



## Traffic Commission

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

### CITY OF UNIVERSITY CITY MINUTES OF THE TRAFFIC COMMISSION June 14, 2017

At the Traffic Commission meeting of University City held in the Heman Park Community Center, on Wednesday, June 14, 2017, Chairman Jeff Hales called the meeting to order at 6:32 p.m. In addition to Chairman Hales, the following members of the commission were present:

- Curtis Tunstall
- Jeff Zornes
- Bart Stewart

Also in attendance:

- Errol Tate(non-voting member – Public Works Liaison)
- Sinan Alpaslan (Public Works Director)
- Councilmember Bwayne Smotherson (non-voting member—Council Liaison)

Absent:

- Sergeant Shawn Whitley (non-voting member – Police Department Liaison)
- Eva Creer (resigned from commission - 5/2017)
- Jeffrey Mishkin (excused)
- Derek Helderman (excused)

#### 3. Approval of Agenda

Commissioner Zornes moved to approve the agenda and was seconded by Commissioner Tunstall. The motion carried unanimously.

#### 4. Approval of the Minutes

##### A. April 12, 2017 Minutes

Commissioner Zornes made a motion to approve the minutes of the April 12, 2017 meeting and was seconded by Commissioner Tunstall. The motion carried unanimously.

#### 5. Agenda Items

##### a. Bicycles in the Loop

Mr. Tate presented the challenges presented to bicyclists by the trolley tracks on Delmar and identified several areas for proposed improved signage. Mr. Tate stated that staff had researched other cities such as Kansas City and Atlanta which have implemented alternate bike routes, bike lanes going against traffic and in some cases allowing bicycles to go on widened sidewalks which he indicated was not a possibility in the Loop. He stated the staff would not like to remove bicycles from the Loop area and indicated that any help from the Traffic Commission would be greatly appreciated.



## Traffic Commission

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

Chairman Hales reminded commission members that staff is again recording commission meetings and the audio of the meeting will be posted on the city website. Chairman Hales then asked whether the expenses for additional signage would be paid by the city or the Loop Trolley Company. Mr. Tate indicated that the additional signage would most likely be paid for by the City.

Mr. Alpaslan stated that a representative from the Loop Trolley company would be attending the meeting but was yet present at the meeting. He also stated that the city looked into the rubberized inserts for the rails and concluded that the city cannot install rubberized inserts on the Loop Trolley Company's trolley tracks and it would have to be done by the Loop Trolley Company because it's their operational infrastructure. He indicated that staff has not discussed the additional signage with the Loop Trolley Company to date and that he didn't know if the city could rely on the Loop Trolley Company providing the additional signage in the public right of ways.

Chairman Hales suggested that the first citizen speaker address the commission and then table discussion of the agenda item until after the final agenda item for the evening. Chairman Hales called on citizen Sarah Hanly to address the commission.

Sarah Hanly (7050 Washington Ave) addressed the commission and stated that she is a volunteer for Trailnet as a Bike/Walk ambassador with a focus on University City. She stated that the residents of University City had been disproportionately affected by the trolley. She emphasized that she does not believe that the burden of the solutions related to the bicycles and the trolley should be put on the taxpayers of University City since there is a Loop Trolley Transportation District that collects sales tax revenue. She stated that tracks have always presented a challenge to bicyclists, but the tracks in University City present unique challenges because the tracks shift from the middle of the lanes to the side of the road, creating conflict points with cyclists. She stated that a group of concerned citizens had a conversation on social media and got together to meet and discuss the hazards posed by the tracks and possible solutions. She presented 3 possible solutions and suggestions: 1. Improved signage at all cyclist entry points to Delmar and pavement markings to warn cyclists of the shifting tracks, 2. Improved collection of crash data and the encouragement of cyclists to report crashes to the police or on the website bikemax.com, 3. They would the city to find a solution to the hazards presented to cyclists by the tracks, such as Velostrail rubber inserts for the tracks. She indicated another option would be to develop alternate routes, such as Loop North, Enright, with signage and wayfinding for cyclists. It may require the cooperation with University City, St. Louis City and Washington University to address the challenges with alternate routes at the east and west ends of the alternate route. She indicated that the Loop Trolley Company should take responsibility for finding and paying for solutions to improve bicycle safety in the Loop.



## Traffic Commission

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

Chairman Hales asked the commission if they preferred to continue discussing or table the discussion until later in the meeting. Commissioner Zornes made a motion to table discussion of the Bicycles in the Loop agenda item until after the representative from the Loop Trolley Company arrived. The motion was seconded by Commissioner Tunstall and carried unanimously.

### **b. Braddock Avenue Speeding**

Mr. Tate introduced a traffic request from Councilmember Bwayne Smotherson regarding speeding on Braddock Ave. The police have reported 7 accidents in the last 3 years and requested a recommendation to conduct a speed study in that area and recommended that 3 new speed limit signs be installed.

Councilmember Smotherson stated that Braddock is a wider street and used as a cut-through between 82<sup>nd</sup> and Woodson and Canton as an east-west route alternative to Olive Blvd.

Chairman Hales asked if the speed limit signs are currently installed where they should be. Mr. Tate stated that there were not enough speed limit signs on Braddock. Chairman Hales stated that the commission didn't have the purview to authorize any expenditure of funds for an engineer and traffic study, but he stated that he felt that if staff believes there is a need to deploy a speed trailer and install additional speed limit signs, then they should do so.

Mr. Alpaslan stated he would recommend deploying the speed trailer and consulting with the Streets Department for additional solutions. Long term, there are additional considerations such as a solar powered permanent radar sign and additional traffic calming measures such as raised crossings and temporary mockup solutions to channelize traffic.

Chairman Hales stated that he believed that enforcement has the greatest effect for traffic calming.

Ms. Hanly asked to speak and Chairman Hales asked Ms. Hanly to address the commission. She stated that as a volunteer for Trailnet, she could provide their traffic calming kit and information to staff and the commission. Chairman Hales suggested that Ms. Hanly provide that information to Mr. Tate or Mr. Alpaslan to be shared at a future meeting.

Commissioner Zornes asked if the needed to approve anything on this agenda item. Chairman Hales agreed that no action was needed for staff to deploy the speed trailer and conduct a study as well as install additional speed limit signs, but that the results from the speed trailer would be



## Traffic Commission

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

something the commission should review when completed. No action was taken by the commission.

### c. 1352 Coolidge Avenue Parking

Mr. Tate presented a request from Kevin Carter of 1352 Coolidge Dr. Mr. Carter was requesting signage be placed where the sidewalk ramp meets the street to prevent cars from parking in front of and on the sidewalk at that location.

Citizen Kevin Carter (1352 Coolidge Dr.) described the problem as being related to one neighbor who regularly parks in front of the sidewalk ramp or on the sidewalk blocking access to the sidewalk which leads to a school. He stated that as a result, people have to walk through his yard to get to the sidewalk and that he has asked the neighbor to stop parking there. He said he believed that if a sign were posted and the car was to be ticketed or towed, it would solve the problem and he would be very grateful.

Commissioner Zornes asked if there was a no parking sign at that location. Mr. Carter stated that there was not and described how the car is parked blocking the sidewalk ramp to the street.

Chairman Hales asked Mr. Alpaslan there is anything in the code that already prohibits parking in front of the sidewalk. Mr. Alpaslan stated that the code already prohibits parking in front of an intersection and parking on the sidewalk. Chairman Hales asked if Mr. Alpaslan believed there would be any value in pavement markings or partial pavement markings where the sidewalk ramp meets the street. Mr. Alpaslan stated that would be helpful.

Commissioner Tunstall thanked Mr. Carter for his concern for children using this sidewalk.

Mr. Alpaslan stated that staff can install signs and notify the Police Department for enforcement.

Chairman Hales stated that he believed there were two issues, parking in front of the sidewalk and parking on the sidewalk. He thought posting a sign that states "no parking on the sidewalk" seemed like a silly sign to have to post and they could be posted all over the city. Mr. Tate responded that all that would be needed would be no parking signs in front of the sidewalk ramp.

Mr. Alpaslan stated he believed the signs could be erected without changing the traffic code and taking it to the city council. Chairman Hales stated he believed that would be a much faster process for Mr. Carter and wouldn't require the city attorney to draft an ordinance. Mr. Alpaslan stated he would



## Traffic Commission

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

look into it and bring it back to the commission if there was a problem and an ordinance was to be required.

### d. 7340 Ahern Ave. Parking

Mr. Tate presented a traffic request from Dorothy Tillman of 7340 Ahern Dr. He indicated that Ms. Tillman is elderly and has difficulty parking in front of her home because other cars are parked in front of her house and she has the only house that does not have a driveway or garage. She had requested that something be done to protect her ability to park in front of her own home. Mr. Tate asked the commission for a solution for Ms. Tillman's parking situation. He suggested to her an ADA parking permit, but she declined and was not in attendance at the meeting.

Commissioner Tunstall confirmed with Mr. Tate that he suggested the ADA permit and she declined.

Commissioner Stewart asked what the qualifications were for a residential parking permit. Mr. Tate stated that the requirements are that the homes are within a two block radius of a school, university, or commercial area.

Chairman Hales recalled a similar situation where the commission was asked to prohibit parking behind a woman's driveway, similarly for one person. In that instance, the neighbors were all in agreement. He stated that requests for individual accommodations are difficult requests and his understanding is that staff was not supportive of establishing reserved spacing on an individual basis.

Commissioner Stewart asked if Ms. Tillman indicated why she declined the ADA parking solution. Mr. Tate stated she did not and he would be willing to discuss the ADA option with her again.

Commissioner Zornes agreed with Chairman Hales that the commission should not establish reserved parking in front of individual homes and believed that the ADA reserved parking appears to be the only tool the commission has to address her concern.

Chairman Hales stated he would prefer that this request be brought back to the commission after another discussion with Ms. Tillman about the ADA parking option and indicated that he believed Mr. Tate was on the right track with that as the best solution.

Councilmember Smotherson suggested that Councilmember Carr speak with Ms. Tillman as well. Commissioner Tunstall agreed that it may be a good idea for Councilmember Carr to speak with Ms. Tillman. No further action was taken.



## Traffic Commission

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

### e. 1500 Block of Mendell Dr. Stop Sign and Speeding

Mr. Tate presented a request from citizen Craig Hughes of 1523 Mendell about concerns over speeding and traffic. Mr. Tate presented staff's recommendation that a stop sign be installed at Mendell Drive and Milan Avenue replacing a yield sign, as well as new speed limit signs, and deployment of the speed trailer. He indicated that the Mr. Hughes' request for speed bumps at this location was not feasible.

Citizen Craig Hughes (1523 Mendell Dr.), President of the Big Dell Block Unit, addressed the commission outlining his request, including a stop bar pavement marking as well as a yellow line at the intersection, as well as crosswalk pavement markings. He also stated this was needed at Mendell at Wayne and Mendell at Canton because Mendell is used a cut-through. He also asked for replacement stop signs to replace old faded stop signs. He provided the commissioners with a schematic of how he would like the intersections to be marked. He also indicated that these intersections are also where school buses stop and the additional markings would improve safety for children. He also stated that he did some research and found a neighborhood where speed-dips were implemented to slow the traffic.

Chairman Hales asked if the crosswalks used to be marked. Mr. Hughes stated that prior to resurfacing in the 1990s there were crosswalk markings at Wayne and Mendell. Chairman Hales asked how close the three proposed intersections were to the school. Mr. Hughes indicated the school was to the west of Mendell Dr. He also asked that additional signage be installed for "children playing", "no loud music" and "neighborhood watch" for the residents of the neighborhood and cited their main concern is for the safety of the children and residents.

stated that he was very familiar with this area and that Mendell is used as a cut-through between 82<sup>nd</sup> and North and South Rd.

Commissioner Tunstall thanked Mr. Hughes for his intricate schematic presented to the commission.

Commissioner Stewart expressed concern that the petition signed by residents did not specify that they were signing in support of the request, but recognized the concerns raised by the petitioner.

Ms. Hanly asked to address the commission and asked if raised intersections could be implemented. Mr. Alpaslan stated that is something that could be done and has been implemented before, but there are budgetary constraints.

Chairman Hales indicated that he understood Commissioner Stewart's concern about the petition but stated that a petition was not necessary for a citizen to bring a safety concern related to traffic to the Traffic Commission.



## Traffic Commission

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

Chairman Hales reviewed the recommendations of staff with the commission. Chairman Hales mentioned the recent study being done relating to the review of school zone areas and suggested that crosswalk markings should be considered to be included in school zone areas.

Chairman Hales asked staff if they had any comment on the proposed pavement markings. Mr. Tate stated that staff would consider all of the requests for pavement markings.

Commissioner Stewart asked if the commission could make a recommendation in support of the staff recommendation at this time and evaluate the effectiveness of the implemented changes at a later date.

Chairman Hales suggested that a number of the recommendations are not necessarily issues that require action of the commission since it can be implemented under the existing code.

Commissioner Stewart made a motion to approve the recommendations as presented by staff and was seconded by Commissioner Zornes. The motion passed unanimously.

### **f. 7100 Block of Lindell Blvd Residential Parking Permit**

Mr. Tate presented the request from Lori and Jim Messina for a Residential Parking Permit plan for the 7100 block of Lindell.

Chairman Hales stated that the commission was very familiar with this area and the residential parking permit in the area as well as the parking issues related to Washington University, commercial, and Metrolink.

Ms. Lori Messina of 7108 Lindell asked the commission if she needed to speak to the commission. Chairman Hales informed her that she was not required to speak and that this request was very straightforward and that the commission would need to determine the affected area for a petition for a Residential Parking Permit plan which would likely be the 75% of all of the property owners in the 7100 block of Lindell. Ms. Messina stated that the streets all around them already have residential parking permit plans in place and that her request also includes the block of Asbury between Lindell and Forsyth. She stated that she already had obtained signature for the residents on Lindell and Asbury.

Chairman Hales stated that he felt that procedurally that the petition should come from the city documenting precisely the proposed area and households.



## Traffic Commission

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

Cheryl Adelstein from Washington University spoke to the commission and clarified that she had been assisting Ms. Messina and that the signatures collected thus far were on post cards mailed back showing interest in residential parking and that a petition had not yet been circulated. Chairman Hales thanked Ms. Adelstein for her clarification.

Commissioner Zornes made a motion to issue a residential parking permit petition for the 7100 block of Lindell and the block of Asbury between Lindell and Forsyth with an affected area including the properties of 7100- 7200 on the south side of Lindell and 7101-7157 on the north side of Lindell as well as 7199 and 7201 Forsyth. Commissioner Tunstall seconded the motion. The motion passed unanimously.

### **g. 7200 Block of Lindell Blvd. Residential Parking Permit**

Mr. Tate presented the Residential Parking Permit request from Cecelia Hanan Reyes and William Acree of 7244 Lindell. The request was for a residential parking permit plan for about 2/3 of the block.

Ms. Cecelia Hanan Reyes (7244 Lindell) addressed the commission and cited the challenge with their block becoming rental properties and multi-family on the western end of the block. She indicated that as she knocked on doors, she found that most of the residents at the end of the 7200 block were renters. She stated that she feels badly for residents of the 7300 block because they have to deal with parking from the nearby Metrolink as well as businesses and Washington University and Centene.

Commissioner Stewart asked staff how the signage would work for a partial block. Mr. Tate stated the signs would be placed in front of the affected area. He stated the challenge is that the multi-family properties on the block are not owner occupied and making it very difficult to obtain signatures from the property owners.

Commissioner Zornes asked if staff was recommending the permit be implemented from 7200-7250 Lindell. Mr. Tate confirmed.

Ms. Reyes stated that many of the renters would also like to be included in the residential parking permit area. Chairman Hales clarified that the code requires the signatures must come from the property owners of the affected properties which has presented a challenge for residents who have sought parking permits in the multi-family block of Forsyth as well.

Commissioner Zornes asked if the petitioner had gone through the same process with Ms. Adelstein as was done in the 7100 block.

Chairman Hales stated that he believed this request is more challenging. He stated that the commission has had a lot of experience with the parking issues





## Traffic Commission

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

and implementing residential permit parking on Forsyth and he understood Northmoor was going to be seeking a petition at the next commission meeting. He indicated that the commission has also spent a considerable amount of time considering the impact of the Centene Development in this area as well. He stated in his almost 4 years on the commission, one of the concerns that the commission has had in the past is splitting a block up for a residential parking petition. More recently, he stated that the commission has expressed concerns that some of the recent parking restrictions implemented on Forsyth have pushed the parking issues down the street. He stated that he is totally in agreement with the need for residential parking on this block, but believes there is also a need beyond the boundary listed in front of the duplexes and apartments and that the commission and staff needs to come up with a solution to accommodate residential parking permit plans in multifamily areas. His concern is that the implementation as recommended by staff will push the parking problem further west down the block and he doesn't see that the parking issues are going to get any better with the Centene Development proceeding. He stated he would like to know that the staff and commission are committed to addressing the issue of residential parking permits in multifamily areas.

Commissioner Zornes agreed that the commission needs to find a solution for multi-family streets, but stated that the commission had a request and recommendation from staff in front of it. He stated he believed that the commission should approve the request. Commissioner Zornes asked what the commission can do to address the problem and suggested that staff come back to the commission with a solution to establish residential parking permit plans for multi-family streets with renters.

Chairman Hales stated he would be agreeable if staff was in agreement and committed to finding a residential parking permit solution to multi-family streets.

Commissioner Zornes made a motion to accept staff's recommendation and request a residential parking permit petition for the partial block of Lindell between Asbury and 7254 Lindell with the affected properties including 7200-7254 Lindell Ave with the understanding that staff will come back to the commission with a proposed residential parking solution for the remaining blocks of Lindell terminating at Forsyth. The motion was seconded by Commissioner Stewart and unanimously approved.

### **h. North and South Road Resurfacing and Striping**

Mr. Tate presented an update from St. Louis County about the proposed resurfacing and restriping of North and South Rd. from Delmar to Olive Blvd. The restriped road is planned to be 3 lanes instead of 4 with a center turn lane and removing parking.



## Traffic Commission

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

Chairman Hales stated that he believed that as part of this project that the city should lean on the County to install a solar signalized crosswalk at Gannon and North and South.

Ms. Hanly requested to address the commission. She stated that North and South is on the East/West Gateway bike plan and is a street that needs more analysis. She checked with the last traffic count from 2006 which showed that the traffic counts were very low for the type of street that it is and questioned the need for a center turn lane. She also stated that she thought a bicycle lane should be included and communicated that to St. Louis County and was told that the project is primarily to bring the streets and sidewalks up to ADA standards and that county does not have a right of way to install sidewalks between Olive and Delmar. She encouraged the City and Traffic Commission to encourage St. Louis County to see if our streets can better meet the needs of our citizens.

Chairman Hales inquired about right-of-ways for sidewalks. Mr. Alpaslan stated that the construction of sidewalks would require the agreement of residents public buy-in is challenging.

Chairman Hales asked if there was a timeline for this project and if the commission could be provided with further details and a more readable diagram.

Chairman Hales stated that he had one speaker request for a non-agenda item and asked Mr. Lee Meyer from 8350 Gannon Ave. to speak about a non-agenda item. Mr. Meyer spoke to the commission about speeding on Gannon bypassing the stop-lights on Delmar from Oakbrook to North and South. He stated that there are many Orthodox Jewish residents who regularly walk to Synagogue and the streets have a lot of foot traffic. He believes that traffic regularly drives down Gannon at speeds in excess of 40mph and is hoping that that the traffic commission can help find a solution to the problem.

### **a. Bicycles in the Loop – Continued Discussion**

With Mr. Kevin Barbeau, executive director of the Loop Trolley Company in attendance, Commissioner Zornes suggested that he hear the points made by Ms. Sarah Hanly at the beginning of the meeting. Chairman Hales summarized the concerns and proposed solutions provided by Ms. Hanley.

Kevin Barbeau (5450 Eichelberger Ave., St. Louis City) addressed the commission. He stated that the Trolley Company is looking for ways to better identify and mark the trolley tracks and alternate bicycle routes. He stated he supports cyclists' rights to use the streets and stated that the trolley project was designed "for you", approved and built based on previously reviewed drawings as a navigable course for all users of the street, vehicles, bicyclists and the trolley. He stated he was aware about the discussion about



## Traffic Commission

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

rubberized inserts for the tracks, but indicated the technology is not there yet. Ms. Hanley asked if he had heard about Velostrail. Mr. Barbeau stated he had not and would look into it. His understanding is that the rubberized inserts are prone to deterioration and can come out of the tracks causing a hazard. Mr. Barbeau stated the Trolley Company's goal is to run a system that accepts bicycles and they don't want one form of alternative transit to push another form of alternative transit off of the street. He stated that the Trolley Company will work with the City of University City to determine what options small and slightly larger than small are available to address and implement.

Commissioner Zornes asked staff what the city would require of the Trolley Company. Mr. Tate stated assistance with signage and awareness. Commissioner Zornes stated that he understands the issue with additional signage to alert people to the hazards of the track but the Trolley Company owns the track and if people continue to get hurt, who is liable for those accidents? Commissioner Zornes asked if the City can direct the Trolley Company to address and pay for the safety concerns related to the tracks. Mr. Alpaslan stated that the Trolley Company has a Conditional Use Permit to comply with as well as a Right of Way permit. Both permits are still open. Under these permits, Mr. Alpaslan stated the City can look for ways to solve the problems before the system starts its operation.

Chairman Hales stated that he completely agreed with Ms. Hanly's suggestion for signage at all entry points to Delmar. He stated that the subject of bicycle safety and trolley tracks has been a very large subject on social media following a Riverfront Times article that suggested that the Traffic Commission was intent on banning bicycles from the Delmar Loop when the commission had never discussed it. Chairman Hales stated that the tracks are now in and we now have a problem, a problem which could have been foreseen. Commissioner Zornes stated that we are we are now and the problems need to be fixed.

Commissioner Tunstall told Ms. Hanly that he feels her frustration. He stated that the focus of the Trolley Company has been on their startup date and the issue of bicycles and the trolley should have been considered during the design and construction.

Mr. Barbeau stated that the emphasis of the Trolley Company remains on providing safe passage for bicycles, pedestrians and vehicles.

Chairman Hales stated that he wanted people to understand that both the City's Bike/Walk plan and the Trolley Design came before the commission in late 2012. He stated he read back through the minutes from that time and found there was an astonishing disconnect between the two issues. He agreed with Commissioner Zornes about the addressing the problem, but as a



## Traffic Commission

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

commission, there is a new staff liaison, a new council liaison, a new director of public works, and there were no current commission members who served on the commission at that time. He stated that the commission was asked to make a recommendation on proposed additional signage and his question to Mr. Alpaslan, while it's not the purview of the Traffic Commission, is who will be paying for the additional signage relating to bicycle safety and the trolley tracks because he believes those expenses should be borne by the Loop Trolley Company. Chairman Hales asked Mr. Barbeau if he had seen the proposed additional signage and locations indicating where the track narrows at the various platforms. Mr. Barbeau had not.

Chairman Hales asked what the space was between the track and the platform. Commissioner Stewart stated it was about 6 inches. Chairman Hales asked staff if staff believes it's feasible for a bicycle to travel in that area and stated he's never seen a bike lane narrower than about 4 feet wide.

Mr. Alpaslan stated that the signage is to raise awareness for the hazardous condition of the tracks and suggested additional pavement markings and reflectorized tags on the rails.

Commissioner Zornes stated that he believes that the commission does not want people to think that the commission does not want bicycles in the Loop. He asked whose liability is it if a cyclist is injured.

Mr. Barbeau stated that the Trolley Company has fielded injury reports from the police which were sent to their insurance company and his understanding is that no payouts had been made on those claims. He stated that those claims would continue to be filtered from the city to the Loop Trolley Company's insurance company. He stated that when accidents happen, one of Loop Trolley Company's tasks is a visual review of the incident and area and sending that information to the insurance company.

Mr. Barbeau asked Mr. Alpaslan if the purpose of the signs was not to encourage cyclists to ride between the cars and the parking lane but to let people know if they are that they are running out of room. Mr. Alpaslan confirmed. He stated that in the street running portion of the alignment, bicycles have the same rights to the street. He stated that bicycles could use the inside of the track and the rails as their guideposts. He suggested hash marks placed on the street indicating where the track moves to the right for the platform. He recognized that the change of course of the track presents a danger to cyclists.

Chairman Hales asked Mr. Barbeau if he suggesting that bicycles use the space between the rails as a bicycle lane. Mr. Barbeau confirmed. Chairman Hales stated that the problem with that is that bicycles have to obey the rules of the road. He stated that as you take the track east at Westgate, the track



## Traffic Commission

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

moves into the left turn lane and will proceed through the intersection, east on Delmar while through traffic would be sitting presumably at a red light and traffic turning left would presumably be turning left at the same time. Chairman Hales asked Mr. Barbeau if bicycles should run the red light and follow the trolley at that intersection. Mr. Barbeau said that he would hope not. Chairman Hales stated that if a cyclist is supposed to intuitively follow the trolley, at what point does the cyclist safely cross the intersection if traffic has a red light? He stated that Mr. Barbeau indicated that he wants bicycles on Delmar and asked him where he wants them to go? Mr. Barbeau stated that you don't want the bicycles to be in the turn lane and the cyclist will have to jump the track. Chairman Hales stated that he feels like the commission now has to solve a problem that should have been solved 5 years ago and he's not sure how to achieve a suitable result for everyone. Chairman Hales also stated that he was recently in New Orleans where there are transit platforms on the side of the road and the bike lanes go through or up and over those platforms. He stated that he didn't understand why that wasn't considered, if it was considered and questioned whether that type of design could be retrofitted as a possible solution. He indicated that he believed cyclists are most likely to want to ride on the right side of the track.

The commission discussed alternative routes again, but it was noted that there is no through route east to west.

Commissioner Zornes addressed Mr. Barbeau and stated that he believed Mr. Barbeau wants to have a safe system with people driving, walking and riding bikes. He stated he believe Ms. Hanley made some good suggestions and urged Mr. Barbeau think about how to create a process to work together to find a solution, because there is an issue now and we need to work together to fix it. Mr. Barbeau stated that Loop Trolley Company is eager to work with University City and local bicycle advocacy groups and concerned citizens on the issue. Mr. Barbeau stated he would have to go back to the construction side to see if there is an option for amending the platforms. Commissioner Zornes clarified and stated that he believes Mr. Barbeau needs to work with city staff to find solutions to the problem.

Commissioner Stewart asked if the City of St. Louis is not experiencing these problems because the track is moved to the middle of the street and a single track. Mr. Barbeau confirmed and also stated that the eastern track is also a protected right-of-way.

Commissioner Zornes again stated that he believed Mr. Barbeau needed to get his team and get together with staff and get on bicycles at the western most part of the track and ride down Delmar to Skinker to figure out how to fix it. He stated that he believed if their group worked with city staff, there's probably a solution and that this is one step in a continuum of things that need to happen. Commissioner Zornes asked if staff would like the commission to



## Traffic Commission

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

proceed with the recommendation of additional signs or table the issue to further study and bring back to the commission. Chairman Hales asked if action of the commission to add additional safety-related signs required action from the commission since it would not require an ordinance. Mr. Alpaslan stated that a comprehensive solution is needed and that safety related signage would probably not require an ordinance. He also stated that most signage on Delmar is related to vehicles and there are many signs and the challenge is to have signs that bicyclists will notice.

Commissioner Stewart asked about implementing pavement markings. Mr. Alpaslan stated that pavement markings are enhancements but are not codified. He also stated that they did not know if anything could be placed on the rail itself.

Commissioner Zornes stated that he believed the commission was asked for input and a lot of good input was created. He suggested that perhaps Velostrail was not needed everywhere but just in the troublesome areas and suggested that Loop Trolley Company representatives and staff need to take a comprehensive look at the issue.

Commissioner Stewart asked Mr. Barbeau if he would make commitment to look into Velostrail. Mr. Barbeau stated he would look into it.

Chairman Hales agreed with the comments of Commissioner Zornes and Mr. Barbeau and stated that as someone who was not on the commission 5 years ago, it is incredibly frustrating because at some point the City signed off on the trolley plans, but said he didn't know that the city necessarily signed off on the level of hazard that has been created. He stated that he hopes that the Loop Trolley Company has a significant commitment to addressing these problems because this is their project and these are the consequences of it, and while it may have been signed off by the city, but surely they must have considered the issue of bicycles at that time.

Ms. Hanly asked to speak. She stated that she was on the Bike/Walk task force and they asked to get information from the Loop Trolley Company and were unable to get information. Mr. Barbeau stated he would look back through his records of the discussion and considerations given to bicycles. Chairman Hales asked that that information be provided to staff.

Commissioner Stewart asked about the bump at the west end of the trolley by the library and asked if reflective pylons could be placed on the curb separating the track from the road. Mr. Barbeau indicated he would check and see. Chairman Hales stated that he's seen cars pull into the area that is the trolley stop in front of the library. He stated that he thinks that area is confusing to motorists because drivers are used to seeing the yellow line on the road to the left and at that point, there is a yellow light to the left and a



## Traffic Commission

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yellow curb dividing the street from the trolley stop. Commissioner Stewart confirmed that he has also seen motorists turn from Kingsland onto Delmar and into the trolley stop.

Commissioner Tunstall asked when the startup date. Mr. Barbeau stated that it was dependent on the delivery of the third car. He stated their most recent communication was that they were waiting on a critical piece for the 3<sup>rd</sup> car to be delivered from Germany in July and expected delivery of the third car in mid-to-late September. He indicated that the Loop Trolley Company was talking to the FTA about allowing them to start service prior to receiving the third car, but they have been previously been told they need three to begin operations.

Mr. Barbeau stated that the trolley would run at the speed of traffic when it begins operation and that it would be likely that 15 mph would be the maximum. Chairman Hales asked if there is a standard for distance between the trolley and vehicle or a bicycle. He asked if there was a policy or federal guidelines related to speed and distance. Mr. Barbeau stated that he did not have the answer to the question but would check on it. Chairman Hales asked if that information could be shared with staff and believed that there should be some type of policy to that effect.

### 6. Council Liaison Report

did not have a report, but asked Mr. Tate if he had spoken to County Councilwoman Hazel Erby and thought it would be better if it had a bicycle lane rather than a center turn lane. Chairman Hales also asked if the city could inquire about the recent county traffic counting study on North and South Rd.

### 7. Miscellaneous Business

Chairman Hales reported that Northmoor Drive will be coming to the commission requesting a residential parking permit plan at the July meeting.

### 8. Adjournment.

Commissioner Tunstall made a motion to adjourn the meeting and was seconded by Commissioner Stewart. The motion unanimously carried and the meeting was adjourned at 9:02 pm.

Minutes prepared by Jeff Hales, Traffic Commission Chairman & Secretary