



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

July 11, 2018 at 6:30 p.m.

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Agenda**
- 4. Approval of Minutes**
 - A. June 13, 2018 meeting minutes
- 5. Agenda items**
 - A. Traffic Commission Elections (Chair, Vice Chair, Secretary)
 - B. 6600 Kingsbury Residential Parking Permit System
 - C. Honorary Street Name Change
 - D. Lafon Speeding
 - E. Canton Speeding
 - F. LimeBikes
- 6. Council Liaison Report**
- 7. Miscellaneous Business**
- 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: July 11, 2018
 APPLICANT: Richard Chase– 6669 Kingsbury Blvd
 Location: 6600 Kingsbury Blvd Northside - Between Kingsland and Melville Avenue
 Request: Residential Parking Permit request
 Attachments: Residential Petition for Residential Parking Permit System

Existing Conditions:

Kingsbury Blvd



At the June 13, 2018 Traffic Commission meeting, a motion was passed to request a petition for the Residential Parking Permit for the 6600 Block of Kingsbury.

Implement a Residential Parking Permit System in the 6600 block of Kingsbury Blvd between Kingsland and Melville Ave on the north side of the street addresses 6663, 6665, 6669, 6671, and 6675 (per the Traffic Commission recommendation from June 2018).

Residential parking only from 8 a.m. to 8 p.m., every day of the week.

The petition submitted included signatures from 5 property owners, out of 5 properties in the requested area. This constitutes 100% of property owners in agreement.

Conclusion/Recommendation:

City Staff recommends that the Traffic Commission approve the petition as presented system.

STAFF REPORT

MEETING DATE: July 11, 2018
APPLICANT: Mildred Pettitford – 12179 Red Lion Drive, Florissant MO
Location: Paramount Drive 82nd Blvd to “The City of Life Christian Church”
Request: Honorary Street Name
Attachments: Traffic Request Form

Existing Conditions:

Paramount Avenue



Request:

The request for an honorary street name in addition to Paramount Drive to name it Rev. Joe L Middleton Ln.

Conclusion/Recommendation:

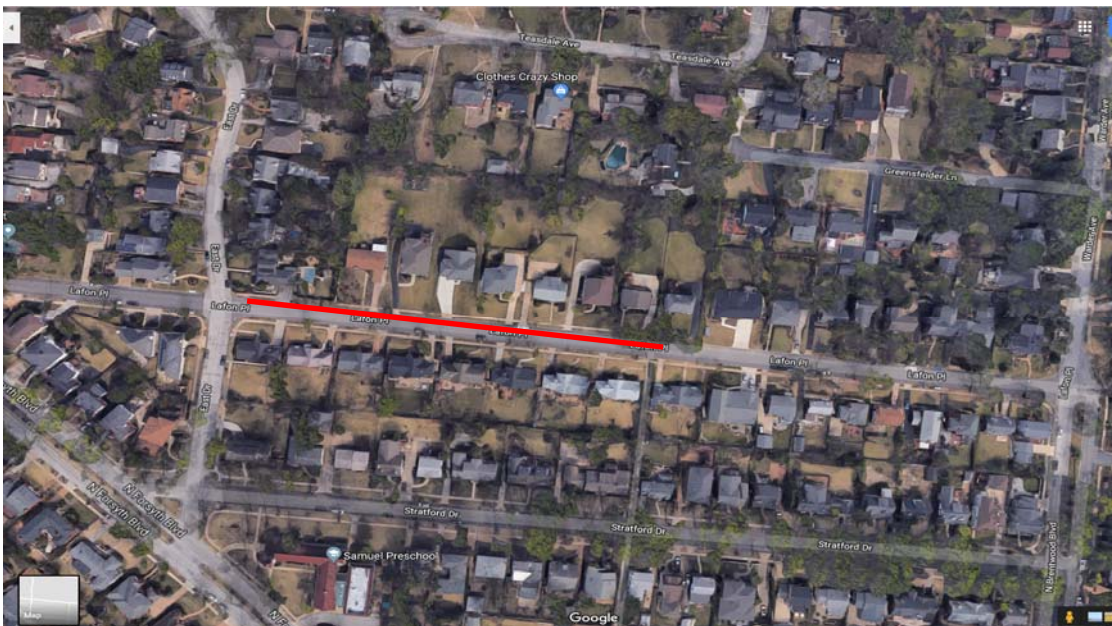
In regards to the request to permanently change the name of a city street in recognition of a community member staff has researched another alternative other than completely changing a street name this decision came about from research and discussions with the traffic commission and the current requestors. Staff has instead recommended the adoption of a new ordinance that would allow co-naming the requested street(s) this method would be labeled as an “Honorary Street Name”, the existing street name will remain and the honorary signs will accompany the original street name. With consultation with the City’s emergency staff, City staff recommends the traffic commission object to street name changes and recommend the requestor(s) to explore other options of recognition.

STAFF REPORT

MEETING DATE: July 11, 2018
APPLICANT: Katie Rouff – 7920 Lafon
Request: Reduction in Speeding Problem
Attachments: Traffic Request Form

Existing Conditions:

7900 Lafon – Speeding Problem



Currently there is a speeding issue in the 7900 block of Lafon Place

The requester states that there is an ongoing problem with speeding on the block since the speed bumps were removed when the street was repaved some years ago. There are several neighborhood children that play outside and there is a fear that someone will be injured do to the speeding.

Request:

Speed reducing ideas/suggestions for implementation

Conclusion/Recommendation:

Staff has requested from the University City Police Department that the speed monitoring trailer be placed in the area for recording. Staff reached out to our traffic engineer for ideas on speed reduction and would like to receive feedback from the commission regarding the best options for the neighborhood. Staff will take the appropriate action in the implementation of one of the suggested options.

Options

1. Raised crosswalk between East and Warder where the north sidewalk ends. This could be added here because it seems like a more natural place for a crosswalk (to allow those on the north a safe crossing to the south sidewalk that spans all of Lafon) and it's nearly the middle between those two streets.
2. Mid-block choker, without or without a crosswalk, to reduce the width of the street and encourage slower speeds. Could be landscaped. Would want to install near streetlights. Could protect on-street parking.
3. Implement a mid-block chicane to hinder the ability to drive straight along the roadway. Would eliminate some parking, so would have to know if that would be acceptable to the residents along this segment.

Examples attached

Traffic Calming Fact Sheets

May 2018 Update



Speed Table/Raised Crosswalks

Description:

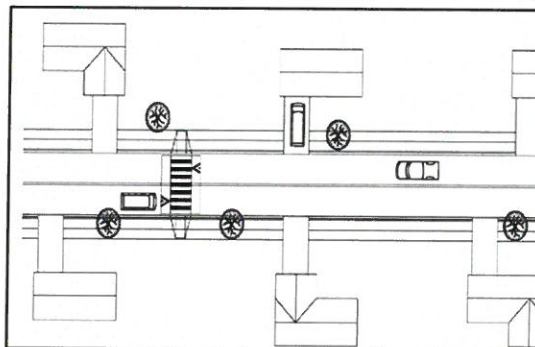
- Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- If placed at a pedestrian crossing, it is referred to as a raised crosswalk
- If placed only in one direction on a road, it is called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

Applications:

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



(Source: Google Maps, Boulder, Colorado)



(Source: Delaware Department of Transportation)

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

Design/Installation Issues:

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

Potential Impacts:

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

Emergency Response Issues:

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

Typical Cost (2017 dollars):

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

Traffic Calming Fact Sheets

May 2018 Update



Choker

Description:

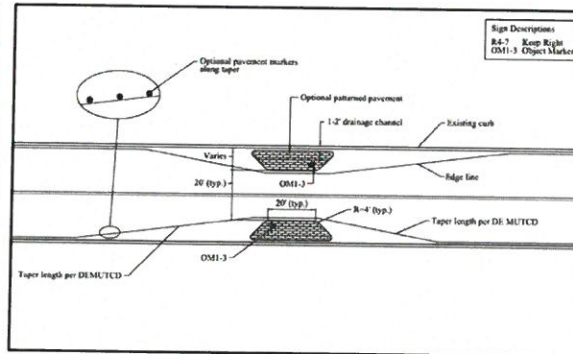
- Curb extension is a lateral horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at an intersection, it is called a corner extension or a bulb-out
- If located midblock, it is referred to as a choker
- Narrowing of a roadway through the use of curb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

Applications:

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



(Source: City of An Arbor, Michigan)



(Source: Delaware DOT)

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

Design/Installation Issues:

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

Potential Impacts:

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

Emergency Response Issues:

- Retains sufficient width for ease of use for emergency vehicles

Typical Cost (2017 dollars):

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

Traffic Calming Fact Sheets

May 2018 Update



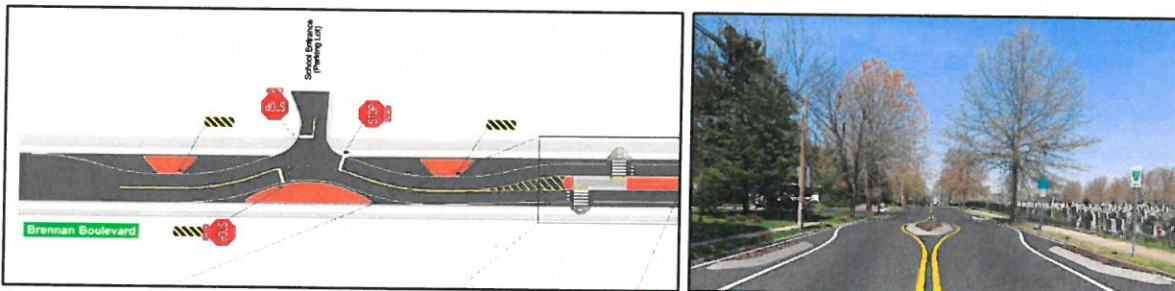
Chicane

Description:

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

Applications:

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



(Source: Delaware Department of Transportation)

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

Design/Installation Issues:

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

Potential Impacts:

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

Emergency Response Issues:

- Appropriate along primary emergency vehicle routes

Typical Cost (2017 dollars):

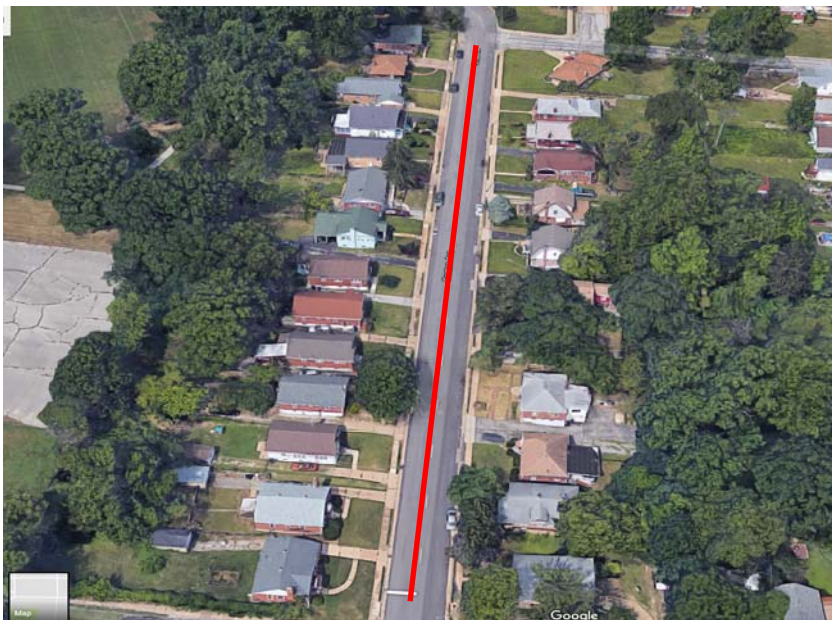
- Reported costs range between \$8,000 and \$25,000

STAFF REPORT

MEETING DATE: July 11, 2018
APPLICANT: Clifford Rush – 7422 Canton Ave.
Request: Reduction in Speeding Problem/violation of stop sign
Attachments: Traffic Request Form

Existing Conditions:

7900 Lafon – Speeding Problem



Currently there is a speeding issue in the 7400 – 7500 Block of Canton Ave

The requester states that there is an ongoing problem with speeding and not stopping at the stop sign in this area when cars are traveling east on Canton Ave.

Request:

Implement a Traffic Calming Device

Conclusion/Recommendation:

Staff has requested from the University City Police Department that the speed monitoring trailer be placed in the area for recording. Staff will also look into records from the police department on the amount of violations for the area and request an increase in presence. Following the investigations staff will work with our traffic engineer on options for the area if needed.

STAFF REPORT

MEETING DATE: July 11, 2018
APPLICANT: University City Staff
Location: University City
Request: Enter into a 6 month pilot program with Lime Bikes
Attachments: Draft MOU, LimeBike Bike-Share program Summary

Existing Conditions:



Although a bike-share program has not been set up in University City, the bikes are here.

- **Request:** Traffic commission review information and provide recommendations regarding the LimeBike bike-share program and a Memorandum of Understanding (MOU) to enter a 6-month pilot program with LimeBike.

Details:

- The purpose of the MOU and trial period is to allow the City to preview the program. During this time if it is determined that a dockless bike-share program is right for University City, program parameters can be developed for University City; i.e. bike-share policy and permitting structure, distribution and removal of bikes, reporting, etc.
- The City of St. Louis currently has a bike-share permitting system and has permits with LimeBike and OFO employing up to 2,500 bikes throughout St. Louis.
- Washington University is entering a 6-month pilot program with LimeBike via contract. Parameters have been set in the contract indicating parking locations, timely removal of bikes left at unauthorized "red zone" locations, etc. Washington University chose LimeBike over OFO due to LimeBike being a better partner for Universities based on research.

- The City of Clayton is allowing LimeBike and OFO to place bikes but will not enter into a contract, sign an MOU, or sign an agreement. The City of Clayton only asked the bike-share programs to add Clayton to their insurance.

Conclusion/Recommendation

Staff has researched the local use of bike-share programs and determined that entering a 6-month trial period of the program is the best avenue for University City to embark on a bike-share program. LimeBike is recommended for this trial period based on local feedback in regards to customer service provided by LimeBike compared to OFO.

Restrictions can be set in the MOU including but not limited to:

- Specific Parking Areas
- Red zones where bikes need to be removed within a set number of hours
- Safety/Maintenance of bikes
- Reporting
- Local customer representative access
- Termination clause

These same parameters (and more) can be set in a long-term bike-share program if the City of University City chooses to proceed.

Service Agreement MOU - Bike Sharing Services

This Memorandum of Understanding (MOU) is made this ____ (day) of _____ (month) 2018, between the City of University City and Neutron Holdings, Inc. DBA Limebike ("LimeBike").

RECITALS

1. A goal of City is to provide safe and affordable multi-modal transportation options to all residents, reduce traffic congestion, and maximize carbon free mobility.
2. Bike share and related services are a component to help the City achieve its transportation goals and the City desires to make bike share services available to residents and those who work in the City.
3. LimeBike is a qualified provider of bike share and related mobility products and services and proposes to operate a bike share program within the City.
4. LimeBike will abide by all city ordinances and rules governing the use of public space to efficiently and effectively provide bike share services.
5. LimeBike possesses GPS, 3G, and self-locking technology in its mobility fleet such that bikes may be locked and opened by users with an app and tracked to provide for operations and maintenance.

Agreement

1. Use of City Property. City authorizes LimeBike to use the public way solely for the purposes set forth in Section 2 of this Agreement. This authorization is not a lease or an easement, and is not intended and shall not be construed to transfer any real property interest in City Property.
2. Permitted Use. LimeBike customers may use the public way solely for parking of mobility devices owned and maintained by LimeBike for use in the mobility program. LimeBike shall not place or attach any personal property, fixtures, or structures to City Property without the prior written consent of City.
 - a. Use of the public way, and LimeBike's operations within the City, shall, at a minimum: a) not adversely affect City Property or the City's streets, or sidewalks; b) not adversely affect the property of any third parties; c) not inhibit pedestrian or vehicular movement within the public way or along other property or rights-of-way owned or controlled by the City) not create conditions which are a threat to public safety and security.
 - b. Upon termination of this MOU by either party, LimeBike shall, at its sole cost and expense, immediately remove its property from the public way.
 - c. For the purposes of this Agreement, "bicycles" or "bikes" may refer to standard pedal bicycles, electric assist model bicycles, and/or related mobility products such as shared electric scooters.
3. Parking. The City, at its own discretion, will support the mobility program with the

installation of bike racks and/or painted bike and scooter parking spots, and recommended bike and scooter parking spots without racks or painting, in the City to assist with the orderly parking of bikes throughout the City.

4. Condition of City Property

- a. City makes the public way available to LimeBike in an "as is" condition. City makes no representations or warranties concerning the condition of the public way or its suitability for use by LimeBike or its customers, and assumes no duty to warn either LimeBike or its customers concerning conditions that exist now or may arise in the future.
- b. City assumes no liability for loss or damage to LimeBike's bikes or other property. LimeBike agrees that City is not responsible for providing security at any location where LimeBike's bikes and scooters are stored or located, and LimeBike hereby waives any claim against City in the event LimeBike's bikes or other property are lost or damaged.

5. Maintenance and Care of portion of City Property: LimeBike expressly agrees to repair, replace or otherwise restore any part or item of real or personal property that is damaged, lost or destroyed as a result of the LimeBike's use of City Property. Should the LimeBike fail to repair, replace or otherwise restore such real or personal property, LimeBike expressly agrees to pay City's costs in making such repairs, replacements or restorations.

6. Operations & Maintenance. LimeBike will cover all maintenance costs for the bike fleet and maintenance to minimum level of service and reporting outlined in Exhibit A.

7. Indemnification. LimeBike shall defend, pay, indemnify and hold harmless City, its officers, officials, employees, agents, invitees, and volunteers (collectively "City Parties") from all claims, suits, actions, damages, demands, costs or expenses of any kind or nature by or in favor of anyone whomsoever and from and against any and all costs and expenses, including without limitation court costs and reasonable attorneys' fees, resulting from or in connection with loss of life, bodily or personal injury or property damage arising directly or indirectly out of or from or on account of:

- a. Any occurrence upon, at or from City Property or occasioned wholly or in part by the entry, use or presence upon City Property by LimeBike or by anyone making use of City Property at the invitation or sufferance of LimeBike, except such loss or damage which was caused by the sole negligence or willful misconduct of City.
- b. Use of LimeBike's bikes by any individual, regardless of whether such use was with or without the permission of LimeBike, including claims by users of the bikes or third parties.

8. Insurance. LimeBike shall procure and maintain for the duration of this agreement insurance against claims for which LimeBike has indemnified the City pursuant to Section 5 of this Agreement. LimeBike shall maintain General Liability limits no less than One Million and no/100 Dollars (\$1,000,000.00) per occurrence for bodily injury, personal injury and property damage, and in the sum of One Million and no/100 Dollars (\$1,000,000.00) for injury to or death of more than one person for each occurrence. Each insurance policy shall name the City as an additional insured and it shall be

endorsed to state that: (i) coverage shall not be suspended, voided, or cancelled by either party, or reduced in coverage or in limits except after thirty (30) calendar days prior written notice by certified mail, return receipt requested, has been given to City; and (ii) for any covered claims, the LimeBike's insurance coverage shall be primary insurance as respects the City and any insurance or self-insurance maintained by the City shall be in excess of the LimeBike's insurance and shall not contribute with it. The insurance required to be provided herein, shall be procured by an insurance company approved by City, which approval shall not be unreasonably withheld.

9. Compliance with Law. LimeBike at its own cost and expense, shall comply with all statutes, ordinances, regulations, and requirements of all governmental entities applicable to its use of City Property and the operation of its bike share program, including but not limited to laws governing operation of bicycles. If any license, permit, or other governmental authorization is required for LimeBike's lawful use or occupancy of City Property or any portion thereof, LimeBike shall procure and maintain such license, permit and/or governmental authorization throughout the term of this agreement. City shall reasonably cooperate with LimeBike, at no additional cost to City, such that LimeBike can properly comply with this Section and be allowed to use City Property as specified in Section 3, above.
10. Required Reports. LimeBike shall provide reports to the City concerning utilization of its bikes and bike route usage not less than quarterly, and shall cooperate with the City in the collection and analysis of aggregated data concerning its operations.
11. No Joint Venture. Nothing herein contained shall be in any way construed as expressing or implying that the parties hereto have joined together in any joint venture or liability company or in any manner have agreed to or are contemplating the sharing of profits and losses among themselves in relation to any matter relating to this MOU.
12. Exclusive Operator. City designates LimeBike as the exclusive provider of shared share services within its city limits for the term of pilot. This designation is personal to LimeBike and may not be assigned or transferred to any party.
13. Term. This agreement shall commence on _____, 20__, (the "Commencement Date") and shall expire on the date that is Three (3) years after the Commencement Date unless earlier terminated pursuant to Section 14, below.
14. Termination. This MOU may be terminated prior to the expiration date set forth in Section 13, above, upon the occurrence of any of the following conditions:
 - a. Upon delivery of written notice from City to the LimeBike terminating this agreement for any reason, or for no reason, by giving at least sixty (60) days' notice to the LimeBike of such termination.
 - b. An attempt to transfer or assign this agreement.

LimeBike shall not terminate this agreement without first by giving at least 180 days' written notice of plans for termination.

15. Amendment. This MOU may be amended by mutual agreement of the parties. Such

amendments shall only be effective if incorporated in written amendments to this agreement and executed by duly authorized representatives of the parties.

16. Permits. The City shall notify LimeBike of any local permits required, if any, of the company for its local operation.
17. Applicable Law and Venue. The laws of the [] shall govern the interpretation and enforcement of this MOU.
18. Counterparts. This agreement may be executed simultaneously or in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.
19. Fleet Management. Bike, electric assist bikes, and scooters shall be "smart" which means the bike or scooter itself is tracked by GPS or other installed device in order to manage the fleet's operations.

Executed the day and year first above written, by the parties as follows:

Neutron Holdings, dba LimeBike:

By: _____

Name: _____

Title: _____

City of University City:

By: _____

Name: _____

Title: _____

Exhibit A

Description of LimeBike's Service Level Agreement

The following performance indicators shall be met and reported to help the City measure our success serving its citizens and improving the livability and mobility of []. LimeBike will maintain its bikes and scooters to be in an excellent state of cleanliness and repair, with a minimum of 90% of deployed bikes operable at any time.

Performance Indicator	Description	Measurement Tool	Minimum Performance Standard	Reporting Frequency
App & customer service support portal	LimeBike reservation system fully operational	Uptime reporting	99.5% uptime.	quarterly
Bicycle and scooter distribution	Maps identifying trends in peak bike distribution	Maps showing aggregate usage patterns	Fleet will focus on serving the City of University City	quarterly
Bicycles and scooters in service	Bikes and scooters in service	Daily uptime reports	Deploy and maintain a minimum of [] bicycles and scooters in service in any calendar month. Bicycles will be phased into deployment over a 6 week period and can be increased based on usage and demand.	quarterly
Report-responsive	Response time to improper parking / other problems communicated to Customer Service	Time relative to report logs	<p>Within two (2) hours during business hours between 8am to 8pm Monday through Friday except for State and Federal holidays.</p> <p>For any complaint outside of business hours, within two hours (2) of start of business hours</p>	quarterly