

**Washington Area Highway Transportation Committee Meeting
Council Chambers of City Hall
405 Jefferson Street
Washington, Missouri 63090**

**Monday, April 26, 2021 at 8:00 AM
Minutes**

Present: Craig Mueller, Ed Fischer, Stephen O'Connor(telephone) Ray Frankenberg II, Bob Engemann, Bill Straatmann, Sandy Lucy, Joe Holtmeier, L.B. Eckelkamp, Bill Miller, Tim Brinker, John Nilges

Absent: Danny Cassette, Steve Sullentrup

Also Present: Representative Aaron Griesheimer

Chairman Bill Straatmann opened the meeting with a roll call and the Pledge of Allegiance.

Approval of the minutes from March 29, 2021

- 1. Amtrak- Representative Griesheimer-**First of all, thank you for all you do, we appreciate it. Just a quick update on Amtrak. The House voted out of its budget, unfortunately they changed the line item to one passenger rail service, which obviously no one wants. No one is going to ride Amtrak if it is not convenient for them. So I am working right now with Senator Schatz and Senator Heggemann, who is the budget chairman in the Senate. They are doing mark up. They finished that last week. And they should vote on the full budget this week. We added an extra million dollars in there to fund two trains and they have changed the verbiage on the line item back to two trains per day so fingers crossed, we should be able to get this done. The only other thing is to give you an update on the Senate bill 262 which is the 2.5¢ sales tax which would not go to the vote of the people. This would raise our states gas sales tax to 2.5¢ until 2025. This would be a .12¢ increase basically, if you do the math. We heard this last week in the House Transportation Committee and I expect we will vote it out today. We should have the votes. It will then go to the Rules Committee which will be a tougher battle. We have eleven members there. Right now we have five “no” votes right off the get-go. I anticipate we should be able to get that through and hopefully take it to the full House floor sometime here, we have three weeks to go now before we adjourn for the year. Any questions?

Bill Straatmann-Is there anything we can do to promote that gas tax?

Representative Griesheimer-You have done enough already. Just thank you very much for your help with Amtrak and Craig especially you. Thank you.

Craig Mueller-So they changed that wording in the Senate and added some money to it. Do you have any anticipation that there will be trouble with that, because that gets reconciled in the house correct?

Representative Griesheimer-That is correct. I would see some trouble with that. All in all it will go to a conference committee which is made up of House members and Senate members that will kind of work out their differences there. Honestly, the verbiage change was unconstitutional. It said that Amtrak couldn't tally up arrears. Legally you can't bind a General Assembly.

Bill Straatmann-If everyone has had a chance to look at the handout on Amtrak that was in the packet.

Craig Mueller-The best thing for this is representation and that is Representative Griesheimer so thank you for that.

Representative Griesheimer-It's appropriate we have the Transportation meeting today because it is “Work Zone” awareness week. Just remember our men and women out there that are putting their lives on the line everyday. Thank you.

Tim Brinker-Thank you for your work, I truly appreciate it. What is the path that you see quite candidly on the gas tax bill? I hear a lot of things that come down our way that say it is going to be a tough row to hoe.

Representative Griesheimer-It's going to be tough. But I think this is maybe our best shot. Realistically, nobody, during election year more people are going to be skittish about a tax increase. Just being open and honest. I think this is our best chance. We will see what happens. I do think that we will get it done. We will see what kind of arm twisting that is going to take place. There is a group, as you all know, the Conservative Caucus, and they try to disrupt things. We will see if they play any tricks. I think there is a path, I think we can get it done.

Bill Straatmann-What actually is the alternative?

Representative Griesheimer-There is none. No match. We are just kicking the can down the road basically.

Tim Brinker-Another question relative to the state and MoDOT, there is a lot of concern from everyone about the participation level from MoDOT and the eastern side of the state. We need to get that addressed asap for projects that are current and ongoing and upcoming. Just planting the seed in the boss's ear.

Ray Frankenberg II-I have also heard often that MoDOT isn't allowed to have an opinion on this. I think that is definitely wrong.

Representative Griesheimer-I agree.

Ray Frankenberg II-They provide a service to this state and that service is to provide us an avenue to increase jobs and productivity and everything we need to generate more taxes. This needs to be a grass roots effort. If there is anything that we can do or I can do to help you show that to the people that this is coming from the people. We'll pay taxes, we don't want to pay stupid taxes. Taxes that are going to make us pet a puppy or something like that. We can get rid of stuff like that. I think it is important that we think about putting jobs in our homes and state.

Representative Griesheimer-I think that is an important point Ray. That is a big aspect of this. How many jobs is this going to create. Construction jobs, engineering jobs, these are good paying jobs that are going to generate our economy and lift it up.

Ray Frankenberg II-But we are getting to the point that if we don't do it, the condition of our roads is going to decrease jobs because getting commodities through the state is not going to work to well for us.

Representative Griesheimer-Right. We have contractors that are going to Iowa and Arkansas to do the work because that is where the money is. That's where the projects are.

Bill Straatmann-Any idea on what the federal government is going to do? Is that all up in the air too?

Representative Griesheimer-I can't quote on the feds. We will see what happens there. Fingers crossed.

Bill Straatmann-That is a heck of a way to do business with your fingers crossed.

Bill Miller-Your dad worked hard for Amtrak. I am sure he is following this very closely.

Representative Griesheimer-I said this to a group that were going to Jefferson City that we were lobbying for two trains a day, I told them that this is personal for me. A family legacy that I intend to keep. So, I will be working hard.

Bill Straatmann-Any chance we could get the names of those opposed to the gas sales tax?

Representative Griesheimer-Yes, I can get those names to you. Just a simple email sometimes is helpful. I can give you those emails.

Ray Frankenberg II-yes, who is lobbying for and who is lobbying against. That is important because as you said it is an election year and I would recommend that people don't vote for them again.

Representative Griesheimer-We only had one group that testified against the sales tax and that were the convenient stores. Their argument was that truckers and car drivers are going to bypass Missouri and go to Illinois. I can't imagine Illinois. They're gas tax is .50¢. Kansas, Oklahoma and you guys know the rest. There is one key thing that they have that we don't and that is toll roads. We don't have toll roads. And the convenient stores hate toll roads.

Bill Straatmann-That isn't in the provisions is it?

Representative Griesheimer-No. But that is a way that they generate revenue and we don't. I will follow up with the committee and get you those names.

Bill Straatmann-Our transportation issues are coming to a head also. Highway 47 between Washington, Union and St. Clair, there is activity, things are moving a little bit but quite honestly we have situations across the river, the north side, with Booneslick Regional. They are interested in helping us extend Highway 47 to the north. And we have the new school opening here in August out in my direction. There are some real needs there at that intersection. Something needs to be done before someone honestly gets hurt.

Ray Frankenberg II-I think we have seen, without a doubt, that all of us here in Washington at least we have seen a lot more traffic in the past year and a half. We are seeing that all over the country. We are seeing people move out of the heavy metro areas where all that tight traffic is. Our system of traffic is not set up for those metro areas. So as that changes we are not going to be able to accommodate the traffic out here if we don't have the gas tax money or a tax money that is going to allow us to rebuild and take care of that traffic and make the growth that we are seeing and right now permanent growth.

Representative Griesheimer-I agree. Thank you.

- 2. Highway 47/Missouri River Bridge-John Nilges**-As of last week I did talk to Tim Hellebusch. Ameren has some conduit repairs that they need to do on the underneath side of the bridge. We are anticipating that this will take place the first week in May. They are going to be tracking in a man lift through the riverfront trail. We are getting the logistics all worked out. There will be a flagging operation. We don't think it will effect closure of the riverfront trail. We feel that they can get in there and get done what they need to get done pretty quickly. This is pending weather.

The second item is the lighting. I know Tim has been working very diligently with Gerschner, which is the sub-contractor to Alberici, regarding the lighting situation. Quick summary, there is some issues with the lighting programming. They are unsure if it is a low voltage situation or if it is an actual fixture situation. The manufacturer of the lighting fixtures was not able to travel into Missouri because of COVID. They feel as though that has been taken care of or they feel more comfortable that they can make the trip. We are hoping sometime in May. That has to have a barge scheduled and they are a lot of logistics that have to happen to get that done. Gerschner would like to have them on site so when they troubleshoot it so it can all be done at one time. That way they know what the issue is. I do not have a schedule of when that is going to happen. Regardless, there is a warranty period with the lights before they are handed over to the City. Essentially, they have to work for two weeks prior to MoDOT accepting it and then handing it over to the City. The warranty period has not started. It's been a struggle to get here but I am confident that they are going to get it taken care of. Hopefully, by summer time. It's well over due for sure.

Bill Straatmann-Do they sell maintenance agreements?

John Nilges-That is a concern that Darren & I have had since day one. Per the contract the supplier was supposed to offer the City an maintenance agreement. It has not gotten to that point yet. The suppliers have had some issues getting it up and running. Is this a contractor that we want to utilize. There are some things in there that we need to work out. Right now we need to get to the beginning of the warranty period. Budgeting wise, this is a million dollar system and there is substantial cost even to our insurance company. Logistically, if a light bank were to go out on the bridge or a control box or something like that, it is not like we can go out and screw in a light bulb. It is not us plugging something in. They have to be programmed, they are LED lights. We do have 10% of the overall fixtures that we have to store because I am afraid that down the road 25 or 30 years you are not going to be able to buy the light fixtures anymore. So there are these other concerns that we have. I would say that if it was month six or month eighteen it is going to take time to fix those. I wouldn't anticipate any issues but we have had some to get to this point so I think we just need to be honest with ourselves that they will happen and we just need to be patient when they do.

Bill Straatmann-Did we have some vandalism on the bridge?

John Nilges-Yes, there are some ground flush control boxes that are on the south side and some of the lids were popped off for some reason. MoDOT is in control of that not the City but we were notified. MoDOT did go there and put the lids back on. They were working through getting some lock boxes. There

are control boxes everywhere. Every traffic signal has a control box. This is the first time I have ever heard of one being popped off. We are working with MoDOT to get these things taken care of.

Bill Straatmann-When do you think it would be that the lights will be on at night?

John Nilges-Hopefully by summer.

Ray Frankenberg II-John, I think I misunderstood. There is going to be a two week warranty period before it is turned over to the City? And then there is a longer warranty?

John Nilges-Two week testing period before it gets turned over to the City for the warranty to engage. And I don't recall what that time period is. It's not long. It's short term like 12 to 18 months.

- 3. Highway 47 Corridor Committee-Tim Brinker**-A few weeks ago I called a meeting together right after the President starting proposing this infrastructure bill knowing perhaps the additional resource that might come out of the Feds for all of us everywhere. We wanted to be prepared. We got folks together to know our intent has been and will be and continue to be until we get it accomplished and that is four lanes from Washington at Steutermann to St. Clair on Hwy 47. We have the main piece in the middle, the interchange resolved that will start turning dirt in 2024. The expressway and round-a-bouts in Union I called EWGW, MoDOT, our engineer of record and Cochran and we had a meeting on that Monday via phone just stating our intent and trying to gleam what the best path forward is and be prepared for this. We have the Lochmiller study done already. Tom Blair with MoDOT stated that that is not going to be enough although it was enough for the Union interchange. I am trying to figure that out. After all, these agencies that we call together are supposed to be agents of results and not agents of resistance. I want to make sure that it continues to be the case and through Representative Griesheimers help and those like him, we are going to make sure that happens in terms of being agents of results. So with that, we got everyone together and we know what we need to do potentially and that is make sure we can get the right-of-way and things like this in line if and when those funds do become available we are ready. Fast forward to Wednesday I called a meeting with the administrators of each of the municipalities impacted by this potential. Darren Lamb, Johnathan Zimmermann of Union and Travis Dierker of St. Clair. The administrators had lunch and discussed this and many other things quite frankly. Everybody is on board with this and ready to dive into this thing if and when these resources become available. It is still our intention and will always be so to make this artery safer and more traversable for further development and safety. So that is where that is currently. We have yet to have any feedback federally nor has EWGW hasn't called and said it's coming or anything like that because it has to happen out to our potential 51st state.

Bill Straatmann-To follow up on the extension of Hwy 47 all the way up to Interstate 70. I contacted Chad Eggen with Booneslick Regional and we talked about Hwy 47 and a causeway getting the road out of the bottoms. He needs, if you have it, what you have done in Union so he can add that to what he has. I have the Lochmiller study but I don't have anything regarding the Union portion and where you guys are because there is funding that is already proposed and that is a big piece, well the first big piece was our bridge, this is how long this has been out there. Our bridge is done. The Union portion was the bridge that hopefully was somewhat resolved. If we could get that information to tag on to because what I understand is that the government likes to do extensions of existing projects. Taking an existing project and then completing it. Like everyone we are trying to get our name in the hat for any potential future funding. It's a long shot but you know I think that Commissioner Gildehaus could tell you that there could have been a flooding potential at August Bottom Road that missed by just a foot or less. In the last month there could have been potential flooding where the new bridge would have had to be closed. Nobody pays attention to that. It's like now that we have the new bridge we don't have to worry about flooding anymore but we do. That has not really changed much at the bridge. So if I could get that information or if it can be forwarded to Chad he can add it to what he is working on. I think that the Hwy 47 bypass, so to speak, was included in the Warren County/Booneslick Regionals list of projects that they were, in fact it was high on the list as I recall for a while.

Commissioner Joe Gildehaus-There were other issues back then. It was higher on the list but then it did go down. I did talk to Chad a couple of weeks ago about that a little bit. There are so many issues that we have with MoDOT that probably also need to be completed sooner.

Bill Straatmann-I understand but when the bridge is closed, high priorities happen.

Commissioner Gildehaus-I understand that absolutely. There are other areas also like in the Dutzow area we wanted to raise that area like two feet. That would keep the bridge open because it floods first by the Diermanns. But if we could do the Dutzow area first and we are working with Chad and the Corps on that. But they have to do a study on where it backs up and how much water backs up, etc.

Also, I did do a study on the Augusta Bottom Road on how many vehicles a day and actually there are 315 vehicles/day that go back and forth. Which is ironic on this is that we did this for a seven day period and for the most part it is from 8:00 a.m. to 3:00 p.m. is where the majority of those cars are. So 315 go and 308 come back.

Bill Straatmann-The Augusta Bottom Road has come up in conversation.

Commissioner Gildehaus-Quite honestly, as far as the County goes, it is going to be hard for me to put any more money into it than we already have. We have way too many other roads that are not surfaced to where we don't have a lot of people that live on that road as far as the County goes so if we put money in there I don't think it would be fair to the other people of our County that does not have it and number two with some of the stuff that is going on in the Augusta it would hard for me to force everybody away. And instead of everyone coming through the Dutzow area and through the Marthasville area, why would I want to push them away from us. I couldn't do that.

Bill Straatmann-It's a limbo area and it will continue to come up. The solution is not the August Bottom Road because it is still a levy, it is not a roadway, probably should never be a road.

Bob Engemann-Do the School District buses use the Augusta Bottom Road?

Commissioner Gildehaus-I am not sure but I don't believe they do.

Bill Straatmann-It's one of those things you need to probably check on.

Commissioner Gildehaus-That water in the holes is a different issue. I drove it over the weekend and it's ok. The Bottom Road is better than our Hwy O right now.

Ray Frankenberg II-What date was the study done on the counts?

Commissioner Gildehaus-The period was from 03-30 to 04-06, seven days. I have it per day, per time. The ironic part is that most of the traffic is from 10:00 a.m. to 2:00 p.m. Like even going through Dutzow, there is around 7,000 cars that go through there and about 7,000 that keep going to Warrenton on a daily basis, back and forth.

Ray Frankenberg II-On my list of other things to do today is to recommend officially including Warren County in all of our meetings. We call ourselves the Washington Area but that area can cross the river and it does cross the bridge. I am not asking you to say yes or no I am just asking Bill to look into this that maybe we can adopt that.

Bill Straatmann-Freightways Organization doesn't recognize anything in Warren County. That is EWGW affiliations. Booneslick Regional, you would think that they would be looking at that area of the state of the area and looking at potentials for businesses and extensions of whatever and freight movement.

Commissioner Gildehaus-Actually, down south there is more and more businesses coming in.

Ray Frankenberg II-As far as transportation goes you have to use a highway to get to the airport.

Commissioner Gildehaus-I did talk to Aaron when I was in Jeff City. I have the ladys card that I emailed regarding the taxes.

4. Franklin County Transportation Committee-John Nilges-No new report.

We do have Jefferson Street reconstruction, ADA improvements and that has been a funded project. We have received the RFQ's but we have not selected a consultant at this time.

5. MoDOT Northeast District-Warren County-Erik Maninga-Not present.

6. Washington Special Road District-Ed Fischer-We are looking at some safety features on South Point Road.

Bill Straatmann-Does the Special Road District take care of Old Hwy 100?

Ed Fisher-No. It never has that I know of.

7. **Old Hwy 100 Bridge-Tim Brinker**-In March, Jim Grutch, our Highway Administrator emailed Stephen O'Connor at MoDOT says we are in the process in determining the extent of several of our resurfacing projects for 2021 and one of those is Old Hwy 100 between Washington & Villa Ridge. This will be a mill and resurfacing and just wanted to see if number one if they had any idea of when they would be replacing the bridge and two how far the approaches might extend on either end of the new structure. Stephen responded via his engineer that the old bridge is currently scheduled to be replaced in fiscal year 2026. This could change. The MoDOT bridge engineer responded with if the bridge is a mill and overlay project prior to that resurfacing up to the existing ends of the bridge and not to touch the bridge or mill off existing asphalt and replacing it with the same or lesser thickness on the existing deck. We are going to resurface Old Hwy 100 from its initiation line to Villa Ridge this year. If it is going to be a mill and overlay. The year 2026 is currently on record for bridge replacement by MoDOT who is currently owner of that bridge. And again, per MoDOT this is subject to change. We don't know what that means so we will stay on it.

Bill Straatmann-Is there a project number on this?

Stephen O'Connor-J6S3627

Tim Brinker-I don't have the answer to that right now.

John Nilges-On the east side of the bridge there is an issue of the guardrail and I would imagine that it is probably not within the scope of the bridge replacement. Is that fair to say or do we not know that?

Tim Brinker-That's a good question. I think that rectifying the entire artery is going to be imperative and that is going to have to be part of it no matter what. I think bridge replacement time would be the most logical time to address that with the dig out and fill. That is where I anticipate it but I can find out for sure. The guardrail is at road level.

John Nilges-The City will be prepared to resurface to the west. A couple of years ago we removed the asphalt and repoured with heavy-duty concrete. We are prepared to do so but we want to make sure we don't spend money prematurely.

Bill Straatmann-Anything on the Hwy 100 & St. John's Road?

John Nilges(asking Stephen O'Connor)-The question was is there anything new on Hwy 100 and St. John's Road? The last I heard is that you were working with your traffic engineers to get a scope to for a consultant. To be clear that study is a larger scale than this intersection. It extends to Interstate 44. Is that correct?

Stephen O'Connor-Basically from Washington to Interstate 44

John Nilges-I think that, I may be jumping ahead here, but when that study gets going and finalized we need to be thinking ahead in the sense of we prioritize some of the areas in the corridor. Obviously, if there was an overhaul of multiple locations on there, that probably becomes more costly project. I think prioritizing of that I think would be ideal especially for this group. I would imagine that you would see the priority at St. John's Road and Hwy 100 but then again I don't know what happens east of that and the MoDOT intersections. I think we would respectfully ask that this be considered a little bit as this gets finalized. .

Bill Straatmann-Well said John. When we are talking about the intersection of Hwy 100 & St. Johns Road you are talking about both ends, old highway and new highway?

Sandy Lucy-That would be the county wouldn't it? They are just going to do the intersection.

John Nilges-Old Hwy 100 and St. John's Road, that is the county.

Bill Straatmann-That is going to need to be redone as far the site issues.

Tim Brinker-Is that to be signalized?

Darren Lamb-It's part of the study.

John Nilges-They don't know yet. They are looking to be getting a consultant on board which they are about 90% finished with. To study the intersection of Hwy 100 & St. John's Road to Hwy M so the entire corridor because there are some other issues that MoDOT has on the east side. So out of that study will come projects and solutions and all that we have asked is that at St. John's it become a higher priority.

Tim Brinker-Have there been discussions municipally from regarding Annexing the right-of-ways for Hwy 100 out to that point?

Darren Lamb-There have been some discussions. We have talked with the development east of town that's looking to try and go ahead and get utilities extended out there. Part of it is to see if we can work with those property owners to get those utilities and part of those discussions has been annexation because it benefits the developer to go ahead and do a higher density development. We think it is going to be an asset and also an asset for the School District. I think they have come around to realize, not have come around but they are on board with it too. There are a lot of moving parts that we need to work with. We are working towards it.

Tim Brinker-Just curious, I know we have met resistance in regards to Boles Fire Protection District and things like that. Maybe up to Jones Lane.

Darren Lamb-We haven't had any problem with Boles. I will say that when the City looks in that direction to something that everybody has to be aware of is that the City only rights to provide water service to a certain limitation within our agreement. So as the City grows to the east and they go outside that agreement area those customers are going to be water customers of Water District #3 and the City can go ahead and provide sewer and trash service separately. Those are some of the things that we are discussing. We had another meeting with Water District #3 recently and it had to do with the extension of the sewer area out in that area.

John Nilges-To add to that it would be the first time I believe in our history we do not provide all services. So this is unique to us. If you purchased a home or live in that area, you would receive a water bill from the Water District and a separate bill for sewer and trash from the City.

Bill Straatmann-Once the consultant is on board, how long is this study going to take?

John Nilges-The reason for the question is because the school is scheduled to open in July with kids coming in late August. So your traffic and school buses are going east bound Hwy 100 making a left, most likely. Again, we don't see the bus route but we would anticipate that. So this study comes as obviously the first stepping stone.

Bill Straatmann-We are just trying to keep everyone aware of the situation so we can forego any potential problems when the school opens. The School District is going to have to do some studies on how they are going to run their buses. And what about the parents that picks up their kids. Are they going to stagger them or what are they are going to do. Maybe a temporary light? I sit there and see what is going on at that intersection. We can't just drag our feet. We have to push this as fast as we can.

8. **Airport-John Nilges**-We have seen an uptake in jet traffic over the last couple of months. I would think some of the conversation of development across the river may increase that traffic which is a good thing. The hangars are 98% complete. There is one outstanding permit that we are looking in to. The contracted community on hangar projects and has seen an uptick in the cost to construct. Material prices continue to be relatively high. So we had to scale back the base bid of the hangars so now it is an eight bay hangar just to ensure that we can afford purchasing this. We will have a number one alternate that would add two additional to make it an eight bay hangar and then a number two alternate that would two additional on top of that to make it a ten bay hangar. That is the goal. The locations that the hangars are going to be in between the northern most hangar and the actual taxiway. That does allow for future hangars to be extended to the southeast in the future so that is a positive. They could be added on to if there was an increase in traffic or need. Right now it is an 8+2+2 is how it is going to be bid. If you recall MoDOT did authorize additional funding to meet the funding gap for us from the St. Clair airport but I do not have those numbers. It does keep this project affordable for us. You can increase the entitlement money that we get ahead of time for future years. That is what we were looking at doing that but then MoDOT said that they would add the additional funding to get this project done. In addition, there was some vandalism about a month ago. They did get about \$20k in lights. We have been working with the insurance company on that. We do have a \$10k deductible. They entered on Warco Road and crossed the field and hit a bunch of lights with a pickup truck. We are looking at ways to prevent that.

Once the corn starts growing and inherently prevents that. We have added two security cameras. I do not believe this would have caught the vandal because it was at the outer end of the runway.

9. Team Track-John Nilges-No Report

10. East-West Parkway-John Nilges-The City has an opportunity to comment on subdivisions that occur within a certain distance from City limits. We were notified about six weeks ago of a potential subdivision at Country Club Lane and Hwy A. Franklin County's planning and zoning did reach out to Sal. Darren and Sal did have a meeting with the developer and planning and zoning at the county level making them aware of essentially this East-West Parkway. The development would occur south of where the East-West Parkway was so it would actually but up against it but just south. I think that all parties were interested in working together to make sure this subdivision didn't hinder a potential first phase of building that.

Darren Lamb-It could be an asset to the development because it would give it two ways to go ahead and get access, the old Country Club Road and if the Parkway was built there to the north. They could have a through street through the development. So that was discussed and the developer is looking at some different options right now. He is very willing to work with us. We feel like we may go ahead and possibly get a portion of that and hopefully in the near future we'll see.

John Nilges-Update on High Street. The extension to the south, they are obviously under construction of an additional 80 units. The development at the end of High Street that did include two creeks, kind of hindered construction to the South. Part of that second development was to include that first creek crossing in it so 50% of the hump there. There will be one more moving to the south to the farm. In addition, the Casey's development, if you recall when that went in as a full access into the Casey's gas station fairly tight to the intersection. We did require Casey's to put into escrow, a right-in right out median. They did pay the City that money. We negotiated that it does not get constructed until necessary. The City is the one that will deem it necessary. So at this time it operates at a full access but we do have the opportunity to make it a right-in right-out when the traffic allows it to. That is a positive step in the right direction.

Tim Brinker-Is that going to be based on volume or incidents?

John Nilges-It is based on our discretion. There are no triggering mechanisms. Another thing and Darren, Sal and myself have talked about is High Street and the City does not have access management. Our City streets, there is no criteria in City code that we can require you not to put in a driveway off a street. For example, Rabbit Trail as you work south has multiple residential driveways. When that gets connected, which it will, it is a major street in our Comp Plan, be connected to Bieker you are going to have traffic, that I anticipate, that would bypass, it would not have to go through Hwy 47 to go to 100, they would actually use Rabbit Trail coming from the south. So you have these conflict points at every single residential driveway backing out. It will function as a bypass. Ensuring High Street doesn't turn into something like that is something we need to look at. City code again does not give us the authority to say you can not put a driveway off of High Street right now.

Darren Lamb-If the subdivision gets laid out and there is like 29 new driveways coming out we can say hey, this is going to be a major street so. It does become a problem like Rabbit Trail. We are behind. We are playing catchup.

John Nilges-We are looking for solutions that are not going to be ideal for everyone.

Darren Lamb-After meeting with the stakeholders we got a potential solution that they would like to see and I think it would work if MoDOT would go along with it. We have contacted MoDOT about that.

John Nilges-We have reached out to MoDOT and CBB about a third potential solution or fourth solution. Doing nothing is a solution. We are in discussion with MoDOT last week indicated and they would like to see what it would look like so we will be getting with our Traffic Engineer and expanding upon that Traffic study that we have. We recognize the commercial entities that are located at Hwy 100 and Rabbit Trail are going to see additional traffic. We know that the connection to the south is very important. The time is now to keep that discussion going. The City Traffic Committee meets this Friday and we will be talking about this as well. This is going to be an ongoing discussion to solve some of those problems.

Darren Lamb-And with the theatre getting back to eventually the full swing of it, that's the major point of when complaints come in and the intersection falls to a lower level of service.

Bruce Lindemann-13 Wenona Drive-I represent the folks on Wenona Drive. I am here about the article that was in the paper a couple of weeks ago talking about Hwy 100 and Rabbit Trail Drive which would affect Wenona. We experience a lot of traffic on Wenona using it as a bypass for Hwy 100. There is a tremendous amount of traffic. They don't go slow, they drive too fast coming up and down the hills of Wenona. We were concerned from our neighborhood that the article said that would require Planet Fitness patrons to only go right and not go left by the area by the theatre and in front of the new Bank of Franklin County which will cause even more traffic. I did talk with my ward representative and they said well Bank of Franklin County would be the ones that would have to turn right but then where do they go once they turn right. Are they going to have to do a u-turn to go back out or will they go up to Wenona. They really have no place to go. Wenona is already, in my opinion, heavily traveled for a neighborhood street. I am just kind of here to represent the neighborhood and to let people know that we are watching this and are concerned and want to be involved with the decisions. Thank you.

John Nilges-One of the potential solutions would be eliminating lefts out of the Bank of Franklin County and eliminating lefts on to Phoenix Center Drive from Rabbit Trail and eliminating lefts onto Rabbit Trail from Phoenix Center Drive. That could be done in a number of ways. One could be a potential median down the center of it, two feet or three feet wide. The Planet Fitness would have full access. I think that where the concern is that you would be able to enter Planet Fitness and turn right or left coming out. That entrance into Planet Fitness is a shared entrance with the Bank of Franklin County as well. You would enter the bank property and leave through the shared entrance. So it does not funnel traffic to the south through Wenona. It is not encouraging people to go through the neighborhoods on Wenona. It is really doing the latter. We also did some speed studies across the city through wintertime, Wenona was part of that, with the concept of is there any infrastructure that the City could do. Front Street has the flashing speed limit signs. How did the City make the decision to put them there? How do you go into these neighborhoods and make the decision to put one there? So we looked at taking some criteria and we did apply that to Wenona and it did not meet the level of putting in that type of infrastructure and I know that is not welcoming for you but we had to look at something so we don't have these scattered all over the place. So, it was determined out that meeting that police present and those things and enforcement and really just people complying with the speeds.

Bruce Lindemann-I know they talked about a stop sign and Mike Allan Drive. It would slow some of the traffic down because it starts at the top of the hill where Lexington becomes Wenona.

John Nilges-Stop signs inherently do slow traffic down but they are not a speed control mechanism.

Bill Straatmann-Is there anything with the signalization of the highways that could be improved?

John Nilges-The scope was very limited with the CBB traffic study. The intersection of Hwy 100 and Rabbit Trail does not necessarily have an issue according to MoDOT. It is operating at a level C during the high traffic. It's just one, the Phoenix Center Drive, 150 ft. to the south is what we are really looking at and seeing the issues. I sent Stephen the copy last week and I followed up with him last week as far as the other concepts. I think a lot of it is that people are utilizing the commercial developments coming from the west to east have historically utilized that intersection. It is kind of a back way in. The traffic numbers kind of showed that. So how do you get people to use the intersection at Vernaci Drive? Does signage help? It does to some level. You really have to funnel them in a different direction.

Bill Straatmann-South Point Road is another one.

John Nilges-That is a different issue. The City is looking into several intersections with the same problem.

11. Public Transportation-Not present.

12. Other Business- John Nilges-A couple of project updates:

- **High Street Overlay** from Hwy 100 to just north of Borgia High School and then overlay to Fifth Street. We are awaiting the preconstruction meeting with MoDOT.

- **Busch Creek Greenway**-The City just approved a programming letter which would reduce some of the funding. There were some issues land acquisitions. This is going to be a 10 foot shared use path from Jefferson to Sunnyside with a sidewalk spur to Washington High School and then continuing from Sunnyside to Hwy 47 where it will go on street. This will be a new amenity connecting kids from the high school, middle school area to our downtown facilities.
- **Front Street from Jefferson to Stafford**-new curb and gutter, new sidewalks and new pavers. Everything you see down there from the 80's will be reconstructed. This is an STP project. It connects ADA to Amtrak and the boat ramp.
- **High Street**-from Fifth to Front-new curb and gutter and sidewalks along the entire corridor.

We put in two applications. This is the second time we have done this in City history for federal money. We are trying to be aggressive using our ADA Transition Plan. This is important. ADA is a priority.

Craig Mueller- When do you here back on those two applications?

John Nilges-It varies.

Bill Straatmann-Looks like the numbers are up, looks like 6% on the Transportation Sales Tax. So we are on track to do \$2.5M this year which is fantastic. This is helping do some of the street work.

John Nilges-Historically we've utilized those funds for paving. It started in 2006 when we were looking at some of the streets that were paved back then as overlays now. Streets over time they degrade to some level. So there is a window here where we can take some of these sidewalks, these ADA things and maybe do some of these connections that we have been discussing. So, that is what we are trying to take advantage of this small window where you are going to have to go back and do some of the paving of what you did back then. There is a little strategy working there.

13. Adjournment

Motion to adjourn, seconded and passed without dissent at 9:15 a.m.