

## **PUBLIC SAFETY COMMITTEE- VIRTUAL MEETING**

**Wednesday, January 6, 2021**

### **MINUTES**

#### **1. CALL TO ORDER AND ROLL CALL**

##### A. Call Meeting To Order

Meeting was called to order by Chairman Lochmoeller at 5:31 pm

Noting this meeting was a rescheduled date from the December meeting.

##### B. Roll Call

All members were present.

Chairman Lochmoeller - Present

Alderman Plufka - Present

Alderwoman Ebeling - Present

Alderwoman Sims – Present

#### **2. AGENDA APPROVAL**

##### A. Approval or Amendment of the Agenda

Agenda was approved by acclamation

#### **3. CITIZEN COMMENTS**

##### A. Citizen Comments – Two citizens raised their hands:

Brandon Wegge (8537 Douglas Ct) – Sent traffic data collected in Oct. on Rosalie and is wanting committee to bring visibility on this data. One recommendation was traffic calming. Asking committee to review traffic calming tool kit for this area.

Terri Johnson (8723 Rosalie) – Concerned about speed of traffic on Rosalie from study – need help from city for people to slow down. (Police, speed bumps, tickets, etc.)

#### **4. CITY ADMINISTRATOR REPORT**

##### A. City Administrator Report

No Report

#### **5. REPORT OF COMMITTEE CHAIR AND ALDERMEN**

##### A. Chairman Lochmoeller - Ward 3

Wanted citizens to be aware that the Speed Cushion at Pine and Hatton is in a test phase. Will share results at end of test. Also, the Traffic Calming Tool kit and traffic data collector information need to be sent to staff and tweaked and then discussed at a later committee meeting. Alderman Plufka made a motion, seconded by Alderwoman Sims to send this Tool Kit back to staff for further streamlining and adjustment. Motion carried by unanimous voice vote.

##### B. Alderman Plufka - Ward 1

Commented that the Budget for 2021 had been adjusted to reflect an additional police officer position. Once the budget deems affordable, he would like the committee to discuss requesting a traffic enforcement officer.

C. Alderwoman Ebeling - Ward 4

Commented that when police are present, it calms traffic.

D. Alderwoman Sims - Ward 2

Commented that when evaluating needs for an additional officer, we need to ask what the Chief thinks we need -as it may not be traffic enforcement as the priority.

## **6. DEPARTMENT REPORT**

### **A. Fire Department**

Chief Kurten noted the following:

Status with COVID – Numbers are starting to decline in St. Louis County, but within Fire Service in Saint Louis County, numbers are still high. In our area, 1 still remains out.

Santa Parade – proud of firefighters for coming up with idea and gave kudos to police department for their participation and assistance as well.

### **B. Police Department**

Chief Spiess noted the following:

Crime report – Recent crime totals down thru holidays. Some thefts reported and still experiencing night-time crime, stealing cars, and smash and grabs. Regarding the comments about additional Officer - Chief noted that if officer is hired, the study indicated Retail and Night-time crime would be areas to reinforce. They can look at traffic, and will need to look at best way to spend the hours for greatest enforcement efforts. Angie Hawkins helps assign officers to daily tasks. They can not do it all, but all items and areas are in the mix.

### **C. Public Works Department**

Dan discussed installation of additional streetlights in Ward 1 and Ward 4: The lights have been delivered. Locations have been designated.

York Village: 5 locations and solar lights (slides in Power Point)

The status of the easement documents for the York locations already approved (gas lines, etc). Awaiting all responses from property owners. If owners don't want it, we will move on to another location. An upcoming Resolution is being prepared to the change order with TWM contract to add this additional work, at cost of \$7,000.

Alderman Plufka noted there are 2 additional lights in stock. If other locations are identified and lights needed, we have the equipment. Dan noted this is not part of the 5 lights being done now.

Brentwood Forest: 7 lighting locations identified in Power Point.

We will go to Ameren to ask for upgrade from old technology to new LED lights since they will do some of the work at minimal cost which will provide more light. And we will do prioritization and update at next month's meeting for additional lighting needs.

## **D. Public Works Department- Presentation on Traffic Data Collection on Strassner Drive- Stop Sign Investigation**

Data was collected as requested: Reports noted in Board Docs.

Auto accident 2016- present

Traffic Analysis 11.9.20 – 11.24.20

Raw Data Points 11.9.20 – 11.18.20

Speed Direction 11.9.20 – 11.18.20

Staff installed and collected data on Strassner Drive just east of the in-line skating rink at Memorial Park during November 2020. Data was reviewed to investigate if there were speed issues, large volume of traffic, or other issues such as the need to re-install a stop sign. The data collection unit was mounted to a utility pole and was able to collect data for both westbound and eastbound vehicles.

Staff collected data points for a period of approximately 10 days from November 9, 2020 through November 18, 2020. The raw data was reviewed to determine if issues existed along this stretch of Strassner Drive.

The Traffic Analysis Report provides an executive summary of the data which is that the posted speed limit is 25 mph; 85<sup>th</sup> percentile speed is 30 mph; 50<sup>th</sup> percentile speed is 27 mph; and the average speed is 26.6 mph. This average speed is slightly over the posted speed limit of 25 mph. The average speed and percentile speeds were calculated based on the total vehicle counts of 50,474 vehicles during the roughly 10-day collection period.

With respect to volumes of vehicles, the average daily traffic (ADT) counts are 5,349 vehicles per day on weekdays (Mon-Fri) and 5,047 vehicles per day on weekends (Sat-Sun). The ADT is the volume that results from dividing a traffic count obtained during a given time period by the number of days in that time period. There are slightly more vehicles per day on weekdays than on weekends, but weekends still show similar volumes which would indicate that this street segment is used regularly and consistently as it is a through street that connects Brentwood Boulevard to Hanley Road. From the Traffic Volume by Direction report, it appears that more vehicles per hour travel westbound Strassner Drive than eastbound Strassner Drive.

Regarding speed concerns, the maximum speed recorded was 59 mph on Thursday, November 12, 2020 at 14:34 (all times in reports are military times) for an eastbound vehicle. The second highest recorded speed was 57 mph on Friday, November 13, 2020 at 18:41 for an eastbound vehicle. These documented speeds greatly exceed the posted 25 mph speed limit, but are isolated cases since the majority of the vehicles were close to the 85<sup>th</sup> percentile speed or below. Per the Traffic Analysis Report, the total number of speed violations, i.e. speeds exceeding 25 mph (10 mph over the posted limit), ranges from around 0.7% of the total vehicles counted on Mondays to 1.1% of the total vehicles counted on Sunday and Thursdays. The largest quantity of vehicles over the speed threshold was 97 vehicles on Tuesdays representing 0.9% of the speed violators with average violator speed of 37.4 mph.

There are other recorded data points that exceed the posted speed limit, but the aforementioned are the most notable. Generally, the larger percentage of speed violators are heading westbound Strassner Drive, i.e. towards Brentwood Boulevard and account for a small portion of violators per the total vehicles recorded within that hour.

Following the review of speed data and investigating if speed issues exist, a review of the need for adding a stop sign was investigated. In the past, there were stop signs installed along Strassner Drive near the intersection with the side street adjacent to Commercial Kitchen Services on the north side of Strassner just east of Black Creek Bridge.

Regarding stop sign applications, MUTCD (Manual on Uniform Traffic Control Devices) Section 2B pertains to certain guidelines for consideration of stop sign installations. Specifically, these guidelines are:

**Section 2B.06 STOP Sign Applications**

*Guidance:*

*01 At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see [Sections 2B.08](#) and [2B.09](#)).*

*02 The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

The vehicular volumes are below 6,000 vehicles per day, so criterion 02 A is not met. There does not appear to be any restricted views that block motorists from viewing vehicles at this intersection, so criterion 02 B is not met. The Police Department provided crash reports for the past five (5) years which shows a total of 7 crash reports from 2019-2020 which does meet part of criterion 02 C since there were five or more crashes within a two-year period. The exact details of the crashes would need to be examined to ensure that the second portion of the criterion is met with the right-angle collision involving the users on the side street failing to yield to the cross traffic of Strassner Drive. More investigation details can be examined, but based on the overall reports, only 2018 seems to yield a large quantity of accident reports.

Alderwoman Ebeling noted the issue is not speed, it is heavy traffic to get out - but not as much anymore. Alderwoman Sims and Alderman Plufka agree that sign is not needed.

No vote is needed. Item can die.

**7. Consent Agenda**

A. Meeting Minutes 11.25.20

Motion was made by Alderman Plufka and seconded by Alderwoman Sims to approve meeting minutes. All in favor. Motion carried by unanimous voice vote.

**8. OLD BUSINESS**

A. Presentation on McKnight Road- Speed Cushions at the Crosswalk

Attached is the McKnight Road memo and the speed reports from the radar feedback sign. The radar feedback sign is able to provide traffic counts and speeds for northbound traffic only for vehicles that pass the sign which is located just north of Sonora Avenue. However,

there is a small percentage that speeds more than 40 mph each month (reported as July through November 2020).

Public Works contacted the Ladue Public Works to discuss the proposed speed cushion placements since the western half of McKnight Road belongs to Ladue and would require cooperation between the two municipalities to complete a speed cushion spanning both southbound and northbound lanes. It is not recommended to place speed cushions only impacting northbound McKnight Road traffic since vehicles could swerve around the cushions into oncoming southbound traffic to circumvent the traffic-calming device.

City of Ladue will look at it at their meeting on February 3 – so this item is in a holding pattern for now. Could bring it back at next month's meeting.

There is another recommendation of two speed cushions in Ward 3 at Dorothy Avenue and on Highschool Drive between Madge Avenue and Litzsinger Road. We do not have the radar enabled speed limit sign that would have helped determine the location of another speed cushion on either Rosalie Avenue and/or Eulalie Avenue. Once we have that data, we will provide this information to the Public Safety Committee.

**Recommendation to the committee was for** Public Works to support a joint effort for speed cushions as a pilot program for traffic-calming efforts on McKnight Road. Pending approval from the City of Ladue, the goal for project completion is by approximately May 2021.

Alderman Plufka made a motion seconded by Alderwoman Sims (neither of which are in favor of this speed cushion) for Public Works to move forward with installation of speed cushion - following Ladue's concurrence.

Discussion ensued: Nancy Parker Tice asked the following (as a non-committee member):

- The width of the cushion: Dan responded it is not shoulder to shoulder to avoid swerving into bike lane
- Asked about adding crosswalk signs – Dan responded that they have looked into options
- Asked if Chiefs have any concerns – Chief Kurten responded that test is not yet complete to go through the winter months with snow, but initially thinks it may be fine.

Motion was approved by unanimous voice vote.

## **9. NEW BUSINESS**

No New Business

## **10. CITIZEN COMMENTS**

### A. Citizen Comments

Terri Johnson – (8723 Rosalie) – Thanked the committee for listening and appreciates anything that can be done.

Jen Disbennett – (8700 block of Rosalie) Commented that this is a dangerous area and feels the additional police presence in this area is good – volume and speed and blind hill are dangerous and appreciates anything that can be done.

Lois Truman – concurs with Terri and Jen. There are lots of pedestrians in this area and she appreciates all that is being done to control traffic.

## **11. ADJOURN**

### A. Adjourn

Motion was made by Alderman Plufka and seconded by Alderwoman Sims to adjourn the meeting.

Motion carried by unanimous voice vote. Meeting was adjourned.

**VOTE**