Traffic Commission
6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

TRAFFICCOMMISSION MEETING
VIA VIDEOCONFERENCE WEDNESDAY,
October 14, 2020 – 6:30 PM

IMPROTANT NOTICE REGARDING
PUBLIC ACCESS TO THE TRAFFIC COMMISSION MEETING & PARTICIPATION

Traffic Commission will Meet Electronically on June10, 2020

On March 20, 2020, City Manager Gregory Rose declared a State of Emergency for the City of University City due to the COVID-19 Pandemic. Due to the current order restricting gatherings of more than 10 people and the ongoing efforts to limit the spread of the COVID-19 virus, the October 14, 2020 meeting will be conducted via videoconference.

Observe and/or Listen to the Meeting (your options to join the meeting are below):

Webinar via the link below:
https://us02web.zoom.us/webinar/register/WN_o_80PGaPRYCgAx9igAOBmQ

Audio Only Call
Or iPhone one-tap :
US: +13017158592,,88281367095#,,1#,441746# or +13126266799,,88281367095#,,1#,441746#
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Dial(for higher quality, dial a number based on your current location):
US: +1 301 715 8592 or +1 312 626 6799 or +1 929 205 6099 or +1 253 215 8782 or +1 346 248 7799 or +1 669 900 6833 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 856 9730 2970

Password: 325119

Citizen Participation
Those who wish to provide a comment during the "Public Comments" portion as indicated on the Traffic Commission agenda: may provide written comments to the Senior Public Works Manager ahead of the meeting.

ALL written comments must be received **no later than 12:00 p.m. the day of the meeting**. Comments may be sent via email to: etate@ucitymo.org or mailed to the City Hall – 6801 Delmar Blvd. – Attention Errol Tate, Senior Public Works Manager. Such comments will be provided to the Traffic Commission prior to the meeting. Comments will be made a part of the official record and made accessible to the public online following the meeting.

Please note, when submitting your comments, a **name and address must be provided**. Please also note if your comment is on an agenda or non-agenda item, and a name and address are not provided, the provided comment will not be recorded in the official record.

The City apologizes for any inconvenience the meeting format change may pose to individuals, but it is extremely important that extra measures be taken to protect employees, residents board/ commission members and elected officials during these challenging times.

Traffic Commission
6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

A G E N D A

TRAFFIC COMMISSION MEETING

October 14, 2020 at 6:30 p.m.
Via Zoom

1. **Call to Order**

2. **Roll Call**

3. **Approval of Agenda**

4. **Approval of Minutes**

   A. July 8, 2020, August 24, 2020, and September 9, 2020

5. **Agenda items**
   A. Balson Avenue Traffic Concerns (Speeding)
   B. 6700 Bartmer – Speeding Concerns

6. **Council Liaison Report**

7. **Miscellaneous Business**

   A. Midland Vernon to Ahern Action on Walking and Biking October 16th -21st

8. **Adjournment.**

Prior to the meeting, we recommend that you visit the site(s). Please call (314) 505-8571 or email etate@ucitymo.org to confirm your attendance.

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*Please note, when submitting your comments, a **name and address must be provided**. Please also note if your comment is on an agenda or non-agenda item, and a name and address are not provided, the provided comment will not be recorded in the official record.*

TRAFFIC COMMISSION MEETING
Virtual Zoom Meeting

Date: July 8 , 2020

1. Call to Order At 6:30 P.M. by Chairman Stewart

2. Roll Call

Bart Stewart	Commissioner & Chair - Present
Dennis Fuller	Commissioner - Present
Craig Hughes	Commissioner - Present
Jeffrey Mishkin	Commissioner - Present
Jane Schaefer	Commissioner - Present
Jerold Tiers	Commissioner – Absent
Errol Tate	Staff Liaison - Present
Sinan Alpaslan	PWP Director - Present
Jeffrey Hales, Jr.	Council liaison - Present
Shawn Whitley	Police Liaison - Present
John Mulligan	City Attorney - Present

3. Agenda & Approval of Agenda: The following agenda was presented for approval by Commission Chairman Stewart;
   A. Julian and Belrue – Stop sign Request
   B. Parking Study Update
   C. Scooter Ordinance Update
   D. Delmar and I-170 Developments Traffic Study
   Motion by Commissioner Fuller to approve the agenda and motion 2nd by Commissioner Schaefer. Motion approved by a unanimous voice vote of the Commission.

4. Approval of Minutes: June 10, 2020
   Corrections: Commissioner Craig Hughes requested his name be spelled correctly in Agenda item; Parking study.
   Motion by Mishkin to approve the minutes of June 10, 2020 and motion 2nd by Commissioner Schaefer. Motion approved by a unanimous voice vote of the Commission.
5. Agenda items
   A. Julian and Bel Rue – Stop sign Request
   (1) Department of Public works presented traffic request form from resident Jeanette Cherry
   (2) Location of request: intersection of Julian Ave and Belrue.
   (3) Request: Place stop sign on the East and West corners of Julian or install speed bumps.
   (4) Discussion:
   a. Mr. Tate from DPW asked Sergeant Whitley for a report of violations at this corner.

b. Sergeant Whitley reported a three yr. history from police records as follows; there Have been no accidents the past three years at this intersection, there have been 13 stop sign violations in the near vicinity, and there were 120 additional violations in the general area of this intersection. This intersection is currently a two way stop, but he is recommending this be converted to a four way stop and supports this request.

c. Commissioner Stewart question to Mr. Tate, "If this request is approved would DPW immediately install stop signs?" Mr. Tate responded, "No, this would simply be a recommendation to City Council for their approval."

d. Resident Jeanette Cherry, an 18 yr. resident at 6745 Julian Ave. and author of request responded to Sergeant Whitley and Mr. Tate that she has made multiple complaints over the past two years of multiple violations and she and her neighbors have documented many of these violations.

e. Commissioner Hughes questioned Mrs. Cherry if there have been accidents recently at this intersection. Mrs. Cheryl responded most definitely, and at one point there was a vehicle upside down in her yard.

(5) After no further discussion, chairman Stewart asked the Commission for recommendations. Commissioner Fuller made a motion to add stop signs on the Julian east and west corners. The motion was seconded by Commissioner Hughes, the motion was approved by a unanimous voice vote of the Commission present.

B. Parking Study Update Reference Commission meetings of December 2019 and June 2020.

(1) Applicant, City of University city.

(2) Request: Review parking study.

(3) City staff recommends that the traffic Commission review the final review port and survey questions for a motion to move forward with accepting the parking study report and determining which of the outlined recommendations we should propose for implementation. There were no apparent parking problems for most of the zones outlined. How the Commission/City proceeds will be an improvement to the current situation.

(4) Chairman Stewart asked the Commission for comment and discussion. The following comments and requests were made:

a. Commissioner Fuller questioned the clause at the top of page 25.

b. Commissioner Hughes asked if the paragraph at the top of page 25 could be left in the report.

c. Mr. Tate stated he would pass Fuller and Hughes comments on to the city engineer.

d. Councilman Hales wants all the council members to see the first copy and the edited copy, particularly zone 1, page 8 and page 24.

(5) As there were no further discussion items brought forth, Chairman Stewart asked the Commission For recommendations / motion. Commissioner Fuller made a motion to move the study forward and un-strike items on page 24 and 25. Commissioner Schaefer seconded the motion, and the motion was approved by a unanimous voice vote of the Commission present.

C. Scooter Ordinance Update: Reference memo to the University city traffic Commission, DATE: March 5, 2020. FROM: Sinan Alpaslan, Director of Public Works.

(1) At a February 10th, 2020 City Council Study Session, the department presented its findings and recommendations for establishing a permit program for the operation of dockless shared vehicles in University City. The program is intended to regulate bicycles, e-bicycles, scooters, e-scooters, and other small vehicles for the purpose of maintaining an orderly experience for everybody involved. Any of University City's current Municipal Code sections applicable to this purpose are intended to be used as they are in effect or amended to support the new program rules.

(2) Chairman Stewart asked for discussion from the Commission In the following comments are noted:

a. Councilman Hales indicated this document had been Reviewed in a console study session.

b. Commissioner Fuller questioned the cities ordnance regarding riding scooter on sidewalks. City attorney Mulligan responded the city ordinance 340 point 125 prevents riding on the sidewalks of scooters bikes and skateboards.

c. Councilman Hales expressed three concerns: One. Is the operator supposed to have an operator license? 2 in the loop is there any deployment area currently the agreement shows all deployment areas are around the loop. 3 subdivisions need to be able to opt out of scooter deployment and writing through the subdivision. Mr. Alpaslan responded, A clause can be added to eliminate subdivisions. However, the company can Limit neighborhoods. Mr. Mulligan stated we can use ordinance 340. 125. This ordinance allows the city to pass its own regulations.

d. Chairman Stewart asked Mr. Alpaslan to add a list of items and revise this memo and bring back to the next meeting.

D. Delmar and I-170 Developments Traffic Study

APPLICANT: CBB/RevivalSTL , Lee Cannon, Present on line for Zoom Meeting.

Location: 8400 Delmar

Request: Review Traffic Impact Study 4/27/2020, CBB Traffic Engineers Report.

(1) Discussion:

a. According to the study trips on Delmar will increase by 20 or 10% increase in Traffic.

b. Since the onset of the virus the available money for hotel development has changed and thus the design of the hotel an apartment figures have changed there will be a reduction in the rooms in the hotel and an increase in the number of apartments this makes the project financially viable . The developer is Sid Chakraverty, 4501 Laclede.

c. Commissioner Schaefer questioned why the elimination of the drop off lane at Hotel on Delmar. Mr. Cannon responded that the County will not allow a drop off on Delmar thus the drop-off Lane has now been changed to Delcrest.

d. Commissioner Miskin questioned the number of apartment units and further questioned the relation of number of units to increase traffic flow not having an impact.

e. City attorney Mulligan stated that this was not the current plan, the current plan accommodates 2.2 acres for hotel an apartments. Mr. Mulligan further stated there will be an additional development of 250 to 260 apartments West of I-70 off Delmar. This will result in an A3 site traffic study to follow by the city. CBB started with this developer in 2019 on this project. CBB is also doing the West of I 170 Crown Center development.
f. The Planning Commission has approved a second version but had concerns about the impact on the surrounding community.
g. Councilman Hales suggested moving this discussion to next month Ann reviewing the updated version.
h. CBB took all of the comments and will return an updated version for next month's meeting
i. A letter from community resident Tom Poelker, was shared with the Commission and CBB. Mr. Poelker presented 5 concerns about re-routing of traffic and his letter will be considered by CBB.

(2) Revised version to be reviewed at next Meeting

6. Council Liaison Report: Councilman Hales reported that councilmembers, Alida Klein, Bwayne Smotherson and Jeffrey Hales were all sworn in I think most recent City Council meeting.

7. Miscellaneous Business: None Presented

8. Adjournment. Adjournment. No further business appearing,
Commissioner Schaefer made a motion to Adjourn, Motion was 2nd by Commissioner Hughes. Meeting Adjourned at 9:02 PM.

Respectfully Submitted
Dennis Fuller

TRAFFIC COMMISSION MEETING
Virtual Meeting via ZOOM

Date: 8-24-2020

1. Call to Order At 6:30 P.M. by Chairman Stewart

2. Roll Call

Bart Stewart Commissioner & Chair - Present
Dennis Fuller Commissioner - Present
Craig Hughes Commissioner - Present
Jeffrey Mishkin Commissioner - Present
Jane Schaefer Commissioner - Present
Jerold Tiers Commissioner - Present
Errol Tate Staff Liaison - Present
Sinan Alpaslan PWP Director - Present
Jeffrey Hales, Jr. Council liaison – Present
Lt. Shawn Whitley Police Liaison - Present
John Mulligan City Attorney – Present

3. Special Announcement – Council Liaison, Councilman Jeff Hales announced that the new elected council members had been sworn in at the last council meeting. He further announced that his term as Council Liaison would be ending with this meeting. He further announced that the new Council Liaison would be council member Tim Cusick. Council member Cusick was present online for the meeting and was then introduced to the commission members

4. Approval of Agenda:

Agenda items; Delmar & I-170 Developments Traffic Study
Motion by Commissioner Schaefer to approve the agenda and motion 2nd by Commissioner Tiers.

5. Approval of 7/9/2020 Minutes: As this meeting was a special called meeting, the minutes of 7/9/ 2020 were waived until the October meeting by Commission Chair Stewart.

6. Agenda items

A. Delmar & I-170 Developments Traffic

(1.) Mr. Tate, of Public Works staff introduced the agenda item and requested the Commission to review the Comprehensive Traffic Study of the three projects; 1. Delcrest Plaza Development, 2. Delmar Mixed Use Development (west of I-170), 3. the Crown Center Development.

(2) Two of the three developers (Delcrest Plaza and Delmar mixed use) hired CBB to complete a traffic impact study for the proposed projects. University city engaged our traffic engineer, Lochmueller group to develop a cumulative impact study of the three development projects (The Comprehensive Traffic Study).

(3) Present online for the study discussions were Lee Cannon of CBB, Julie Nolfo and Michelle Bresnahan of Lochmueller Group, and Mr. Cliff Cross, Director of Planning and Development University City.

(4) The city staff report (ref CBB/Revival/STL, Staff Report, 8/24/20) for the Delmar/170 made the following recommendations:
Background:
• The proposed developments are Delcrest Plaza Development - a mixture of apartment units, hotel, and retail/restaurant space. Delmar Mixed Use Development – apartment units with a drive through coffee shop. The Crown Center Development – update to the existing facilities.
• Two of the three developers (Delcrest Plaza and Delmar Mixed Use) hired CBB to complete a traffic impact study for the proposed projects. University City engaged our traffic engineer Lochmueller Group to develop a cumulative impact study of the three development projects (Comprehensive Traffic Study).

Conclusion/Recommendation:
Following Lochmueller's review of all the three redevelopment projects comprehensively, the following comments and recommendations are outlined;
• The Delcrest Plaza Development plans to remove two existing full access curb cuts on Delmar- and two on Delcrest this was requested by St. Louis County. Curb cuts will be replaced with one large enter/exit on Delcrest. The separation relative to the Walgreens Driveway will need to be defined more to show the non-conflict in turning for the two sites. Dimensions will need to be provided for the pick-up/drop-off area along Delcrest to ensure maneuverability. There will also be a service access only on the Ladue Crossing Road which will need to meet sight distance requirements. The proposed development would generate a total of approximately 210 and 245 trips during the weekday morning and evening peak hours.
• The Delmar Mixed Use Development plans to have two full access driveways on Delmar Blvd. It is recommended that the development add a two-way left-turn lane along Delmar Boulevard adjacent to the development and put in a cross access to the Gatesworth Community instead of having the patrons/residents/staff leave the site if they want to access the new development (Coffee Shop). This Development would generate approximately 185 and 155 new trips during the weekday morning and evening peak hours.
• The Crown Center Development currently has an existing 244-unit multi-family residential development for senior living with associated accessory services on site. Therefore, the "redevelopment" would essentially be an update to the existing facilities without changing the use, significantly modifying the number of units provided, or the site's access. Therefore, the redevelopment of Crown Center would not contribute any additional traffic to the surrounding road system as it is already captured in the existing conditions.

Cumulatively, the impact of the above-noted redevelopment project proposals on the pre-development conditions does not require implementation of additional infrastructure improvements. What did come to light are that the existing I-170 ramps even before we consider development are showing signs of stress during the PM peak hour. While it's easy to conclude that any additional traffic from these developments makes that worse, the MoDOT controlling criteria for measuring unacceptable congestion are not met in this case. MoDOT uses a common measure of 15 seconds per vehicle increase as indicative of a need for improvements to be considered.

It was concluded by city staff that all projects will not have a significant traffic impact. The city further concluded that no made 4 a change in the infrastructure improvements but the city needs to address the I-170 ramp with Missouri Department of Transportation.

Long term suggestions through the Lockmeuller Group study: 1 increase light timing on Delmar. 2. Add a third Lane in the off ramp. 3. Change the configuration of the Delmar / I-170 exchange.

(5) Mr Lee Canon of CBB (contracted by developer to do traffic and parking study for Delcrest and Delmar Apt. projects provided the following updates:

- Del Mar apartments: lot 1 parking spaces of 424 spaces, meet city code, lot 2 coffee shop parking 31 spaces meet city code lot 3 63 spaces will be ancillary parking.
- Traffic on Delmar, general trips : am 185 PM 155, from July 23rd report presented by CBH, the city and County have reviewed and County has accepted the study.
- CBH recommended removing parking on the Southside of Del Mar, have a three laned striped entrance 4 left turn Lane, these improvements will offset traffic impacts.

In the Delmar apartments mixed use project there are concerns regarding the cross access as well as leaving parking lots and accessing the public street.

(6) Traffic Commission Comments:

- Commissioner Shafer commented about having enough space to turn around on the Delmar apartments access Rd. Mr. Cannon responded that the road will be straightened Ms. Nolfo responded that there are two access spots.
- Commissioner Mishkin questioned the size of the drive through at the coffee shop. Ms. Nolfo Stated the flow to the shop will not be impeded nor will the flow of traffic on to Delmar turning into look coffee shop. Mr. Cannon indicated that this is a generous space for traffic flow.
- Commissioner Mishkin questioned whether an individual could turn left or right onto Delmar out of the parking lot and Commissioner Tiers followed up questioning how many cars can stack to make a turn. Ms Nolfo responded there is a lane onto Kingsland and at Delmar.

- Regarding the apartment hotel complex on the East side of del Crest: Mr. Cannon presented two issues; 1 the pedestrian drop for the hotel will be off Delmar on Delcrest and 2. the location of the drives on Dell Crest will be the hotel on the West and Walgreens on the East Ms Nolfo responded that the city was OK this.
- Mr. Cross questioned how many apartments will be in the hotel /apartment complex? Mr Chakraverty, Developer, responded that due to financing the number had changed to 252. This will result in eight stories of apartments, seven story hotel and six to seven story parking garage.
- Mr. Alpaslan Noted that parking will be paid spaces for both the hotel and apartments.
- Commissioner Hughes questioned will the hotel and apartments have access off the Schnucks Access road. Mr. Cross and Ms Nolfo responded, No. The only access off Schnuck's access Rd will be for trash pickup.
- Commissioner Tiers questioned, was trash pickup for both the apartments and hotels? The developer responded yes.
- City Attorney John Mulligan noted We have some of the documents, but not all of the documents regarding total parking numbers in ratios.
- Mr. Alpaslan stated V study numbers are from two different studies one in July and another on August 14th.
- Mr. Cross stated that the maximum density of 252 spots was set by the developer and parking ratios will be based on this number. Mr. Cannon stated that the numbers used were both .72 and .83 or under 1 (one). Using these ratios, the number of parking spots could thus be increased. And Mr. Cross will rehash those numbers before presenting to the Planning Commission meeting this coming Wednesday.

(7) No further discussion presented, Commissioner Stewart questioned Mr. Tate about the need of the Commission to approve the traffic studies of the three projects. Mr. Tate advised Chairman Stewart that the Commission could vote to pass this onto the Planning Commission. There was discussion regarding the need to get updated numbers of both the number of apartments and approved parking spaces in all projects. Chairman Stewart suggested a motion to move this forward contingent upon the numbers from Planning Commission being provided later and specifically at the next traffic Commission meeting.

(8) Commissioner Tiers made a motion to approve the recommendations of the Lockmeuller group study, which CBB had agreed to, with contingent parking numbers being provided to the Planning Commission that will meet the city regulations and the developers planning needs. Commissioner Fuller seconded the motion and the motion was approved by a unanimous voice vote.

6. Council Liaison Report: Councilman Hales stated the council was considering an early warning system for the city. He also stated the mayor was putting a task force together to rename Jackson Ave.

7. Miscellaneous Business: None presented

8. Adjournment. Adjournment. No further business appearing,
Commissioner Tiers made a motion to adjourn, motion was seconded by Commissioner Fuller, and the meeting adjourned at 7:19 PM.

TRAFFIC COMMISSION MEETING
ZOOM Virtual Meeting

Date: 9-9-20

1. Call to Order At 6:30 P.M. by Chairman Stewart

2. Roll Call

Bart Stewart Commissioner & Chair - Present
Dennis Fuller Commissioner - Present
Craig Hughes Commissioner - Present
Jeffrey Mishkin Commissioner - Present
Jane Schaefer Commissioner - Present
Jerold Tiers Commissioner - Present
Errol Tate Staff Liaison - Present
Sinan Alpaslan PWP Director - Present
Tim Cusick Council liaison - Present
Shawn Whitley Police Liaison - Present
John Mulligan City Attorney – Present

Due to the previous meeting of 8/24/ 2020, the following were invited and present at zoom meeting: Cliff Cross, Director Planning and Development, University City; Julie Nolfo, Lochmueller Group; Vic Alstom, Lux Living (Developer) and Lee Cannon , CBB Consultants.

3. Approval of Agenda: 1. Delcrest/ Delmar RevivalSTL – Parking and Hotel Clarification; 2. 78th and Wayne 4-way Stop Request; 3. Plymouth and Pennsylvania – No Thru Traffic
Motion by Commissioner Fuller to approve the agenda and motion 2nd by Commissioner Tiers. Motion approved by a unanimous voice vote of the Commission.

4. Approval of Minutes: The minutes of July 8, 2020 and August 24th 2020 were waived until the October meeting.

5. Agenda items

A. Delcrest/ Delmar RevivalSTL – Parking and Hotel Clarification (This was an update of from the 8/24/2020 meeting). Chairman Stewart requested Mr. Tate provide updates to this item.

1. Mr Tate reminded the Commission that the original proposed number of parking spaces was 410. This number was proposed by the developer. After last meeting, staff and Mr. Cross from planning and development applied parking formulas and determined the total number of spaces to be needed were 435 spaces.

2. Mr. Canon of CBB stated he had been in consultation with Mr. Cross, the Lochmueller group, and the developer. Mr. Cannon/ CBB proposes a minimum of 406 stalls. Mr. cross had calculated a need for 435 stalls. When the developers 510 stalls were calculated with a 5.7% exception CBB presented a total number of needed spaces of 406. This number was presented at the September 2nd Planning and Development meeting. Mr. Canon reminded the cost of developing the extra 25 spaces could cost $500,000. Mr. Cannon indicated the developer had requested to complete 410 spaces.

3. Mr. Tate requested a clarification of the hotel type. The hotel type will be a business hotel.
4. At request of Mr. Steward, Mr. Vic Alstom, Lux Living (Developer) stated the complex will be both a hotel and apartment building. The hotel brand will be an extended stay hotel with most of the units being one-bedroom units. Thee extended stay hotel is in the model of a business hotel. The apartments are 250 in number mostly, one-bedroom apartments consisting of total square footage of 500 to 550 square feet. There will be a small number of two-bedroom units which would be considered in the model of home / office apartments. The developer anticipates that parking will be based on one spot per bedroom unit thus there will be more than ample parking spots. Developer is requesting feedback from the Commission to take to Planning and Development.
5. Mr. Cross Stated the city staff as well as Planning and Development have looked at parking based on a shared basis. They calculated parking ratios at percentages at .7 and .82 Ratios at peak hours on the 435 spaces figure. The ratios are industry standards that are used to calculate various parking ratios. When a further parking reduction ratio figure of 5.7% (an industry standard to account for variables such as public transportation, type of hotel etc.) is then applied to adjust down the needed spaces , the final figure recommended by staff and development is 410 spaces. Commissioner Stewart asked Mr. Cross if the 5.7% reduction was the reduction of 435 spaces to 410 spaces. Mr. Cross responded, “Yes.” Julie Nolfo Lochmueller Group stated the 434 space figure was adequate for the city’s study, while Mr. Crosses figures arrived at 435. Mr. Cross requested the traffic Commission to critique, respond, or approve these recommendations.
6. Commission Chairman Stuart then lead a discussion with commissioners as follows:
*Commissioner Tiers asked if the complex would then include parking spaces for the apartments, the hotel, and the restaurant. He stated he had concerns if the restaurant intended to draw many from the community and what impact this would have on the number of parking spaces. He further wanted to know if the developer was comfortable with the 435 spaces being reduced to 410 and if the 410 number would adequately cover the number of spaces needed for the three activities of development. Mr. Cannon stated the developer would be comfortable with the number of stalls, Vic Alstom developer stated the developer was OK with these figures of 435 spaces reduced to 410. Commissioner Tiers then stated he was good with the 435 number.
*Commissioner Schaeffer questioned whether handicap spots would be located on each level of the parking garage. The architect responded yes.
*Commissioner Stewart question how parking would be assigned, would there be open parking or would residence be assigned specific parking and the same for the
Commented [DF1]:
Commented [DF2R1]:
Commented [DF3R1]:
hotel. Mr. Alstom Indicated parking would be an 8-story building with parking

being accessible from each floor. Parking for the apartments would be assigned parking specifically on the same floor as the apartment building and then the hotel would have a number of open parking spots on the same floor.
*Commissioner Mishkin Questioned whether the 435 included handicap spaces and space is assigned specifically to the hotel versus specifically assigned to the apartments. Mr. Cannon and Mr. Cross both responded that industry standard dictates a specific set of numbered spaces for guests in a ratio of those assigned. ADA standards are followed for the industry so there would be a specific number of handicap spots based on these total numbers. These are all calculated into these 410 spots.
*City attorney Mulligan questioned Mr. Cross as to whether the city code allowed an 80% shared percentage. Mr. Cross indicated the code allows flexibility to lower that number and the 80% level was used to lower the number to 4:35 with an additional 10% transient figure being applied to that number. Mr. Mulligan pointed out that there needed could be a written agreement on shared parking between the hotel owner and the apartment owner. Mr. Cross indicated that this would be a condition of the permit and the final plan. There was then a discussion between Mulligan, Cross, and Cannon with the developer as to the exact number of spaces that would be shared, those assigned, and visitor parking. There will be approximately 15 spaces for visitors to either the hotel and or apartments outside of a FOB or secured area, some shared parking in the secured area between the apartments, and hotel with actual sharing being with the restaurant. Mr. Canon and Mr. Cross presented a calculation of maximum space is needed during peak hours which resulted in 323.2 spaces for the apartments 43 point two for the restaurant and 117.6 for the hotel with the 5.7 reduction variable and numbers continue to indicate there will be adequate parking.
*Chairman Stuart brought the discussion to a conclusion asking if there was a motion to accept the recommended numbers.
B. Commissioner Tiers made a motion to accept the number of spaces recommended by staff and consultants of 435, provided that a shared parking contract be maintained between the restaurant, hotel and apartments. Commissioner Mishkin seconded the motion and the motion passed by a unanimous voice vote of the Commission.
B. 78th and Wayne 4-way Stop Request
APPLICANT: Jeanne Clark-Wilkinson and George Singleton
Location: 78th and Wayne Avenue
Request: 4 Way Stop Sign intersection
1. Currently there are no stop signs on 78th or Wayne at this intersection, there are two yield signs one southbound on 78th and once north bound on 78th.
2. Mr Tate stated there is currently a yield at the intersection and police have reported only two accidents this past two years. Staff is recommending police to put a monitor trailer on site to determine the amount of traffic before further action is taken.
3. Discussion:

*Commissioner tears would like to have more information before further action is taken he stated he does not see the need for a four way stop.
*Commissioner Stewart to Lieutenant Whitley, “Can we put a trailer on this site ?”
*Commissioner Hughes states he travels this a lot and suggests a two way stop on 78th St.
*Lieutenant Whitley stated we may need to convert this to a two way stop.
*Commissioner Stewart to Mr. Tate, “Can you go to the applicant and question whether they agree to a two way stop? “
4. Commissioner Stuart recommended before further action is taken that Mr. Tate go to the applicant and suggest converting to a two way stop Mr. Tate stated he would check the code first.
C. Plymouth and Pennsylvania – No Thru Traffic
APPLICANT: Christine Mosley – 1154 Pennsylvania
Location: Plymouth at Pennsylvania
Request: Create no through traffic
1. The resident requests to block off the east side of Plymouth at the end of the 6900 Block as it approaches Pennsylvania to help prevent the speeding of cars through the area. The resident states that the rate if speed the cars are traveling is unsafe.
2. Conclusion/Recommendation: Prior to making a formal request we will ask the Police Department to place a speed monitor trailer in the area as well as increase the patrol presence. Blocking a street is a huge undertaking for the community, as there is a lot of essential parts that must come together, such as the emergency vehicles, the entire neighborhood, and the school district. There are several speed deterrent initiatives that can be implemented rather than blocking the road.
3. Discussion:
*Mr. Tate stated the staff is against blocking off any streets. Staff further recommends slash suggest putting up police speed trailer.
*Commissioner Shafer stated It is not a good idea to block off a street.
*Commissioner Fuller asked if an option to make it a one way would be possible. Mr. Tate and Lieutenant Whitley replied not really.
*Commissioner Stewart suggested putting speed trailer there and study speed and traffic and then talk to applicant with recommendations. Mr. Tate agreed
*No further action will be taken on this agenda item until recommendations are discussed with applicant.

7. Council Liaison Report: Council liaison Mr Tim Cusick presented:
A. Large item pickup has been rescheduled back onto normal schedule during the next two weeks , refer to city pick up schedule.

7. Miscellaneous Business: Nothing presented.

8. Adjournment. Adjournment. No further business appearing, Commissioner Tiers made a motion to Adjourn, Motion was 2nd by Commissioner Hughes, Meeting Adjourned at 8:17 PM Respectfully presented, Dennis Fuller, Commissioner & Recording Sec.

Department of Public Works
6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

STAFF REPORT

MEETING DATE: October 14, 2020
APPLICANT: Michael Costello – 8231 Balson Avenue Speed
Request: Reduction Action
Attachments: Letter to the City and Traffic Calming Information Sheet

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Existing Conditions:

8200 Balson Avenue Speeding Problem

Currently there is a speeding issue in the 8100-8200 Block of Balson Avenue Old Bonhomme to Gay Ave.

Request:

Speed reduction options for the neighborhood

Conclusion/Recommendation:

From the attached letter of concerns staff is recommending that the Police Department increase presence in the area. Additionally the city would be open to ideas form the neighborhood on options they would be comfortable with financing for the speed reduction measures.

Neighborhood Request for Discussion

Of

Slowing excessive speed on Balson between Gay Avenue and Old Bonhomme

Sinan Alpaslan
Director of Public Works

cc: John Gates- Streets Superintendent
Gregory Rose – City Manager
Terry Crow - Mayor

Dear Sirs: The residents of Balson Avenue between Gay Avenue and Old Bonhomme are concerned about the excessive rate of speed of traffic on Balson Avenue. There are a large number of young children living on these two blocks and there are no sidewalks. While the residents have posted signs encouraging drivers to slow and be attentive to children playing, persons walking and persons walking with dogs. Drivers appear to have ignored the signs and continue to drive at a high rate of speed on a residential street and many not even stopping for the stop sign at the intersection of Swarthmore.

You will note that Gay Avenue, Swarthmore and Old Bonhomme are each thoroughfares with sidewalks on both sides of these streets.

Our residents are interested in having a discussion about the steps the city can take to slow traffic, obey stop signs and add protection before a young child, adult or animal is killed or injured. We would be interested to know if with the poor condition of Balson there is an opportunity to improve the street and safety, such as:

- Inserting a traffic circle at the intersection of Balson and Swarthmore,
- Narrowing the street during repaving and adding sidewalks,
- Blocking Eastbound traffic at the intersection of Balson and Swarthmore,
- Traffic obstacles for separation of walkers and children from traffic,
- Speedbumps
- Other

We would appreciate it if you would make a time and day to meet on Balson to talk about possible improvements that would increase safety. If so, please contact:

Michael Costello
8231 Balson Avenue
Telephone: (314) 369-0232
costellom@ umsl.edu

We love our neighborhood and want to find an appropriate means to protect the safety of our children and neighbors. Supporting signatures of the residents of Balson Avenue are attached hereto.

Residents in Support of Improving Pedestrian and Children Safety on Balson Avenue

Column1	Column2	Column3	Column4
Name:	**Address:**		**Signature**
Michael Costello	8231 Balson		
LINDA COSTELLO	8231 Balson		
Dan W. Barrett	8243 Balson Ave		
Alex Rudlos	8237 Balson Ave		
Renee C. Lawrence	8236 Balson Ave		
Carolyn M. Thomas	8224 Balson Ave.		
[illegible]	8221 Balson Ave		
[illegible]	8227 Balson Ave		
Elisheva Roisman	8215 Balson Ave		
Mari Sidman	8269 Balson Ave		
Talia Schuss	8130 Balson Ave		
LEILA REDLICH + STAN BIEL	8146 Balson Ave		
I am in favor of a discussion exploring the options			
Mol. Zaman	8110 Balson		
Husain Lateef	8100 Balson		
Alana Rosenfeld	8121 Balson		
Tzvi Perlman	8139 Balson		
Renee Greengart	8145 Balson		
Zipporah Yaroslawitz	8160 Balson		
Sara Botuck	8170 Balson		
Celestine Johnson Celestine Johnson	8214 Balson		
Laurence D Mass	8131 Balson		
Rebecca Weisman	8100 Balson		
Hani Rudin	8201 Balson		

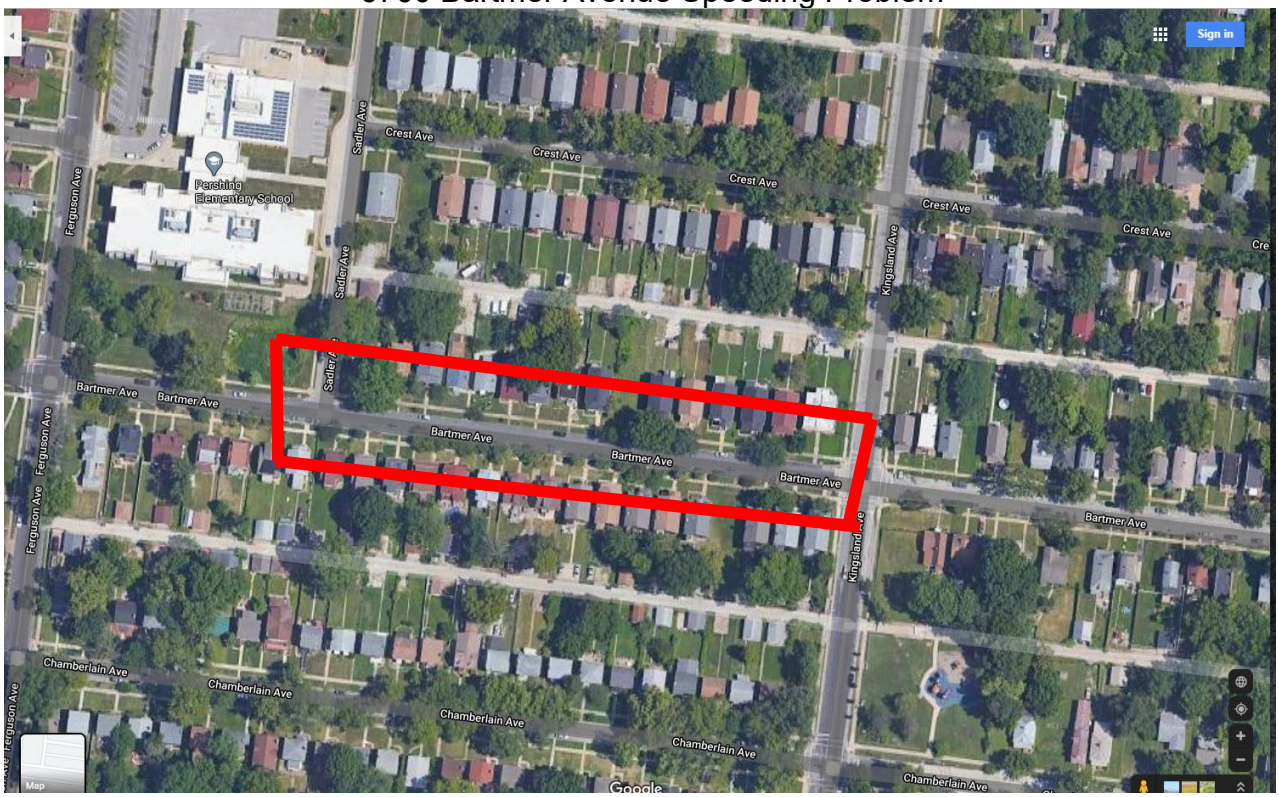
Department of Public Works
6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

STAFF REPORT

MEETING DATE: October 14, 2020
APPLICANT: Shernina Nichols – 6748 Bartmer Avenue
Request: Speed Reduction Action
Attachments: Traffic Request Form and **Traffic Calming Information Sheet**

Existing Conditions:

6700 Bartmer Avenue Speeding Problem



Currently there is a speeding issue in the 6700 of Bartmer Avenue from Kingsland Ave. to. Sadler Ave.

Request:
Speed reduction options for the neighborhood

Conclusion/Recommendation:
Staff recommends the Police Department increase presence in the area. Additionally, staff is recommending the placement of the radar trailer in the area. This road is narrow, with one way traffic, and parking on both sides, with some of the above measures in place we are visioning a decrease in speeding problems. If the neighborhood is willing to finance the implementation of speed tables staff will be open to that discussion as well.

Department of Public Works
6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 505-8560, Fax: (314) 862-0694

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

6700 block of Bartmer Avenue, between Kingland and Ferguson.

STATE THE NATURE OF YOUR REQUEST:

I am requesting that two speed tables be installed on the 6700 block of Bartmer. One midway between Sadler Avenue and Kingsland and the other at the intersection of Sadler and Bartmer. Cars often speed down Bartmer and with Pershing Elementary running along the street, speeding cars present a threat to our school children and those who live on the block. Bartmer is a one way street, which gives speeding cars the confidence to do so knowing that cars are not coming from the opposite direction. We are asking University City to install speed tables to protect our children.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST?

I am requesting that the city install two speed tables in order to slow cars down in our residential neighborhood. During the school year, students often walk to school and need to cross Bartmer Avenue. Speeding cars present a danger to not only our youngest students at Pershing, but also to the young children of families living on Bartmer.

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS?

To my knowledge, there would be no impact on the adjacent residents or streets. Potentially, the residents at the locations of the speed tables may not appreciate either losing their street parking spot or having to park on an incline or decline depending on where the speed table hits their curb. Alternatively, perhaps it could be installed with spaces on either side so that cars can park without having to touch the speed table.

NOTE: The Public Works Department staff will review this request and, if warranted, this matter will appear as an agenda item for a traffic commission meeting. If a meeting is held, you will be encouraged to attend so that you may state your concerns.

NAME: Shernina Nichols
ADDRESS: 6748 Bartmer Avenue, 63130
PHONE (HOME): (314)566-5735 PHONE (WORK):
Email: snichols@newcityschool.org
Date: September 12, 2020

Please return the completed form to the Public Works and Parks Department, 3rd floor of City Hall, attention Errol Tate, Public Works Liaison of the Traffic Commission, via email at etate@ucitymo.org.

Or, by mail/fax: Traffic Commission
C/O Public Works Department
6801 Delmar Blvd. 3rd Floor
University City, MO 63130
(314) 505-8560
(314) 862-0694 (fax)

Traffic Calming Fact Sheets

May 2018 Update

A Community of Transportation Professionals

Speed Table/Raised Crosswalks

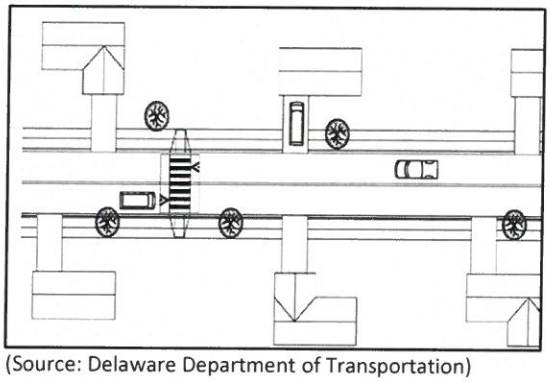
Description:

- Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- If placed at a pedestrian crossing, it is referred to as a raised crosswalk
- If placed only in one direction on a road, it is called an offset speed table

Applications:

- Appropriate for local and collector streets; mid-block or at intersections, with/without crosswalks
- Can be used on a one-lane one-way or two-lane two-way street
- Not appropriate for roads with 85th percentile speeds of 45 mph or more
- Typically long enough for the entire wheelbase of a passenger car to rest on top or within limits of ramps
- Work well in combination with textured crosswalks, curb extensions, and curb radius reductions
- Can be applied both with and without sidewalks or dedicated bicycle facilities
- Typically installed along closed-section roads (i.e. curb and gutter) but feasible on open section

(Source: Google Maps, Boulder, Colorado)



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- ITE recommended practice – "Guidelines for the Design and Application of Speed Humps"
- Most common height is between 3 and 4 inches (reported as high as 6 inches)
- Ramps are typically 6 feet long (reported up to 10 feet long) and are either parabolic or linear
- Careful design is needed for drainage
- Posted speed typically 30 mph or less

Potential Impacts:

- No impact on non-emergency access
- Speeds reductions typically less than for speed humps (typical traversing speeds between 25 and 27 miles per hour)
- Speeds typically decline approximately 0.5 to 1 mph midway between tables for each 100 feet beyond the 200-foot approach and exit points of consecutive speed tables
- Average traffic volumes diversions of 20 percent when a series of speed tables are implemented
- Average crash rate reduction of 45 percent on treated streets
- Increase pedestrian visibility and likelihood of driver yield compliance
- Generally not appropriate for BRT bus routes

Emergency Response Issues:

- Typically preferred by fire departments over speed humps, but not appropriate for primary emergency vehicle routes; typically less than 3 seconds of delay per table for fire trucks

Typical Cost (2017 dollars):

- Cost ranges between $2,500 and $8,000 for asphalt tables; higher for brickwork, stamped asphalt, concrete ramps, and other enhancements sometimes used at pedestrian crossings

Traffic Calming Fact Sheets

May 2018 Update

A Community of Transportation Professionals

Choker

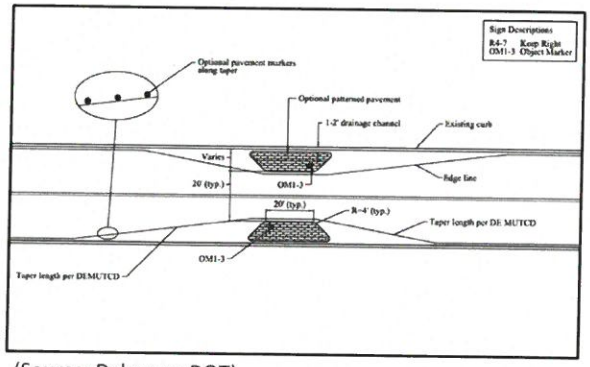
Description:

- Curb extension is a lateral horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at an intersection, it is called a corner extension or a bulb-out
- If located midblock, it is referred to as a choker
- Narrowing of a roadway through the use of curb extensions or roadside islands

Applications:

- Can be created by a pair of curb extensions, often landscaped
- Encourages lower travel speeds by reducing motorist margin of error
- One-lane choker forces two-way traffic to take turns going through the pinch point
- If the pinch point is angled relative to the roadway, it is called an angled choker
- Can be located at any spacing desired
- May be suitable for a mid-block crosswalk
- Appropriate for arterials, collectors, or local streets

(Source: City of An Arbor, Michigan)



(Source: Delaware DOT)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Only applicable for mid-block locations
- Can be used on a one-lane one-way and two-lane two-way street
- Most easily installed on a closed-section road (i.e. curb and gutter)
- Applicable with or without dedicated bicycle facilities
- Applicable on streets with, and can protect, on-street parking
- Appropriate for any speed limit
- Appropriate along bus routes
- Typical width of 6 to 8 feet; offset from through traffic by approximately 1.5 feet
- Locations near streetlights are preferable
- Length of choker island should be at least 20 feet

Potential Impacts:

- Encourages lower speeds by funneling it through the pinch point
- Can result in shorter pedestrian crossing distances if a mid-block crossing is provided
- May force bicyclists and motor vehicles to share the travel lane
- May require some parking removal
- May require relocation of drainage features and utilities

Emergency Response Issues:

- Retains sufficient width for ease of use for emergency vehicles

Typical Cost (2017 dollars):

- Between $1,500 and $20,000, depending on length and width of barriers

Traffic Calming Fact Sheets

May 2018 Update

A Community of Transportation Professionals

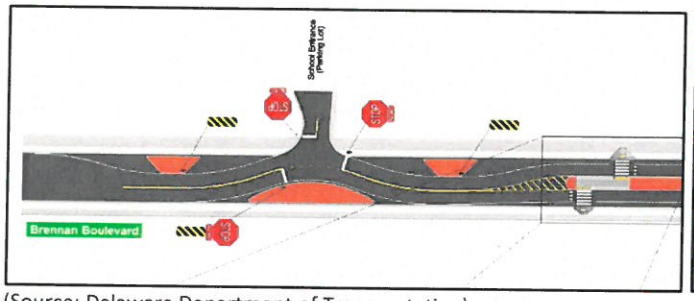
Chicane

Description:

- A series of alternating curves or lane shifts that force a motorist to steer back and forth instead of traveling a straight path
- Also called deviations, serpentines, reversing curves, or twists

Applications:

- Appropriate for mid-block locations but can be an entire block if it is relatively short
- Most effective with equivalent low volumes on both approaches
- Appropriate speed limit is typically 35 mph or less
- Typically, a series of at least three landscaped curb extensions
- Can use alternating on-street parking from one side of a street to the other
- Applicable on one-lane one-way and two-lane two-way roadways
- Can be used with either open or closed (i.e. curb and gutter) cross-section
- Can be used with or without a bicycle facility



(Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming EPrimer: https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm

Design/Installation Issues:

- Chicanes may still permit speeding by drivers cutting straight paths across the center line
- Minimize relocation of drainage features
- May force bicyclists to share travel lanes with motor vehicles
- Maintain sufficient width for ease of emergency vehicles and truck throughput

Potential Impacts:

- No effect on access, although heavy trucks may experience challenges when negotiating
- Limited data available on impacts to speed and crash risk
- Street sweeping may need to be done manually
- Minimal anticipated volume diversion from street
- May require removal of some on-street parking
- Provides opportunity for landscaping
- Unlikely to require utility relocation
- Not a preferred crosswalk location
- Bus passengers may experience discomfort due to quick successive lateral movements

Emergency Response Issues:

- Appropriate along primary emergency vehicle routes

Typical Cost (2017 dollars):

- Reported costs range between $8,000 and $25,000