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

Heman Park Community Center
975 Pennsylvania Avenue, University City MO 63130

December 13, 2017 at 6:30 p.m.

1. **Call to Order**

2. **Roll Call**

3. **Approval of Agenda**

4. **Approval of Minutes**

   A. November 8, 2017 meeting minutes (will be provided at meeting)

5. **Agenda items**
   A. Our Lady Of Lourdes Improvement Project – Traffic Analysis
   B. Bicycles Facilities Phase 3 – Pershing Avenue Reconfiguration
   C. 7000 Block of Kingsbury Residential Parking Permit System
   D. 7400 Block of Cornell Ave. – No Parking signs on the west end at Hanley Rd.

6. **Council Liaison Report**

7. **Miscellaneous Business**

   A. Compact Car Ordinance
   B. Honorary Street Name Ordinance
   C. Traffic Commission Annual Report

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.

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

STAFF REPORT

MEETING DATE:	December 13, 2017
APPLICANT:	Our Lady of Lourdes
Location:	Forsyth Boulevard
Request:	Review of Traffic Analysis
Attachments:	Traffic Analysis and Community Development Memorandum

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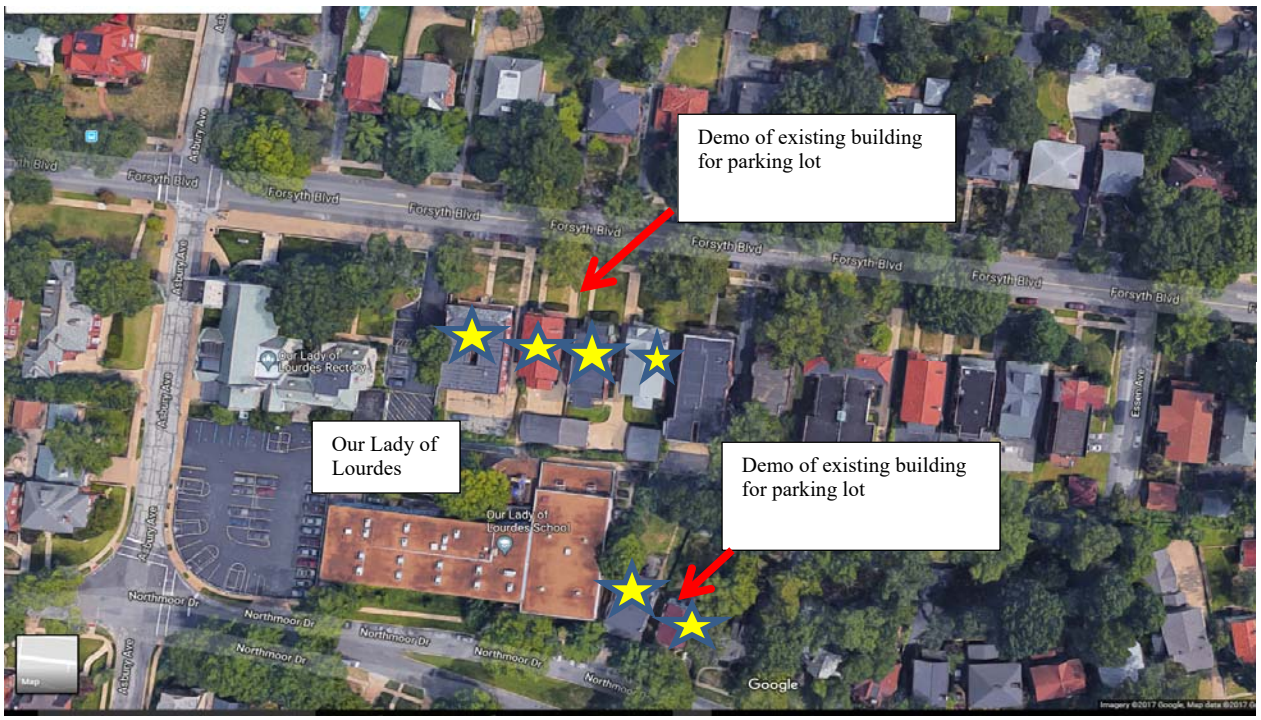
Existing Conditions:

Our Lady of Lourdes School



Request: Review of the attached Traffic Analysis

Details:

- The new proposed construction will be the Demo 6 homes that are owned by Our Lady of Lourdes for buildings, new parking lot, drive accesses, and playground.
- The proposed improvements will add two access driveway aprons on Forsyth with the removal of parking spaces in front of the 4 buildings that will be demolished. One drive access added off of Northmoor.
- The proposed parking lot will consist of 66 parking spaces and increase of 13 spaces from the existing
- Four ADA accessible spaces will be added on Asbury for access to the west building of the parish

- It will be highly encourage that only eastbound Forsyth traffic exit the parking lot on Forsyth. Westbound traffic should use the Northmoor exit in order to use the traffic signal at Asbury.

Conclusion/Recommendation

The proposed improvements are at the site plan approval stage. Staff had concerns regarding the entering and exiting of the proposed new parking lot off of Forsyth, the impact of the of the loss of the parking spaces on Forsyth and the impact traffic flow during school arrival and dismissal. Staff recommends the approval of the recommendations provided by CBB that are included in the Traffic Analysis. Staff has concerns rather the parking lot would be gated for protection from outside parking and what is number of spaces that will be lost on Forsyth. It is also recommended the Traffic Commission provide additional comments to be considered for the site plan review.

Department of Community Development
6801 Delmar Boulevard, University City, Missouri 63130, Phone: (314) 862-6767, Fax: (314) 862-3168

MEMORANDUM

TO: Traffic Commission Members

FROM: Andrea Riganti, Director of Community Development

DATE: December 7, 2017

SUBJECT: Our Lady of Lourdes Expansion Project
December 13, 2017 Traffic Commission Agenda Item

CC: Sinan Alpaslan, Director of Public Works and Parks
Errol Tate, Senior Project Manager
Andrew Stanislav, Planner

An application for Site Plan approval by Our Lady of Lourdes, c/o Msg. Richard Hanneke, for the renovation and expansion of the 7148 Forsyth Boulevard (parish church and school project). A "Site Plan" is required for new non-residential buildings such as the proposal. The Site Plan Review Procedures, in accordance with Section 400.2610 of the Zoning Code are:

1. Submission by Applicant
2. Application deemed complete
3. Distribution to City Departments for staff review
4. Development of staff report
5. Submittal of application and staff report to City Council for consideration

The proposed project includes the demolition and removal of six residential buildings to the east of the existing parking lot; removal of existing parking lot; expansion of existing school; construction of parking lot where four existing residences are located; construction of an access drive from Forsyth Boulevard to Northmoor Drive and a playground area where two existing residences are located. A project summary and draft site plan is included in the memorandum to Traffic Commission from the Department of Public Works and Parks.

The Site Plan Review criteria include traffic and parking related criteria. Staff determined that a Traffic Impact Analysis was necessary to determine the potential traffic impacts of the development on the surrounding area. A Traffic Impact Analysis prepared by CBB and dated November 22, 2017 is being forwarded to the Traffic Commission for review. In its capacity as an advisory commission on traffic related matters, the Traffic Commission may be concerned with the following zoning code Site Plan review criteria:

- *The impact of projected vehicle traffic volumes and site access is not detrimental with regard to the surrounding traffic flow, pedestrian safety and accessibility of emergency vehicles and equipment.*

- *Where a proposed use has the potential for adverse impacts, sufficient measures have been or will be taken by the applicant to address potential impacts, which may include:*
  - Limiting vehicular access so as to avoid conflicting turning movements
  - Provision of turning lands, traffic control measures

Regarding parking: please note that the parking requirements of the Zoning Code will be met by the number of parking spaces proposed.

Regarding traffic: The Department of Community Development is requesting that the Traffic Impact Study be reviewed by the Traffic Commission; particularly the recommendations found on pages 6 and 7 and determine if these or other conditions should be recommended for inclusion in the Site Plan report. A formal recommendation from the Traffic Commission is being sought. This recommendation will be forwarded to City Council as part of the overall CUP packet for consideration.

Thank you, and please let me know if there are questions or comments: ariganti@ucitymo.org.

BUESCHER DITCH & ASSOCIATES, INC.
2 East Fifth Street, P.O. Box 621, Washington, Missouri 63090
Telephone: 636-239-6255 FAX: 636-239-7681
E-mail: mditch@buescherditch.com

November 22, 2017

Mr. Errol Tate, Senior
Public Works –Parks Manager
University City
6801 Delmar Blvd.
University City, MO 63130

Re: Our Lady of Lourdes Parrish
7148 Forsyth Boulevard
Traffic Assessment Report
BDA Project Number 13022

Dear Errol,

Attached is the Traffic Assessment Report for the referenced project. The report was required as part of our Site Plan, which is waiting for processing of the report and a hearing with the Traffic Commission. It is our understanding that we will be on the December 13 meeting of the Traffic Commission.

We would like to address the removal of the existing street parking spaces along Forsyth, in front of the four residences that will be removed for the development, and adding the four ADA compliant parallel parking spaces on Asbury at the December Traffic Commission meeting if possible. Both of these items were shown on our Site Plan, which I am attaching hereto.

Please call if you have any questions during your review of the report or plans. If you need additional information for the December meeting, please let me know.

Sincerely,

Mark A. Ditch, P.E., P.L.S.

November 22, 2017

Monseigneur Richard Hanneke
Our Lady of Lourdes
7148 Forsyth Boulevard
St. Louis, Missouri 63105

RE: Traffic Access Assessment
Our Lady of Lourdes Parish School
University City, Missouri
CBB Job #97-17

Monseigneur Richard:

In accordance with your request, CBB has completed an assessment of traffic conditions related to the proposed improvements at Our Lady of Lourdes Parish School in University City, Missouri. The site is located on the southeast corner of Forsyth Boulevard and Asbury Avenue.

It is our understanding that the school plans to upgrade the campus which will remove existing dated buildings, add additional new buildings and change traffic flow and on-site parking which may, in turn, affect traffic flows to and from the site. Four existing home lots facing Forsyth Boulevard and two existing home lots facing Northmoor Drive have been purchased adjacent to the existing site. Those homes will be razed to make way for the proposed site improvements, primarily a new surface parking lot/paved playground fronting Forsyth Boulevard and a new access road connecting to Northmoor Drive. The new building addition is proposed on the existing surface parking lot at the corner of Asbury Avenue and Northmoor Drive.

Access to the existing site is provided via one full-access driveway to Forsyth Boulevard on the north side of the site, one full-access driveway to Asbury Avenue on the west side of the site, and one full access driveway to Northmoor Drive.

The purpose of this traffic assessment was to provide an opinion regarding the appropriateness of the proposed access and net change in parking and recommend potential solution options to improve safety and traffic flow during school arrival and dismissal while minimizing traffic impacts on the adjacent residential streets between the campus and Forsyth Boulevard. The focus of this study was the morning school arrival/commuter peak hour and the afternoon school dismissal peak hour on a typical school day.

Existing Roadway Conditions

Forsyth Boulevard is a minor arterial road which provides two lanes, one in each direction. The east-west road has a posted speed limit of 30 miles per hour (mph). School Speed Limit signs (20 mph) are also present in the study area. Vertical curbs and sidewalks are provided along both sides of the roadway. Street parking is also provided along both sides of the roadway; however, signs are posted along the south side of the roadway limiting parking to two hours along the frontage of the Our Lady of Lourdes church building and restricting that section of curb completely near the signal at Asbury Avenue.

Northmoor Drive is a two-lane, east-west local road. The posted speed limit is 25 mph. A School Speed Limit sign (20 mph) are also present in the study area. Vertical curbs and sidewalks are provided along both sides of the roadway. Street parking is also provided along both sides of the roadway. A wide, landscaped median with vertical curbs approximately 380 feet in length is also present to the east of Asbury Avenue.

Asbury Avenue is a two-lane, north-south local road. The posted speed limit is 25 mph. Vertical curbs and sidewalks are provided along both sides of the roadway. Street parking is provided along the west side of the roadway with restrictions near the intersection with Forsyth Boulevard. Street parking is restricted on the east side of Asbury Avenue along the Our Lady of Lourdes site frontage.

The intersection of Forsyth Boulevard at Asbury Avenue is controlled by a traffic signal. Each approach provides one lane, and all left-turns are controlled by permitted-only phasing. Pedestrian signals are provided across all four approaches, but marked crosswalks are only painted across the north, south, and east legs.

The intersection of Northmoor Drive at Asbury Avenue is controlled by an all-way STOP. Each approach provides one lane. Crosswalks are provided across the north, east, and west legs.

Existing Site

The site currently consists of the school building and a church/rectory building. Forty-six parking spaces are provided in the parking lot on the southwest corner of the site and an additional seven spaces are provided along the east side of the rectory building for a total of 53 surface parking spaces. Entrances to the school building are present on the north, west, and south sides of the building. The existing site plan is shown in **Figure 1.**

“No Parking – Loading Zone” signs are provided along a section of curb spanning roughly two car-lengths directly in front of the south entrance. Signs reading “Drop Off 7AM-8AM M-F” are posted around a section of curb spanning one car-length to the south of the school building (north side of Northmoor Drive) directly south of the west entrance to the school building.

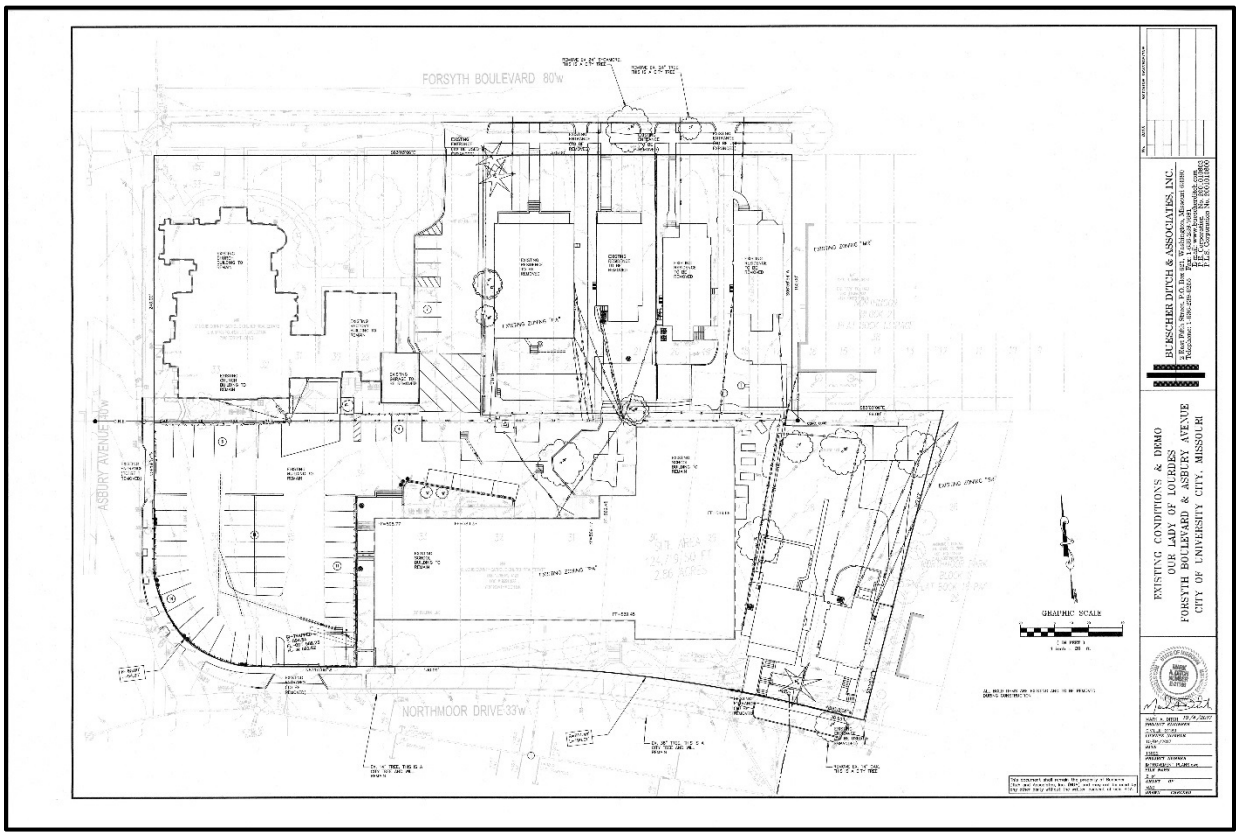


Figure 1: Existing Site Plan

Existing Traffic Conditions

Traffic observations were performed around the study area during the morning school arrival (7:00-8:30 a.m.) and afternoon school dismissal (2:00-3:30 p.m.) peak periods of a typical weekday. It was noted that students must arrive before 8:05 a.m. and are dismissed at 3:00 p.m. It is important to note that the morning school arrival and afternoon school dismissal trips generally occur in a very compressed time frame with heavy peaking characteristics over 15-20 minutes.

The morning school arrival period peaked between 7:40 and 8:00 a.m. when approximately 90 students arrived in roughly 70 vehicles. Additionally, five to ten students arrived on foot and on bicycles during that time. Roughly 90% of drop-offs occurred along the north side of Northmoor Drive near the south entrance to the school. The "Loading Zone" in front of the south entrance provided space for approximately two vehicles to stand along the curb for drop-offs, and other space along the curb near the entrance not otherwise occupied by parked cars was also used by vehicles dropping off students.

On the day of observation, two to three additional vehicles could fit along the unoccupied curb to the west of the "Loading Zone" for drop-offs. Most of the drop-offs occurred in the "Loading Zone" or the unoccupied section immediately to the west, but some students were dropped

off from unoccupied spaces farther east or west along Northmoor Drive. There were occasional queues of one to two vehicles when all four to five curb spaces in front of the south entrance were occupied, but these generally did not last long enough to affect any through-moving vehicles along westbound Northmoor Drive.

It was also noted that some drop-off vehicles made U-turns around the median on Northmoor Drive to change direction from eastbound to westbound and then drop students off from the passenger side along the curb.

The space along the curb near the west entrance signed "Drop Off 7AM-8AM M-F" was not used frequently due to its distance from the south school entrance.

Staff parked on the streets near the school building but generally avoided parking along the Northmoor Drive curb in front of the south entrance. The school parking lot was approximately half-full at 7:00 a.m., but those vehicles left the lot shortly before 7:30 a.m., and the lot gates were closed at 7:30 a.m.

During the afternoon school dismissal period, the majority of vehicles picking up students entered the school parking lot between 2:40 p.m. and 3:00 p.m. via the Northmoor Drive driveway and formed orderly lines to park but did not adhere to the marked parking spaces. The exit gates were closed for student safety. When students were dismissed at 3:00 p.m., parents walked the students to their vehicles and remained in place until all students had reached their vehicles. At that point, the gates were re-opened at the west and north driveways to allow vehicles to exit. Most of the vehicles in the parking lot exited the west driveway onto northbound Asbury Avenue, but a few exited to the north directly onto Forsyth Boulevard. This process was very efficient, and the parking lot was empty by 3:05 p.m.

Several students also exited the south school entrance. Most of these students walked directly west either to enter pick-up vehicles parked on local streets or to continue north on Asbury Avenue, presumably walking home. A small number of younger students were met at the south entrance by parents and then escorted to vehicles parked along Northmoor Drive.

During the very short peak of pick-up traffic exodus between 3:00 and 3:05 p.m., northbound queues at the intersection of Asbury Avenue at Forsyth Boulevard were twice observed to extend back to Northmoor Drive and once to the school lot's west driveway.

Proposed Development

As previously discussed, it is our understanding that the four existing homes directly north of the school building will be razed and replaced by a new surface parking lot while the proposed school building expansion will replace the existing parking lot. Two full-access site driveways are proposed on Forsyth Boulevard. Two homes directly east of the school building will be razed to make way for a new full access driveway proposed on Northmoor Drive.

The proposed parking lot provides 66 spaces, an increase of 13 spaces over the existing lot. As noted on the site plan, four handicapped parking stalls are marked on the east side of Asbury Avenue. These are critical to serve the accessibility needs of the parish in close proximity to the accessible west building entrance. The site plan keeps the parking restriction along the south side of Forsyth Boulevard between Ashbury Avenue and the west entrance and also includes the removal of on-street parking stalls along the south side of Forsyth Boulevard between the west and east entrances. Any on-street parking stalls remaining or added to the south side of Forsyth Boulevard need to consider the available sight distance for safe access visibility at both site access driveways. The proposed site plan is shown in **Figure 2**.

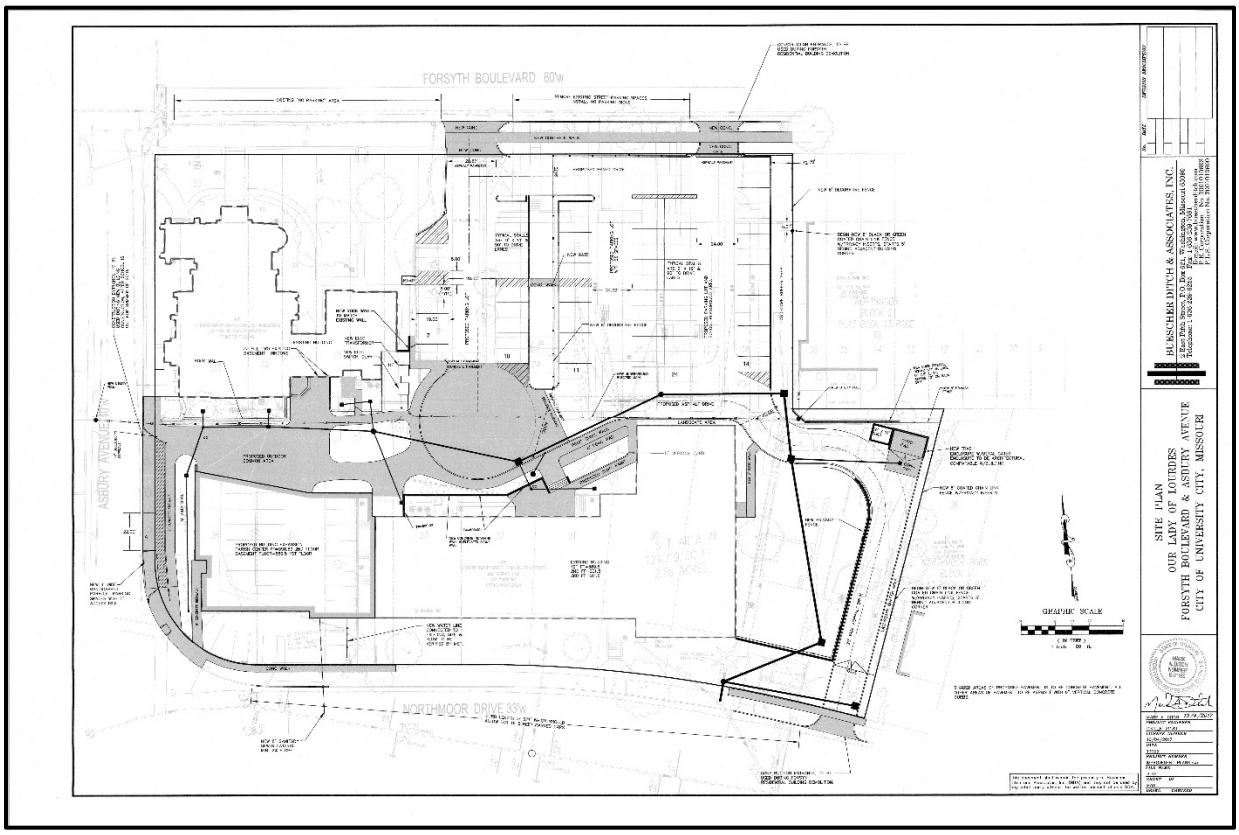


Figure 2: Proposed Site Plan

No significant changes in enrollment are expected as a result of the proposed improvements. As a neighborhood Catholic school, the enrollment is generally dictated by the population demographics of the adjacent neighborhood, which is not expected to change significantly in the foreseeable future.

2017 Build Traffic Conditions

Under proposed conditions, CBB would expect much of the pick-up and drop-off traffic to enter and leave via the driveways on Forsyth Boulevard. This would be beneficial in that it would take a number of vehicles off Northmoor Drive and Asbury Avenue, making them safer for pedestrians during the school arrival and dismissal peaks. However, this would also lead to more unprotected left-turns to and from Forsyth Boulevard, which carries more vehicle traffic than the local side streets.

On-site circulation would benefit from the layout of the proposed driveways, as well. First, more vehicles could be stored on site as a result of the increased number of parking spaces and longer path for potential pick-up/drop-off between the west Forsyth Boulevard driveway and the south Northmoor Drive driveway. Second, the removal of the west driveway onto Asbury Avenue removes the issue of northbound Asbury Avenue queues at Forsyth Boulevard blocking vehicles exiting that driveway.

On the other hand, left-turns out of the driveways onto Forsyth Boulevard could experience long delays during the short heavy peaks of school arrival and dismissal as parents leave the site.

Recommendations

CBB would recommend a traffic flow pattern entering the west Forsyth Boulevard driveway and exiting either the east Forsyth Boulevard driveway (primarily to the east as right-turns out) or the Northmoor Drive driveway. It would be best for vehicles desiring to travel west on Forsyth Boulevard to exit onto Northmoor Drive to use the traffic signal at Forsyth Boulevard and Asbury Avenue for their left-turns.

CBB recommends the continued use of the existing process of waiting for all dismissed students to enter their vehicles before allowing any vehicles to exit the site. The process promotes the safety of students crossing the parking lot to their vehicles and allows for efficient egress from the site.

If vehicles attempting to turn left onto Forsyth Boulevard from the site driveways were to incur excessive delays, it could result in long queues and safety concerns. To prevent this, a "No Left-Turn" restriction could be posted at both the west and east site driveways on Forsyth Boulevard to restrict exiting left-turns (7:30 a.m. to 8:00 a.m. and 3:00 p.m.to 3:30 p.m.). This would be a relatively easy retrofit to sign during school arrival and dismissal times; however, early release days would be an exception to posted hours.

Parking appears to be sufficient for the site needs today, but the number will increase by 13 spaces (a 25% increase).

We trust that you will find the information presented in this report useful in evaluating the traffic and parking impacts associated with the proposed changes on the Our Lady of Lourdes School campus. Please do not hesitate to contact me in our St. Louis office 314-308-6547 or Lcannon@cbbtraffic.com should you have any questions or comments concerning this material.

Sincerely,

Lee Cannon

Lee Cannon, P.E., PTOE
Principal – Traffic Engineer

FORSYTH BOULEVARD 80'w

EXISTING "NO PARKING" AREA

REMOVE EXISTING STREET PARKING SPACES, INSTALL NO PARKING SIGNS

CONSTRUCTION ENTRANCE, TO BE USED DURING FORSYTH RESIDENTIAL BUILDING DEMOLITION.

NEW CONC.

NEW CONCRETE WALK

NEW CONC.

NEW CONC. GATE

28.87' ASPHALT PAVEMENT

ASPHALT PAVEMENT

12.70'

PROPOSED PAVED DRIVE

GATE

NEW 8' DECORATIVE FENCE

5.00'

BEGIN NEW 8' BLACK OR GREEN COATED CHAIN LINK FENCE W/PRIVACY INSERTS, STARTS 5' BEHIND ADJACENT BUILDING CORNER

TYPICAL STALLS ARE 9' X 19' & 90° TO DRIVE LANES

PROPOSED PARKING LOT WITH 66 SPACES

24.00'

NEW GATE

TYPICAL STALLS ARE 9' X 19' & 90° TO DRIVE LANES

8.00'

RAMP

28.00'

8.00' (TYP.)

CONC. WALK

24.00'

PROPOSED PARKING LOT AND SCHOOL PLAYGROUND AREA

LANDSCAPE BUFFER AREA

N/F
CAROL B. PARR TRUST
D.B. 17751 PG. 4429
LOC. #195541933
7124 FORSYTH BLVD

NORTHMOOR
BLOCK 2
PLAT BOOK 13 PAGE 38

NEW ROCK WALL TO MATCH EXISTING WALL

19.00'

PROPOSED PARKING LOT

NEW 8' DECORATIVE FENCE

N/F
ST LOUIS COUNTY CATHOLIC CHURCH REAL ESTATE
D.B. 17765 PG. 4123 LOC. #195531484
7148 FORSYTH BLVD

CONSTRUCTION ENTRANCE, TO BE USED DURING NEW BUILDING CONSTRUCTION, AFTER SCHOOL IS OUT FOR SUMMER OF 2018.

EXISTING BUILDING

NEW ELEC. TRANSFORMER

IN-FILL TWO EXISTING BASEMENT WINDOWS

NEW ELEC. SWITCH-GEAR

10'

ROCK WALL

ASPHALT PAVEMENT
CONCRETE PAVEMENT

NEW UNDERGROUND ELECTRIC MAIN

NEW CURB (SPECIAL DEPTH) SET ON EDGE OF 7.5" ALLEY, EXPOSE 12" ON BACK SIDE

NEW 8' PRIVACY FENCE

NEW UTILITY POLE

PROPOSED ASPHALT DRIVE

LANDSCAPE AREA

CHAIN

NEW UTILITY POLE

ASPH. PAVEMENT

ASBURY AVENUE 40'w

15" BOLLARDS (TYPICAL)

PROP. CONC. WALK

6' CONC. PAD

6" VERTICAL CURB

PROPOSED CONC. RAMP

10' X 10' SHED

CONC. PAD

CONC. PAD

NEW TRASH ENCLOSURE W/METAL GATES. ENCLOSURE TO BE ARCHITECTURAL COMPATABLE W/BUILDING.

NEW 8' COATED CHAIN LINK FENCE W/PRIVACY INSERTS

PROPOSED OUTDOOR COMMON AREA

6' CONCRETE SIDEWALK

12' GREEN SPACE

22.00'

4

TW=600.00

TW=600.00

NEW CONCRETE RETAINING WALL W/ELEVATED STONE WALL

NEW 5' CONC WALK

NEW PRIVACY FENCE

PROPOSED BUILDING EXPANSION
PARISH CENTER FF=598.83 2ND FLOOR
BASEMENT FLOOR=589.5 1ST FLOOR

N/F
ST LOUIS COUNTY CATHOLIC CHURCH REAL ESTATE
D.B. 17765 PG. 4123
LOC. #195541902
7157 NORTHMOOR DR

EXISTING BUILDING
1ST FF=589.5
2ND FF=601.5
3RD FF=611.5

SITE AREA 29
124,719± SQ FT
2.86± ACRES

N/F
MARIANNE L. PIOTAK
D.B. 13190 PG. 2656
LOC. #195541880
7151 NORTHMOOR DR

NORTHMOOR PARK
BLOCK 1
PLAT BOOK 18 PAGE

BEGIN NEW 8' BLACK OR GREEN COATED CHAIN LINK FENCE W/PRIVACY INSERTS, STARTS 5' BEHIND ADJACENT BUILDING CORNER

20' WIDE ASPHALT DRIVE

LANDSCAPE BUFFER AREA

GATE

NEW 8' WIDE HANDICAPPED PARALLEL PARKING SPACES WITH 5' ACCESS ISLE

NEW 6" SANITARY SEWER LATERAL, MIN. 2% SLOPE

NEW WATER LINE CONNECTED TO EXISTING, SIZE & FLOW TO BE VERIFIED BY MEP.

CONC WALK

30' BUILDING LINE

GI-TRAPPED
FL-IN 594.54
FL-OUT 588.23
FL-IN 592.62

TRAPPED

PIPE BLOCKED

PIPE BLOCKED & ROOT FILLED

NORTHMOOR DRIVE 33'w

CURB LENGTH IS 321' WHICH SHOULD ALLOW FOR 16 STREET PARKED CARS

+75.5 LAT. (CAPPED)

+78.1 LAT. (CAPPED)

+38.3 LAT. (CAPPED)

CONSTRUCTION ENTRANCE, TO BE USED DURING FORSYTH RESIDENTIAL BUILDING DEMOLITION.

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)
1 inch = 20 ft.

SHADED AREAS OF PROPOSED PAVEMENT IS TO BE CONCRETE PAVEMENT. ALL OTHER AREAS OF PAVEMENT TO BE ASPHALT WITH 6" VERTICAL CONCRETE CURBS.

No.	DATE	REVISION DESCRIPTION

BUESCHER DITCH & ASSOCIATES, INC.
2 East Fifth Street, P.O. Box 621, Washington, Missouri 63090
Telephone: 1-636-239-6255 Fax: 1-636-239-7681
E-mail: www.bueschersditch.com
P.E. Corporation No. 2001010603
P.L.S. Corporation No. 2001010600

SITE PLAN
OUR LADY OF LOURDES
FORSYTH BOULEVARD & ASBURY AVENUE
CITY OF UNIVERSITY CITY, MISSOURI

STATE OF MISSOURI
MARK A. DITCH
NUMBER E-21189
REGISTERED PROFESSIONAL ENGINEER

MARK A. DITCH 10/4/2017
PROJECT ENGINEER
CIVIL_E-21189
LICENSE NUMBER
10/04/2017
DATE
13022
PROJECT NUMBER
IMPROVEMENT PLANS.dwg
FILE NAME
3 OF
SHEET OF
MAD
DRAWN CHECKED

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

STAFF REPORT

MEETING DATE: December 13, 2017
APPLICANT: City Of University City
Location: University City
Request: Pershing Avenue 4 lanes to 2 lanes

Existing Conditions:

Pershing Avenue 4 Lanes

Details

With the continuation of the University City's implementation of its Bike and Walk Master Plan we are now on Phase 3 which will include twelve city blocks. These streets are Braddock Ave, Kempland Pl, Mt. Olive, Groby Rd, Gay Ave, Warder Ave, Burr Oak Ln, Wild Cherry, Balson Ave, Pershing Ave, Ferguson Ave, and Etzel Ave. These streets will be updated with signage and striping for bike routes and pedestrians safety.

Pershing Avenue listed above will be converted from a four lane road to two lanes of traffic with the addition of a bike lane.

Conclusion/Recommendation

With the project being in its draft form we have asked to Consultant Oates Associates to provide traffic counts for the road and an illustration to present to the Traffic Commission. The concern with rather Pershing Ave with one lane of traffic in either direction would be

able to hold the volume. Oates traffic counts have proven to be the road can handle the volume and the addition of the bike lane would be a great asset to the area. Staff recommends the Traffic Commission accept the conversion of Pershing Ave in order to move forward to City Council and MoDOT for approval. In addition staff would like the commission to make any comments regarding the conversion.

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

STAFF REPORT

MEETING DATE: December 13, 2017
APPLICANT: Gail and Robert Milder – 7012 Kingsbury Boulevard
Location: 7000 Kingsbury Boulevard - Between Big Bend Boulevard and Williams Avenue
Request: Residential Parking Permit request
Attachments: Traffic Request Form

Existing Conditions:

Kingsbury Blvd form Big Bend Blvd to Williams Ave.

Kingsbury Boulevard between Big Bend Boulevard and Williams Avenue has no parking restrictions. Both sides are available for parking.

The street is within one (1) block from both a municipal boundary and Washington University, thus is eligible for a Residential Parking Permit system.

Request:
Implement a Residential Parking Permit System on Kingsbury Boulevard, Between Big Bend Boulevard and Williams Avenue on both sides of the street.

Conclusion/Recommendation:

It is recommended that the Traffic Commission determines the list of affected households for a petition to implement the residential parking permit system.

Neighborhood to the World
University City

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:
7000 block of Kingsbury Blvd

STATE THE NATURE OF YOUR REQUEST:
Soon after the beginning of the Washington University semester this fall, students began to park on the 7000 block of Kingsbury during weekdays. We see them arriving between 8:30-10 am, getting out of their cars with their bookbags, and not returning until the end of the afternoon. If we go out in the earlier morning and return in mid-morning with parcels, we have to park far down the street from our house and carry heavy items a long distance. Many of the houses on the south side of the block do not have driveways and depend on the street for parking. In addition, many houses have two cars.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? We request that the city restrict parking on the 7000 block of Kingsbury to one-hour parking or by-permit resident parking only, with posted signs. A similiar action was taken on the 7000 block of Waterman, and students are now instead using the 7000 block of Kingsbury for all-day free parking, rather than parking provisions made by the University.

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? None that I can foresee

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: Gail and Robert Milder
ADDRESS: 7012 Kingsbury Blvd
PHONE (HOME): 314-725-0829 PHONE (WORK):
Email: gail.milder@sbcglobal.net
Date: November 3, 2017

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)

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

STAFF REPORT

MEETING DATE:	December 13, 2017
APPLICANT:	David Snyder – 7454 Cornell Avenue
Location:	East Entrance of Cornell Avenue and Hanley Road
Request:	No Parking Signs
Attachments:	Traffic Request Form

Existing Conditions:

Cornell and Hanley Intersection.

At this location the residents have fear of safety and property damage because vehicles park very close to the intersection and cause sight problems.

Request

Place No Parking signs at the intersection of Cornell and Hanley.

Conclusion/Recommendation:

City staff recommends that the Traffic Commission approve this request for safety reasons. The rule as read in the City ordinance reads; "It is unlawful for the operator of a vehicle to stop, stand or park such vehicle in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the directions of a Police Officer or traffic control sign or signal. Within thirty (30) feet upon the approach of any flashing beacon or stop sign."

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TRAFFIC REQUEST FORM

LOCATION OF REQUEST:
East entrance of Hanley Rd. and Cornell Ave

STATE THE NATURE OF YOUR REQUEST:
There is a Jeep w/ license plates from Conneticut and a Volvo, along w/ other cars that park at the entrance of Hanley and Cornell Ave on the east side. It is dangerous w/ near misses of accidents.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? Place do not park signs 20 ft from entrance of East entrance of Hanley and Cornell.

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? Safety of people's lives, property, and zero litigation.

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: David Snyder
ADDRESS: 7454 Cornell Ave
PHONE (HOME): 314-488-4128 PHONE (WORK):
Email: dws1010@gmail.com
Date: 11/5/17

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)

INTRODUCED BY: _____ DATE: _____

BILL NO. _____ ORDINACE NO. _____

AN ORDINANCE ADOPTING COMPACT CAR PARKING IN SITE DESIGN BY AMENDING CHAPTER 355, STOPPING, STANDING, OR PARKING PROHIBITED IN SPECIFIC PLACES

BE IT ORDAINED BY THE COUNCIL OF THE City of University City, MISSOURI, AS FOLLOWS:

Section 1**.** Chapter 355, Stopping, Standing, or Parking prohibited in specific places, of the University City Municipal Code are amended as provided herein. Language to be deleted from the Code is represented as ~~stricken through~~; language to be added to the Code is emphasized. This Ordinance contemplates no revisions to the Code other than those so designated; any language or provisions from the Code omitted from this Ordinance is represented by an ellipsis and remains in full force and effect.

Section 2. Chapter 355, Stopping, Standing, or Parking prohibited in specific places is hereby amended by the adoption of one new Section dealing with the Compact Car Parking, said Section to read as follows:

Chapter 355 Stopping, Standing, or Parking prohibited in specific places

Section 355.140 Compact Car Parking

A. It shall be unlawful and a violation of the provisions of this Article for any person:

1. To cause, allow, permit, or suffer any vehicle other than a compact car, motorcycle, or scooter registered in the name of, or operated by such person to be parked in a parking meter or parking space designated as “Compact Car parking, Motorcycles or Scooters Only”.

B. A sedan motor vehicle which has:

1. An interior cubic volume of less than one hundred ten (110) cubic feet, and

2. A height of less than sixty (60) inches, and

3. Regardless of its chassis construction, is not designated by its manufacturer as a minivan, van, truck, utility vehicle, sports utility vehicle (SUV), crossover, station wagon or jeep.

Section 3. The Chapter, Article, or Section assignments designated in this Ordinance may be revised and altered by the codification company servicing the City of University City Code of Ordinances upon supplementation of such code if, in the discretion of the editor, an alternative designation would be more reasonable. In adjusting such designations the editor may also change other designations and numerical assignment of code sections shall accommodate such changes.

Section 4. This ordinance, and the code adopted hereby, shall be in full force and effect from and after its passage and approval.

PASSED and ADOPTED THIS _____ DAY OF _____ , 2017.

_____

MAYOR

ATTEST:

_____

INTERIM CITY CLERK

CERTIFIED TO BE CORRECTED AS TO FORM:

_____

CITY ATTORNEY

BILL NO._____ **ORDINANCE NO._____**

AN ORDINANCE AMENDING CHAPTER 390, SECTION 390.020 OF THE CITY OF UNIVERSITY CITY MUNICIPAL CODE, TO ADD HONORARY STREET NAME DESIGNATION.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI, AS FOLLOWS:

WHEREAS, the Council of the City of University City desire to update the City of University City Municipal Code to add **Honorary Street Name Designation** set forth herein. Language to be deleted from the Code is represented as ~~stricken through~~; language to be added to the Code is emphasized. This Ordinance contemplates no revisions to the Code other than those so designated; any language or provisions from the Code omitted from this Ordinance is represented by an ellipsis and remains in full force and effect.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF UNIVERSITY CITY, MISSOURI AS FOLLOWS:

Section 1.

Section 390.020 of the Municipal Code of the City of University City, is hereby repealed and a new Section 390.020 is enacted in lieu thereof, to read as follows:

Section 390.020. Honorary Street Name Designation

A. The following rules shall govern the Honorary Street Name Designation, subject to the limitations and exceptions hereinafter stated:

1. The street or other public easement shall retain its official name and its legal status, and a suitable sign shall be installed by the Public Works and Parks Department at the location designated by the ordinance indicating the name of the individual or group of individuals to be so honored and;

2. The actual costs for the manufacturing, installation and any other related costs for the honorary street name sign shall be paid to the City of University City prior to the manufacturing and installation of said sign by the individual or group of individuals requesting the honorary street name sign.

3. Seventy Five percent (75%) of the registered voters residing and/or owning a business on the block being renamed, indicate by petition that they desire the street to receive the designation of an honorary name.

B. The City Council may, by resolution, allow for the placement of honorary street signs in addition to official street signs on streets designated by said resolution.

1. Department of Public Works and Parks shall install such signs within 30 days of the passage of the resolution by the Council.
2. Applicants wishing to submit a request for an honorary street sign shall provide the following information to the Traffic Commission:
    a. Name of person or group requesting the honorary street sign;
    b. Contact person and address;
    c. Location of proposed honorary street sign, including total length of the street to be affected and bounding streets or other boundaries;
    d. Total number of lots affected by proposal;
    e. Total number of residential, commercial, and industrial uses affected by proposal;
    f. Proposed street name;
    g. Reason for the honorary designation;
    h. Statement of cost for the installation of street signs from the Department of Public Works and Parks; and a deposit of funds equal to the estimated cost of street sign installation as deemed appropriate by the Department of Finance.
3. If the proposed designation is deemed appropriate by the Traffic Commission, the funds shall be used by the City to install the street signs. If the proposal is denied by the City Council, the funds shall be returned to the party that requested the change.

C. The honorary street designation shall not result in a change of street address for residences

Section 2. This ordinance shall take effect and be in force from and after its passage as provided by law.

PASSED THIS_____day of_____2017

_____
MAYOR

ATTEST:

_____

CITY CLERK

CERTIFIED TO BE CORRECT AS TO FORM:

_____

CITY ATTORNEY