



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

September 12, 2018 at 6:30 p.m.

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Agenda**
- 4. Approval of Minutes**
 - A. July 12, 2018 meeting minutes
- 5. Agenda items**
 - A. 7300 Maryland – Residential Parking Permit System
 - B. Parking Permit System for Schools
 - C. Crosswalk Safety
- 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: September 12, 2018
 APPLICANT: Gail and Robert Milder – 7012 Kingsbury Boulevard
 Location: 7300 Maryland Avenue - Between 7400 Maryland and Westmorland Avenue
 Request: Residential Parking Permit request
 Attachments: Traffic Request Form

Existing Conditions:

7300 Maryland Avenue



Maryland Avenue between 7400 Maryland and Westmorland Avenue has no parking restrictions. Both sides are available for parking.

The street is within two blocks of Washington University or another municipality's boundary and the problems caused by nonresident parking* on the block are chronic and well-documented.

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 Maryland Avenue between 7400 Maryland and Westmorland 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.



Department of Public Works and Parks

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TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

7369 Maryland Ave

STATE THE NATURE OF YOUR REQUEST:

Install Resident only parking signs

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? Designate the university city section of Maryland Ave as Residential parking only

WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? beneficial. It would reduce park non Residential parking, especially on work days when parking spills over from Clayton

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 Dobbmeyer
ADDRESS: 7369 Maryland Ave
PHONE (HOME): _____ PHONE (WORK): 314 210 1215
Email: DAVID.DOBMEYER@mercy.net
Date: 7-26-2018

Please return the completed form to the Public Works and Parks Department, 3rd floor of the City Hall, attention Errol Tate, Public Works-Parks 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)

STAFF REPORT

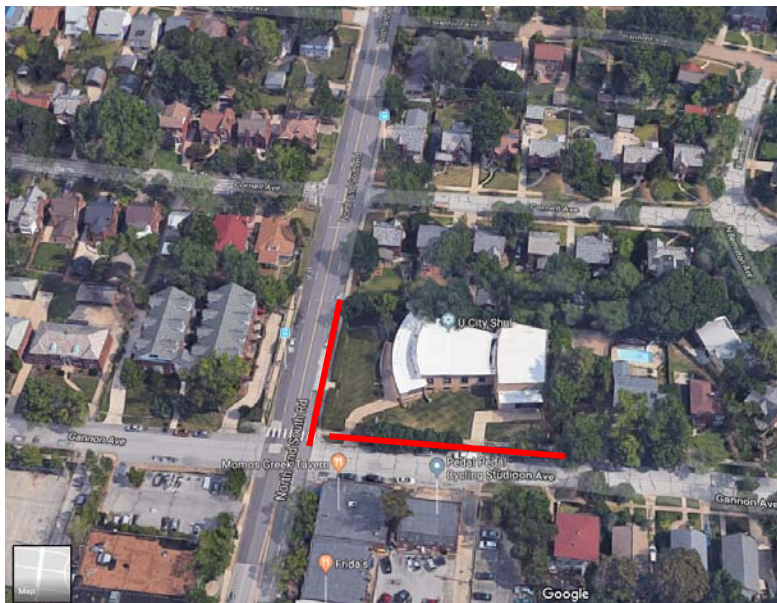
MEETING DATE: September 12, 2018
Location: Esther Miller Bais Yaakov Orthodox Jewish Girls High School /Our Lady of Lourdes School
Request: Parking for School Staff
Attachments: Traffic Request Form

Existing Conditions: Layout of possible areas for teacher parking around the schools

Our Lady Of Lourdes – Parking areas for Teachers



Ester Miler – Parking for Teachers



Request:

Teachers to be able to have access to parking in the neighborhood in which the school is present in

Conclusion:

After further investigation of parking for teachers at the Lady of Lourdes School and the Ester Miller School we have come to the conclusion that if we were to separate the teachers from the residential parking permit system and exclude the area that is adjacent to the schools we can allocate a certain number of spaces to the schools. The Lady of Lourdes School has space for 21 parked vehicles and the Ester Miller School has space for 12 parked vehicles.

In Addition:

- The Ester Miller School would have to submit a request to St. Louis County to obtain the spaces on North and South in front of the school.
- We would have to allow for a certain number of teachers to park in the residential permitted area in order to satisfy the parties request.
- Included are the areas that staff believes to be the most appropriate and feasible for the teachers parking.

All areas have been measured and matched with the length of a standard vehicle.

Recommendation

Staff proposal is as follows:

When an adjacent Residential Parking Permit (RPP) zone exists, then any number of teacher permit allowances into those zones would need standard petitioned approvals (75%) from the petitioners of those zones.

In the areas where there are no adjacent residential parking permit zones to the newly proposed teacher parking permit zones, the Traffic Commission and Council approvals would still apply.

To our knowledge, Esther Miller School requests 26 spaces and Our Lady of Lourdes School requests 24 spaces and it will appear that while the Our Lady of Lourdes' request is workable within the adjacent RPP zone, while the Esther Miller request needs to be refined much further to be feasible or cannot be granted as requested.

STAFF REPORT

MEETING DATE: September 12, 2018
APPLICANT: Various
Request: Crosswalk Safety
Attachments: Traffic Request Form

Existing Conditions:

Crosswalk Safety



Currently there is a problem with pedestrian safely crossing certain roads within the crosswalks that are not signalized.

The requesters state that there is an ongoing problem with pedestrian safety within the crosswalks such as the ones that are located on Delmar Blvd at Vassar, Center, and near Old Bonhomme. (and others)

University City has approached St. Louis County on several instances for possible solutions on addressing the issue with no headway. St. Louis County explains that they meet all the requirements for the crosswalks and would not introduce anything else to the road at this time.

Request:
Crosswalk Safety Alternatives

Conclusion/Recommendation:

Staff has engaged our traffic engineer to look at these situations for possible alternatives, with intention on presenting to St. Louis County for approval. Staff would like for the commission to make any input to give to the engineer.

Examples of road safety attached

Traffic Calming Fact Sheets

May 2018 Update



Speed Table/Raised Crosswalks

Description:

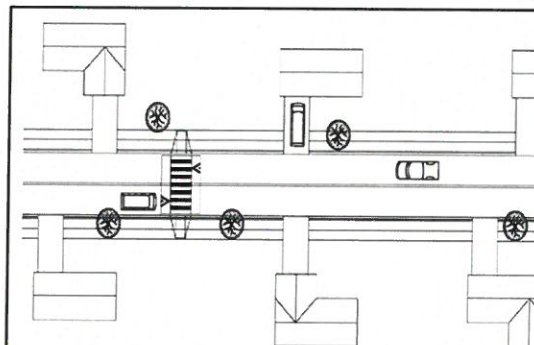
- Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- If placed at a pedestrian crossing, it is referred to as a raised crosswalk
- If placed only in one direction on a road, it is called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

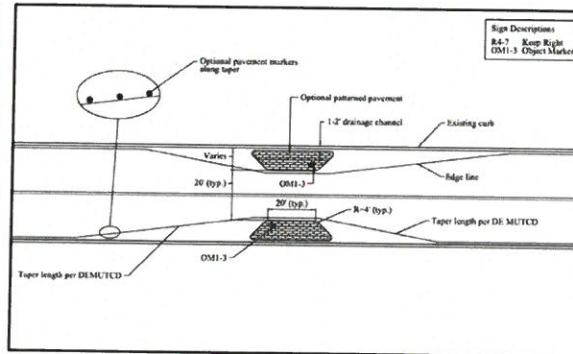
- Curb extension is a lateral horizontal extension of the sidewalk into the street, resulting in a narrower roadway section
- If located at an intersection, it is called a corner extension or a bulb-out
- If located midblock, it is referred to as a choker
- Narrowing of a roadway through the use of curb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



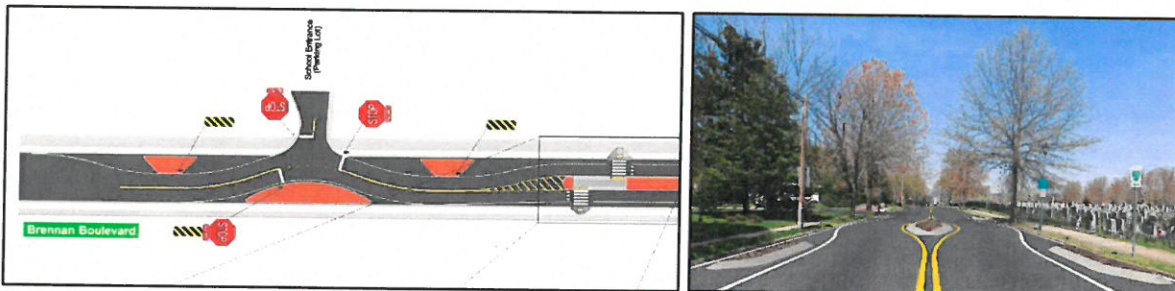
Chicane

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