

To: Mike Herring, City Administrator  
From: David Christensen, Deputy Director of Public Works/Assistant City Engineer  
Date: 11/15/99  
Re: Minutes – Public Works/Parks Committee, November 10<sup>th</sup>, 1999

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A meeting of the Public Works/Parks Committee began at 5:30 p.m. on Wednesday, November 10<sup>th</sup>, 1999. 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 City Administrator Mike Herring, 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, Chairperson for the Chesterfield Citizens for the Environment Darcy Capstick, and approximately 75 citizens in the audience.

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

- 1) Councilmember Tilley **motioned to approve the minutes (September 15) without correction.** The motion was seconded by Councilmember Flachsbart, and passed unanimously, 3 – 0, with Councilmember Streeter abstaining since he is new to the committee.
- 2) Councilmember Flachsbart introduced State Representative Brent Evans to address the Committee regarding the potential traffic problems associated with opening the River Valley Drive Exit from the Page Avenue extension. Mr. Evans explained the need for the City of Chesterfield to work with other public agencies and officials in the area to put pressure on the Missouri Department of Transportation to complete the extension of 141 north of Olive Street Road and link it to the Page Avenue Extension. He noted that this would be a preferred alternative, as opposed to a significant increase in traffic onto River Valley Drive resulting from the River Valley Drive Exit from the Page Extension. Mr. Evans asked the Committee to endorse his plan to ask MoDOT to extend Highway 141 north of Olive Boulevard and connect same to the Page Avenue Extension and the Earth City Expressway. Mr. Evans submitted a sample draft letter to the Committee (*see attached letter*). Councilmember Flachsbart made **a motion to recommend that City Council endorse the preparation and mailing of such a letter.** The motion was seconded by Councilmember Streeter, and passed unanimously, 4 – 0.
- 11) Mr. Geisel briefly summarized the City's Subdivision Ordinance regarding the installation of streetlights. He reported that City staff had been directed by the Planning & Zoning Committee to develop a Street Lighting Masterplan for the Chesterfield Valley. He commented that this plan would include the type of fixture, pole height, pole spacing, pole location, maintenance arrangement, and possible funding mechanisms to implement the plan. Councilmember Flachsbart recognized Mr. Staenberg, owner of THF Realty. Mr. Staenberg discussed his recent submittal regarding a street light masterplan along both sides of Chesterfield Airport Road, between the Baxter Road extension and Long Road. Mr. Staenberg noted that his plan proposed black cobra head poles, similar to the ones they installed on the new interchange, staggered on either side of Chesterfield Airport Road, spaced at 80' intervals. He also noted that THF would pay for the electrical costs associated with the lights fronting his property and he suggested that other developers with frontage on Chesterfield

Airport Road should be required to do the same. After discussion among the Committee, Councilmember Hurt made **motion to refer to the TIF Commission whether or not TIF funds would be appropriate for use in funding the initial cost of installing street lights, per a Valley-wide street lighting plan. The motion further included direction to Staff to develop a plan to have adjacent property owners pay the monthly costs.** The motion was seconded by Councilmember Tilley and approved unanimously, 4-0. It was noted that Staff is already working with the P&Z Committee to develop the Valley lighting plan, which could be the same as, similar to or different from the version developed by THF Realty.

2A) Mr. Christensen briefly highlighted the status of the Traffic Calming Pilot Project on the Schoettler Valley/Country Ridge/Highcroft/Heathercroft corridor. He reported that Staff has compiled very preliminary traffic counts and speeds on Highcroft Drive and Schoettler Valley Drive. He noted that the quantitative data shows that there is a considerable reduction in speed and volume on Schoettler Valley Drive, but not a significant change on Highcroft Drive. He commented that this was probably due to the reduction in height of the speed humps on Highcroft Drive. After general questions regarding the counts from the Committee, Mr. Geisel reported that the Department of Public Works recommends several modifications to be performed immediately. He noted that since the side street stop signs will remain in place, the side street speed humps should be removed immediately. He also noted that the two speed humps on Country Ridge at Cedarmill Drive, should either be split or one of them should be removed. At this point, Councilmember Hurt addressed the audience and described the intent of the pilot project. He noted that this is an experiment for the entire City. He then asked the audience to raise their hand in favor of the project and also for those opposed to the project. The hand vote indicated that there was approximately a 50-50 split in the audience. After general discussion among the Committee members, Councilmember Hurt made **a motion recommending City Council to direct staff to immediately remove all of the speed humps on the side streets and split the speed humps on Country Ridge Drive at Cedarmill Drive.** The motion was seconded by Councilmember Streeter, and passed unanimously, 4 – 0. After more general discussion among the Committee regarding the effectiveness of the Traffic Calming Pilot project, Councilmember Flachsbart asked for brief comments from the audience on their observations of the project. Issues offered by the audience included: 1) bicycle safety; 2) snow plows; 3) parking for visitors; 4) educate people how to use the roundabout; 5) concern that splitting speed humps will entice drivers to weave around the split humps; 6) due to the pilot project, Cedarmill has experienced an increase in traffic; 7) pedestrian stop signs at the roundabout; 8) handicap ramps at the roundabout crosswalks; 9) communication with residents needs to be improved; 10) coordination with trash pick-up; and 11) Schoettler Valley backs up due to the median near Chesterfield Parkway. The Committee also directed Staff to specifically analyze the various components of the traffic-calming design and forward recommendations as appropriate.

2B) Councilmember Flachsbart opened discussion relative to defining those residences that would be used for the opinion survey regarding the Traffic Calming Pilot Project. Mr. Geisel discussed the color coded map that was issued with the agenda packets and asked for direction from Council as to what residences should be sent a opinion survey. General discussion ensued regarding different methods that could be used to define the limits of the opinion survey. The Committee directed City staff to develop a proposal for the opinion survey. No motion was made relative to this matter.

- 3) Mr. Herring briefly summarized Mayor Greenwood's memo dated August 11, 1999, regarding Beautification Awards for the Best Subdivision Entrance and Best Business on their appearance and plantings, as well as a most improved category. After general discussion among the Committee, Councilmember Hurt made **a motion to direct Staff to ask the Beautification Committee to develop a Beautification Award program and pay for the awards using the funds budgeted for beautification projects.** The motion was seconded by Councilmember Streeter, and passed unanimously, 4 – 0. This recommendation will be returned to the Committee when ready.
  
- 4) Mr. Herring reported that the Citizens Committee for the Environment (CCE) made a recommendation that the City should hire Genesis Consulting Group to work with the CCE and City staff to develop a Request for Proposal for the City's future waste hauling contract. This consultant would review previous data, studies, and reports pertaining to waste hauling, recycling, and yard waste in the City. In addition, they would develop alternatives for collection, contracting, and payment methods. After working with the CCE, City Council, and Staff, the consultant would develop an Invitation for Bids, assist the City during the bidding process, evaluate the bids, and make a written evaluation with a recommendation to City Council. However, it was noted that Midwest Waste has improved its performance dramatically and Councilmembers Streeter and Tilley questioned whether City Council wished to change carriers now. If not, why should this study be initiated and funded. After general discussion among the Committee, Councilmember Hurt made **a motion to recommend City Council approve a contract with Genesis Consulting Group in the amount of \$10,000.00 for the work outlined in their proposal and transfer \$10,000.00 from contingency to fund the contract, in order to keep all options open.** The motion was seconded by Councilmember Flachsbart, and passed, 3 – 1, with Councilmember Streeter voting "no".
  
- 5) Mrs. Capstick discussed two St. Louis Solid Waste Management District grants that the Citizens Committee for Environment (CCE) would like to pursue with help from City staff. The first grant would be the purchase of roll-off container bins to help expand the annual and semi-annual recycling drives for businesses. Mrs. Capstick noted that these bins would be used at the Chesterfield Mall and the Chesterfield Fire Protection District. Mrs. Capstick explained that the second grant application would be for a project called "Paper Chase on I-40", to expand business recycling along the I-64 corridor by partnering with Town & Country. She noted that the total costs of both grants would be initially paid by the City, in the amount of \$65,000.00, and then reimbursed 100% to the City by the St. Louis Solid Waste Management District. After discussion among the Committee members, Councilmember Hurt made **a motion to pursue both grants.** The motion was seconded by Councilmember Tilley, and passed unanimously, 4 – 0.
  
- 12) Councilmember Tilley expressed her concern regarding the intersection of Wild Horse Creek Road and Kehrs Mill. She said that this intersection is a safety hazard and commented that she has had initiated discussions with the County and State relative to a partnering agreement to finance the construction of a temporary fix. She reported that the State would not be able to perform the design for at least two years. As a result, she suggested that if the City could fund the cost of the design, the project could be expedited. After general discussion, Mrs. Tilley made a motion to fund the preliminary design for a temporary fix. The motion died for lack of a second. Councilmember

Flachsbart commented that the Committee needs more details about finding a permanent solution to the problem. Councilmember Streeter noted that this problem should be fixed by the County and State. Councilmember Tilley **made a motion to direct Mr. Herring to contact the State & County and obtain additional information regarding this "temporary fix", as well as the permanent solution and its timetable.** The motion was seconded by Councilmember Flachsbart, and passed, 3 – 1, with Councilmember Streeter voting "no". *At this point, Councilmember Tilley left the meeting to attend the Countryside subdivision meeting in the adjacent room..*

- 7) Mr. Geisel reported that the Engineering Division requests authorization to proceed with the attachment of the escrow for the Twin Estates at Meadowbrook Subdivision, and to have the required improvements and certifications completed, in the event the developer does not proceed with completion of the work in a timely fashion. Councilmember Hurt **made a motion to authorize staff to attach the escrow for the Twin Estates at Meadowbrook subdivision in the event the developer does not proceed with the completion of the work in a timely fashion.** The motion was seconded by Councilmember Flachsbart, and passed unanimously, 3 – 0.

- 8 & 9) Councilmember Hurt introduced Mr. George Brenner who lives on Redondo Drive in Chesterfield. Councilmember Hurt briefly summarized that Mr. Brenner has quality control and specification issues with the street and sidewalk repair near his house. After a brief discussion among the Committee, Councilmember Hurt **made a motion to refer the following two issues for review to the Public Works Citizen Advisory Group (PWCAG): 1) a recommendation on whether or not the City should require meramec gravel in concrete for sidewalk replacements where the existing walk consists of meramec gravel concrete; 2) recommendation on whether or not the City should require a 2% cross slope on all sidewalk replacement slabs.** The motion was seconded by Councilmember Flachsbart, and passed unanimously, 3 – 0.

- 10) Mr. Christensen reported that Councilmember Hurt had asked City staff to develop a construction cost estimate to underground the electrical facilities at the Chesterfield Valley Athletic Complex (CVAC). Mr. Christensen noted that the estimate includes the removal of five poles and boring the highway. He noted that the total cost would be approximately \$150,000.00. Mr. Geisel commented that the electrical facilities at the CVAC are in compliance with the City's subdivision ordinance section 1005.330. Councilmember Hurt expressed his concern as to the difficulty that the City would have to require other developers to underground their utilities if the City doesn't underground the facilities at the CVAC. After discussion among the Committee, Councilmember Hurt **made a motion to budget \$150,000.00 in next year's budget to underground the electrical facilities at the CVAC.** The motion failed for lack of a second. Following further discussion, Councilmember Hurt **made a motion to direct staff to consult with the City's TIF attorney and find out whether or not TIF funds could be used to underground the electrical facilities at the CVAC and bring this issue back to the next Public Works/Parks Committee meeting.** The motion was seconded by Councilmember Streeter, and passed unanimously, 3 – 0.

- 13) Executive Session (closed meeting) – On a motion by Councilmember Flachsbart, seconded by Councilmember Streeter, 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

The regular meeting was then adjourned at 8:20 PM.

cc: Mayor Nancy Greenwood  
Department Heads/Executive Staff

Sample Letter to be Sent to MODOT and Public Officials 11/9/99

Dear Mr. Official,

We are writing to urge that MODOT amend its plans, in order to avoid serious traffic problems following the opening of the River Valley Drive Exit from the Page Avenue extension.

**There is a solution** to these traffic needs that would benefit all motorists and not harm residential communities. It is a solution that would enjoy broad public support, including the support of hundreds of thousands who would otherwise not benefit, and virtually eliminate public opposition. And it is a solution supported by the Parkway School District and a growing number of organizations and residents.

Specifically, we are asking that MODOT complete the extension of 141 north of Olive Street Road, and link this extension to Page Avenue and the Earth City Expressway.

This plan would, in effect, provide west St. Louis County with a much needed major north-south corridor, supplementing I-170, Lindbergh, I-270, and ultimately Highway 109. By proceeding on this track, Route 141 would extend as far south as I-44, and as far north as the new I-370 bridge (past I-70), providing thousands of businesses and scores of communities freeflowing access north and south, as well as west into St. Charles County. In fact, it could become the single most important road for local traffic in the region, as it would link I-44, Manchester Road, I-64/40, Page Avenue, I-70, and I-370! It would even help relieve traffic from the new Page Avenue Bridge and the I-70 Blanchette Bridge because it would provide much easier access to I-370 as an entry point into St. Charles County.

On the other hand, if nothing is done, the planned River Valley Drive exit will create enormous problems where none now exist, and face major opposition from residents and elected officials. River Valley Drive is a steep, sharply winding road coming up from the bottom of the valley that is lined with quality homes and passes in front of a public elementary school for children as young as Kindergarten. It is hard to imagine a worse candidate for leveling, straightening, and targeting for fast and heavy traffic, especially considering that the 141 extension would intersect Olive less than a mile away to the east! An equally poor alternative that has been discussed is turning Hog Hollow Road to the west into the dumping-off point for an exit.

I hope you will give this recommendation serious consideration. It is a plan that everyone can agree upon, and which truly represents a win-win proposition for the region.

Sincerely,