

**STREET COMMITTEE OF THE
CITY COUNCIL OF THE CITY OF ST CHARLES, MISSOURI**

Tuesday, May 18, 2021 – 5:30 p.m.

Conference Room A – 4th Floor – 200 North Second Street – St. Charles

Committee Members

Vince Ratchford, Chairman

Michael Flandermeyer, Vice Chairman

Michael Galba

Bart Haberstroh

Bridget Ohmes

1. Roll Call
2. Monthly Status Update on the Traffic Service Requests (*referred by Engineering Department*)
3. Monthly Update on the 2021 Annual Street Maintenance Projects (*referred by Public Works Department*)
4. Discussion Relative to Establishing a Stop Sign Policy (*referred by Engineering Department*)
5. Discussion Relative to Establishing No Parking on the South Side of Millstone Corporate Drive from Millstone Parkway to Elm Street (*referred by Engineering Department*)

CLOSED SESSION, if requested, relative to:

- A. Legal actions, causes of action, or litigation (RSMo 610.021.1)
- B. Leasing, purchase or sale of real estate where public knowledge of the transaction might adversely affect the legal consideration therefor (RSMo 610.021.2)
- C. Hiring, firing, disciplining or promoting of particular employees when information relating to the performance or merit of individual employees is discussed or recorded (RSMo 610.021.3)
- D. Preparation, including any discussions or work product, on behalf of the Council or its representatives for negotiations with employee groups (RSMo 610.021.9)
- E. Sealed proposals and related documents or any documents related to a negotiated contract (RSMo 610.021.12)

cc: Mayor Dan Borgmeyer
Councilmembers
Larry Dobrosky, Director of Administration
Michael Valenti, City Attorney
Michael Cullen, City Attorney
Brad Temme, Director of Engineering
Jim Gremaud, Assistant City Engineer
Nick Galla, Interim Public Works Director
Daryl Hampel, Street Superintendent
Ray Juengst, Interim Police Chief
George Sheets, Fire Chief

The City of St. Charles, Missouri, fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, please call the City Clerk's Office at (636)949-3282 or visit City Hall located at 200 North Second Street, St. Charles, Missouri, 63301.

STREET COMMITTEE

RCA FORM (OFFICE USE ONLY)

MEETING/DATE: 05/18/21

Regular(X) Special () Work Session ()

ATTACHMENT: YES (X) NO ()

Report (X) Resolution () Ordinance ()

Request for Council Action

Ward # All

Description: Monthly status update on the Traffic Service Requests.

Recommendation: Staff -- Approve () Disapprove () NA
Board/Committee/Commission -- Approve () Disapprove () NA

Summary:

Please find attached the current Traffic Service Requests report since the last update.

Service Request Monthly Update	
NUMBER	STATUS
7	Completed since last Street Committee
0	On Hold Pending Further Analysis / Review
5	New Requests since last Street Committee

RCA reviewed by: MPS/NSG Dept. Director: BWT

DATE CREATED	CUSTOMER NAME	DESCRIPTION	WARD	ENGINEERING (Traffic) SERVICE REQUEST TASK	SERVICE REQUEST COMMENTS	STATUS
3/16/2021, 12:57 PM	Barry Rosen	Barry Rosen 314-422-5452 reported traffic signal on Zumbuhl Rd. by Taco Bell coming out of the Dierberg's Plaza won't turn green could someone please investigate.	6	Traffic Signal Timing	3/16/21, Matts: detection was not called on the entrance. Comm Manager was reset and detection was working again. 3/5/21, Matts: monitored intersection for discrepancy. Never saw the issue with detection. Email was sent back to requestor with results.	COMPLETE
3/1/2021, 7:00 AM	Teresa Wilson	When turning left onto Zumbuhl from Regency Park Way the traffic light stays red.	6	Traffic Signal Detection	2/22/21, Matts: This is a MoDOT's signal. Complaint was passed along to MoDOT's area traffic engineer. Mr. Rosen was called back and was told his complaint was passed along to MoDOT.	COMPLETE
2/22/2021, 9:35 AM	Barry Rosen	Barry Rosen 314-422-5452 reported traffic signal light going east on Veterans Memorial Pkwy by Hucks on Friday 2/19/21 never turned green, stayed red the whole time. He said he reported this to PD, could someone please investigate.	6	Traffic Signal Timing	2/19/21, Matts: WO made to verify that street light 5x8216 is working properly and if fixture can be upgraded with a newer brighter LED fixture. 3/5/21, fixture was replaced with a brighter LED.	COMPLETE
2/19/2021, 10:06 AM		Resident complained that the street lighting is not adequate for the intersection.	6	Street Light Out		COMPLETE
2/16/2021, 4:46 PM	Candee Seeds	This light is not changing green for those who are headed toward Sibley on Duchesne. I don't know if the street has too much snow on it. But every car has had to go on a red light after the on coming traffic had turned left or we couldn't go at all.	9	Traffic Signal Timing	2/17/21, Matts: I monitored the signal and the detection was working during that time. I reached out to the requestor if the issue occurred again and the requestor said it has not. I asked the requestor to contact me directly if the issue occurs again.	COMPLETE
1/8/2021, 2:42 PM		Traffic Calming Request for raised intersection or speed tables	5	Traffic Calming	12/29/20, Matts: After looking into a bit further, a raised intersection is very costly verses some of the other traffic calming devices. To be done correctly, the intersection should be removed and poured back monolithically. I don't know of a decent product that will adhere to concrete with a taper up to 3in to get the raised profile. I would recommend looking into the speed table devices. The speed table profile raising the roadway 3in for 10ft with a 6ft taper on either side. Speed tables should be installed in 200ft spacing or more on a continuous roadway. I recommend installing at least two speed tables between Muegge Rd and Par Dr on Bogey Estates Dr. One installment would be close to 148 #12 Green Dr and the other one by 180 Bogey Estates Dr. Since the roadway is concrete, only the portion were the taper and raised section will be needed to reconstruct. Each speed table will cost around \$10,000 with a total of \$20,000 for two installments. Special attention to the roadway drainage will be needed at each location. I have attached the speed table profile, cost estimate, and layout. Also I have reached out to a traffic control vendor for pricing on temporary speed tables in case we want to try out less permanent solution. 2/4/21, more information was sent over regarding speed hump and speed tables. 2/8/21, information and pricing for speedlimit feedback was given to CM Mitchell. Nothing further has been requested. adjacent to proposed light installment for feedback. Heard from 7 out of the 11 contacted. 6 yes, 1 no. 2/5/21, staff has not heard from each back out to the non-responsive residents and update CM Ratchford. 3/5/21, heard one more resident where proposed light was to be installed and does not want. Waiting to hear from CM Ratchford. 4/9/21, Matts: at this point, staff has not heard back from the rest of residents / or at not interested in the light being installed.	COMPLETE
12/4/2020, 2:59 PM		CM Ratchford request - look into installing a dusk to dawn light in alley between Beau and NE Vivaron	3	Street Light New		COMPLETE

STREET COMMITTEE

RCA FORM (OFFICE USE ONLY)

MEETING/DATE: 5/18/2021

Regular (X) Special () Work Session ()

ATTACHMENT: YES () NO (X)

Report (X) Resolution () Ordinance ()

Request for Council Action

Ward # All

Description: Monthly status update on the 2021 Annual Street Maintenance Projects.

Recommendation: Staff -- Approve() Disapprove() NA
Board/Committee/Commission -- Approve () Disapprove () NA

Summary:

Concrete Maintenance Project

The bids for the 2021 Concrete Repair Project are scheduled for bid opening May 25, 2021. The project will replace concrete slabs and sidewalks in Wards 3 & 4. The estimated contract amount will be approximately \$700,000.00.

Asphalt Maintenance Projects

The contract with Donelson Construction for \$350,000.00 was approved at the May 4, 2021 City Council meeting. Work will consist of applying a microsurface asphalt wearing course to streets in Wards 2, 7, & 8. Cracksealing of the streets receiving microsurfacing is expected to begin in May or June. Microsurfacing work is expected to begin in July or August.

The contract with Ford Asphalt for \$1,030,000.00 was approved at the May 4, 2021 City Council meeting. Work will consist of performing a 2" mill & overlay to streets in Wards 1, 2, 5, 6, & 9. Mill and overlay work is expected to begin in June or July.

The 2021 Asphalt Rejuvenator Project will utilize the cooperative agreement pricing from the City of Moberly, Missouri contract with Corrective Asphalt Materials. The project will apply a liquid asphalt rejuvenator treatment to First Capitol Dr. adjacent to Wards 1 & 2, West Clay St. adjacent to Wards 2 & 9, Country Club Rd. in Ward 6, and Droste Rd. adjacent to Wards 9 & 10. The proposed contract will be approximately \$70,000.00.

RCA reviewed by: DJH Dept. Director. AA

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Report (X) Resolution () Ordinance ()

Request for Council Action

Ward # ALL

Description:

Discussion relative to establishing a Stop Sign Removal Policy

Recommendation: Staff -- Approve(X) Disapprove ()

Board/Committee/Commission -- Approve () Disapprove ()

Summary:

The City of St. Charles has received stop sign removal requests from residents wanting a stop sign to be removed at existing intersections. Currently the City does not have a formal process on removing a stop sign. To help better justify the research needed for removal, staff is proposing a stop sign removal policy.

The policy will provide a process for staff to follow when a stop sign removal request is filed. The policy provides structure and criteria for eligibility for a stop sign(s) to be removed. The policy is used to ensure that not just one resident is interested in removing a stop sign(s) but the residential area around that certain intersection. The policy is based on the existing City's stop sign warrant analysis. Attached is the Stop Sign Removal Policy.

Staff Recommendation

Staff is seeking approval from Street Committee to use the Stop Sign Removal Policy to be used in reviewing stop sign removal requests.

RCA reviewed by: MPS/NSG Dept. Director. BWT

CITY OF ST. CHARLES



STOP SIGN POLICY

FOR REMOVAL

April 2021

Stop Sign Removal Request and Review Procedure

I. Purpose

The purpose of the Stop Sign Removal policy is to provide fair and uniform removal process of all removal requests for stop signs in the City of St. Charles. Stop signs can be an effective safety measure if properly warranted. However, stop signs should not be installed inappropriately where there is limited compliance by the drivers, interruption to traffic flow (driver's delay), and negatively affecting the environment and surrounding residents by fuel consumption, emissions, and noise. This removal policy is formed in the best interests of the City, motorists, and residents.

The traffic control at an intersection is critical to the operation of both intersecting roadways. If incorrect traffic control is installed for the existing traffic conditions and topographic characteristics of the intersection, excessive delays and even unnecessary crashes could occur. The traveling public, especially persons not familiar with the area, typically drive based on instinct. Drivers subconsciously evaluate their surroundings to determine if a stop sign should or shouldn't be located on an intersection approach.

There are locations where, due to changes in the traffic conditions, the need for a stop sign is no longer present. Several obvious locations would be where a school or commercial development has a stop sign at an entrance and the facility has closed or relocated. It is also possible stop signs at intersections of public streets can no longer be justified due to changes in traffic patterns; such as new roadway construction or changes in the neighborhood. In any case, it can be a very difficult decision to remove an existing stop sign.

If the removal of an existing stop sign is to be successful, misperceptions by the general public are among the greatest hurdles to overcome. While these can be very high hurdles, they are possible to clear if the proper engineering considerations are made and supported.

II. Initiate Stop Sign Removal Request

The following must be met in order to begin the stop sign removal process:

- Ten or more citizens in separate households submit a petition expressing their interest in removing a stop sign.
 - The citizens must live within a 300 foot radius of the intersection of concern; if there are not ten citizens within a 300 foot radius, the radius can be expanded out to 500 feet.
 - If the intersection of concern is located within a subdivision governed by a Home Owners Association (HOA), the petition shall be submitted to the HOA committee. The HOA must approve of the stop sign removal request. Once approved it can then be submitted to the Engineering Department.
- One Stop Sign Removal Request form for each stop sign removal request will need to be fully completed and submitted to the Engineering Department.

The petition and removal request form will be sent to the Councilmember representing the Ward in which this subdivision/traffic neighborhood is located.

III. Conditions to be Reviewed for Removal of a Stop Sign

Traffic Conditions:

The traffic conditions of an intersection include but not limiting to:

- Traffic approach volume;
- Speed of traffic approaching the intersection;
- Number of turning vehicles in an intersection;
- Crash Experience; and
- Percentage of build out homes in a new residential development.

Topographic Conditions:

The topographic conditions of the intersections are the physical features in the area, include but not limiting to:

- The grade of each approaching roadway;
- Location and size of adjacent buildings or structures;
- Angle of the intersection;
- Geometrics (number of lanes) of the intersection; and
- If a school, park, or major pedestrian generator is located in the area.

Human Factors:

Human factors are very difficult to define. They can include but not limiting to:

- The average age of daily drivers;
- How a driver responds to certain situations; and
- Physical attributes of the driver.

IV. Procedure

The best procedure in evaluating the need and location of stop sign control can be found in the Manual on Uniform Traffic Control Devices (MUTCD), Section 2. Meeting the warrant requirements of the MUTCD alone is not necessarily a sufficient reason to install stop signs. Since the installation of traffic control devices will operate either to the advantage or disadvantage of vehicles and persons controlled, the selection and use of traffic control devices is to be preceded by a thorough engineering study of the roadway and traffic conditions. Based on those warrants, the following removal of a stop sign procedures should be followed:

Data collection:

The following data will be collected:

- Average Daily Traffic Volume Data
- Crash Summary
- Traffic Speed
- Pedestrian Data
- Intersection Topographic Information
- Detailed Crash Data
- Detailed site visit viewing the intersection operations for the peak hours of a typical day

V. Eligibility for Removal of Stop Sign

There are four major considerations that need to be reviewed before the removal of a stop sign; such as existing volumes, crash experience, speed, and other criteria.

Traffic, Pedestrian, Bicycle Volume:

- The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages 150 vehicles or less per hour, for any eight hours of an average day.
- The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 100 units per hour for the same eight hours, with an average delay to minor-street vehicular traffic of at least fifteen seconds per vehicle during the highest hour.
- If none of the hours of a normal day meet this level, then the stop sign could be a candidate for removal. Care must be taken when evaluating the main-line volumes because if they are at or are significantly higher than the warrant requirements, removal could be more difficult.

Crash Experience:

Both historical and expected crash experience can be a very tough issue when considering a stop sign for removal. A thorough review of the crash history at the intersection is to be done to determine what has been occurring at the intersection. Historically, the removal of an unwarranted stop sign can cause a decrease in rear-end type collisions, an increase in angle crashes, and increase in pedestrian/bicycle crashes in applicable locations.

- If five or more reported angle crashes occurred in the last twelve month period, the stop sign might not be removed if this is the only criteria satisfied. Such crashes include right-turn and left-turn collisions, as well as right-angle collisions.

Speed:

- If the post speed limit or 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 130% of the values provided in above statements.

Other Criteria:

Based on the Engineering Study, the following criteria may not warrant the removal of a stop sign if:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop;
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection; and/or
- An intersection located in a newly developed residential subdivision has 100% of the subdivision built prior to the study.

VI. Meets Removal Eligibility

If the intersection meets the removal requirements, as outlined above, the intersection is considered a candidate for stop sign removal. Based on this analysis and further review by city staff, a recommendation will be made to City Council to either remove, or leave in place the stop sign control.

Public notice of the intention to remove shall be made. This can consist of news releases, public hearings, and presentations at City Council meetings or canvassing parties affected by the removal. Changeable Message Signs (CMS) and/or other type of message board signs should be deployed on the approaches to the intersection of removal. Message signs should be in place for a minimum of seven days prior to removal of stop signs.

VII. Does NOT Meet Removal Eligibility

If the intersection does not meet these requirements for removal, no further study would be completed without direction from City Council. The evaluation write-up will be given to the requestor with an appeal form. The intersection of concern can be restudied in six months from the date the last study was completed at staff's or City Council's discretion.

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Regular (X) Special () Work Session ()

ATTACHMENT: YES (X) NO ()

Report () Resolution () Ordinance (X)

Request for Council Action

Ward # 8

Description: Discussion relative to establishing no parking on the south side of Millstone Corporate Drive from Millstone Parkway to Elm Street

Recommendation: Staff -- Approve(X) Disapprove() NA
Board/Committee/Commission -- Approve () Disapprove () NA

Summary:

The property owner of Fountain Lake Storage has asked staff what can be done to stop tractor-trailers from rutting the green space on the south side of Millstone Corporate Drive between Millstone Parkway and Elm Street. From the site visit, it seems that tractor-trailers are pulling over to stop on Millstone Corporate Drive to rest and/or to go to the convenience store. In doing so, the tractor-trailers are driving onto the green space and leaving ruts. See attached photos.

In order for the police department to enforce and deter tractor-trailers from parking, a no parking zone will be established on the south side of Millstone Corporate Drive. See attached diagram for the no parking limits.

Staff Recommendation

In order for Police Department to enforce and stop the rutting of the green space, staff recommends a no parking zone on the south side of Millstone Corporate Drive from the eastern curblines of Millstone Parkway to the western curblines of Elm Street.

RCA reviewed by: _MPS/DM Dept. Director. But

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