



FROM Chief Ed. Menefee  
 TO: Traffic Commission Members  
 SUBJECT: February 7, 2020 Traffic Committee Meeting  
 DATE: February 16, 2020

The February 7, 2020 Meeting Minutes were approved as written.

MEMBERS PRESENT:	Mike Grissom	Police Department
	Greg Skornia	City Council
	John Nilges	Engineering
	Ed Menefee	Police Department
	Mark Wessels	City Council
MEMBERS ABSENT:	Mark Piontek	City Attorney
VISITORS:	Mark Skornia	Emergency Management
	Tony Bonastia	Street Department
	Andrea Lueken	Engineering
	Sal Maniaci	Planning
	Ed Schmelz	ELS Properties
	Terry Buddemeyer	Washington Ambulance

#### OLD BUSINESS:

4A 19-09-0016 Complaints about signal settings at Mo 47 and Blue Jay Drive: At the last couple of meetings the committee discussed concerns about the signals at Mo 47 and Blue Jay Drive. The concern was that the signals do not behave the same all day long, which may be causing traffic crashes. The committee's concerns were shared with Mo-DOT by our engineering staff. As a result, Mo-DOT is considering options and has responded with a proposal to operate the signals on a timer between 7:15 am and 5:00 pm, and to allow the signals for Mo-47 to flash yellow during other hours. The committee discussed this option and noted that while this change would reduce the amount of times per day that the signals change behavior from 4 to 2, it would still be more preferable to upgrade the signals at that intersection to operate full time on sensors. Andrea Lueken responded back to Mo-DOT with our preference and we have received a response back from them again. Mo-DOT has agreed to program the signals at 47 and Blue Jay to operate full time on sensors. At this time, we have no time frame as to when the project will be

completed. The committee also noted that Mo-DOT still looking into other options for the intersection of 100 and West Pride Drive as well. (CLOSED)

## NEW BUSINESS

5A 20-02-0003 Request from resident at 626 E 7<sup>th</sup> Street to add signage: The resident at this address has a child with disabilities and has requested that the city add signage with “Sensory Impaired Child” or similar verbiage on it. The committee discussed this request and agreed that we do not typically grant requests for informational signage on city right of way such as this. Andrea Lueken did also consult with Mark Piontek after the meeting adjourned and he agreed that it was not recommendable for the city to grant this request. Mike Grissom followed up with the resident to explain the committee’s decision and to inform her of her other options. (CLOSED)

5B 20-02-0004 Parking complaint on Madison Avenue in front of State Farm: The resident at 1706 Madison Avenue has voiced concerns about vehicles parking on both sides of Madison Avenue during the day near the hillcrest, which he believes is creating a hazard. The resident also mentioned vehicles blocking a nearby fire hydrant as another problem. The committee discussed the concern and agreed that Madison Avenue is wide enough to allow for vehicles to safely park on both sides of the street. The committee noted that issues with vehicles blocking fire hydrants, driveways, etc. were enforcement issues that should be handled by the police department. Mike Grissom followed up with the resident and encouraged him to contact the police when he sees parking violations in the area. (CLOSED)

5C 20-02-0005 Review of development plan for proposed Shoe Factory Lofts: The committee was addressed by Ed Schmelz with ELS Properties, who is in the process of developing the old Shoe Factory near 2<sup>nd</sup> and Rand. The committee reviewed the proposed development plan from a traffic and parking standpoint. During review it was discussed that the proposed plans include 85 apartments with a total of 128 onsite parking spaces, in addition to striping another 25 parking stalls for on street parking along the East side of Rand Street. Typically, city code requires 2 off street parking spaces per residential unit. If approved, the inclusion of the additional on street parking spaces would put the development at 1.8 parking spaces per residential unit. The committee agreed that since this planned development is a unique situation and the proposed on street parking in question only borders the development property, it was acceptable in this case to allow the inclusion of off street parking spaces to the total. The committee also noted that while that still leaves the development slightly short of parking spaces with 1.8 rather than 2, it would be highly uncommon for all 85 units to be occupied at the same time, therefore reducing the average parking needs for the development. The traffic committee agreed to approve the proposed development plans from a traffic and parking standpoint. The plans will go to planning and zoning for further discussion. (CLOSED)

5D 20-02-0006 Parking complaints on Elm Street and 4<sup>th</sup> Street near the parking lot belonging to 310 Elm Street: The new business at this address has a large parking lot at the southeast corner of the intersection which has large areas of ingress and egress along both 4<sup>th</sup> and Elm Streets. They have been having issues with vehicles blocking these areas. The committee looked at the situation and noted that the large areas of ingress and egress exist because there is no traditional curb and gutter along the entire parking lot. The committee noted that while it is unlawful to park blocking a driveway, in this case there is no obvious “driveway access” to the parking lot. It was agreed that it was not reasonable to restrict parking along the entire border of the parking lot because it takes up such a large area and on street parking downtown is already in high demand. The committee agreed that if the property owner wished to provide a plan to engineering that included discernable driveway accesses, and follow through on the plans, then their ingress and egress would be enforceable under current city code. Sal Maniaci will follow up with the property owner. (CLOSED)

5E 20-02-0007 Temporary traffic signal on Mo 100 at High Street: The committee asked for an update on the temporary signal that Mo-DOT has installed on Eastbound M0 100 at High Street. The committee agreed that it would like to see the construction of the new signal happen as soon as possible, since the temporary signal is far less than ideal for this intersection. After the meeting was adjourned, we received an update from Mo-DOT that the contractor is scheduled to start work on the new permanent signal the week of February 17-20. (CLOSED)

5F 20-02-0008 Intersection camera coverage: Mike Grissom briefed the committee on the police department's desire to begin installing surveillance cameras that cover some of our major intersections throughout the city. Mike Grissom suggested working with local businesses to gain access to their roofs for camera installation if no city property is located near enough to work. According to IT, it would cost roughly \$600 per camera to install the very high resolution cameras that would be needed for such an application. An additional \$500 in cost may also be needed if we elect to connect wirelessly to the city's network with line of site to a city tower instead of using a local network from a business. It was noted that having video coverage at our major intersections could prove to be very valuable to the police department during major investigations such as serious traffic crashes and other crimes. It was also stressed that the cameras in question will be used only as investigative tools by the police department and will not be used to enforce traffic laws such as speeding and red light running. The committee agreed to approve the proposal. Mike Grissom will move the project forward with the goal of having at least two intersections covered in the near future. The project will be added to a future budget request for approval by administration. (CLOSED)

The meeting was adjourned at 9:00 am

The next scheduled meeting will be held on March 6, 2020 at 08:00 a.m. in the Police Department Conference Room.

Respectfully,

Chief Ed. Menefee  
Washington Police Department

CC:  
Each Member  
Mary Trentmann

