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## TRAFFIC COMMISSION MINUTES

August 8, 2018 - 10:00 a.m.  
Council Chamber - City Hall

### Members Present

Rick Hope, Chairperson  
John Reese  
David Gentry  
Randy Parlett

### Others Present

Andy Clements, Public Works and Transportation Department  
Scott Gatewood, Public Works and Transportation Department  
Chris McBane, Police Department  
Chris Crain, Public Works and Transportation Department  
Keven Schneider, Public Works and Transportation Department

Chairperson Hope called the meeting to order. Member Gentry motioned to approve the June minutes and Member Reese seconded the motion. **By general consent the minutes of the July 11, 2018 meeting were unanimously approved.**

### MoDOT Speed Study of the Belt Highway

Adam Wood and Joseph Turner from MoDOT Northwest District presented the results of the speed study conducted on the Belt Highway between Frederick Boulevard and Faraon Street. The speed limit on this half mile stretch of roadway is currently 35 MPH while the speed limit on the remainder of the Belt Highway from County Line Road to Leonard Road is 40 MPH.

Using radar data, crash history analysis and the Manual on Uniform Traffic Control Devices (MUTCD) related to travel speed, the Northwest District office recommended that the speed limit be changed to 40 MPH. The findings were sent to the MoDOT office in Jefferson City for final approval. Chris McBane stated that City Council approval of the recommendation is required by ordinance to allow the police department to enforce a new limit. Member Reese motioned that the Traffic Commission support MoDOT's recommendation to change the speed limit to 40 MPH on the Belt Highway between Frederick Boulevard and Faraon Street. Member Gentry seconded the motion and the motion was unanimously approved. An ordinance authorizing the change of the speed limit in the city code will be requested by the Public Works and Transportation Department and presented to the City Council at the August 27, 2018 meeting. If approved by City Council, MoDOT would install new signs and the police department would then enforce the new speed limit.

### One Way Streets

Andy Clements followed up on a previous request for information by the Traffic Commission regarding one-way streets. The current configuration of one way streets was created after a traffic study by George Butler in the 1960's; perhaps earlier. Since that time, most areas of the City have undergone significant changes.

While one-way pairs of streets do a good job of moving a greater volume of traffic at higher speeds, the negative impact of these features results in a detrimental impact on the residential areas. As speeds increase, on-street parking slowly moves onto/over curbs, more noise is created, higher speeds create safety concerns for pedestrians, and the road slowly becomes the predominant feature—not the neighborhood. Drivers new to the area also find the pattern of one way streets in downtown confusing.

Although a traffic study would allow the Public Works Department to better understand the current needs of the City, it will be expensive and time consuming. Resources are not currently available to fund such a study. Additionally, while the operational impacts can be seen as negative by some, changes to direction of travel are almost always controversial as the concept of conversion brings into conflict three groups: 1. Groups that say the roads have been this way forever and no changes are needed; 2. Groups that want to revitalize their neighborhood; 3. Drivers from outside the selected corridor that want to drive as fast as they can and don't care about neighborhood impacts. Andy believes we must obtain public involvement and input to understand the needs of the community before moving forward—even when/if funding becomes available for a study.

As a separate note, Public Works has been able to fund a study in the central business district (CBD) to examine whether or not the existing traffic signals are still warranted in 2018. When the current street construction ends downtown, and traffic patterns return to normal, a consultant will begin a warrants study to determine if signal changes can be supported under the MUTCD guidelines.

Member Gentry moved that the meeting be adjourned and it was seconded by Member Reece. The meeting was adjourned.

**The next regularly scheduled Traffic Commission meeting: September 12, 2018.**