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

TRAFFIC COMMISSION MEETING

HEMAN PARK COMMUNITY CENTER
975 PENNSYLVANIA
TUESDAY, September 9, 2025
6:30 PM

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Minutes:**
   - ❖ July 8, 2025
5. **Citizen Comments**
6. **Agenda items:**
   - ❖ Residential Development – Enclaves at Canton
   - ❖ 7000 and 7100 Blocks of Forsyth
   - ❖ 946 Shandel Drive
   - ❖ 8000 Stanford Ave
   - ❖ MoDOT Resurfacing Project at Olive Blvd– Proposed Pedestrian Upgrades
7. **Council Liaison Report**
8. **Miscellaneous Business**
9. **Adjournment**

TRAFFIC COMMISSION MEETING
Heman Park Community Center
975 Pennsylvania Ave
University City, MO 63130

Date: July 8th, 2025

1. Call to order at 6:30PM by Commission Chair Larry Zelenovich

2. Roll Call

Cirri Moran	Commissioner-present
Larry Zelenovich	Commissioner-acting chair-present
Kevin Taylor	Commissioner-present
Sarah Hanly	Commissioner-present
Paul Brady	Commissioner-excused
Zachary Finkelstein	Commissioner-present
Mirela Celaj	PWP Director-present
Bwayne Smotherson	Council Liaison-excused
Shawn Whitley	Police Liaison-present
John Mulligan	City Attorney-present

3. Approval of Agenda
   Motion by Commissioner Hanly to approve the agenda and 2nd by Commissioner Moran. Motion approved by unanimous voice vote.

4. Approval of minutes from February 11, 2025
   Motion by commissioner Finkelstein and 2nd by Commissioner Hanly. Motion approved by unanimous voice vote.

5. Citizen Comments
   None

6. Agenda Items:
   A: 7367 Teasdale Ave, request to close Jackson at Delmar due to resident driveway concern.
   Resident Mculley Studdard presents concerns,
   Commission Presents the Fire Department and Police Department Letters denying the ability to close Jackson.
   Conversation issues further.
   The Commission cannot recommend action on this agenda item.

   B: 8608 Washington Ave, request for no parking signs on east curb of kingdel drive.
   Presented ordinance for no parking signs.
   Discussion ensues.

John Mulligan
Explain the ordinance is for residents not incidental traffic.
Continuation of discussion
Commission to table discussion until further development at the Avenir.

8. Council Liaison Report
Nothing to report.

9. Miscellaneous Business
Maintenance plan?
Update on Pershing project?
Update on Hotel project on Kingsland?
10. Adjournment.
Motion to adjourn by Commissioner Moran
2nd by Commissioner Finkelstein
Meeting adjourned at 7:43PM

Respectfully submitted,

Zachary Finkelstein
Commissioner & Secretary

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

M E M O R A N D U M

TO: Traffic Commission

FROM: John Wagner, Ph.D., Director of Planning and Zoning

DATE: September 5, 2025

SUBJECT: Residential Development – Enclaves at Canton

The Plan Commission approved the rezoning and Conditional Use Permit (C.U.P.) on July 23, 2025 for a townhome development at 7701 Canton Avenue – The Enclaves at Canton. The proposed development consists of 106 townhome units.

One of the conditions in the C.U.P. was to receive a favorable recommendation from the Traffic Commission for the Traffic plan proposed by the Applicant.

Attachments:

Color Coded Site Plan
Traffic Impact Study

THE UNDERGROUND UTILITIES SHOWN HEREON WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES SHOWN OR NOT SHOWN, AND SAID UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION IN NO WAY IMPROVEMENTS. THESE PROVISIONS SHALL ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMo

~ DENOTES PROPOSED BUILDING WITH BASEMENT

~ DENOTES PROPOSED BUILDING WITH STEPPED SLAB FOUNDATION

MENDELL DR

WESTOVER AVE

CANTON AVENUE

FAIRVIEW AVE

EASTOVER AVE

79TH

WAYNE AVE

S88°50'00"E 875.00'

S88°50'00"E 1348.23'

S88°50'00"E 473.23'

N00°08'00"E 569.60'

N88°07'40"W 228.39'

N78°07'23"W 774.63'

N88°07'23"W 2

S00°35'59"W 157.23'

S00°35'59"W 303.25'

S00°35'59"W 129.11'

N89°24'01"W 90.00'

S88°50'00"E 75.00'

S01°10'00"W 41.77'

N88°50'00"W 67.85'

R=165.00' L=45.69'

133.5' - 6" FALL ZONE

R133.5'

EXISTING DRIVE TO REMAIN

20' BUILDING SETBACK

25' BUILDING SETBACK

(26' WIDE PRIVATE DRIVE)

STREET "A"

STREET "B"

STREET "C"

STREET "D"

DETENTION & WATER QUALITY

EXISTING TOWER EASEMENT

EXISTING MONOPOLE TOWER (TOTAL HEIGHT 133'-6")

EXIST. TOWER SITE

SCREENED TRASH ENCLOSURE

BIKE PARKING (4)

MAIL KIOSK

DOG PARK

PICKLEBALL COURTS

COFFEE SHOP & CLUB HOUSE

OUTDOOR SEATING AREA

PROPOSED CROSSWALK

PROPOSED 5' WIDE SIDEWALK

ENTRANCE MONUMENT

EX WALL TO REMAIN

EX. GUY POLE (T.B.R.&R.)

EX. CONC. SIDEWALK AND DRIVEWAY (T.B.R.&R.)

CONNECT TO EX. STORM SEWER

EX. GATE

EX TOWER ACCESS (TO REMAIN)

5' WIDE SIDEWALK

TRAIL

EX. 5' ESMT

H.R.

S.L.

(W)

(M)

R32'

R25'

R20'

R15'

R2'

N/F LASHONDA WESTBROOK 1400 MENDELL DR LOC. 16K220401 20266/3325

N/F MILLIE JOHNSON 1408 MENDELL DR LOC. 16K220476 08174/2203

N/F SHIELA GRIGSBY 1414 MENDELL DR LOC. 16K220575 16844/0995

N/F JAMES POPE 1418 MENDELL DR LOC. 16K220652 23621/61

N/F ALEXANDER SAAKOV 1424 MENDELL DR LOC. 16K220751

N/F YEVSEY BUKHSHTABER 1430 MENDELL DR LOC. 16K220784

N/F ALFRED CHRISTIAN 1436 MENDELL DR LOC. 16K220861 21288/1712

N/F PHILLIP MOLUGAS 1440 MENDELL DR LOC. 16K220951 21288/1712

N/F THEOPHILUS CALDWELL 1444 MENDELL DR LOC. 16K221037 07046/1891

N/F ALBERT GILKEY 1450 MENDELL DR LOC. 16K221136 06732/0218

N/F AEONIAN HOLDINGS LLC 1456 MENDELL DR LOC. 16K221268 19481/2656

N/F ARNETTA MCGILL 1352 MENDELL DR LOC. 16K220311 09421/2146

N/F WILLIE STEWART 1357 WESTOVER AVE LOC. 16K310214 20051/1842

N/F JOHN BEVERLY 1356 WESTOVER AVE LOC. 16K310203 06550/0047

N/F ST HELEN RENTAL LLC 1351 FAIRVIEW AVE LOC. 16K310182 23750/287

N/F CHANTAY HADLEY 1344 FAIRVIEW AVE LOC. 16K310931 23323/134

N/F JAMES COTTER 1345 EASTOVER AVE LOC. 16K310148 12584/1034

N/F UNITED HEBREW CONGREGATION OF ST LOUIS 7701 CANTON AVE LOC. 16K310652 00936/0630

N/F LOYAL NELSON 7910 WAYNE AVE LOC. 16K221202 06588/2482

N/F LOUIS BOOTH JR 7904 WAYNE AVE LOC. 16K221169 14614-3150

N/F EDUARDO ROJO 7900 WAYNE AVE LOC. 16K310236 21158-2425

N/F REFLIP LLC 7898 WAYNE AVE LOC. 16K310379

N/F DONALD ANDREWS 7896 WAYNE AVE LOC. 16K310335 07012/1608

N/F MEGAN DOZIER 7892 WAYNE AVE LOC. 16K310434

N/F MARY MASON 7888 WAYNE AVE LOC. 16K310391 09401/1075

N/F 100 PERCENT REAL TRUCKING LLC 7884 WAYNE AVE LOC. 16K310270 25192/1340

N/F GLORIA MARTIN 7880 WAYNE AVE LOC. 16K310281 07979/2239

N/F CYNTHIA JOHNSON 7876 WAYNE AVE LOC. 16K310292 10928/2201

N/F ADRIANNE CHANEY 7872 WAYNE AVE LOC. 16K310247 23372/1709

N/F MARY RICHARDSON 7868 WAYNE AVE LOC. 16K310302 20146/677

N/F YAN LIN 7864 WAYNE AVE LOC. 16K310346 22772/2620

N/F AUGUSTA BARNES 7860 WAYNE AVE LOC. 16K310258 07162/0952

N/F KENNETH HOLLINS 7854 WAYNE AVE LOC. 16K310313 07979/0564

N/F CARUTHERS AREI ELLIS LIVING TRUST 7850 WAYNE AVE LOC. 16K310445

N/F KARIN POPE 7846 WAYNE AVE LOC. 16K310412 23655/142

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106

GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.
0 25 50 100 200

MSD Base Map 16K
MSD P #
Highway & Traffic #

PRELIMINARY PLAN
Date: 3-21-2025
MICHAEL G. BOERDING
License No. MO E-28643
Professional Engineer

Job Number 23-09-234
Date Mar. 21, 2025
Designed: MF
Drawn:
Checked:
Sheet 5.1
PRE

The Enclaves at Canton Avenue

UNIVERSITY CITY, MISSOURI

PRELIMINARY PLAN
SITE PLAN

THE STERLING CO.
ENGINEERS & SURVEYORS
5055 New Baumgartner Road
St. Louis, Missouri 63129
Ph 314-487-0440 Fax 314-487-8944
www.sterling-eng-sur.com
Corporate Certificate of Authority #001348

William James Capital, LLC
830 WESTWOOD DRIVE
BALLWIN, MISSOURI 63011

ISSUE	REMARKS/DATE

September 19, 2024

Mr. Jack Ehlers
Partner
William James Capital
835 Westwood Dive
Ballwin, Missouri 63011

RE: Traffic Impact Study – The Enclaves at Canton Avenue
Canton Avenue and Fairview Avenue
University City, Missouri
CBB Job No. 070-24

Dear Mr. Ehlers:

As requested, CBB has completed a traffic impact study pertaining to a proposed residential development, referred to as The Enclaves at Canton Avenue, in University City, Missouri. The development site is generally located on the north side of Canton Avenue between Mendel Drive and Eastover Avenue. The location of the site relative to the surrounding area is depicted in **Figure 1**. A schematic of the concept plan provided by you is shown in **Exhibit 1**.

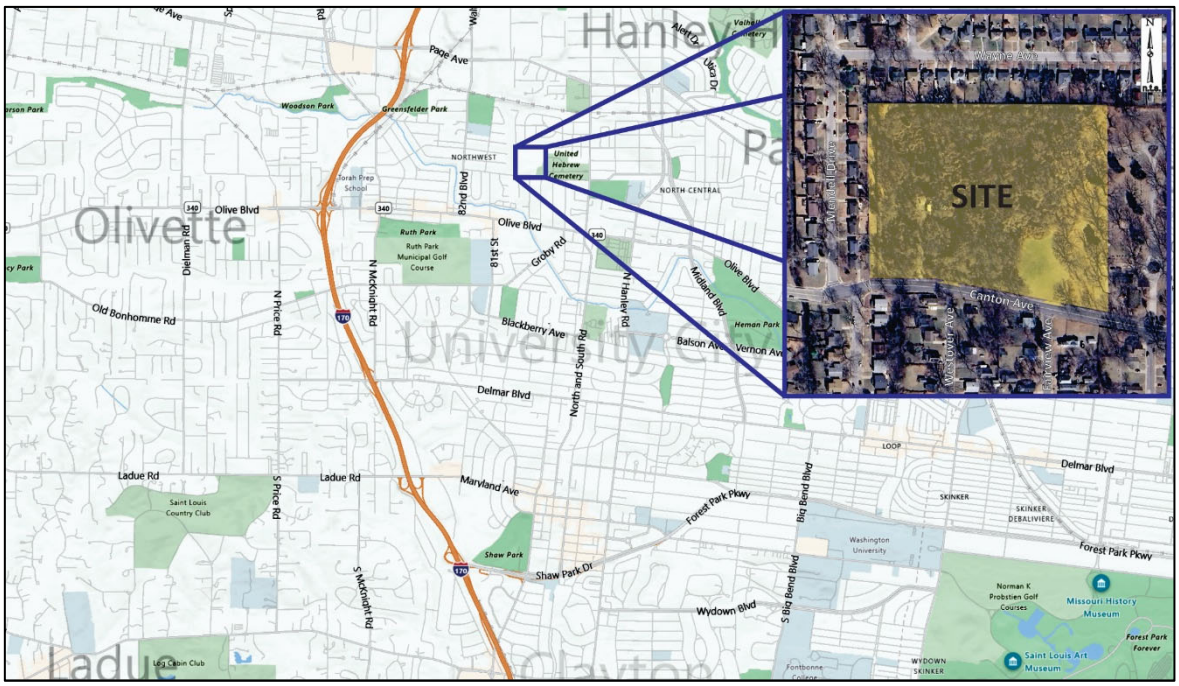


Figure 1: Project Location Map

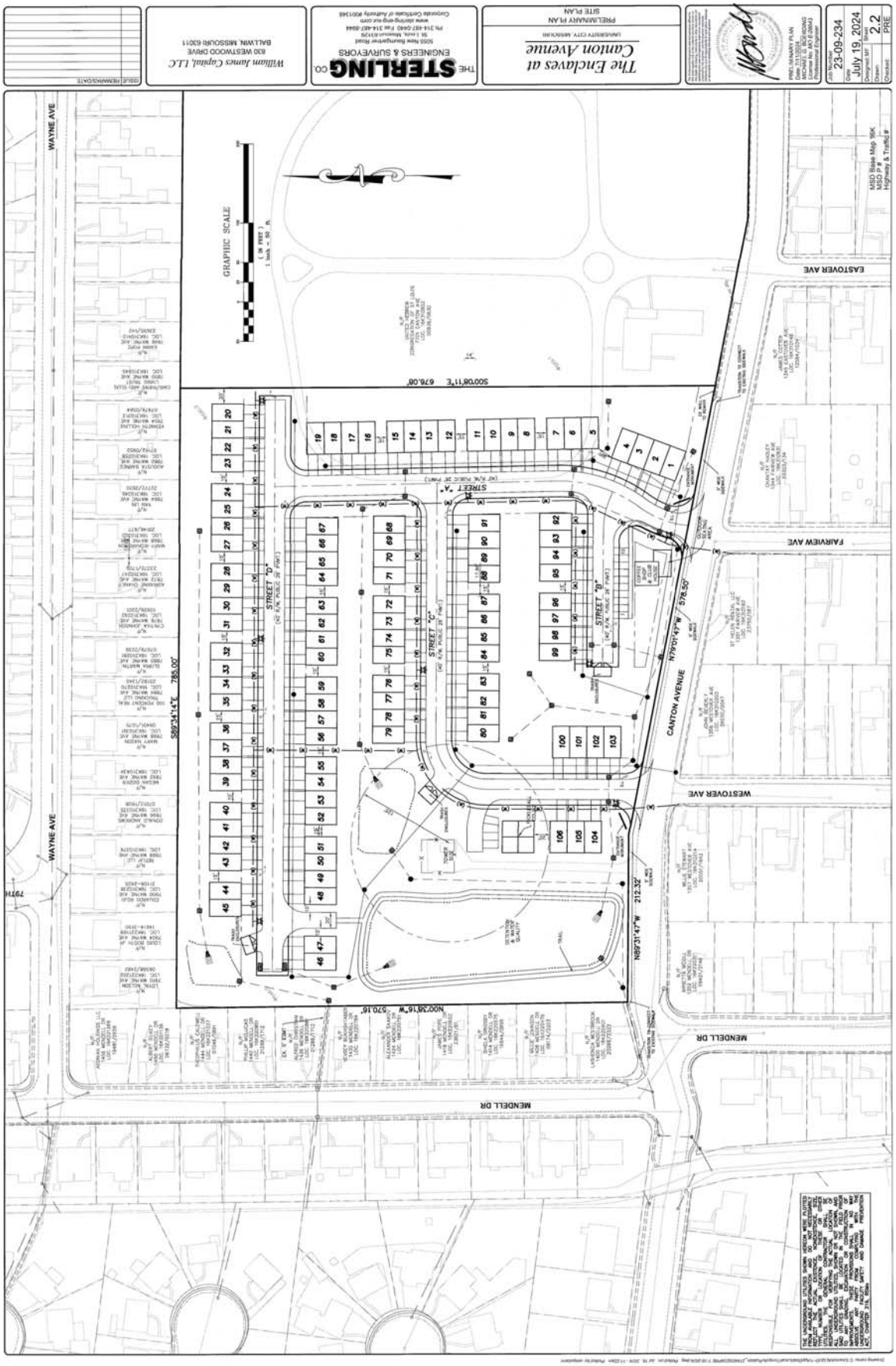


Exhibit 1: Preliminary Site Plan (provided by others)

Job# 070-24
09/05/2024

CBB TRANSPORTATION ENGINEERS+PLANNERS

Based on the site plan provided by you, the proposed development will consist of 106 townhomes and a 900 square foot (SF) space for a coffee shop. Access is proposed via two new drives on the north side of Canton Avenue opposite Westover Avenue and Fairview Avenue.

The purpose of this study was to determine the number of additional trips that would be generated by the proposed development, assign the trips to the adjoining roadways, evaluate the impact of the additional trips on the operating conditions for the adjacent roadways, and determine the ability of motorists to safely enter and exit the site. If necessary, roadway improvements (lane additions and/or traffic control modifications) were recommended to mitigate the impact of the development and to accommodate the additional traffic. The focus of this study was the AM and PM peak hours of a typical weekday.

The following intersections were included in the study:

- Canton Avenue at Fairview Avenue; and
- Canton Avenue at Westover Avenue.

The following analysis scenarios were included in the study:

- 2024 Existing Conditions (current traffic counts); and
- 2024 Build Conditions (Existing plus the Development Trips).

The following report presents the methodology and findings relative to the 2024 Existing and 2024 Build conditions.

EXISTING CONDITIONS

Area Roadway System: Canton Avenue is an east/west major collector roadway that connects Pennsylvania Avenue to the east and 82nd Boulevard to the west. In the study area, Canton Avenue is a two-lane roadway, one lane in each direction, with 16-foot wide lanes. Canton Avenue is also posted as a bike route with marked "sharrows" on the pavement. A sidewalk is provided on the south side of Canton Avenue throughout the study area. No sidewalk on the north side is provided between Mendell Drive and Fairview Avenue. The posted speed limit is 30 miles per hour (mph).

Fairview Avenue is a north/south local residential road that connects Canton Avenue to the north to Olive Boulevard to the south. Fairview Avenue is a two-lane roadway, one in each direction with sidewalks provided along both sides of the roadway. On-street parking is permitted on both sides of the street. Fairview Avenue has posted speed limit of 25 mph.

Westover Avenue is a north/south local residential road that connects Canton Avenue to the north to Olivetta Street to the south to Fairview Avenue, just north of Olive Boulevard. Westover Avenue is a two-lane roadway, one in each direction with sidewalks provided along both sides of the roadway. On-street parking is permitted on both sides of the street. Westover Avenue has a posted speed limit of 25 mph.

The intersection of Canton Avenue and Fairview Avenue is side-street STOP controlled with Fairview Avenue required to stop. All approaches at the intersection consist of a single shared lane. **Figure 2** provides an aerial view of the Canton Avenue and Fairview Avenue intersection.

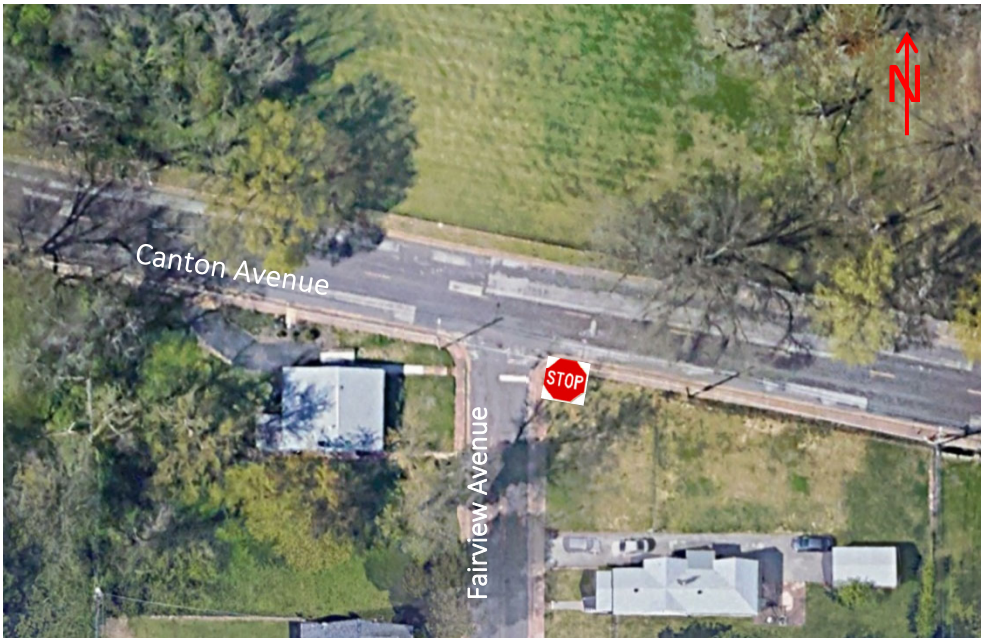


Figure 2: Aerial View of Canton Avenue at Fairview Avenue

The intersection of Canton Avenue and Westover Avenue is side-street STOP controlled with Westover Avenue required to stop. All approaches at the intersection consist of a single shared lane. **Figure 3** provides an aerial view of the Canton Avenue and Westover Avenue intersection.

Figure 3: Aerial View of Canton Avenue at Westover Avenue

Existing Traffic Volumes: Video, turning movement traffic counts were conducted at the intersection of Canton Avenue and Westover Avenue during the weekday morning (6:00 - 9:00 a.m.) and weekday afternoon (3:00 to 6:00 p.m.) peak periods on Thursday, August 30, 2024. For the intersection of Canton Avenue at Fairview Avenue, a 14-hour turning movement count was conducted from 6:00 a.m. to 8:00 p.m. on Thursday, August 30, 2024.

The area school academic calendars were reviewed to ensure that the data was collected during normal school operations. The traffic count data was also collected during dry weather conditions. Based on the traffic data collected, the morning peak hour occurred between 8:00 and 9:00 a.m. and the afternoon peak hour occurred between 5:00 and 6:00 p.m. The existing peak hour volumes are summarized in **Exhibit 2**.

Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the peak periods identified would represent a “worst-case scenario” with regards to the traffic impact. If traffic operations are acceptable during these weekday peak hours, it can be reasoned that conditions would be acceptable throughout the remainder of the day.

Exhibit 2: Existing Traffic Volumes

Job# 070-24
09/05/2024

CBB TRANSPORTATION ENGINEERS+PLANNERS

PROPOSED SITE

Proposed Land Use: Based on the concept plan provided by you, shown in Exhibit 1, the proposed development will consist of 106 townhome units and a 900 SF coffee shop.

Site Access: As shown on the concept plan, access for the residential development is proposed via two driveways on the north side of Canton Avenue: one opposite Westover Avenue and one opposite Fairview Avenue. The subject site has about 750 feet of frontage along Canton Avenue.

It is recommended that the sight distance for the proposed site drives be reviewed by the site civil engineer as the site plan is further developed to ensure adequate sight distance is provided.

Careful consideration should be given to sight distance obstructions when planning future aesthetics enhancements, such as signs, berms, fencing and landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the intersection of all drives with the public roadways. It is generally recommended that all improvements higher than 3 ½ feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

Trip Generation: Forecasts were prepared to estimate the amount of traffic that the proposed development would generate during the weekday AM and PM peak periods. These forecasts were based upon information provided in the *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses.

Estimates for the proposed development were based upon ITE Land Use 220 – Multi-family Housing Low-Rise and ITE Land Use 936 – Coffee/Donut Shop without Drive-Through Window. The peak hour of adjacent street traffic (one hour between 7 and 9 a.m.) was utilized for the AM peak hour and the peak hour of adjacent street traffic (one hour between 4 and 6 p.m.) was utilized for the PM peak hour trip generation.

The resulting trip generation estimate for the proposed Enclaves at Canton Avenue development are summarized in **Table 1**. As shown in the table, the proposed development is estimated to generate 140 new trips during the weekday AM peak hour and 95 new trips during the weekday PM peak hour.

Table 1: Trip Generation Estimate

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Multi-Family	106 units	10	45	55	40	25	65
Coffee-Shop	900 SF	45	40	85	15	15	30
	Total Trips	**55**	**85**	**140**	**55**	**40**	**95**

Trips rounded to nearest 5 vehicles per hour (vph)

Trip Distribution*:* The site-generated trips for the proposed development were assigned into and out of the site based upon an assumed estimated directional distribution. The distribution of the new trips for the proposed development in the weekday AM and PM peak hours were assigned as summarized below:

- 25% to/from the east on Canton Avenue
- 15% to/from the west on Canton Avenue
- 55% to/from the south on Fairview Avenue (to Olive Blvd)
- 5% to/from the south on Westover Avenue

The resulting assignment of site-generated trips for the weekday AM and PM peak hours is shown in **Exhibit 3.**

2024 Build Traffic Volumes: The proposed site-generated trips (Exhibit 3) were added to the 2024 Existing Traffic Volumes (Exhibit 2) to determine the total volumes in the forecasted scenario. The forecasted, or 2024 Build, traffic volumes for the AM and PM peak hours are shown in **Exhibit 4.**

Exhibit 3: Site-Generated Trips for The Enclaves at Canton Avenue

Job# 070-24
09/05/2024

CBB TRANSPORTATION ENGINEERS+PLANNERS

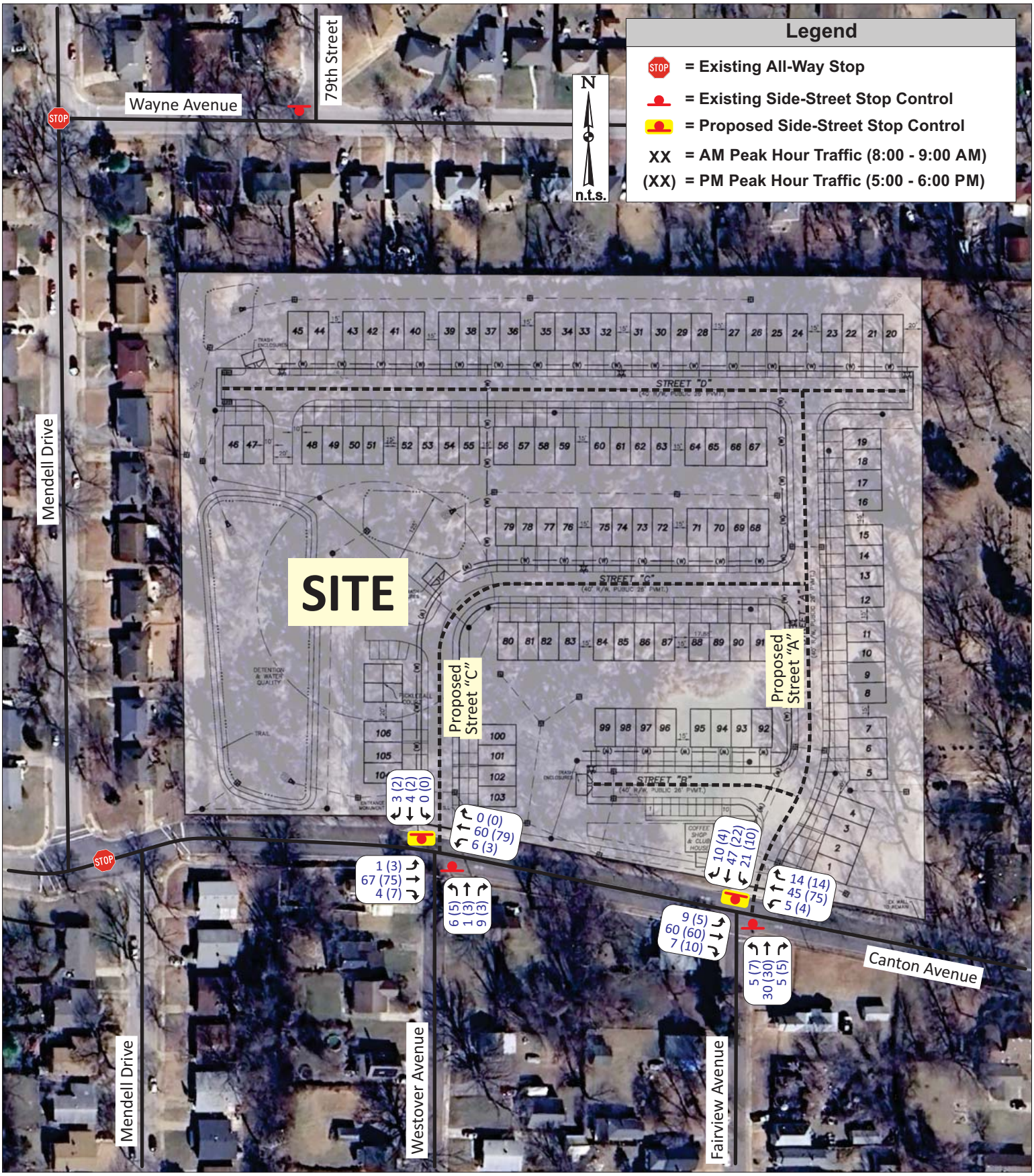


Exhibit 4: 2024 Build Traffic Volumes

Job# 070-24
09/05/2024

CBB TRANSPORTATION ENGINEERS+PLANNERS

TRAFFIC ANALYSIS

Study Procedures: The Existing and 2024 Build operating conditions were analyzed using SYNCHRO 11, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is often considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differ from that at unsignalized intersections primarily because varying transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 2** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 2: Level of Service Thresholds

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (SEC/VEH)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

Operating Conditions: The study intersections were evaluated using the methodologies described above. **Table 3** summarizes the results of these analyses, which reflect the 2024 Existing and Build operating conditions and average delay for each of the study intersections during the weekday AM and PM peak hours. The existing lanes and traffic control for the study intersections were assumed for the study intersections. A single-lane approach was assumed for the approaches exiting the proposed development.

Table 3: Capacity Analysis Summary

Intersection/Movement	AM Peak Hour		PM Peak Hour	
	2024 Existing Conditions	2024 Build Conditions	2024 Existing Conditions	2024 Build Conditions
Canton Avenue at Westover Avenue (Side-Street Stop Control)				
Eastbound Canton Avenue Approach	Free Flow	A (<1.0)	Free Flow	A (<1.0)
Westbound Canton Avenue Approach	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Northbound Westover Avenue Approach	A (9.1)	A (9.3)	A (9.3)	A (9.7)
Southbound Site Street "Approach		A (9.6)		A (9.6)
Canton Avenue at Fairview Avenue (Side-Street Stop Control)				
Eastbound Canton Avenue Approach	Free Flow	A (<1.0)	Free Flow	A (<1.0)
Westbound Canton Avenue Approach	A (<1.0)	A (<1.0)	A (<1.0)	A (<1.0)
Northbound Fairview Avenue Approach	A (9.1)	B (10.3)	A (9.3)	B (10.5)
Southbound Site Street "A" Approach		B (10.6)		B (10.5)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

As shown in the table, all approaches at the study intersections operate at highly favorable levels of service (i.e., LOS B or better) during the AM and PM peak hours in both the Existing and 2024 Build conditions. Additionally, the 95th percentile Synchro estimated queue for each approach is less than one vehicle which means there is no queueing of vehicles anticipated at the study intersections.

MUTCD Multi-Way STOP WARRANT ANALYSIS

The MUTCD provides detailed guidance and standards for determining when multi-way or all-way stop control is warranted at an intersection. MUTCD Section 2B.12 "All-Way Stop Control" is shown below in **Figure 5**.

Section 2B.12 All-Way Stop Control

Support:

01 The provisions in the following sections describe warrants for the recommended engineering study to determine all-way stop control. Warrants are not a substitute for engineering judgment. The fact that a warrant for a particular traffic control device is met is not conclusive justification to install or not install all-way stop control. Because each intersection will have unique characteristics that affect its operational performance or safety, it is the engineering study for a given intersection that is ultimately the basis for a decision to install or not install all-way stop control.

02 All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

Guidance:

03 *The decision to establish all-way stop control at an unsignalized intersection should be based on an engineering study. The engineering study for all-way stop control should include an analysis of factors related to the existing operation and safety at the intersection, the potential to improve these conditions, and the applicable factors contained in the following all-way stop control warrants:*

A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)
B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)
C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)
D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)
E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)

Option:

04 The decision to install all-way stop control on site roadways open to public travel may be based on engineering judgment.

Figure 4: MUTCD Section 2B.12 "All-Way Stop Control"

The MUTCD states that the following "warrants" should be met prior to installing a multi-way stop:

A) *Crash Experience:* four or more reported crashes (at a 3 leg intersection) in a twelve month period that are susceptible to correction by a multi-way stop. **NOT WARRANTED.**

B) *Sight Distance:* sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road. **NOT WARRANTED.**

C) *Transition to Signal Control or Transition to Yield Control at a Circular Intersection as an interim measure when constructing or repairing traffic signals*: Signal is not being considered at this location. **NOT WARRANTED.**

D) *8-Hour Volume (Vehicles, Pedestrians, Bicycles):*
All-way stop control may be installed at an intersection where an engineering study indicates:

1. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approaches (total of both approaches) meet at least 300 units for each of any 8 hours of a typical day, and
2. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours.

The volumes at the intersection of Canton Avenue and Fairview Avenue were analyzed and compared to the MUTCD minimum volume warrants.

In the 2024 Build condition, the major street (Canton Avenue) volume is estimated to be 140 vehicles in the AM peak hour and 168 vehicles in the PM peak hour, which does not exceed the 300 vph necessary for any 8 hours of an average day to warrant an all-way stop at the intersection. Additionally, the mainline volumes during the eighth highest hour is approximately 50% lower than the peak hour, so no hours would be expected to meet the minimum mainline volume requirements for an all-way stop.

In the 2024 Build condition, the minor street (Fairview Avenue) volume is estimated to be 118 vehicles in the AM peak hour and 78 vehicles in PM peak hour, which does not exceed the 200 units per hour minimum that is required for 8-hours to warrant an all-way stop. Again, the volume outside the AM and PM peak hours are expected to be much lower than the peak hours. so no hours would be expected to meet the minimum minor street volume requirements for an all way stop.

Based on this review, the intersection of Canton Avenue and Fairview Avenue would not meet the minimum requirements for all-way stop control in any hour for the 2024 Build condition.

PEDESTRIAN ACCOMMODATIONS

It is our understanding that the development will include a sidewalk along the north side of Canton Avenue along the site frontage to connect to the existing sidewalk to the east and to the west.

With the proposed residential and coffee use proposed on the north side of Canton Avenue it is logical that residents (pedestrians) may want to cross Canton Avenue to access the coffee shop. Based on the location of the building and sidewalk access to the proposed coffee shop in the northwest quadrant of Canton Avenue and Fairview Avenue intersection, it appears logical that pedestrians and or bicyclists would want to cross Canton Avenue on the west leg of the intersection. As a result, a crosswalk on the west leg of the intersection could be considered to accommodate pedestrians crossing the intersection to go to the coffee shop. The pedestrian crossing should be designed to meet MUTCD standards with appropriate signing and striping for a crosswalk, as noted in **Figure 5.**

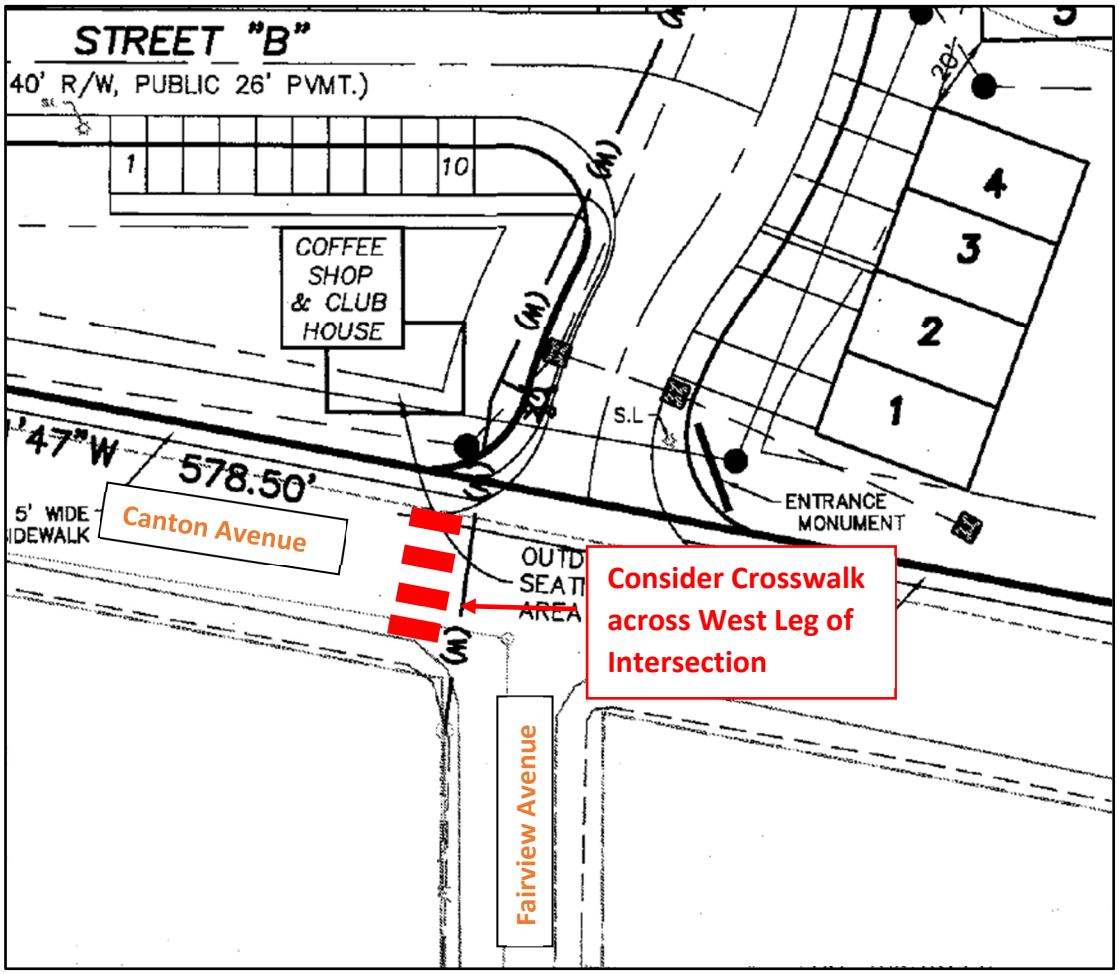


Figure 5: Recommended Crosswalk Location

A pedestrian crosswalk on the west side of the intersection would exceed minimum stopping sight distance requirements (215 feet) for a 30-mph roadway and allow vehicles traveling up to 41 mph on a level roadway (or vehicles traveling at 38 mph assuming a 6% downgrade) the ability to stop before the crosswalk. If more sight distance is desired for the pedestrian crossing, a mid-block crossing could be considered either near the crest of the hill close to Eastover Avenue or midblock between Fairview Avenue and Westover Avenue.

SUMMARY

CBB completed the preceding study to address the traffic impacts associated with the proposed multi-family residential development, referred to as The Enclaves at Canton Avenue, in University City, Missouri. The proposed 106 townhomes and 900 SF space for a coffee shop is estimated to generate approximately 140 trips during the AM peak hour and 95 trips during the PM peak hour.

Based on the traffic analyses, the study intersections currently operate at highly favorable levels of service with all movements operating at LOS A. Considering the trips associated with the proposed development, the study intersections are forecasted to continue to operate at highly favorable levels of service with all movements still operating at highly favorable LOS A or B.

The existing traffic volume in 2024 in addition to the trips generated by the proposed development at the intersection of Canton Avenue and Fairview Avenue does not warrant all-way stop control as outlined in the MUTCD.

A pedestrian crosswalk could be considered on the west leg of the intersection of Canton Avenue and Fairview Avenue to accommodate pedestrians oriented to the proposed coffee shop. The pedestrian crossing should be MUTCD compliant with appropriate signing and striping. A crossing on the west side of the intersection would exceed minimum stopping sight distance requirements. However, if additional sight distance is desired for a pedestrian crossing, a midblock crossing could be considered either at the crest of the hill to the east (near Eastover) or midway between Fairview Avenue and Westover Avenue.

We trust that this traffic impact study adequately describes the forecasted traffic conditions that should be expected as a result of the proposed development. Should there be any questions regarding this information, please contact me via email at brensing@cbbtraffic.com or by phone at 314-449-9569.

Sincerely,

Brian Rensing

Brian Rensing, P.E., PTOE, RSP2I
Associate - Senior Transportation Engineer

MEMORANDUM

TO: Traffic Commission

FROM: Mirela Celaj, Director of Public Works

DATE: September 5, 2025

SUBJECT: Parking Control Recommendation, 7000 and 7100 blocks of Forsyth

---

On February 11, 2025, the Traffic Commission passed a motion to recommend to the City Council that a residential parking ordinance be adopted for the south side of the 7000 and 7100 blocks of Forsyth, taking into consideration the challenges associated with multi-family housing use in the area.

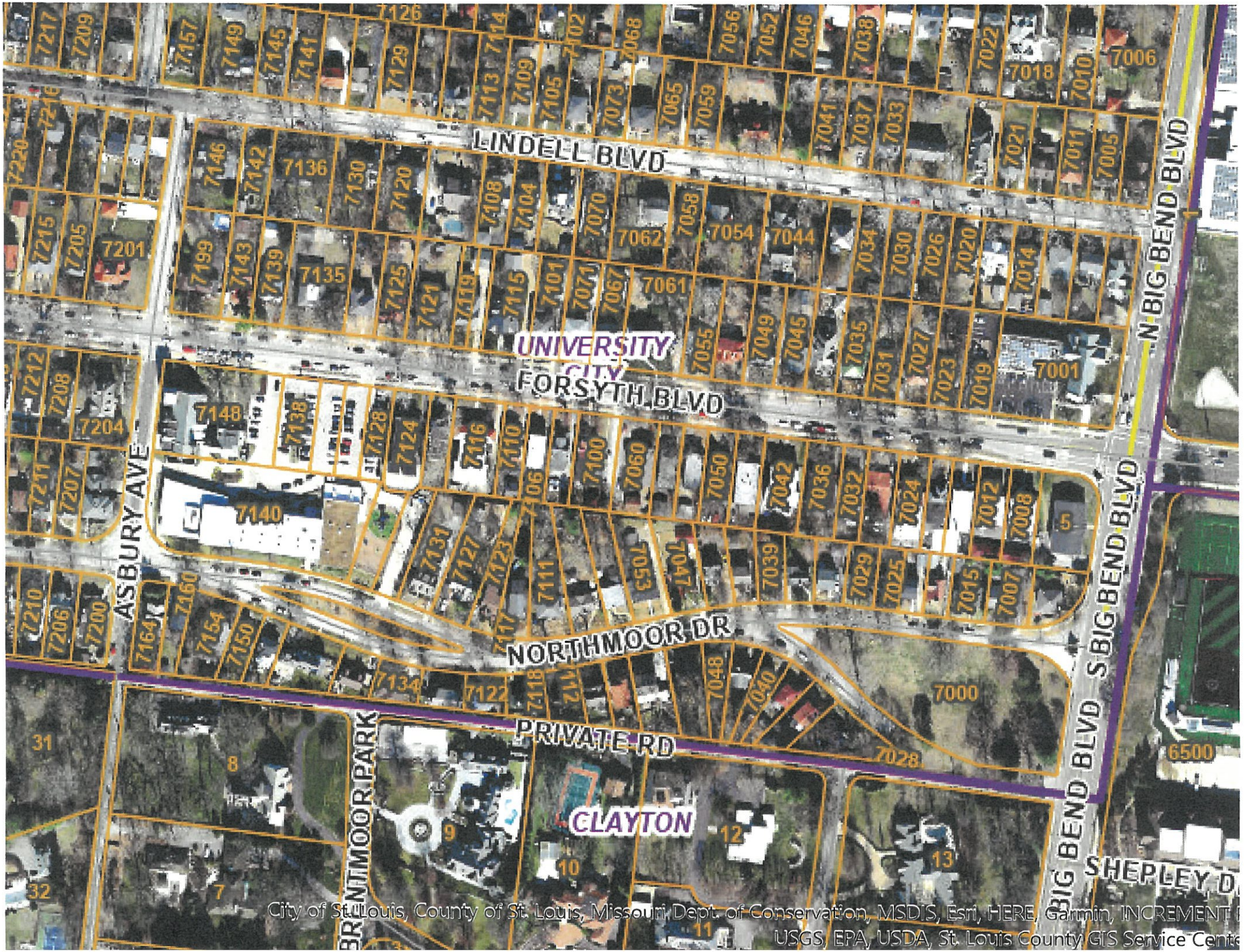
Since that time, City staff has further reviewed the Commission's recommendation and is now proposing the option of metering the area as an alternative approach. This option is being presented for the Commission’s further consideration.

It is also important to note that Public Safety has expressed significant concerns regarding the enforceability of the proposed residential parking controls. According to their assessment, the recommended ordinance would be very difficult to enforce effectively.

Staff Recommendation:

Staff recommends that the Commission evaluate the feasibility of metered parking as a potentially more enforceable and manageable alternative to a residential permit system. Key considerations should include:

- Accessibility for both residents and visitors
- Impacts on multi-family housing
- Cost and equity implications
- Enforcement practicality and resource availability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City of St. Louis, County of St. Louis, Missouri Dept. of Conservation, MSDIS, Esri, HERE, Garmin, INCREMENT
USGS, EPA, USDA, St. Louis County GIS Service Cente

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:
Old Bonhomme and Groby (where Old Bonhomme continues south and Groby Rd goes east next to Ruth Park)

STATE THE NATURE OF YOUR REQUEST:
I am concerned about the number of people who fail to stop going east and west on Old Bonhomme/Groby Rd. at the intersection.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST? I am asking for better signage (perhaps flashing stop signs), the foliage cut back more regularly, and perhaps some clearer warning signs that there's a stop sign coming up.

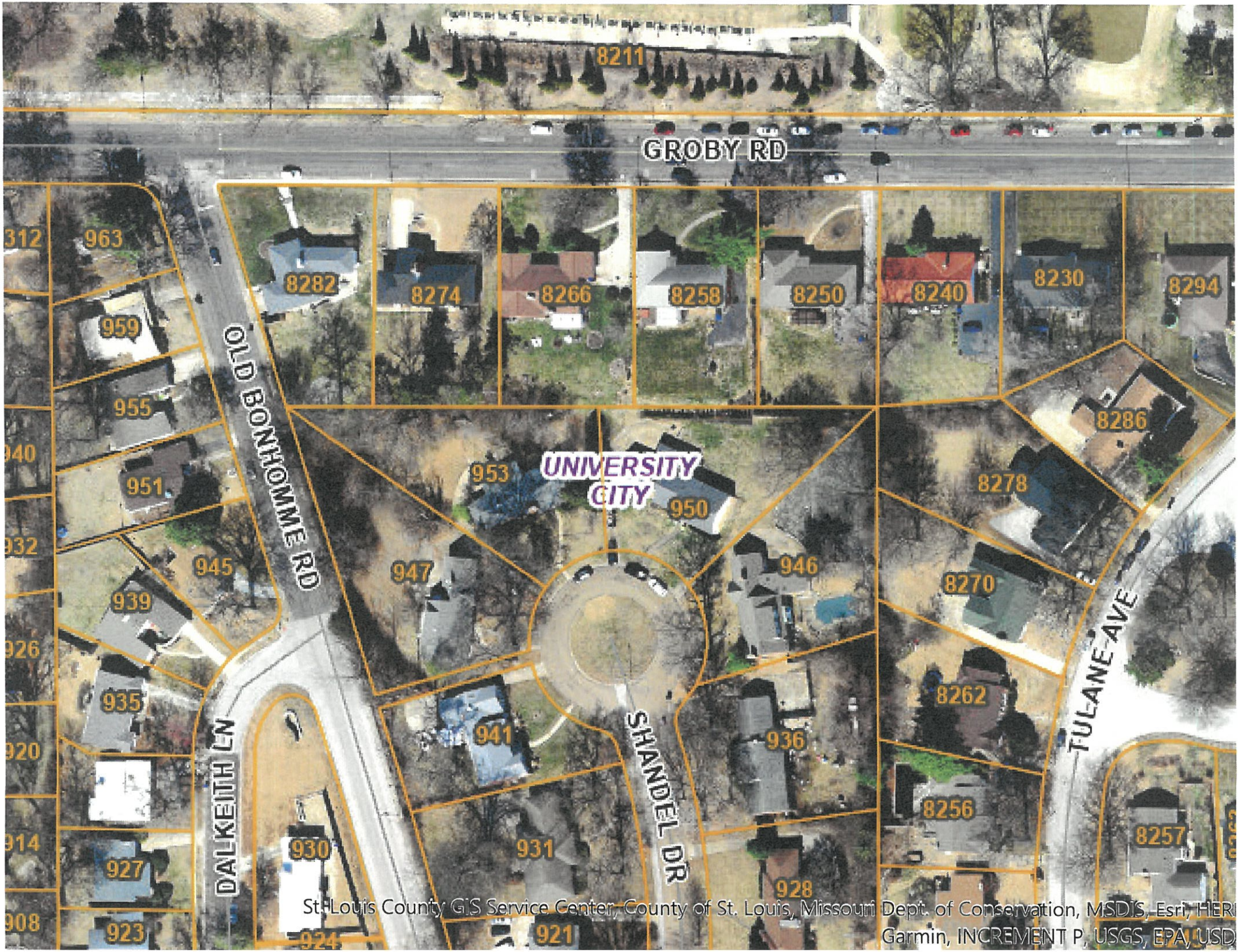
WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? I believe the impact will be minimal…a flashing stop sign might be annoying to the people who live on the corner. Perhaps it can be the type that has a motion sensor and only flashes when someone is approaching the sign.

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: Evelyn Gilliam
ADDRESS:946 Shandel Drive PHONE (HOME): 314-402-3132
PHONE (WORK): 314-493-6015
Email:msgssundayschool@gmail.com
Date:07/05/2025

Please return the completed form to the Public Works and Parks Department, 3rd floor of the City Hall, attention Mirela Celaj Public Works Liaison of the Traffic Commission, via email at mcelaj@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)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St. Louis County GIS Service Center, County of St. Louis, Missouri Dept. of Conservation, MSDIS, Esri, HERE
Garmin, INCREMENT P, USGS, EPA, USD


Click to add
STOP
ALL WAY
Groby Rd
Old Bonhamme


Groby Rd Westbound

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

TRAFFIC REQUEST FORM

LOCATION OF REQUEST:

Center Ave and Stanford Ave

STATE THE NATURE OF YOUR REQUEST:

I am requesting that stop signs be added on Center in both the northbound and southbound directions at the intersection with Stanford Ave.
Currently, vehicles speed downhill on Center without stopping, posing a danger to pedestrians and children.This intersection lacks proper traffic control, despite its location in a family-dense residential area.

WHAT ACTION ARE YOU REQUESTING THAT THE CITY TAKE CONCERNING YOUR REQUEST?

I request that the city install stop signs at Stanford and Center. This would align with existing traffic control at Gannon and Center, just two half blocks away.

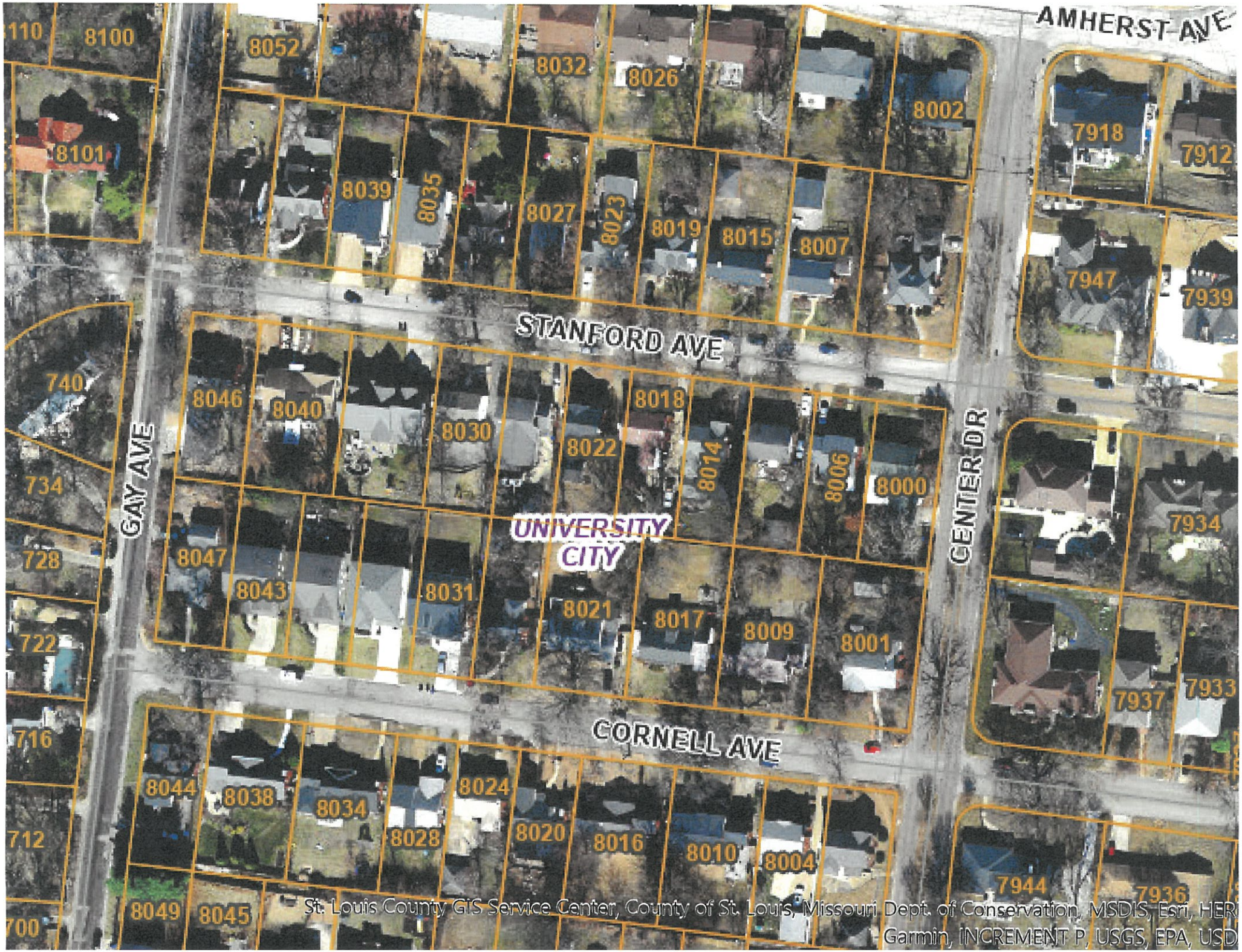
WHAT IMPACT WOULD THE ACTION HAVE ON ANY ADJACENT RESIDENTS OR STREETS? Adding stop signs would calm traffic, improve safety, and reduce speeding on Center Ave. Residents and pedestrians, especially children, would benefit from safer crossings. There would be minimal disruption, as the change supports existing traffic patterns nearby.

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: Frieda Aaronson
ADDRESS: 8000 Stanford Ave
PHONE (HOME): 314-329-5286 PHONE (WORK):
Email: friedasmason@gmail.com
Date: 7/21/2025

Please return the completed form to the Public Works and Parks Department, 3rd floor of the City Hall, attention Public Works Liaison of the Traffic Commission, via email at @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)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St. Louis County GIS Service Center, County of St. Louis, Missouri Dept. of Conservation, MSDIS, Esri, HERE
Garmin, INCREMENT P, USGS, EPA, USDA

Center Drive Northbound Ln

Stanford Ave Looking West

MEMORANDUM

TO: Traffic Commission

FROM: Mirela Celaj, Director of Public Works

DATE: September 5, 2025

SUBJECT: MoDOT Resurfacing Project – Proposed Pedestrian Upgrades

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MoDOT is preparing for an upcoming resurfacing project along Route 340 (Olive Blvd) within city limits, scheduled for a November 2025 letting. The project will cover the corridor from I-170 to the end of MoDOT maintenance near Ferguson Ave, with construction anticipated to begin during the 2026 season.

As part of this effort, MoDOT has proposed the inclusion of two midblock pedestrian crossings to improve safety and walkability along the corridor.

The two proposed locations are:

- Near Heman Park
- Near Bartmer Avenue

These proposals are consistent with the goals outlined in the City's walkability plan. MoDOT has provided concept drawings for both crossing locations. These concepts are being shared for your review and feedback, and to determine whether the Traffic Commission supports their inclusion in the final resurfacing project plans.


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Proposed Location
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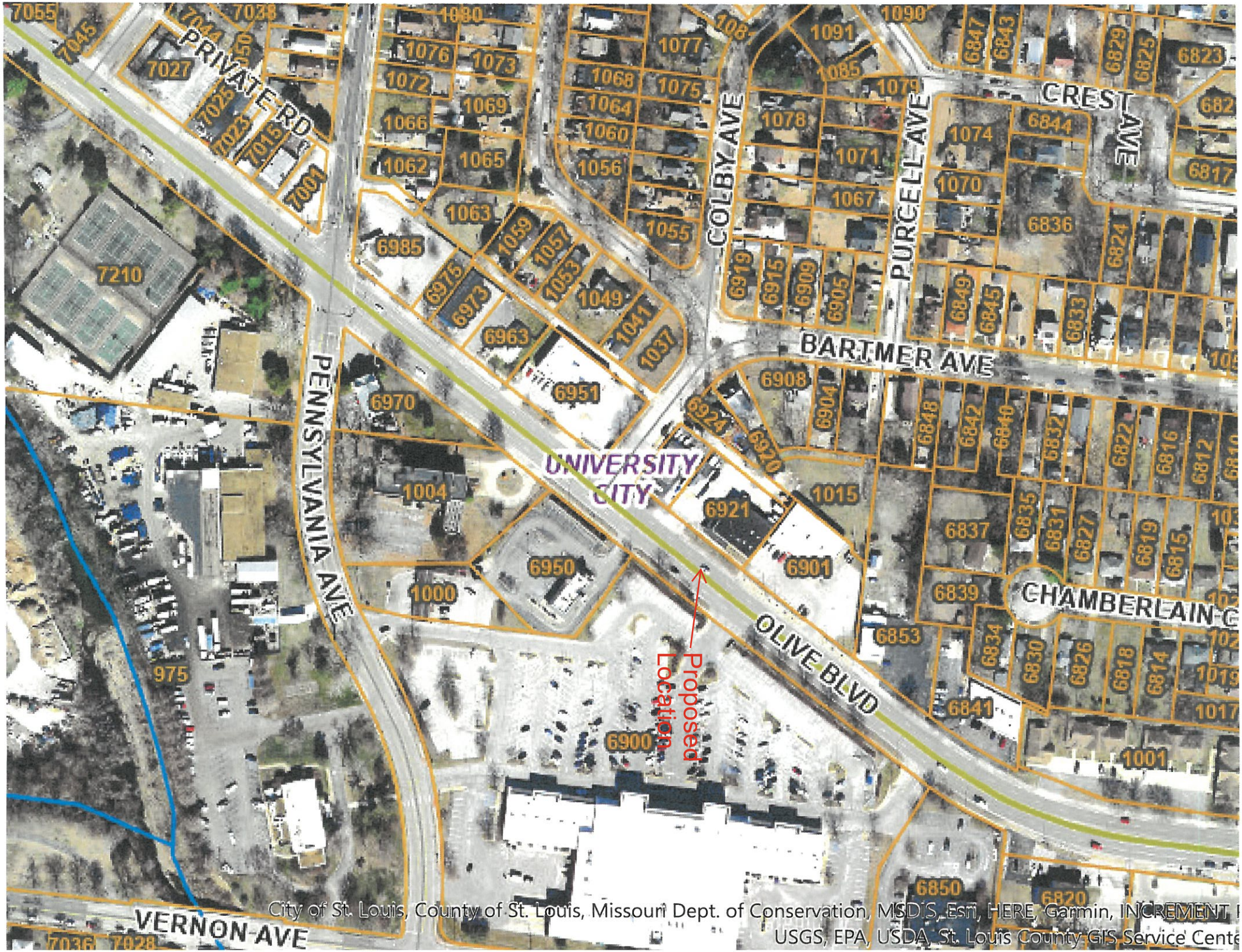
City of St. Louis, County of St. Louis, Missouri Dept. of Conservation, MSDIS, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA, St. Louis County GIS Service Center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PURCELL AVE
CREST AVE
BARTMER AVE
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CHAMBERLAIN
VERNON AVE
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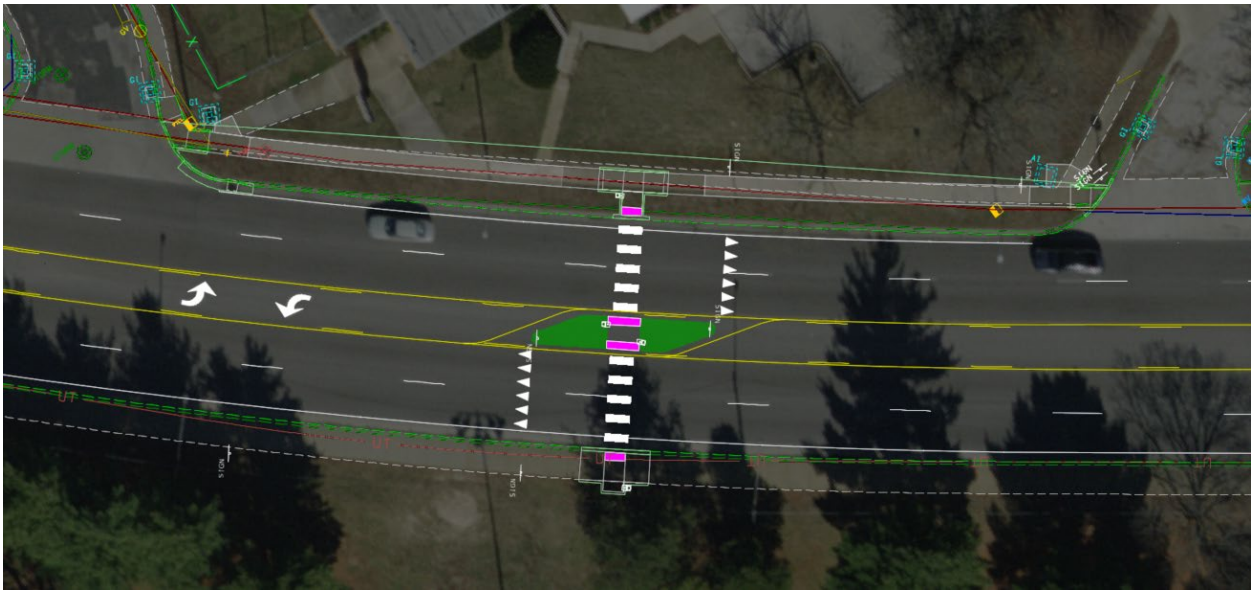
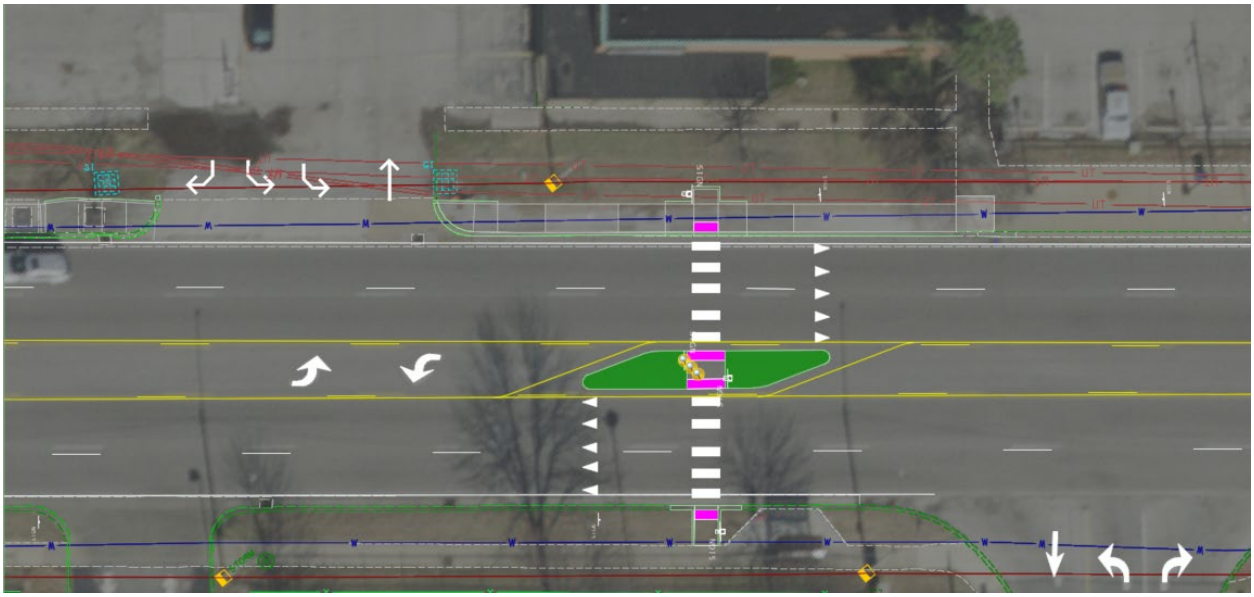
City of St. Louis, County of St. Louis, Missouri Dept. of Conservation, MSDIS, Esri, HERE, Garmin, INCREMENT
USGS, EPA, USDA, St. Louis County GIS Service Cente

Midblock Crossing at Heman Park

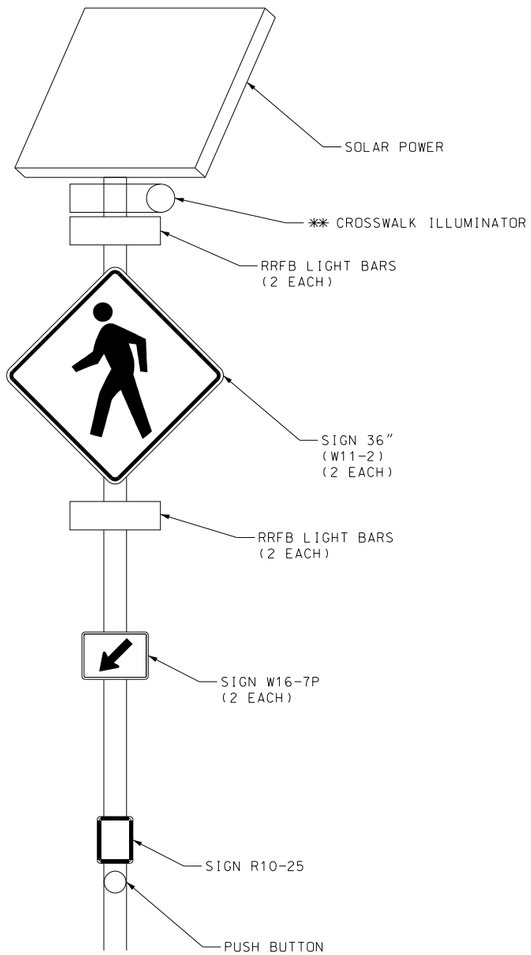


Midblock Crossing near Bartmer Ave



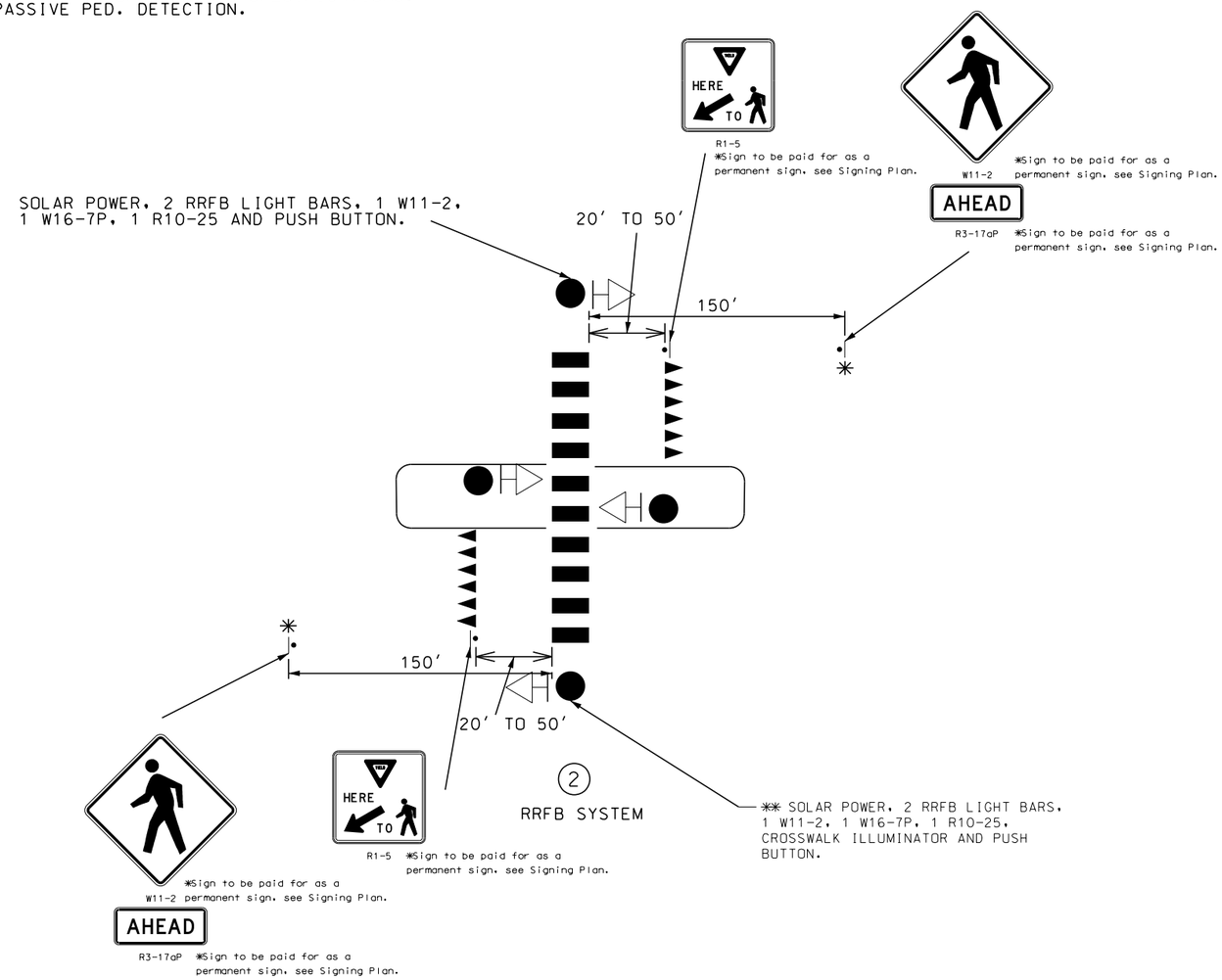
NOTE: PASSIVE PED. DETECTION TO BE INCLUDED ON RRFB SIGN PER MANUFACTURER'S SPECIFICATIONS.
LENGTH OF POLE FOR RRFB MAY NEED TO BE INCREASED FOR PASSIVE PED. DETECTION.

REMOVE NOTE IF NOT NEEDED



1
USED WITH A TYPE C POST BASE (STANDARD PLANS 902.30)

NOT TO SCALE



2
RRFB SYSTEM

** SOLAR POWER, 2 RRFB LIGHT BARS, 1 W11-2, 1 W16-7P, 1 R10-25, CROSSWALK ILLUMINATOR AND PUSH BUTTON.

* ACTUAL ADVANCED SIGN LOCATION WILL BE BASED ON FIELD CONDITIONS AND DETERMINED BY THE ENGINEER.

** ILLUMINATOR WILL BE INSTALLED ON ALL RRFB POSTS AND INCLUDED IN COST OF RRFB INSTALLATION.

MIN. 6' PED CROSSWALK

12" WIDE YIELD LINE

RECTANGULAR RAPID FLASHING BEACON WITH CROSSWALK ILLUMINATOR

DATE PREPARED 2/29/2024
ROUTE XX | STATE MO
DISTRICT SL | SHEET NO. XX
COUNTY X
JOB NO. JSLXXXX
CONTRACT ID.
PROJECT NO.
BRIDGE NO.

DESCRIPTION | DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION
105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

SPECIAL SHEET
RRFB (RECTANGULAR RAPID FLASHING BEACON)