PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
AT CHESTERFIELD CITY HALL
SPECIAL WORK SESSION
March 25, 1999

The meeting was called to order at 6:00 p.m.

PRESENT
Mr. Charles Eifler
Mr. Dan Layton, Jr.
Ms. Stephanie Macaluso
Mr. Allen Yaffe – arrived later
Chairman Robert Grant
Mr. Barry Streeter (Ward II)
Mr. Larry Grosser (Ward II)
Mr. Mike Casey (Ward III)
Mr. Douglas R. Beach, City Attorney
Ms. Teresa Price, Director of Planning
Ms. Annissa McCaskill, Planner I
Ms. Kathy Lone, Executive Secretary/Planning Assistant

ABSENT
Mr. Fred Broemmer
Ms. Rachel Nolen
Mr. Jerry Right
Ms. Victoria Sherman

Others in attendance:
Mr. Rick Brown, Missouri Department of Transportation (MoDOT)
Mr. Richard Beckman, St. Louis County Highway Department
Mr. Douglas Shatto, Crawford, Bunte, Brammaier (CBB) (Conway Land Company Traffic Consultant)
Mr. Rich Schmidt, Crawford, Bunte, Brammaier (CBB)
Mr. Rolf Kilian, Metropolitan Transportation Group (Sachs Properties Traffic Consultant)
Mr. Paul Plotas, The Larkin Group (City of Chesterfield Traffic Consultant)
Ms. Bonnie Hubert, Superintendent of Engineering Operations, City of Chesterfield Department of Public Works

Chairman Grant stated that the meeting is a special work session for the Planning Commission to get an in-depth explanation of the various traffic studies that have been presented with respect to the developments known as the Sachs Development (P.Z. 30-98 Altschuler Tract) and the Vitt Development (P.Z. 32-98 Conway Land Company-Chesterfield Corporate Campus) which are the proposed offices between the North Outer Road and Conway Road. The Planning Commission will listen to presentations by traffic consultants and Commission members and Councilmembers will be allowed to ask questions. The audience will not be allowed to speak but can come to the next scheduled Planning Commission Meeting, April 12, 1999, to speak during the Public Comment portion of the meeting.

Mr. Doug Shatto, Crawford, Bunte, Brammaier (CBB), traffic consultant for Conway Land Company), stated that a presentation has been prepared to demonstrate the traffic simulation model that was prepared for this project. Last month, Crawford, Bunte, Brammaier (CBB) presented the results of their traffic study. Discussion followed. There were concerns about some of the conditions along the Outer Road that would provide access to the developments. It was concluded that it was necessary to do a traffic simulation model to provide additional information on how well the roadway systems would operate. The previous traffic studies were based primarily on the signalized intersections, which usually are the greatest points of constraint in any traffic system, but CBB wanted to expand upon that scope and look at some of the other issues; most specifically, weaving conditions on the Outer Roads. Weaving is the interaction of vehicle movements coming off the slip ramps, having to crisscross with those on the Outer Roads and getting into the proper lanes as they approach the intersections.

Mr. Shatto handed out an outline of the evening's presentation.

Mr. Shatto stated that the conclusion of both his study and the study by Metropolitan Transportation Group (Sachs Properties) was that the traffic from the proposed developments along the North Outer Road (including the two projects, Timberlake and Solomon Brothers) could be mitigated with a series of improvements. Conway Land Company wanted to do all of the improvements that had been suggested. That would include modifying some signal timing along Chesterfield Parkway, creating a Triple Left Turn from the North Outer Road onto Chesterfield Parkway, and constructing a Texas U-Turn or U-Turn ramp that connects North Outer Forty to South Outer Forty in order to prevent some of the traffic from having to travel through the intersections. Initially, it was recommended that the latter two would be adequate to mitigate the traffic from this development. Metropolitan Transportation Group also recommended that the Texas U-Turn was an appropriate measure, and it was concluded that both the Triple Left Turn and the Texas U-Turn would be appropriate measures and they would provide added capacity to accommodate additional background growth that might occur within this area. The weaving issues along the Outer Road were not completely addressed at the previous meeting so the traffic simulation model would help demonstrate this. The CorSim model that CBB used was developed by the Federal Highway Administration. Within this package, there are a number of individual software programs that evaluate specific conditions. NetSim evaluates the intersections along Chesterfield Parkway. FreSim replicates conditions along the Outer Roads. They are all part of one family of software that are combined together. Other programs were used to develop the signal timing that was replicated in the forecasted condition.

The first model is for existing conditions. All models are for the evening rush hour, which is the worst case scenario. That is the time that there are the lowest levels of service but also the time when more of the traffic from the developments will come down the North Outer Road and impact the intersections along Chesterfield Parkway. On the westbound movement on North Outer Forty, there is some congestion in the afternoon rush hour. There are times when not everyone who has stopped at the signal will make it through the green light. Sometimes 4 to 8 cars will not make it

through the intersection on one cycle. The signal could be made longer to clear out the traffic; however, the impact on adjacent intersections must be taken into account (Conway Road and South Outer 40 Road). For the forecast, new progression plans (new timings) had to be developed for each intersection to progress the traffic so that there is coordination from one adjacent intersection to another. During current conditions, traffic may stop at Conway Road, get the green light, go to North Outer Forty and then it must stop. This is not a coordinated movement. When counts were done, there was a 3 to 1 ratio of people on Chesterfield Parkway that want to get onto South Outer Forty as compared to people on North Outer Forty who want to make the U-turn. In Mr. Shatto's opinion, what is shown on the simulation model is consistent with the levels of service that had been calculated in the traffic study. It provides the starting point when looking at the forecasted conditions.

Councilmember Streeter asked Mr. Shatto to show the incremental increase in traffic from the first model to this model along North Outer 40.

Mr. Shatto stated that it is about a 50 percent increase with the additional traffic from the developments on the North Outer Road. Mr. Shatto stated that the area would go from approximately 1800 cars per hour to 3000 cars per hour.

Mr. Shatto stated that the increase of traffic is 200-300 cars per hour going north on Chesterfield Parkway from the North Outer Road. Approximately 40 cars per hour might come up and make a U-turn to go onto Conway Road. The CBB traffic study mentioned that the people who did that would be ones who live along the Conway Road corridor. The reason is that as long as congestion can be mitigated for this movement, it will be faster and shorter for people to use the Outer Road system and the highway to get back to the east, than it would be to use Conway Road. Metropolitan Transportation Group didn't expect anyone to use Conway Road. CBB tried to be conservative and allow for some traffic with that movement.

Mr. Shatto stated that there are a small number of people who get off North Outer Forty and turn onto Conway Road. During the evening rush hour, CBB only counted 20 people doing that. There are approxiamtely 60 cars during the evening peak hour. The percentage who are using this route now and will be in the future was less than 5 percent (approximately 40 cars) of the development traffic that is assigned to Conway Road as a default value. CBB doesn't expect anyone to use this route as there will be very little incentive to do so. The amount was assigned as a minimum level.

Councilmember Streeter asked Mr. Shatto what percentage does he foresee proceeding westbound on Highway 40 and eastbound on Highway 40.

Mr. Shatto stated that the amount going east and west on Highway 40 of the development traffic represents 30 percent. This figure does not include another 25 percent of the development traffic that would be going to and from the east to access Route 141. A total of 55 percent of this development's traffic would be traveling east on Highway 40, either going to Route 141 or continuing east. Another 20 percent will be traveling to the west on Highway 40 toward Chesterfield Valley or St. Charles County. The remaining 25 percent is distributed between Chesterfield Parkway

to the north and south which would provide access to either Olive Blvd. or Clarkson Road and also to a lesser extent, another 5 percent to the south on Schoettler Road. The greater majority of traffic would be going to the east and that is based on the distribution of population in the metropolitan area.

Councilmember Streeter stated that with the traffic on westbound 40, CBB is proposing another 20 percent (an increase of 3,000 more cars).

Mr. Shatto stated that in the evening peak hour, there are 1,200 cars per hour from the Soloman/Sachs/Chesterfield Place developments, with a small percentage coming from Timberlake Manor (most of these people have direct access to Highway 40).

There will be approximately 3,500 parking spaces but CBB stated that there would only be 1,200 cars per hour at peak. These numbers are based upon nationally collected and used trip generation rates, published by the Institute of Transportation Engineers and is based upon studies of dozens of similar developments and how much traffic would come out in any one hour of the day. Normally the worst hour of the day is the evening rush hour.

Mr. Shatto stated that it would take approximately 2 ½ hours for a high level office development, such as this, to empty out.

Mr. Shatto stated that there are several routes that people can take to get to westbound 40. Coming from the west on 40, the traffic will not use Chesterfield Parkway, they will use Timberlake Manor and loop back on the North Outer Road. Going to the west on 40, traffic will go north on Chesterfield Parkway, and then have the option of taking Swingley Ridge Road to Olive Blvd., turning left directly onto Olive, or continuing west around Chesterfield Parkway to the western interchange with Highway 40. Traffic can also travel to the south on Chesterfield Parkway from where they can turn right onto Clarkson Road and then access Highway 40 or continue around the loop to get to the west side of the interchange.

City Attorney Beach asked how much additional volume the current projection shows with the three left hand turns and the additional right hand turn. Mr. Beach asked approximately how many cars could be added with the light change and the addition of the extra turn lane before going from service level D to the service level E.

Mr. Shatto stated that that condition is not in the model. Estimates have been made concerning how far the Triple Left Turn can accommodate added traffic before the Texas U-Turn is needed. There is also going to be some incremental growth after this particular scenario.

Several improvements were plugged into the simulation that are part of the Texas U-Turn system. A new right turn lane would be constructed on Chesterfield Parkway. A deceleration lane would be constructed that would extend back from the beginning of the Texas U-Turn bridge to approximately Delmar Gardens' main driveway which is on the north. Curb cuts are not located

within the weaving area so that traffic would not have to exit and cross right away. Instead they can get on the Outer Road, move into the proper lane and then make the weaving movements. Most of the motorists using the U-Turn are getting straight onto Highway 40. In the afternoon peak hour, there is very little traffic trying to go east on South Outer 40 so there is not that much crisscrossing in the weave, just traffic trying to merge into the lane.

People exiting Schoettler Road do have to cross the two to three lanes to get onto the slip ramp. That is consistent with the existing condition. In the afternoon, there is less traffic coming off Schoettler Road as opposed to the morning. In the morning, there are heavier volumes on South Outer 40 trying to get over to the slip ramp. At that time of day, there should be virtually no one using the Texas U-Turn. This structure will basically service office traffic that is generated on North Outer 40 that wants to get back to the east and there are very few people leaving their offices in the morning so that will not be a significant movement in the morning. The conditions for people exiting Schoettler Road now should be consistent with those in the future.

Councilmember Streeter stated that the simulation doesn't seem to represent the amount of cars using the Texas U-Turn. He sees far less than the stated 55 percent using the Texas U-Turn. It does not appear to be a true representation of what traffic might be.

Mr. Shatto stated that this has been done in collaboration with the County and the State. Possibly the issue that Councilmember Streeter has raised has not been cross-checked adequately. CBB wanted an operating model for the City tonight. The simulation is approximately 90 percent fool proof. CBB has met with the State and tried to communicate with the County on the input into the project. The files for the models will be turned over to the State and County to allow them to review and to validate what they have. If there are discrepancies, CBB would definitely want to identify the discrepancies, work them out with the highway departments and make any necessary corrections. When finished, the model should replicate the traffic. The model should show the proportionate traffic traveling back to the east.

The simulation shows that the road system is able to operate with the distances that they have to work with. There are some issues that need to be pointed out that are related to this:

1. Possibly extending the left turn lane that would feed into the U-turn ramp. That will be extended as much as 800 feet down the Outer Road to provide additional capacity for that movement.
2. The auxilliary lane along the South Outer Road that would be connected between the U-turn lane and the slip ramp.

This represents a condition of existing traffic plus traffic from the developments that have been proposed to this date. The Highway Department is concerned how this would operate on a longer period of time, however long it takes to develop these parcels. There would be additional growth that would need to be taken into consideration as well as the potential build-

out of the remaining parcels along the North Outer Road. That is also a condition that has been modeled. It is a higher level of traffic and that is something that CBB would be collaborating with the State and the County on. There is general agreement on what kind of growth would be foreseen in this area,as well as the level of development that could be anticipated along North Outer 40 or on any of the immediately adjacent parcels. Mr. Shatto stated that in terms of providing the Triple Left Turn at Chesterfield Parkway and the Texas U-Turn, he does not want to speak on behalf of either highway department, but the feedback that they have been getting is that the concept seems to be sound should mitigate the traffic impact. It may also actually improve conditions at some of the existing intersections and provide adequate capacity in the future. The State had expressed some reservations that they want to evaluate this further concerning the location of the slip ramps and possibly reserve the right to suggest that the slip ramps might need to be relocated a couple hundred feet further to the east to increase the distance that we have here along the Outer Roads to increase the weaving ability for people in those areas. A decision on that will be made after the model is finalized and turned over for agency comment. More work may be needed on the model but Mr. Shatto is confident that they can demonstrate that the road system can operate the way that they anticipated it would and that the improvements that have been suggested to date will in fact do what they are expected by mitigating the traffic and also improving some of the conditions.

Councilmember Grosser asked if Teresa Price was aware that the Solomon developer would be submitting plans for an additional building for 110,000 square feet.

Ms. Price stated that nothing had been submitted.

Mr. Shatto stated that for the long range forecast, we assume the condition could go to the year 2020. We also assume there to be a lot of background growth on Chesterfield Parkway because of the number of vacant parcels along that road. Along North Outer Forty, he estimates that the tract adjacent to the Solomon Building (7th Day Adventist) would be able to accommodate approximately another 100,000 square feet of office space and then the next property to the east (Krause property) could accommodate something similar to Timberlake Manor. Those are developments that were plugged into our long-range forecast as well to assume that the North Outer 40 corridor would then be fully developed. That would account for all of the vacant land along there now. It would also account for a level of density that is consistent with what has already gone in, not taking into consideration that it might be reduced further before it becomes completely developed.

Councilmember Grosser asked if there is any feasibility for putting in a slip ramp for Highway 40 westbound.

Mr. Shatto didn't think there was any feasibility for that because there is a heavy movement exiting at Olive/Clarkson and by putting a ramp in that vacinity to get onto Highway 40, you would be creating a weave along the main line of Highway 40 that would be difficult to overcome. The volume that exits on Olive/Clarkson would be too much to accommodate that movement. He does not think the Highway Department would want to see that happen.

Commissioner Eifler asked if it was possible to color code the cars by source to see where the cars that are exiting the development are going to make for better observation of Councilmember Streeter's contention that the model is not showing a sufficient enough percentage of the vehicles originating in the proposed development going east.

Mr. Shatto stated no, as the vehicle passes through an intersection and it takes on the color that the car is going to turn at the next intersection. So if you go through several intersections, you wouldn't be able to model where it is going to go over the course of several links within the system. You can flag certain vehicles and follow them through the network and watch where they go.

Mr. Beckmann, St. Louis County, feels that the originating numbers were transposed. For example, traffic that is shown on the North Outer 40 is actually ramp traffic and the ramp traffic is actually North Outer 40 traffic. With the traffic coming off the ramp westbound, you can see a large number of vehicles that continue getting into the right turn lane. There is not any real logic to them doing that unless those numbers got transposed.

Mr. Shatto stated that they do need to follow up on that. The volumes that you see coming off the links to the right should be consistent with what the actual forecast showed. They do have to define origins and destinations of those individual vehicles as they travel through the system and then perhaps that is what we would need to look what Rich is alluding to that there could be some transposition of numbers. The highway departments will review this and make sure they are being above board. Their goal is to accurately model this system and that is one of the reasons we have had communications with them up to this point.

Mr. Shatto stated that the peak period in this area generally is from 3:30 to 6:30 p.m. The peak hour would be 4:00 to 5:00 p.m. and that is based upon the volumes collected at each of the intersections and represents the heaviest volume of traffic at that given time. It is also when you are likely to see the heaviest volumes exiting from these office developments. Assumptions have been made that the office traffic is going to be leaving at the same time that the roadway system currently peaks. The 4:00 to 5:00 p.m. hour is the heaviest single hour at these intersections based upon existing traffic loadings. To be conservative in their analysis, CBB has assumed that the heaviest hour of trip generation for the offices would coincide with that. There may be a variance between the two that would actually represent a better condition than what they are talking about right now. In any traffic analysis, they would assume that there is a coincidental peaking of those two uses so that they are evaluating a worst case scenario. Mr. Shatto stated that you might find similar conditions between 5:00 and 6:00 p.m. as well as those between 4:00 and 5:00 p.m. You can have relatively stable levels of traffic throughout that entire time period and it could be a marginal difference between the 4:00 and 5:00 p.m. hours but this was based on the existing traffic levels which told them that 4:00 p.m. is the heaviest time of day.

Councilmember Streeter stated that he expected that 4 to 10 cars may be turning a direction and he expected to see groups of cars on the North Outer 40 coming into the picture.

Mr. Shatto stated that this is a very large scale and that there is probably 90 feet from the front of one car to the front of the next car. They are traveling at approximately 45 miles per hour. As you are driving along in a car,, it looks like the cars are strung together a little bit more than they are based upon this type of scale. So it is a little bit of a distortion as to what is really happening. As far as the dispersion of traffic from the developments, these represent the default departure conditions where even if you have a queue of traffic at an intersection, there are usually about 2 seconds between each of those cars as they pull away from it. As they speed up on an Outer Road system, many will begin to pull away from each other particularly when dealing with speeds of up to 45 miles per hour. When coming out of the development drive-ways, each vehicle will have to stop or yield to other traffic on the Outer Road system which will create a metering effect for the traffic.

Mr. Shatto stated that CBB calculated the operating conditions at Chesterfield Parkway and North Outer 40 as the single largest constraint point. They looked at certain levels of traffic loading onto that intersection with the existing conditions and with the Triple Left Turn in place, and with both the Triple Left Turn and the Texas U-Turn. By doing so they were able to extrapolate some development levels which correlated with the level of traffic that they added to the intersection which would tell them at what point in the development these improvements should be implemented. There has been some acceleration of that even over what they felt was necessary. It was based their estimations as to what point you would start to see deterioration in some of the levels of service at that intersection. Instead, what is being proposed by Conway Land Company is that the re-timing and the Triple Left Turn are something that would be implemented immediately or as soon as development begins so that that they could be added to the near term condition which would be adding traffic to the Outer Road system. You would have the improvements in place to help mitigate their impact. Further down the road, it is estimated that about 650,000 square feet could be developed before there would be the need for the Texas U-Turn. Without it you would start to see some additional deterioration of the operating conditions. Mr. John Pitcher, Vice President for Alvin D. Vitt & Co., has a proposal for the City that would provide some guarantees that the improvements would be done corresponding with those levels of development. The cost estimate for the improvements is a minimum of $2,000,000.00. The trip generation assessments that would be imposed upon these developers along the North Outer 40 corridor would not be adequate to cover the whole amount of the $2,000.000.00. It has been suggested by Conway Land Company that a surcharge be placed on the trip generation assessment that would guarantee that there would be a minimum level of funding available to help fully finance these improvements and make sure that they get implemented, constructed and funded at the time that they are needed.

Mr. Rolf Kilian, Metropolitan Transportation Group, stated that the Conway Land Company's presentation was good and fairly accurate but Sachs Properties' position is that some of the

improvements can be avoided by providing an alternative access – access to Conway Road and the extension of Timberlake Manor to Conway Road. The interchange at Timeberlake Manor has been designed to accommodate additional traffic that could be drawn to that interchange from the existing neighborhood. He stated that the interchange connection to Conway Road would help relieve some of the traffic to the east on Conway Road by providing a way for residents in that area to get to the freeway without having to go to Route 141 (Woods Mill Road). It continues to be their position that a good alternative to the improvements that would be necessary at the North and South Outer 40 at Chesterfield Parkway would be to look at access directly to Conway Road and extend the existing street to Conway Road. It would be a benefit, not only to the developments that are being discussed, but also to the residential area to the north. It would reduce traffic on Conway Road to the east.

Mr. Paul Plotas, The Larkin Group, asked if the Texas U-Turn was built, would there still be the need for the triple left turn. He is not sure what the third left turn is going to do.

Mr. Shatto stated that he would not qualify it as a need because the initial analysis looked at them as separate improvements and originally suggested that you could do one or the other. The developers felt that it would be beneficial to try and utilize the Triple Left Turn as phasing before the Texas U-turn is constructed. The Triple Left Turn would be constructed first and when development got dense enough and additional capacity was needed, the Texas U-Turn would be added. There probably is more than enough capacity to mitigate the impact of these developments but it does help improve conditions over what is there now and provide additional capacity to accommodate the long-term background growth that the State is concerned about.

Chairman Grant asked for clarification on timing of the reports following this meeting. Mr. Kilian's report is complete. The simulation needs more work and then it will be submitted to both the County and the State. The State has a greater interest in the model as it addresses the weaving issues along the Outer Road. The County was most concerned about conditions along Chesterfield Parkway and the ability to coordinate those signals which the model also reflects so they will have the ability to look at that and see if it is consistent with their expectations. Both agencies will have an opportunity to review it. Comments need to be addressed and make any corrections that are necessary. This would be done in cooperation with the highway departments before their final review. Mr. Shatto stated that the County and State should receive the finished model within a week. The proposal, provided by the Conway Land Company, is the proposed correlation between the development and the schedule of improvements. The timeframe is irrelevant because it would depend upon the pace of development.

Councilmember Streeter asked Teresa Price if Staff has the capability of running the simulation and if there were plans to provide this to the City's traffic engineer.

Mr. Shatto stated that he would be happy to turn the files over to Mr. Plotas for his review.

Chairman Grant asked how long it would take the County and the State to review this simulation. It was stated that it would take approximately a month from the date of receipt.

Commissioner Layton asked how much it would cost for the Texas U-Turn.

Mr. Shatto stated that of the $2,000,000.00, approximately $1.7 million was for the Texas U-Turn. The Triple Left Turn could be implemented relatively economically for approximately $300,000. That would include construction of a new right turn lane on the North Outer Road, some reconfiguration of the existing traffic signals, and the provision of some overhead signing.

Commissioner Eifler questioned the relationship between occupancy and the completion of the improvements necessary to handle the traffic generated. Is the developer willing to accept the condition that limits occupancy based on the completion of the various elements of road improvements.

Mr. Shatto stated that the proposal handed out represents the same format that the Trip Generation Assessment Program goes through when a development is constructed. When the developer comes in for building permit, he is then bound to deposit the funds commensurate with that level of development into a Trip Generation Assessment Trust Fund. Those funds are pooled until such time as there are adequate moneys available to complete the improvements that have been dictated for that area. In this case, as building permits are let out, additional moneys will be deposited. With what is proposed right now, when the initial permits are sought for this development, that would be the trigger for the triple left turn and then, at such time that up to 650,000 square feet of development is built, the next increment above that would be the trigger for the Texas U-turn. The way the proposal is set up, the first 650,000 square feet of development would provide adequate funding to construct the Texas U-turn so that before 655,000 square feet is occupied, the Texas U-Turn could be in place. The funding will be there ahead of time, effectively, to allow those improvements to be implemented before the development exceeds that amount.

Commissioner Eifler is concerned that the level of service at the various affected intersections does not deteriorate while waiting for these improvements to come in. Commissioner Eifler stated that it seems like the only way to do that is to limit the occupancy until the improvements are in place. The funding is important but the funds can be there and the road may not be improved and then the City is faced with deterioration of the level of services on the effected roads. Commissioner Eifler wants to be assured that the level of service is not going to deteriorate.

Mr. Shatto stated that with what is being proposed, there will be enough funding generated in advance of those trigger points that the improvements could be in place before the occupancy

gets there. Mr. Shatto stated that pretty favorable levels of service can be maintained even before the next phase of improvement comes into place. It has been suggested that the triple left turn and the signal re-timings be done commensurate with the initiation of development of any one of the projects and already take the existing traffic and improve upon that with just simple re-timing. There is some funding already in the trust fund for this area that the moneys are almost there to construct the triple left turn right now and, when someone comes in for additional building permits, there will be adequate funding so it can be constructed before those spaces are occupied. It would be the same with the Texas U-turn but just at a later phase.

Councilimember Grosser asked Mr. Kilian to repeat his comments about Conway Road.

Mr. Kilian stated that it is their suggestion that full access to the development be provided along Conway Road and that the Timberlake Manor be extended to Conway Road to take advantage of the interchange at Timberlake Manor and Highway 40. What that does is take a lot of the traffic that comes from the east on the highway in the morning and enters the developments. It allows the traffic that goes back east on the highway in the evening to make a right turn onto Conway Road, right turn onto Timberlake Manor to gain access to the interchange and go back to the east. All of the traffic that has an easterly destination is taken out of the North Outer 40 and South Outer 40 intersections at Chesterfield Parkway so you do not see that traffic in those intersections at all. Some improvements to Conway Road would have to be made to accommodate the traffic in the area between the Sachs access point and Timberlake Manor. The road is narrow and not meant to carry significant volumes of traffic but at the same time, even though the development benefits, the entire area benefits because now those people that want to go onto the highway in the morning or afternoon, have to travel all of the way east to route 141 to gain access to the freeway or go west to the Parkway or Clarkson/Olive Road to get on the highway to go west. They would have access to the interchange at Timberlake Manor, either coming into the neighborhood or exiting the neighborhood. What this would do is actually reduce the amount of traffic that currently is on Conway Road, particularly to the east and it would also provide some relief to the intersection of Route 141 and Conway Road. Right now there is a heavy northbound left turn at Conway Road on Route 141. That traffic comes off Route 141, hits the Old Woods Mill Road intersection and at times even backs up to Route 141. Some of that traffic can be removed but those intersections would actually improve from what they currently operate at by shifting that traffic over to an interchange that is really designed to handle it. Without the extension of Timberlake Manor to Conway Road, the interchange at Ttimberlake Manor is over-designed. Traffic signals at both frontage road intersections, multiple lanes on each of the approaches to the ramp intersections. The interchange is over-designed for what it serves now.
He thinks it was meant to serve more than just the immediate development in the area.

Mr. Beckman stated that St. Louis County supports 100% what Mr. Kilian stated.

Mr. Kilian stated that motorists deserve to be able to access the freeway with minimal travel time with minimal delay and they are not getting that today.

Mr. Kilian stated that this was spelled out in their traffic study that this is the prefered alternative. Their traffic study indicated that if access to Conway Road is not provided, then the proposal that Mr. Shatto presented today is the same proposal that Metropolitan Transportation Group made in their traffic study which was that is to improve the intersections at North and South Outer 40, a Texas U-turn is really the only other way to effectively accommodate the heavy traffic that is exiting the areas along North Outer 40 and that want to go back to the east on the highway. You can not continue to take the traffic, pass it through the two signalized intersections and be able to maintain an acceptable level of service at those intersections. You have to remove the traffic and basically have it as a free flow, as Mr. Shatto's model indicated.

Commissioner Yaffe questioned that if you open Timberlake Manor out to Conway Road, on days particularly where there may be weather or traffic accident problems, you are now creating potential problems for both White road and Schenandoah Road, out to Olive Boulevard.

Mr. Kilian stated that all kinds of arguments could be made but he will not say it could not happen.

Chairman Grant adjourned the work session.

The meeting adjourned at 7:31 p.m.

Fred Broemmer, Secretary