

To: Mike Herring, City Administrator
From: David Christensen, ^{OC}Deputy Director of Public Works/Assistant City Engineer
Date: 2/2/00
Re: Minutes – Public Works/Parks Committee, January 26th, 2000

A meeting of the Public Works/Parks Committee began at 5:30 p.m. on Wednesday, January 26th, 2000. Councilmembers in attendance were: Chairperson Barry Flachsbart (Ward I), Councilmember Barry Streeter (Ward II), Councilmember Dan Hurt (Ward III), and Councilmember Linda Tilley (Ward IV). Also in attendance were Councilmember Jane Durrell (Ward I), Director of Public Works/City Engineer Mike Geisel, Deputy Director of Public Works\Assistant City Engineer David Christensen, Superintendent of Parks, Recreation and Arts Darren Dunkle, Executive Director for the CCDC Keith Riesberg, and approximately 25 citizens in the audience.

The meeting was called to order at 5:30 p.m.

- 1) Councilmember Flachsbart **motioned to approve the minutes (November 10) without correction.** The motion was seconded by Councilmember Streeter, and passed unanimously, 4 – 0.

- 9) Mr. Christensen distributed colored brochures describing the proposed sanitary sewer lateral repair program. Mr. Geisel noted that the PW/Parks Committee had previously directed staff, to prepare a brochure, which would help explain the program to residents for the April ballot. Mr. Geisel also noted that City Attorney Doug Beach has reviewed and approved the brochure for distribution. Mr. Christensen asked the Committee how and when they would like staff to distribute the brochures. The Committee briefly discussed whether or not the distribution of the brochure would lead residents to believe the City was taking a position on the issue. Mr. Streeter noted that there should be as much education effort for the residents as possible. After a brief discussion, the Committee generally felt that it would be better to distribute the brochure and educate the residents as much as possible. Councilmember Tilley suggested the brochure could be inserted in the next Citizen Newsletter for distribution. After further discussion, Councilmember Tilley made a motion to recommend that City Council discuss whether the brochure should be sent out to every household and transfer \$5,000 from contingency for printing and mailing costs. In addition, if time permits, direct staff to pursue the possibility of including the brochure in the next Citizen Newsletter. The motion was seconded by Councilmember Flachsbart, and passed unanimously, 4 – 0. Following further discussion, Councilmember Tilley made a motion to approve the brochure and post it on the City's home page. The motion was seconded by Councilmember Streeter, and passed unanimously, 4 – 0. **[Note: Following the meeting, it was determined that the brochure can be sent, as an insert in the current City newsletter. The newsletter will be delivered to everyone within the next two weeks. No action will be required by City Council.]**

- 2) Mr. Geisel briefly explained that the City's asphalt-paving contractor, after completing the overlay of the Clarkson Woods/Park Forest Drives, painted a double yellow line on the centerline of the street. He noted that a double yellow stripe did not exist on the street prior to the overlay. He reported that the residents in the area have requested the City to obliterate the double yellow traffic stripe. Mr. Geisel explained that the Department of Public Works has reviewed other asphalt streets of similar character (i.e. 38' wide cross section) to ensure consistency and cannot recommend compliance with

the request to remove the stripe. He explained that Councilmember Tilley had requested this issue to be placed on the agenda for the Committee's discussion. Mr. Geisel asked for direction from the Committee to stripe all 38' wide asphalt pavements or not, for consistency purposes throughout the City. Councilmember Tilley reported that the street only collects cul-de-sac streets and the double yellow line changes the character of the neighborhood and makes people drive faster. Further discussion ensued among the Committee and from Clarkson-Woods Trustee Mr. Mark Meilink regarding criteria to stripe streets, which included: street lengths, traffic volumes, and functional classifications of streets. Councilmember Tilley made a **motion to refer this issue to the Public Works Citizen Advisory Group (PWCAG) for a recommendation on whether or not all 38' wide asphalt streets should have a double yellow centerline stripe, or should there be exceptions based on other criteria.** The motion was seconded by Councilmember Flachsbart, and passed unanimously, 4 – 0.

- 3) Mr. Geisel informed the Committee members that Councilmember Hurt had requested the Department's trench grate replacement strategy be placed on the agenda for discussion among the Committee. Mr. Geisel briefly summarized the following elements related to the replacements of trench grates: 1) scheduling issues between street replacement and trench grate contractors; 2) priorities based on deterioration and damage; 3) the Department prefers to make replacements before street work, but sometimes its not practical; and 4) the need for asphalt cushions. The Committee briefly discussed the strategy and Mr. Geisel answered general questions. This was an informational discussion and no action was taken on this issue.
- 4) Councilmember Flachsbart opened discussion relative to white posts placed within the City's right-of-way in the River Bend Estates Subdivision. He reported that residents in the area have expressed their opposition to the removal of the posts. Mr. Geisel responded that City Council policy dictates that obstructions in the right-of-way must be removed and that the trustees had identified the white posts locations and requested their removal. Responding to questions from the Committee, Mr. Geisel noted that in most cases, islands are common ground and typically not in City right-of-way. Mr. Geisel reported that the City Attorney had previously provided a legal opinion that obstructions within the right-of-way must be removed to prevent additional liability for the City. Additionally, the City had adopted a policy to remove any obstructions located within the right-of-way as they are identified. After general discussion among the Committee, Councilmember Flachsbart introduced a Trustee from the River Bend Subdivision to elaborate on her feelings regarding the posts. She indicated that the posts were originally placed in the islands 35 years ago to prevent cars from crossing over the islands. Since then, trees have grown big enough to prevent against cars crossing over the islands; thus, the posts serve no practical purpose and should be removed. At this point, the Committee tabled the issue and asked the River Bend Trustees to poll the River Bend residents regarding the removal of the posts; the Committee will receive the data and discuss the Policy at its next meeting.
- 5) Mr. Geisel reported that Mr. Charlie Eiffler, President of the River Bend Association, had written a letter requesting that the Public Works/Parks Committee consider improvements to Hog Hollow Road and its intersection with Olive Boulevard. Mr. Geisel introduced Charlie Eiffler who gave a presentation on the issues surrounding future traffic impacts resulting from the Page Avenue construction. The following are comments and summary statements made by Mr. Eiffler: 1) the PW/Parks Committee has never acted on the recommendations made by the Public Works Citizens Advisory Group (PWCAG) at its January 99' meeting; 2) the Project Manager for MoDOT has

indicated that an EIS for the 141 extension north of Olive Boulevard has begun and it will take 18 months to complete; 3) design of 141 extension north of Olive Boulevard can't begin until the EIS is complete; 4) right-of-way work for the 141 extension has not begun; 5) the Project Manager estimates that if funding is made available, the 141 extension could begin in 2006 or 2007; 6) the Page Avenue extension will be completed in 2002; 7) motorists exiting off Page Avenue will have two choices of either using Hog Hollow or Creve Coeur Mill Road; 8) thoroughly discussed and reviewed the December 14, 1999 Hog Hollow and River Valley Traffic Projections submitted by CBB to MoDOT's Barry Bergman (*see attached*); 9) MoDOT has rejected closing the southern access from Page Avenue; 10) the Chesterfield Fire District will not allow the closure of River Valley Drive; 11) improvements to Hog Hollow Road is the solution to the future traffic problem resulting from the Page Avenue extension; 12) recommended that the Committee accept the recommendations made by the PWCAG in January 99'; and 13) MoDOT has agreed to fully fund a traffic study on Stablestone Drive to ascertain the traffic impacts resulting from improving Hog Hollow Road. Following Mr. Eiffler's presentation, a resident from the Greenfield Village Subdivision commented that they are opposed to any improvements or re-alignments to Hog Hollow Road. In addition, the resident noted that she felt that improvements to Hog Hollow Road would increase cut through traffic. She said that the answer is to push for the 141 extension. Councilmember Flachsbart indicated that he has spoken to State Representative Bret Evans regarding this issue and recommends that everyone in the area push/endorse the 141 extension. Councilmember Flachsbart also noted that **the staff should provide the January 1999 PWCAG minutes and discuss the recommendations.** Bill Ware, another member in the audience, commented that the City should investigate leasing the Howard Bend Road to help reduce future traffic problems. Councilmember Flachsbart **directed staff to contact St. Louis County Waterworks to look into this option.**

- 6) Mr. Geisel informed the members that due to the Fire Department's opposition to speed humps and 10' wide driving lanes, design on the River Valley Drive street reconstruction has been delayed. He noted that staff is working with the Fire Department and residents to resolve other design issues. Therefore, the reconstruction will probably not take place this year. This was an informational report and no action was taken.
- 7) Mr. Geisel reported that staff had investigated the issues regarding steep entrance grades along the new Olive Boulevard widening, in particular the entrance to Stablestone Drive. Mr. Geisel provided a cross section of Stablestone Drive as depicted on the MoDOT construction plans and results of a survey taken by the City. The plans showed the entrance to be constructed at a 10% grade in conformance with the State's construction plans. In addition, Mr. Geisel distributed as-built grades on Stablestone and other entrances in the area. The survey showed that the Stablestone entrance is at a 10% grade. After discussion among the Committee members, Councilmember Hurt made a **motion to direct the City Administrator to send a letter to MoDOT notifying them of the City of Chesterfield's steep grade policy and concerns regarding the steep slopes that have been created at the intersection of Olive Street Boulevard and Stablestone Drive.** The motion was seconded by Councilmember Streeter, and passed unanimously, 4 – 0.
- 8) Mr. Geisel reported that Mayor Greenwood requested that the PW/Parks Committee formally initiate communications with the Levee District regarding the joint development of a levee-trail system in

Chesterfield Valley. Mr. Geisel noted that the rock bench access road for levee maintenance could be a good trail. Councilmember Streeter **made a motion to direct staff to formally initiate communications with the Levee District regarding the joint development of the a levee-trail system in Chesterfield Valley.** The motion was seconded by Councilmember Tilley, and passed unanimously, 4 – 0. The Committee noted that development of the levee trail system has both initial and ongoing cost implications.

10) Mr. Geisel explained that it is necessary to approve an ordinance to update the traffic schedule regarding priority snow routes. The Committee reviewed the list and asked general questions regarding why some streets were on the list. Mr. Geisel responded to the questions by explaining that many of the routes on the list have been added at the direction of the PW/Parks Committee. After general discussion regarding the Department's snowplowing program, Councilmember Flachsbart **made a motion to hold this issue and ask that the Department submit a recommended list of priority snow routes at the next PW/Parks meeting with the expressed intent of minimizing the number of priority routes and improving the overall efficiency of operations.** The motion was seconded by Councilmember Tilley, and passed unanimously, 4 – 0.

11a.) Mr. Christensen reported that an initial traffic study and report of the traffic calming Pilot Project was included in the PW/Parks agenda packet. He reported that initial data was taken before the measures were installed and more data was collected during the time the speed humps were in place. He noted that the Department is waiting until March to gather additional data, to prevent snowplows from damaging the hose counters. The Committee agreed to receive and file the information.

11b & 11c.) The Committee reviewed the proposed list of questions for the traffic calming opinion survey. Mr. Geisel noted that questions A.5 and A.6 would be deleted. The Committee noted that they would like to add another answer option for each question of "no opinion". Councilmember Tilley commented that because the Chesterfield Fire Department requested that the City remove the speed humps, she felt that questions regarding speed humps should not be included in the survey. The other members in the Committee felt it was necessary to ask these questions to gather as much information regarding the project as possible. Mr. Christensen explained that the Department recommends that the survey be sent to every Chesterfield household south of Highway 40 and east of Clarkson Road. He also noted that the results would be entered into the City's Geographic Information System (GIS) which will allow staff the flexibility to query responses by location, in any combination deemed necessary (i.e. streets, subdivisions, or area). In addition, the GIS has the capability to visually show the results on a color-coded map. Mr. Christensen noted that it would be necessary to transfer \$5,000 from contingency to fund the cost of the mailing. After general discussion among the Committee, Councilmember Hurt **made a motion to: 1) approve the list of questions and delete questions A.4 and A.5; 2) add "no opinion" to the list of answers; 3) send the survey in April, to every Chesterfield household south of Hwy. 40 and east of Clarkson Road; 4) transfer \$5,000 from contingency to fund the cost of the mailing; 5) send a cover letter with the survey, explaining the purpose of the survey, and 6) include the traffic study results with the opinion survey mailing (including the data that will be collected in March).** The motion was seconded by Councilmember Flachsbart, and passed unanimously, 4 – 0.

12a) Mr. Geisel reported that the City's TIF Attorney Jim Mello, has provided a legal opinion relative to the use of TIF funds for street lighting in the Chesterfield Valley. Mr. Mello's memo dated

December 15, 1999 concludes that the TIF Plan for the Chesterfield Valley does not authorize street lighting as a stand-alone project. Mr. Geisel noted that street lighting is permissible if installed in conjunction with the construction of a roadway or highway project, such as the Edison Road and Boone's Crossing interchange construction. Mr. Geisel also noted that the use of a neighborhood improvement district (NID) might be an option to fund a street lighting project. The Committee asked Mr. Riesberg to consider efforts to create a NID for lighting purposes and that Mr. Mello be contacted to assist in the potential NID development.

12b) Mr. Geisel reported that the City's TIF Attorney Jim Mello, has provided a legal opinion relative to the use of TIF funds to install underground electric feeders to the Chesterfield Valley Athletic Complex. Mr. Mello's memo dated December 15, 1999 concludes that the TIF Plan for the Valley does not authorize the use of TIF funds to place existing electrical services underground. No action was taken on this item.

12c) Mr. Geisel explained that the Department of Public Works has developed a list of priority improvements within the Chesterfield Valley, to be funded by the TIF within the next five years. He noted that the list of improvements, cost estimates, and colored map was distributed in the PW/Parks agenda packets. Mr. Geisel reported that the list includes projects which could be funded entirely by TIF dollars as well as a proposed process of leveraging TIF dollars to fund additional projects. After discussion among the Committee, Councilmember Hurt made a **motion to approve the list of priority projects, the concept of initiating projects and leveraging TIF funds per Mr. Geisel's memorandum, dated 12/16/99, and forward same to the TIF Commission for their review.** The motion was seconded by Councilmember Streeter, and passed, 3 – 1, with Councilmember Flachsbart abstaining, who cited that he needed more time to review the material.

13) Mr. Geisel explained that he had written a memo dated November 15, 1999 to express his concern regarding the Public Works Department's ability to maintain the various beautification and landscape areas that the City has constructed. He noted that given the recent failure of Proposition P, the Department has no ability to expand maintenance activities beyond their current levels. Mr. Geisel commented that the Committee should recognize that the Department is unable to expand or add any new areas, which will require maintenance. Mr. Geisel advised the Committee that the Beautification Committee was not pleased with Mr. Geisel's position and expressed their desire to plant additional areas such as the Timberlake Manor interchange. After a brief discussion among the Committee, Councilmember Streeter made a **motion to receive and file the memo dated November 15, 1999 from Mr. Geisel to Mr. Herring regarding beautification projects.** The motion was seconded by Councilmember Hurt, and passed unanimously, 4 – 0.

14a) Mr. Christensen briefly highlighted and summarized the Public Works Citizens Advisory Group (PWCAG) meeting that was held on January 18, 2000. He reported that the PWCAG made a recommendation to the Committee that "sidewalk replacement slabs should be made in-kind with either limestone aggregate concrete or meramec aggregate concrete, and the limestone aggregate should come from a State approved stockpile." Mr. Geisel expressed concern in using multiple concrete mixes and the impact of being required to match in-kind when ordering concrete for multiple locations simultaneously. After a general discussion among the Committee, Councilmember Flachsbart made a **motion that sidewalk replacement slabs should be made, when feasible, in-kind with either limestone aggregate concrete or meramec aggregate concrete, and the limestone aggregate should come from a State approved stockpile. Also, the Director of Public Works shall have the authority to dictate a particular concrete due to**

efficiencies of operation. The motion was seconded by Councilmember Tilley, and passed unanimously, 4 – 0. Following further discussion, Councilmember Hurt made a motion to replace the entire sidewalk in front of Mr. Brenner’s house at 508 Redondo because it was replaced last year with limestone aggregate concrete and not meramec aggregate concrete. The motion died for lack of a second.

14b) Mr. Christensen reported that the PWCAG made a recommendation that “there should be no specified cross slope for sidewalk replacement slabs. Sidewalk replacement slabs should be installed with positive drainage (i.e. no ponding) and match existing slabs and terrain.” After a brief discussion among the Committee, Councilmember Flachsbart made a **motion to accept the PWCAG’s recommendation re-affirming current procedures and policies with regard to drainage specifications for replacement sidewalk slabs.** The motion was seconded by Councilmember Tilley, and passed unanimously, 4 – 0.

14c) Mr. Christensen briefly summarized the issues surrounding the vertical curb policy that the PWCAG and PW/Parks Committee had deliberated previously. Mr. Christensen reported that the PWCAG made a recommendation to “rescind the PWCAG’s previous recommendation made on January 11, 1999 regarding vertical curbs, and revert to the previous curb policy, which allows the developer in new subdivisions the option to install vertical curbs or rolled curbs.” After a brief discussion among the Committee, Councilmember Flachsbart made a **motion to rescind the City’s vertical curb policy, and revert to the previous curb policy, which provides for both rolled and vertical curbs; and the Director of Public Works shall have the authority to direct the developer to install either a vertical curb or rolled curb in accordance with the Department of Public Works design standards.** The motion was seconded by Councilmember Tilley, and passed unanimously, 4 – 0. Mr. Christensen updated the Committee on the status of the Department’s proposed “Concrete Pavement Specification and Acceptance Policy”, which the PWCAG is working on in conjunction with the Home Builders Association (HBA).

15) Mr. Dunkle reported that over the past two years, several residents have requested the City to allow alcoholic beverages during private rentals at the Family Aquatic Park. Mr. Dunkle referred to his memo dated December 28, 1999 that was included in the PW/Parks agenda, which outlined a new proposed policy. After a general discussion among the Committee, Councilmember Streeter made a **motion to allow the possession and consumption of alcoholic beverages for private parties held at the Family Aquatic Park with specific conditions and criteria as specified in Mr. Dunkle’s recommendation.** The motion was seconded by Councilmember Flachsbart, and passed unanimously, 4 – 0.

16) Mr. Dunkle reported that the City’s contract with Midwest Pool provides a specified number of dates that Midwest Pool is to provide staff and lifeguards for City events at the Aquatic facility. He reviewed his memo dated January 18, 2000 that was included in the PW/Parks agenda, and recommended that the City approve the uses listed in his memo. After a brief discussion, Councilmember Streeter made a **motion to accept the events listed on the memo and directed staff to submit a list of proposed events for the Committee’s review each year.** The motion was seconded by Councilmember Tilley, and passed unanimously, 4 – 0.

17) Mr. Dunkle reported that per City Council direction, he has been working with the Parkway School District for the past several months to develop an overall plan for the development of multiple, joint use parks, similar to the Park at the Chesterfield Elementary School. He explained that after meeting

on several occasions with school officials, staff, and parents, they have put together a list of amenities that could be phased in over the next several years (i.e. playground, multi-purpose pathway/trail, park benches, picnic tables, soccer goals, etc.). Mr. Dunkle commented that although a formal plan has not yet been adopted, Parkway feels that a playground at the River Bend Elementary School is the number one priority. He noted that the 2000 budget contains an appropriation of \$50,000 in order to share costs with the Parkway School district for parks and playground related improvement. Mr. Dunkle indicated that the District has developed playground specifications and sought bids. Mr. Dunkle made a request the Committee to recommend that City Council accept the bids and fund \$37,463.14 for one-half of the project, based on the partnership agreement. After a brief discussion, Councilmember Flachsbart made a motion to accept the recommendation. Councilmember Tilley seconded the motion. Further discussion followed Councilmember Tilley's second. After discussion among the Committee concerning confusion as to how the \$50,000 would be spent, Councilmember Tilley withdrew her second. Councilmember Hurt made a **motion to contribute only \$25,000 toward the River Bend Elementary School playground project**. The motion was seconded by Councilmember Tilley, and passed, 3 – 1, with Councilmember Flachsbart voting "no".

The regular meeting was then adjourned at 9:05 PM.

18) Executive Session (closed meeting) – On a motion by Councilmember Flachsbart, seconded by Councilmember Hurt, the Committee voted to go into Executive Session, for purposes of discussing property acquisition under the provision of RSMo610.021 (2) 1994. Roll call was taken, with the following results:

Flachsbart – Aye
Streeter – Aye
Hurt – Aye
Tilley – Aye

The executive session began at 9:10 PM.

cc: Mayor Nancy Greenwood
Department Heads/Executive Staff

River Bend Association, Inc.

CHESTERFIELD. MO. 63017

Mr. Michael Herring
Administrator, City of Chesterfield
16052 Swingley Ridge Road
Chesterfield, MO 63017

January 21, 2000
59 River Bend Drive
Chesterfield MO 63017

Dear Mr. Herring:

Thank you for placing the Hog Hollow Road improvement issue on the agenda of the January meeting of the Public Works Committee of the Chesterfield Council. One of the new developments that prompted my request to re-activate consideration of this issue was the release in December of a MoDOT commissioned projection of future volumes, under various scenarios, of traffic on Hog Hollow Road and River Valley Drive. A copy of that report is enclosed and is being sent to all addressees listed below. I urge all Committee members to review this report prior to the meeting so that a meaningful discussion of its projections and conclusions can take place on the 26th.

Sincerely



Charlie Eifler, President
River Bend Association

cc: Nancy Greenwood, Mayor of Chesterfield
Mike Geisel, Director, Department of Public Works
Public Works Committee Members:
Barry Flachsbart, Ward I
Dan Hurt, Ward III
Barry Streeter, Ward II
Linda Tilley, Ward IV

MEMORANDUM

To: Mr. Barry Bergman
Missouri Department of Transportation

CC: Mr. Charlie Eifler, River Bend Subdivision

From: Mr. Craig Holan

Date: December 14, 1999

Subject: Hog Hollow and River Valley Traffic Projections

In accordance with your request, we have completed additional analysis of River Valley Drive between the Water Works Road and Olive Boulevard in Chesterfield. Specifically, you asked us to complete an origin-destination study. This information was used to modify the traffic projections included in our memorandum to you dated September 2nd, 1999. The purpose of this study was to identify the volume of "cut-through" traffic on River Valley Drive during peak and off-peak hours. For the purpose of this analysis, cut-through traffic was defined as traffic on River Valley Drive that passes between Water Works Road and Olive Boulevard without an origin (beginning) or destination (ending) between Water Works Road and Olive Boulevard.

The survey was completed on October 7th of this year. Count stations were established at both ends of River Valley Drive and at the intersection of River Bend Drive with Olive Boulevard. The first three digits of the license plates on passing vehicles were recorded in 15 minute increments during three time periods: the a.m. peak period (7:00-9:00), the p.m. peak period (4:00-6:00) and an off-peak (12:00-2:00 p.m.). In addition, 24-hour hose counts were also collected on River Valley Drive and Hog Hollow Road in October. Our findings and recommendations are listed below:

- River Valley Drive carries approximately 4,670 vehicles per day (vpd) just north of Olive Road. In our memorandum dated September 2, 1999, we estimated that traffic on River Valley Drive is approximately 4,400 vpd (actual trips were only six percent more than estimated). This volume drops considerably as River Valley Drive traverses the subdivision. Just south of Water Works Road, River Valley Drive carries 1,940 vpd.
- We estimated Hog Hollow trips to be 2,000 vpd in our previous memorandum; actual trips were 1,870, a difference of only 130 vpd, or approximately 6.5 percent. This volume is fairly high considering the substandard terminus of Hog Hollow Road at Olive Boulevard that has limited capacity, especially during peak hours when volumes on Olive Boulevard are high.
- Peak hour cut-through traffic on River Valley is higher than anticipated. At the north end of River Valley Drive, cut-through traffic is extremely high, proportionately to overall volumes (71 percent, 61 percent and 68 percent during the a.m. peak, off-peak and p.m. peak periods, respectively). These high percentages are attributable to the much lower volumes at the north end of River Valley Drive (which are almost 60 percent less than at the south end).

- At the south end of River Valley Drive, near Olive Boulevard, cut-through traffic represents a much lower percentage of total traffic (30 percent, 19 percent and 35 percent during the a.m. peak, off-peak and p.m. peak periods, respectively).
- Based on these results, and by applying the off-peak results throughout the remainder of the day, the overall cut-through percentage may be estimated to be 25 percent of the total trips, though it is higher (approximately 35 percent) during the peak hours. Our previous efforts estimated lower cut-through rates of no more than 20 percent. The additional cut-through traffic roughly correlates with the additional traffic on River Valley over our estimated count.

Figure 1 shows the actual traffic counts for each time period. Also shown in Figure 1 is the amount of cut-through traffic on River Valley Road as well as River Bend. The amount of cut-through traffic on River Bend is much lower, less than 10 percent daily. However, p.m. peak hour cut-throughs on River Bend are higher (approximately 27 percent).

It was noted that some trips from within the subdivision bypassed River Bend's intersection with Olive Boulevard, instead opting to exit the subdivision via River Valley. These motorists are presumably taking advantage of the signalized intersection with Olive Boulevard during peak times.

We also considered the amount of traffic associated with the elementary school on River Valley. Although we did not specifically attempt to quantify this number, it appeared that up to 20 percent of the northbound trips on River Valley at Olive Boulevard in the morning returned as southbound trips, indicating possible drop-offs at the school.

Finally, although we did not specifically trace vehicle paths beyond Olive Boulevard, limited observations indicate that many of the cut-through trips are oriented to other subdivisions in Chesterfield to the south of Olive Boulevard. Due to their proximity, residents in these areas would represent the most likely candidates for using these routes as part of their commute.

Conclusions

Based on the information discussed above, the following conclusions were made:

Cut-through trips on River Valley are higher than anticipated. The daily average is 25 percent, while approximately 35 percent of the peak hour trips were considered cut-through trips. However, our conclusions from our previous memorandum are basically unchanged.

We expect to see vehicles per day continue to increase on River Valley Drive without either the completion of the Earth City Expressway (ECE) or a Hog Hollow Road improvement. The forecasts discussed in the previous memorandum have been revised to reflect more traffic on River Valley (as much as 400 vehicles per day more). An additional forecast scenario with two parts was also added, improvements to Hog Hollow (no ECE) under an interim (approximately 5 years) and a design year condition (20 years). The various scenarios that were considered are listed below and Table One shows the updated projections for each scenario

- Scenario I - Existing Volumes
- Scenario II - Future "No Build" Volumes (Page Avenue completed and Earth City Expressway (ECE) completed to Page Avenue only, no improvements to Hog Hollow)
- Scenario III - Future Volumes with ECE (ECE to Olive, 141 extension to Olive, no improvements to Hog Hollow)

- Scenario IV - Future Volumes with ECE and Hog Hollow Improvement
- Scenario Va and Vb - Interim Volumes (5 years) and Design Year (20 years) with Hog Hollow Improvement only

Table One
Projected Volumes by Scenario
 (Updated based on Origin/Destination Study and Updated Traffic Counts)

Roadway	Scenarios					
	I	II	III	IV	Va	Vb
River Valley Drive North of Olive	4,700	11,800	4,000	3,700	3,800	6,800
Hog Hollow Road North of Olive	1,900	4,700	2,100	10,500	4,900	13,400
Creve Coeur Mill Road North of Olive	12,000	18,300	6,800	6,300	10,600	14,600
Olive at River Valley Road	26,000	32,300	39,000	38,000	27,300	30,000
Earth City Expressway North of Olive Boulevard	-	-	46,000	41,000	-	

Based on this analysis, it appears that traffic calming devices might be more successful than previously indicated. However, as with most cut-through trips, sufficient alternatives to this travel pattern need to be provided. As indicated before, there are several potential improvements in the area that would provide sufficient alternatives. These include the following:

- The addition of turn lanes at the intersection of Creve Coeur Mill Road with Olive Boulevard would improve traffic flow at that location, thereby reducing delay and making that route more desirable. The impact of this improvement, even with traffic calming devices on River Valley Drive, would be modest.
- Improvements to Hog Hollow Road would include a two/three lane roadway with an improved intersection at Olive Boulevard (signalized) and improvements through the bottoms area (a straightened, improved two lane roadway to be constructed in 2000 by Maryland Heights). This would provide a much better route that would have a greater impact on the removal of cut-through trips on River Valley Drive.
- Completion of the Earth City Expressway/Hwy 141 Extension would effectively remove the impetus for cut-through traffic on River Valley Drive. This improvement is warranted under existing traffic conditions.

Although the Page Avenue Extension will impact traffic operations in the area, it must be acknowledged that the predominate growth in north-south traffic would be associated with continued development in the west county area. Please feel free to call with any questions or comments concerning this memorandum.

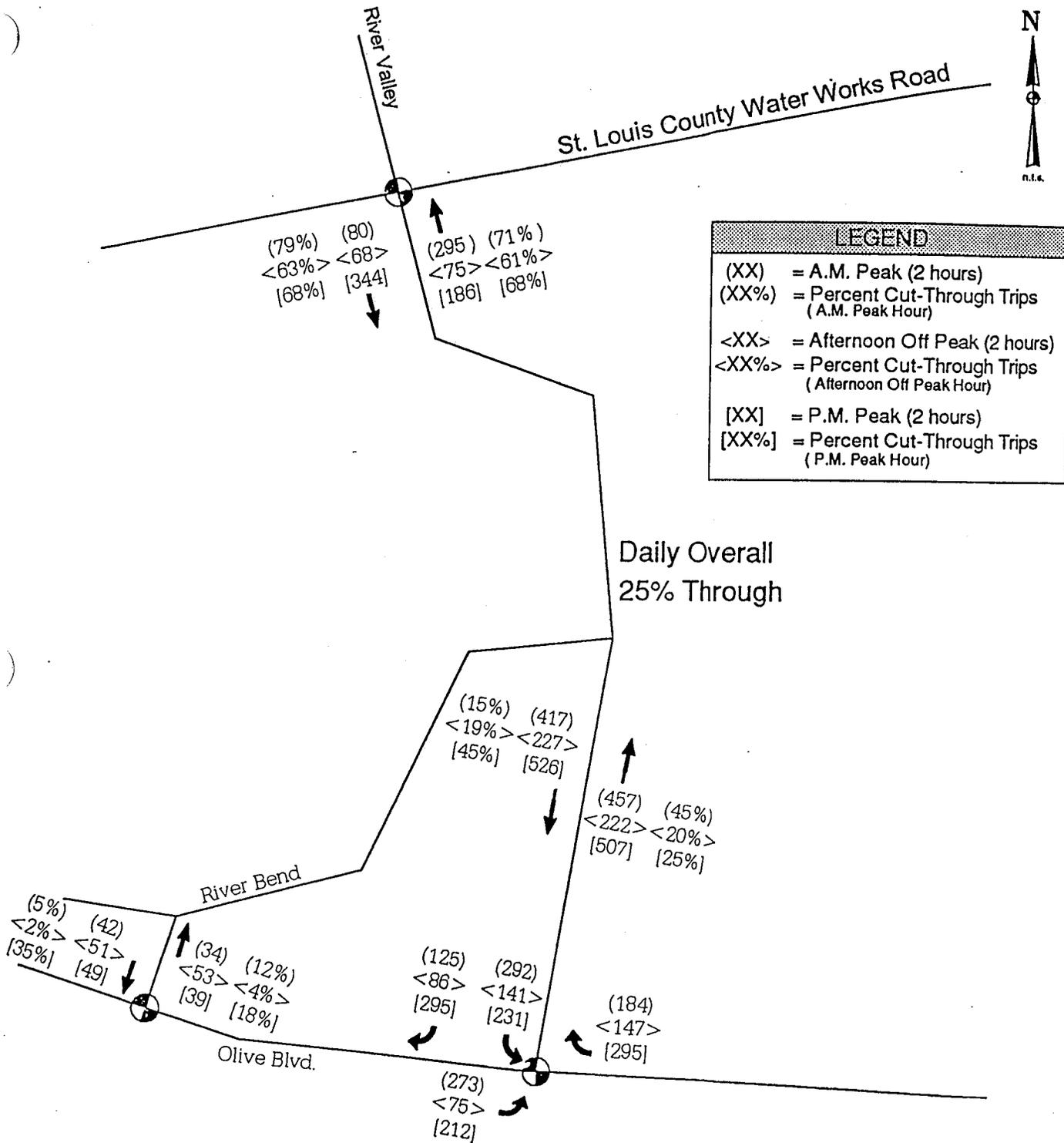


Exhibit 1 - Existing Traffic Counts

04-99
12/14/99

CITY OF CHESTERFIELD

MEMORANDUM

23889
11/14/99

DATE: November 15, 1999
TO: Michael G. Herring, City Administrator
FROM: Michael O. Geisel, Director of Public Works/City Engineer
RE: BEAUTIFICATION PROJECTS

cc: → Mike Geisel
Add to next User
PW/P agenda
TY!

At this point in time, I feel compelled to express concern regarding the Public Works Department's ability to maintain the various beautification and landscape areas that the City has constructed. It is imperative that we recognize that we cannot expand or add any new areas, which will require maintenance. As you know, the annual budget contains an appropriation for unspecified beautification projects. I am concerned, and will continue to express those concerns, if proposals are forwarded to add new planting areas.

As such, I recommend that any appropriation for beautification projects be directed towards replacements, enhancement or maintenance of existing areas and that there be no creation or addition of additional project areas which would necessitate funding or further commitment of City staff. Given the recent failure of Proposition P, the Department of Public Works simply has no ability to expand maintenance activities beyond their current levels. We are committed to adequately maintaining projects that are authorized and constructed, and feel that we will be unable to manage additional areas or responsibility without dedicated resources. Absent a new funding source, we cannot meet the needs of the ever-expanding Beautification areas beyond the levels currently established in the 1999 fiscal year. We re-state our commitment to maintain those areas previously created to meet the highest level of expectations.

If you have any questions, please advise.

MOG:ck

cc: Jan Hawn, Director of Finance & Administration
David Christensen, Deputy Director of Public Works/Asst. City Engineer
Darren Dunkle, Superintendent of Parks, Recreation, and Arts
Mike O'Connor, Superintendent of Maintenance Operations
Faith Martens, Chair of Chesterfield Beautification Committee