1. Traffic control and speeding comes into staff.
2. It goes directly to the traffic engineer.
3. Then it goes to the police department. Their traffic department does an evaluation on it.
4. They will meet with the traffic engineer and present their report.
5. It then goes to the next traffic commission meeting.
6. Traffic commission will let us know if we should pursue and go to the next step.
7. Have residents get a petition signed. The petition must be signed by the residents most affected. In this case it would be 36th street and a 3 block radius. The people that are concerned and worried about it they would need to get a petition signed by homeowners along that street. It must have 60% of those residents to sign.
8. Then the traffic engineer does an engineering analysis. Part of that will be a speed study. We do strips with traffic counters which will also show the speed. We also look at if we can improve it with signs.
9. The results go back to the traffic commission.
10. After the traffic commission approves for us to move forward we will meet with the residents and let them know what kind of options are available and what the costs are associated with those. There is a cost share with 25% city and 75% residents. That 25/75 comes from our standard price. We have done a lot of projects this way, the assessment projects that we do through the city. Sometimes we put in a sanitary sewer for a neighborhood and do it as an assessment project. The city manages the project.
11. The residents decide on the option that they want to pursue. After the city receives the cost share amount then we go ahead and prepare our plans and review the plans one last time.
12. We get approval by the traffic commission.
13. We install the option chosen.

Mr. Woods asked if there was any way to expedite all these different steps? It sounds like you have already done some of this analysis aren't we already up to step 5? Mr. Mayer agreed.

Paul stated that when you select the devise we will need the petition required of the neighborhood. Not just the people on this street that are affected it will be people on the other blocks. Right now it is arterials and collectors in all directions but we can shorten that by counting thru streets. Because these people will be affected by this too not just the people on that street. People 4 blocks away will use this road. That is where we are getting the involvement of the neighborhood to see the people that are going to be affected need to be behind it also. Dan stated that when you put these in who do they affect. They should have some kind of say whether or not they want it. Is it just the people that is in front of their houses or those who have to drive over it. That is the 2 schools of thought.

We have this draft that we are wanting the traffic commission to review and let us know whether we can move forward with this as our actual policy. In this draft we had to pick so we decided that it affected everyone in the neighborhood, from the nearest collector to arterial collector to the east and west and then north and south.

In the case of this neighborhood some of the streets don't go all the way up. 32nd street and I-44 would be the stopping point to the south. You go all the way to the west to Connecticut and the east Alabama. That is a substantial area to get signatures from but that is how we have it written right now. Mr. Woods asked if it was required or could it be bypassed. Dan said he didn't know it's just the draft. Paul stated that behind this policy there is a chance that there might be a petition like policy to remove them. Dan said that most of the policies that they had looked at had a policy to installing traffic calming and they also have a policy to remove them. Mrs Dubry asked In residential areas? Dan stated if the residents say we don't like these anymore. Paul stated that you need to be prepared for that.

David stated that normally step 1 does this policy fit and a recommendation to start using this policy. Step 2 once we have the policy established then we look at the 36th street of the world. See where we stand in this process. We ask them to go get us a petition signed by 60 % of the residents and they want to know from where to where. Paul said it sounds lengthy but on a new project the two months we have between to do the traffic studies it will be time for the next traffic commission meeting. The final design will take a month or two. From a fresh start this is a pretty condensed schedule but from where we are at on this project it may not seem that way.

Mr. Wood stated that it seems like we have gone through several of these steps and I think we can skip several of those in this particular area that I am very familiar with. I disagree with comment made that half people go to 36th street that have to go to 32nd street. Mc Connell does not go through, Alabama does not go through from 36th to 32nd so I would say from my experience you are looking at 70% go to 32nd street. Maybe 30% are using 36th. We have more traffic going from Kelsey Norman area which is west of

Connecticut cutting through on 36th street to the other businesses that you mentioned. I don't know if getting 60 % of the residents and going through all that trouble is even wanted in this particular situation.

Mr. Glaze stated that getting 60% on 36th street would not be a problem. No we are talking about the whole neighborhood. A discussion was held on getting the signatures for the petition.

David said that just drive the area. The biggest influence is 36th Street from Connecticut to Alabama. Those people are directly involved. How much a guy a block over is or 3 blocks away that is debatable. I think you do need the petition to cover 36th street from Alabama to Connecticut. A discussion was held on traffic flow through the area.

Dan stated that he wouldn't mind taking Mr. Woods suggestion and changing item 7 on page 3 to 60 %.

Mr. Mayer stated that he felt we should deal with these folk's problem. Mr. Woods said he agreed. Mr. Mayer stated that the amendments we will do at the next or subsequent meetings. He asked Mr. Glaze how many people they represent. Mr. Glaze stated that they had talked to everyone on 36th street. About 30 homes. Mr. Fleischaker stated that the people on 36th street are concerned about the speed but if you get very far away from that those people are not going to want to pay very much.

Mr. Woods made a motion to allow the city to make the recommendations necessary to slow down the traffic whatever those steps are.

Mr. Mayer asked what the options were that they are talking about. Flashing signs? Dan stated that they could give them both choices and estimated costs.

Mr. Delzell stated that flashing lights in a residential neighborhood as a resident I don't want a flashing light flashing on my house all the time. We see that at 4th & Turk we work a lot of crashes there. With the flashing light on the bridge you get these teenagers that like to shoot the gap there and people get desensitized to it. A lot of thought went into making this policy and the guys have worked really hard on this. I want a real solution, so we don't have to address this every year.

A discussion was held about flashing lights.

Mr. Woods again made a motion to allow the city to get the best recommendations to come up with a solution and the cost to present to us at the next meeting. Alicia Edens stated for 36th street specifically and it has to be a separate issue.

Mr. Mayer stated that he would take the comment as a 2nd to the motion.

6 Ayes 0 Nays Motion passed

We will expect options and costs at the March meeting. Mr. Woods will be gone for the March meeting.

David asked they had a petition.

Mr. Mayer stated that it was not in affect yet. We are dealing with them separately. If you can, do something to demonstrate that 20 of the 30 homeowners that will be affected by this. Mrs. Dubry asked informally? Mr. Mayer yes, a petition for that amount might make some sense. We need to deal with this prior to the overall traffic session. Mr. Fleischaker stated that before people signed a petition they would want to know the cost. Mrs Dubry stated that they would appreciate anything that could be done as they have been working on this for 10 years.

- Other Business and Citizen Concerns

Mr. Fleischaker stated that sometime ago he brought up that at some time he would like to see the parking places along 1st street be painted as they are pretty well worn off.

Mr. Woods said that he has been mentioning Murphy and Main trying to turn off Murphy onto Main. Has that ever been looked at? Dan stated that he had talked with MoDOT at their last meeting. Mr. Woods stated that it was more on Murphy than Main. He understands that Main is MoDOT. Dan stated that MoDOT goes back around 15 feet and is in their right of way. If we were to fix it we would have to have their permission. Mr. Woods asked if they were open to that. Dan stated yes and he would make a note and email him as to the status.

Mr. Mayer stated that they had the group on Mohaska again. They were talking about wanting a light to get out on to Jackson street. They were wanting one at Mohaska and we told them it wasn't practical. Then they were wanting a light at 26th and Byers. The thought was that there is not enough traffic to warrant a traffic light.

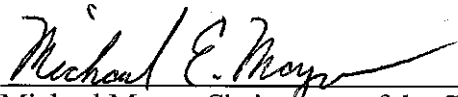
Mr. Mayer said he read an article in the paper about the railroad tracks intersection going into the old bakery at 13th & Maiden Lane. Dan stated that we worked with the railroad on the widening of Maiden Lane and paid for part of the materials. We could not afford the concrete pads at the time. We cost shared with them and I'm not satisfied with the project as it was done in 2015. I need to follow up with them. We also having a problem with the one on Central City road and we are repaving it this year. We will need to fix the base.

Update on I-44 Bridge. I would like to know if they give a thought to snow removal and drainage with the concrete median they have there. Dan said the ones that are in there now are temporary. The 44th street widening is coming up and on Connecticut the bridge south to 44th street. The south side will be widening at the 4-way stop will be a roundabout. That will be going out to bid in March with us going to council for contract agreement in early April. We anticipate construction this season and next season. Completing the east side of the bridge on ramps. It will all match up to the bridge on the south side of I-44. We are lagging behind on the Connecticut between we have a different consultant and it is working with MoDOT on the intersection of 32nd & Connecticut. The right turn lane on Connecticut is to be bid out in

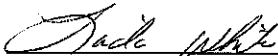
February we are just at the point to start purchasing right of way from 32nd to the bridge. They have already starting to do utility work to accommodate for the roundabout.

Mr. Mayer stated that at 43rd & Richard Joseph Blvd the trees make the sightline to the north difficult for traffic. Down by Cracker Barrell, the hotel and social security building. The entrance to the shopping center off of Range Line. The trees need to be trimmed.

With no further business to come before the Traffic Commission: **Mr. Wood MOVED, SECOND BY Mrs. Edens TO ADJOURN. MOTION CARRIED WITH, VOTING "AYE" (6 AYES, 0 NAYS).**



Michael Mayer, Chairperson of the Commission



Linda White, Engineering Assistant