



WHERE COMMUNITY AND SPIRIT MEET®

SCIT Report / Recommendations

10 AM January 16, 2014

Old Business

1. **Request for Special Signing “No Truck Allowed”**. Legislation was approved. Streets will install a “No Truck Allowed” sign on Scott Avenue just east of Leffingwell.
2. **Speed Bump Request 1100 block of South Glenwood (1183 S Glenwood Ln, Saint Louis, MO, 63122)**. The committee recognized this as a private street and no action will be taken. When the residents want to install a Speed Bump, the Engineering Department will review the speed bump plan when submitted.
3. **Ponca Trails Petition to Allow Parking on Sidewalk**. Legislation was passed that now allows parking on the sidewalk from 1-30 Ponca Trail. Ponca Trail between 1 through 30 Ponca Trail is a narrow street measuring approximately 16’ wide.

New Business

1. **Review of Traffic Calming Guidelines**. The committee has discuss the need for guidelines to establish a consistent Policy to determine when Traffic Calming is appropriate. The City of Kirkwood Traffic Calming Guidance, April 2020 (located on the web at: <https://www.kirkwoodmo.org/government/departments/public-services/engineering/traffic-calming-guidance>) criteria listed on page 14 was used to develop a spreadsheet for Engineering to evaluate requests. A score of greater than fifty (50) points is required for the location to be eligible for traffic calming. Points are assessed as follows:
 - a. **Crash History**. Within the past 3 years: 5 points for each speed-related crash, 8 points for each injury crash, 8 points for each crash involving a pedestrian or a cyclist (30 points maximum)
 - b. **Speed Violation Rate**. 2 points for each mph difference between the 85th percentile speed and the posted or prima facie speed limit (30 points maximum)
 - c. **Traffic Volume**. Average Daily Traffic (ADT_{CURRENT}) on the busiest section of the street divided by 500; 5 points if 40 to 65-percent or more ADT on local street is cut through traffic between arterials or major roadways; 10 points if higher than 65-percent
 - d. **Pedestrian Generators**. 5 points for each school, park, library or community center along roadway; 3 points if within 1 block; 2 points if within 2 blocks (15 points maximum).
 - e. **Support**. 8 points for 80% representation of neighborhood; 5 points for 70% representation of neighborhood; 2 points for 60% representation of neighborhood.
 - f. **Unique Conditions**. 5 points for designation as a Bike Route or as a Complete Street, pedestrian corridor, or for proximity to neighborhood business district or existing/planned transit hub; 5 points for evidence of crashes or speeding, such as long skid marks or broken glass; 5 points for missing sidewalk section; 5 points for unique roadway geometry that substantially restricts visibility; 5 points for high crash rate (15 points maximum).



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2. **Permanent handicapped street parking.** A resident contacted a SCIT member requesting a permanent handicapped parking space in front of their residence. SCIT discussed if the City designated a handicapped space, then anyone with a placard can park there and the resident would have no recourse. The City would also need to meet all ADA requirements for the space, including:
 - a. Space width and striped out space on the side for ramp/lift access.
 - b. Curb cuts and ramps to get to the sidewalk.

The SCIT committee denied the request.
 3. **New 11th Edition of Manual of Uniform Traffic Control Devices (MUTCD) was issued effective December 2023.** The SCIT committee was made aware that a new edition was published last month. The following treatments are included in the new edition:
 - Contextual guidance on speed limit setting with a de-emphasis of the 85th percentile in non-freeway or rural highway settings
 - Separated bike lanes and protected intersections
 - Standardized signing for two-way separated bike lanes
 - Green and red colored pavement markings for bikes and buses
 - Rectangular rapid flashing beacons (RRFB)
 - Bicycle signal faces
 - Two-stage bicycle turn boxes
 - Separated crossings for mode-separated shared use paths
 - Contraflow bike lanes on one-way streets with parking on both sides (the draft NPA disallowed their use in these conditions)
 - Changes to the experimentation process
 - And much more!
 4. **Parking Adjacent to Entrance of The Terraces of Kirkwood Condominiums on South Taylor Avenue (opposite of 356 South Taylor Avenue).** The issue is the parking on the west side of Taylor and the closeness to our garage's driveway entrance to South Taylor Avenue. Parking is restriction vision (sight-distance) for those exiting the Condominiums. SCIT recommends that in the Spring, as temperatures allow, parking stalls be painted along the west side of South Taylor Avenue, setting back the parking stalls adjacent to the entrance far enough so that adequate site distance can be achieved.