



WHERE COMMUNITY AND SPIRIT MEET®

**City of Kirkwood
City Council Work Session
Thursday, October 3, 2024**

5:30 p.m.

**City Hall, Main Level Conference Room
139 S. Kirkwood Rd.
Kirkwood, MO 63122
(Posted October 1, 2024 at 12:00 p.m.)**

(Please note that work sessions are for council discussion only and there will be no public comment portion of the meeting. When a topic is completed the council will immediately move on to the next item on the agenda.)

- I. Approval of the September 19, 2024 Work Session Minutes**
- II. Community Center Update**
- III. Clay Avenue & South Kirkwood Road Projects Public Comment Analysis Discussion**
- IV. Crosswalk Signage Discussion**
- V. Meeting Adjournment**

Kirkwood City Council: Mayor Liz Gibbons, Council Members Gina Jaksetic, Nancy Luetzow, Mark McLean, Al Rheinneck, Paul Schaefer, and Mark Zimmer

Contact Information: For full City Council contact information visit www.kirkwoodmo.org/council. To contact the City Clerk call 314-822-5802. To contact the Chief Administrative Officer call 314-822-5803.

Accommodation: The City of Kirkwood is interested in effective communication for all persons. Persons requiring an accommodation to attend and participate in the meeting should contact the City Clerk at 314-822-5802 at least 48 hours before the meeting. With advance notice of seven calendar days, the City of Kirkwood will provide interpreter services at public meetings for languages other than English and for the hearing impaired. Upon request, the minutes from this meeting can be made available in an alternate format, such as CD by calling 314-822-5802.



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WORK SESSION MINUTES

A work session of the Kirkwood City Council was held on September 19, 2024, at 5:00 p.m. at Kirkwood City Hall, 139 S. Kirkwood Road, Kirkwood, Missouri. Present Mayor Gibbons, Council Members Jaksetic, Luetzow, McLean, Rheinneck, Schaefer, and Zimmer. Also in attendance were Chief Administrative Officer Russ Hawes, Assistant Chief Administrative Officer David Weidler, City Clerk Laurie Asche, Planning & Development Jonathan Raiche, and City Attorney John Hessel.

APPROVAL OF THE SEPTEMBER 5, 2024 & SEPTEMBER 12, 2024 WORK SESSION MINUTES

Motion was made by Council Member Zimmer and seconded by Council Member McLean to approve the minutes of the September 5th and September 12th Work Session minutes. The motion was unanimously approved.

ENVISION 2035: COMPREHENSIVE PLAN OVERVIEW

Planning & Development Director Jonathan Raiche provided an overview of the Comprehensive Plan to the Council. The comprehensive plan provides a holistic vision to further the quality of life in Kirkwood and helps explain that vision to the public. It identifies community goals and objectives. The Comprehensive Plan has a steering committee of 18 members: the Planning & Zoning Commission, the City Council Liaison, and a Technical Advisory Team. There have been 3 open house events, 1 Community Workshop, and website surveys. The plan's structure focuses on four areas: Housing & Neighborhoods, Mobility & Infrastructure, Active Living & the Environment, and Economic Growth & Vitality.

The goals of the plan:

- Fulfill all necessary requirements and provisions regarding establishing land use controls.
- Provide a document reflecting the vision and goals of the community.
- Provide a means for striking a balance between competing demands relating to land and development.
- Protect valued community resources.
- Guide shaping the community's physical appearance and setting forth policies that foster a distinctive sense of place.
- Act as a living document and guide for future decisions.
- Provide a concise outline of action steps to meet the requests and desires of the citizens.
- Establish a methodology for measuring progress and success and communicating that information to the community.

The staff gives quarterly updates to the Planning & Zoning Commission. An annual report to assess implementation and determine whether modifications are needed. A 5-year citizen committee evaluation to evaluate and recommend amendments as required.

Some discussion took place as follows:

- A question was raised about the meanings of social and racial equality.
 - It recognizes that people from different economic and social backgrounds can enjoy the same quality of life.



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- A question was asked about gateways into the City.
 - Gateways are entryways into the City and are highly visible areas.
- A question was raised about whether the comprehensive plan could be updated with updated housing numbers.
- A question was raised about who can amend the Comprehensive plan.
 - The Planning & Zoning Commission can amend the plan.
- A question was raised about the plan's requirements under the State statute.
- A question was raised about the steps once a survey is commissioned.
- Council suggests seeing more updates to other studies on the City website.

**DISCUSSION REGARDING HEMP DERIVATIVES
AND MINI-LIQUOR BOTTLE REGULATIONS**

Council Member Luetzow discussed with the Council Hemp Derivatives. Some discussions are as follows:

- Delta-8 THC is a naturally occurring chemical compound called a cannabinoid that's found in traces in hemp and cannabis (marijuana) plants.
- Hemp is not regulated the same way as recreational medical marijuana.
- Can legally buy products like gummies, vape cartridges, and capsules that contain a concentrated form of this compound.
- The State of Missouri is challenging the sale of these products.
- City of Chesterfield adopted legislation prohibiting the sale to anyone under 21.
- The packaging is appealing to kids.
- Council Member Luetzow recommends legislation limiting the sale to anyone under 21.
- A question was raised about where these products are sold in Kirkwood.
- Concerns about how the Police department will enforce the legislation.

The consensus of the Council is to draft legislation to limit the sale of Hemp to anyone under 21 years of age.

Mayor Gibbons raised concerns over the sale of mini-liquor bottles and litter generated from the items.

MOTION TO CLOSE THE MEETING

Motion was made by Council Member Zimmer and seconded by Council Member Rheinacker to close the meeting pursuant to RSMo Chapter 610.021 (1 – Legal).

Roll Call:

Mayor Gibbons	“Yes”
Council Member Rheinacker	“Yes”
Council Member Schaefer	“Yes”
Council Member Zimmer	“Yes”
Council Member Jaksetic	“Yes”
Council Member Luetzow	“Yes”
Council Member McLean	“Yes”

The meeting was closed.



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MOTION TO OPEN THE MEETING

Motion was made by Council Member Zimmer and seconded by Council Member Schaefer to open the meeting.

Roll Call:

Mayor Gibbons	"Yes"
Council Member Rheinnecker	"Yes"
Council Member Schaefer	"Yes"
Council Member Zimmer	"Yes"
Council Member Jaksetic	"Yes"
Council Member Luetzow	"Yes"
Council Member McLean	"Yes"

The meeting was opened.

There being no further matters to come before the council, the meeting was adjourned.

Laurie Asche
City Clerk



DATE: October 3 2024

TO: MAYOR AND CITY COUNCIL

FROM: RICHARD HOLESINGER, P.E., CITY ENGINEER **REH**

RE: **STP-5502(614) SOUTH CLAY AVENUE OPEN HOUSE COMMENT SUMMARY**

CC: RUSS HAWES, CHIEF ADMINISTRATIVE OFFICER
CHRIS KRUEGER, P.E., PUBLIC SERVICES DIRECTOR

The following is a summary of the public comments received regarding the subject project. The City held a public open house meeting on July 11, 2024. A total of 11 responses were provided on this project.

1. **Intersection Safety Enhancements:**

- **Madison & Clay:** Several comments advocate for a 4-way stop here due to high pedestrian traffic and safety concerns, particularly for children playing in nearby parks.
 1. **Staff Recommendation: This intersection does not meet MUTCD Section 2B.05 application requirements for a 4-way stop.** A Stop sign on southbound Clay would cause traffic cresting the bridge to perform emergency braking, which would increase accidents during rain and snow and ice control events. This route is also used when railroad traffic cause the blocking of Kirkwood Road.
- **Crosswalks and Pedestrian Safety:** Requests include adding a crosswalk from St. Peters parking lot, installing a Pedestrian Hybrid Beacon (PHB) at the West Madison & South Clay intersection, and raised crosswalks at various locations to improve visibility and safety.
 1. **Staff Recommendation:**
 1. **St. Peters Parking Lot Crosswalk. The crosswalk at West Jefferson Avenue exists and no additional crosswalk is warranted.**
 2. **PHB at West Madison and South Clay. PHB's are considered effective at locations with three or more lanes and AADT over 9,000. Clay Ave has a AADT of 5,480.** A PHB on southbound Clay would cause traffic cresting the bridge to perform emergency braking, which would increase accidents during rain and snow and ice control events.
 3. **A raised intersection is included in the preliminary plans at Argonne and and Jefferson intersections.**

2. **Traffic and Road Design:**

- **Lane Widths:** There's a call to narrow traffic lanes to 9 feet on the bridge and 10 feet on South Clay to reduce crash rates, based on research linking wider lanes to higher accident rates.
 1. **Staff Recommendation: The posted speed limit of 25 mph and lane width of Clay Avenue is adequate for daily traffic and Emergency equipment (Emergency services, snow plows).** In the Johns Hopkins study (<https://narrowlanes.americanhealth.jhu.edu/>), the researchers analyzed crash



rates on more than 1,100 road segments across seven cities. All else being equal, they found 9-foot lanes are just as safe as 10- and 11-foot lanes, and they are safer than 12-foot lanes. However, at posted speeds below 30 mph, there is no significant difference among lane widths.

- **Stop Bars:** Requests to move stop bars back to at least 10 feet from crosswalks to improve visibility and safety for pedestrians, especially given the blind spots of taller vehicles.
 1. **Staff Recommendation:** Stop bar placement will be a minimum of 4 feet from the nearest edge of the intersection, marked crosswalks, or as turning movements require. The FHWA 2023 11th Edition of the Manual of Uniform Traffic Control Devices (MUTCD) Section 3B.19 Stop Bars should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way. Placement of Stop bars are also based on sight distance at the intersection (stop-sign controlled) and turning movements of the design vehicle.
- 3. **Crosswalk and Lighting Improvements:**
 - **Reflective Tape and Lighting:** Suggestions include using wet reflective tape for better visibility and updating pedestrian and intersection lighting to enhance safety, particularly at night.
 1. **Staff Recommendation:** Staff recommends the application of durable thermoplastic marking tape with this new road resurfacing project to include all arrows, stop bars and crosswalks. Lane markings such as skip dashes and double yellow to be painted. Wet reflective
 - **Raised Crosswalks:** Multiple requests to add raised crosswalks in specific locations to slow traffic and improve pedestrian safety, with additional calls for bollards to prevent vehicles from encroaching on pedestrian spaces.
 1. **Staff Recommendation:** The Argonne and Jefferson raised intersections are located near a school, which has high pedestrian volume and vehicle conflicts. Bollards will be considered in the design of the raised intersections to separate pedestrian and vehicle spaces.
- 4. **Project Execution:**
 - **Disruptions:** Concerns about minimizing disruption to businesses during construction.
 1. **Staff Recommendation:**
 1. **Planning and Coordination:** Staff will work closely with business owners and local stakeholders during the planning phase to understand their needs and concerns. This helps us develop strategies that minimize disruptions, such as scheduling work during off-peak hours.
 2. **Communication:** Staff will ensure that businesses are kept informed about construction timelines, potential impacts, and any changes to the schedule. This includes regular updates through meetings, newsletters, and direct communication.
 3. **Access and Signage:** Staff will design detours and signage to maintain access to businesses during construction. Our goal is to make sure customers can still reach your business easily.



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4. **Support Services:** Staff often provides information about support services, such as temporary signage or promotional campaigns, to help businesses stay visible and attract customers despite the construction.
 5. **Feedback Mechanisms:** We encourage businesses to provide feedback throughout the construction process so we can address issues promptly and adjust plans if needed.

Our aim is to complete the project efficiently while minimizing the impact on local businesses. We appreciate your understanding and cooperation as we work together to improve our community.

5. **General Feedback:**

- **Positive Feedback:** Overall support for the project but with strong recommendations for additional safety measures and enhancements.
- **Criticism:** Some comments criticize the project for not incorporating all available safety improvements, arguing that it falls short of current best practices.

The feedback emphasizes a strong community interest in improving pedestrian safety and traffic management, with specific suggestions for design changes and enhancements.

Last Name	Street Address	City	State	Zip	Phone	Comment
						The raised sidewalk & bumpouts on Argonne & Jefferson are fantastic! (maybe add trees & plants instead of sod on the green area on Argonne). Clay & Madison > many people stop here because it represents the flow of the street (4 way stops). Many kids play at the park on the corner - it would be safer to have a 4-way stop at this intersection.
Coulson	130 West Bodley Ave	Kirkwood	MO	63122	(636) 544-5533	
Hoppenstedt	315 W. Rose Hill	Kirkwood	MO	63122	(202) 400-5181	I think the intersection at madison & clay should be a 4-way stop. The bridge and nearby park should be a protected pedestrian friendly space - it is an important intersection that could be utilized more safely with a stop sign heading north & south on clay at madison intersection. thank you
Poe	130 E. Jefferson	Kirkwood	MO	63122		The safety features/improvements are needed and welcome. PLEASE make sure the selected contractors are sensitive to disrupting business and minimize these disruptions during the process. Also please take a look at Argonne Alley and Clay for safety enhancements as part of the project.
Lewis	131 W. Argonne Dr	Kirkwood	MO	63122	(314) 287-1283	Add a crosswalk from St. Peters parking lot to the other side of S. Clay. Nar Mike Duffy's parking lot. "A mid-block HAWK". *ADD SPEED BUMPS TO ARGONNE ALLEY!!!!
Moore	440 S. Clay #311	Kirkwood	MO	63122	(314) 541-6653	Awesome project and much needed! We suggest that for the flatwork the city uses exposed aggregate. Sidewalks in downtown are exp. Aggregate and this would help delineate "Downtown". Perhaps aggregate only on east side. Aggregate can be smooth enough to meet ADA. Thanks
Quatroah Carmody	440 South Clay #310	Kirkwood	MO	63122	(816) 820-2313	Please consider a raised sidewalk to slow traffic down in the parking lot between 341 & 335 Clay - the parking lot connects to Kirkwood Ave & it is used as a street. Traffic is dangerous entering clay from the parking lot I was asked by some folks if new lighting is planned at intersections and crosswalks? I just left the public feedback session and had a few more things come to mind from my experience walking/riding/driving with my family on S. Clay. In addition to protecting children/pedestrians with a four way stop at Madison and clay -especially those walking on the west side of the bridge who want to cross over to McEntee Park - Not to mention low visibility for car/bike traffic turning left from Madison onto clay, who can't see cars moving south over the bridge. ...likewise why not also include stops or at least pedestrian crossing at the T-intersections at McCulough and Clinton. It can be an otherwise long stretch of clay without a safe and designated route for crossing over. Lastly will the current design allow for potential future improvement/implementation of a protected bike lane like is outlined in this article from Parker Pence? - scroll to bottom half under header "opportunities": https://kirkwoodgadfly.com/s-clay-stps-cul-de-sac/ Please explain if these element can be included. I genuinely think they would improve usability safety and enjoyment for the community. Thank you for your time.
Hoppenstedt Ruzicka	315 W. Rose Hill 2 Garden Lane	Kirkwood	MO	63122	(202) 400-5181	REQUESTED SAFETY ENHANCEMENTS * Narrow the traffic lanes to 9 on the bridge and 10 ft. on all of S Clay. A lane width increase from 9 feet to 12 feet is significantly associated with an approximately 1.5 times higher number of crashes, John's Hopkins Lane reduction study. Increasing the lane width from 9 feet to 10 feet, 11 feet, and 12 feet increases non intersection accidents significantly by 2.24, 2.1, and 2.34 times, respectively. * ALL Stop bars; move back to a minimum of 10 ft spacing from the crosswalk not the 4 ft now in the plans. 4 ft stop bar spacing is outdated and dangerous for pedestrian's as data provided to the city which identified at least (38 different vehicle models) tall front hoods non commercial vehicles that have blind spots if the stop bars are not spaced at least 10 ft from the crosswalk. Federal safety regulators have known for years that SUVs, with their higher front-end profile, are at least twice as likely as cars to kill the walkers, joggers, and children they hit, yet have done little to reduce deaths or publicize the danger. A View from Inside measured front visibility, including full-sized and heavy-duty trucks. Because of their height and long hoods, we found that some trucks had front blind spots 11 feet longer than those in some sedans and 7 feet longer than in many popular SUVs. Remove the children and wheelchair bound folks from harms way. * Wet Reflective tape road markings with a cost benefit and a crash reduction rating should be utilized. The material now planed on using is not crash reduction rated nor is the reflectivity as vibrant as the wet reflective tape available. Published from 3m shows 41% Or 0.595 CMF Reduction in crashes with injury on multi-lane roads. Also, a cost benefit based on the lifecycle. *Pedestrian lighting improvements should be included at every crosswalk. (Unfortunate that this was not addressed in the 80/20% funding that was available.) Several studies of the effects of lighting on road safety concluded that proper lighting has the potential to reduce the number of nighttime pedestrian fatalities and injuries (Elvik & Vaa, 2004; Ye et al., 2008). These studies have resulted in CMFs that quantify reductions in the number of vehicle/pedestrian crashes due to lighting ranging from 0.58 (42 percent reduction) to 0.19 (81 percent reduction), depending on the crash severity of interest. These include CMF IDs 435, 436, 440, 441, and 2379 in the CMF Clearinghouse. *Intersection lighting updated to best practices standards of today should be utilized. (Unfortunate that this was not addressed in the 80/20% funding that was available). Virginia Department of Transportation. During this study, a crash analysis showed a 2.9% reduction in night-to-day crash ratio for each 1-lux increase of minimum illuminance at intersection boxes. Additionally, the project team found a benefit-cost ratio between 2.6 and 5.5 for unsignalized intersections and between 2.8 and 7.9 for signalized intersections, assuming one injury nighttime crash per year at such locations and depending on whether existing poles can be used. FHWA =up to a 42% crash reduction for nighttime injury pedestrian crashes at intersections. * The egress at the alley adjacent to Starbucks back parking lot onto S Clay should include a raised crosswalk at the entrance. As neighbors stated, this is an existing danger that should be corrected. A raised crosswalk can reduce vehicle speeds and enhance the pedestrian crossing environment. FEATURES: Elevated crossing makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk Approach ramps may reduce vehicle speeds and improve motorist yielding OFTEN USED WITH: Crosswalk visibility enhancements Raised crosswalks can reduce Pedestrian crashes by 45% *The 4 leg crosswalk into the park entrance at West Madison & South Clay should include a Pedestrian Hybrid Beacon. This would address the concerns expressed in the past about vehicles not seeing the crosswalk. A flashing beacon could be utilized at the bridge peak as a warning coordinated with the PHB. Safety Benefits: RRFBs can reduce crashes up to: 47% * Both raised crosswalks should include Bollards along corners adjacent to the sidewalk, keeping motorists from crossing into the pedestrian space. NATCO recommends Bollards Raised intersections are flush with the sidewalk. Bollards along corners keep motorists from crossing into the pedestrian space. Bollards protect pedestrians from errant vehicles. Greetings Laurie, Please forward these safety recommendations that make our city safer and encourage pedestrian traffic in our city to Richard E. Holesinger, Kirkwood Street Dept - Project Link - South Clay Ave, City of Kirkwood, MO. Failure to embrace and utilize these crash reduction proven countermeasures is a dangerous disservice to all citizens that visit and live in Kirkwood. * Narrow the traffic lanes to 9 on the bridge and 10 ft. on all of S Clay. A lane width increase from 9 feet to 12 feet is significantly associated with an approximately 1.5 times higher number of crashes, John's Hopkins Lane reduction study. Increasing the lane width from 9 feet to 10 feet, 11 feet, and 12 feet increases non intersection accidents significantly by 2.24, 2.1, and 2.34 times, respectively. * ALL Stop bars; move back to a minimum of 10 ft spacing from the crosswalk not the 4 ft now in the plans. 4 ft stop bar spacing is outdated and dangerous for pedestrian's as data provided to the city which identified at least (38 different vehicle models) tall front hoods non commercial vehicles that have blind spots if the stop bars are not spaced at least 10 ft from the crosswalk. Federal safety regulators have known for years that SUVs, with their higher front-end profile, are at least twice as likely as cars to kill the walkers, joggers, and children they hit, yet have done little to reduce deaths or publicize the danger. A View from Inside measured front visibility, including full-sized and heavy-duty trucks. Because of their height and long hoods, we found that some trucks had front blind spots 11 feet longer than those in some sedans and 7 feet longer than in many popular SUVs. Remove the children and wheelchair bound folks from harms way. * Wet Reflective tape road markings with a cost benefit and a crash reduction rating should be utilized. The material now planed on using is not crash reduction rated nor is the reflectivity as vibrant as the wet reflective tape available. Published from 3m shows 41% Or 0.595 CMF Reduction in crashes with injury on multi-lane roads. Also, a cost benefit based on the lifecycle. *Pedestrian lighting improvements should be included at every crosswalk. (Unfortunate that this was not addressed in the 80/20% funding that was available.) Several studies of the effects of lighting on road safety concluded that proper lighting has the potential to reduce the number of nighttime pedestrian fatalities and injuries (Elvik & Vaa, 2004; Ye et al., 2008). These studies have resulted in CMFs that quantify reductions in the number of vehicle/pedestrian crashes due to lighting ranging from 0.58 (42 percent reduction) to 0.19 (81 percent reduction), depending on the crash severity of interest. These include CMF IDs 435, 436, 440, 441, and 2379 in the CMF Clearinghouse. *Intersection lighting updated to best practices standards of today should be utilized. (Unfortunate that this was not addressed in the 80/20% funding that was available). Virginia Department of Transportation. During this study, a crash analysis showed a 2.9% reduction in night-to-day crash ratio for each 1-lux increase of minimum illuminance at intersection boxes. Additionally, the project team found a benefit-cost ratio between 2.6 and 5.5 for unsignalized intersections and between 2.8 and 7.9 for signalized intersections, assuming one injury nighttime crash per year at such locations and depending on whether existing poles can be used. FHWA =up to a 42% crash reduction for nighttime injury pedestrian crashes at intersections. * The egress at the alley adjacent to Starbucks back parking lot onto S Clay should include a raised crosswalk at the entrance. As neighbors stated, this is an existing danger that should be corrected. A raised crosswalk can reduce vehicle speeds and enhance the pedestrian crossing environment. FEATURES: Elevated crossing makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk Approach ramps may reduce vehicle speeds and improve motorist yielding OFTEN USED WITH: Crosswalk visibility enhancements Raised crosswalks can reduce Pedestrian crashes by 45% *The 4 leg crosswalk into the park entrance at West Madison & South Clay should include a Pedestrian Hybrid Beacon. This would address the concerns expressed in the past about vehicles not seeing the crosswalk. A flashing beacon could be utilized at the bridge peak as a warning coordinated with the PHB. Safety Benefits: RRFBs can reduce crashes up to: 47% * Both raised crosswalks should include Bollards along corners adjacent to the sidewalk, keeping motorists from crossing into the pedestrian space. NATCO recommends Bollards Raised intersections are flush with the sidewalk. Bollards along corners keep motorists from crossing into the pedestrian space. Bollards protect pedestrians from errant vehicles.
Buehler						While some safety countermeasures were good to see such as the 2 raised intersections, much more must be done to make this project safer for all road users and reduce crashes. The funding application shows \$4.5 million in crash costs on this low volume street. It falls short of Crash reduction proven countermeasures available. Failure to embrace these and utilize is counter to Vision Zero and Complete Streets. Ignoring and or minimizing nationally published data that provides better safety standards is a dangerous disservice to all citizens. Please include these comments in your collection from your the S Clay meeting. On Behalf of Safer Streets for Kirkwood and STL County, Thank you, Michael Carmody Sent from my iPad
						* Narrow the traffic lanes to 9 on the bridge and 10 ft. on all of S Clay. A lane width increase from 9 feet to 12 feet is significantly associated with an approximately 1.5 times higher number of crashes, John's Hopkins Lane reduction study. Increasing the lane width from 9 feet to 10 feet, 11 feet, and 12 feet increases non intersection accidents significantly by 2.24, 2.1, and 2.34 times, respectively. * ALL Stop bars; move back to a minimum of 10 ft spacing from the crosswalk not the 4 ft now in the plans. 4 ft stop bar spacing is outdated and dangerous for pedestrian's as data provided to the city which identified at least (38 different vehicle models) tall front hoods non commercial vehicles that have blind spots if the stop bars are not spaced at least 10 ft from the crosswalk. Federal safety regulators have known for years that SUVs, with their higher front-end profile, are at least twice as likely as cars to kill the walkers, joggers, and children they hit, yet have done little to reduce deaths or publicize the danger. A View from Inside measured front visibility, including full-sized and heavy-duty trucks. Because of their height and long hoods, we found that some trucks had front blind spots 11 feet longer than those in some sedans and 7 feet longer than in many popular SUVs. Remove the children and wheelchair bound folks from harms way. * Wet Reflective tape road markings with a cost benefit and a crash reduction rating should be utilized. The material now planed on using is not crash reduction rated nor is the reflectivity as vibrant as the wet reflective tape available. Published from 3m shows 41% Or 0.595 CMF Reduction in crashes with injury on multi-lane roads. Also, a cost benefit based on the lifecycle. *Pedestrian lighting improvements should be included at every crosswalk. (Unfortunate that this was not addressed in the 80/20% funding that was available.) Several studies of the effects of lighting on road safety concluded that proper lighting has the potential to reduce the number of nighttime pedestrian fatalities and injuries (Elvik & Vaa, 2004; Ye et al., 2008). These studies have resulted in CMFs that quantify reductions in the number of vehicle/pedestrian crashes due to lighting ranging from 0.58 (42 percent reduction) to 0.19 (81 percent reduction), depending on the crash severity of interest. These include CMF IDs 435, 436, 440, 441, and 2379 in the CMF Clearinghouse. *Intersection lighting updated to best practices standards of today should be utilized. (Unfortunate that this was not addressed in the 80/20% funding that was available). Virginia Department of Transportation. During this study, a crash analysis showed a 2.9% reduction in night-to-day crash ratio for each 1-lux increase of minimum illuminance at intersection boxes. Additionally, the project team found a benefit-cost ratio between 2.6 and 5.5 for unsignalized intersections and between 2.8 and 7.9 for signalized intersections, assuming one injury nighttime crash per year at such locations and depending on whether existing poles can be used. FHWA =up to a 42% crash reduction for nighttime injury pedestrian crashes at intersections. * The egress at the alley adjacent to Starbucks back parking lot onto S Clay should include a raised crosswalk at the entrance. As neighbors stated, this is an existing danger that should be corrected. A raised crosswalk can reduce vehicle speeds and enhance the pedestrian crossing environment. FEATURES: Elevated crossing makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk Approach ramps may reduce vehicle speeds and improve motorist yielding OFTEN USED WITH: Crosswalk visibility enhancements Raised crosswalks can reduce Pedestrian crashes by 45% *The 4 leg crosswalk into the park entrance at West Madison & South Clay should include a Pedestrian Hybrid Beacon. This would address the concerns expressed in the past about vehicles not seeing the crosswalk. A flashing beacon could be utilized at the bridge peak as a warning coordinated with the PHB. Safety Benefits: RRFBs can reduce crashes up to: 47% * Both raised crosswalks should include Bollards along corners adjacent to the sidewalk, keeping motorists from crossing into the pedestrian space. NATCO recommends Bollards Raised intersections are flush with the sidewalk. Bollards along corners keep motorists from crossing into the pedestrian space. Bollards protect pedestrians from errant vehicles.
Carmody						Please amend our request for a raised crosswalk to include both sides of Franciscan Sisters our Lady of Perpetual Help building along S Clay. Two crosswalks to aid the citizens walking on the sidewalk. Please see the below photo with the red circles showing our request for raised crosswalks. Please amend our request for a raised crosswalk to include both sides of Franciscan Sisters our Lady of Perpetual Help building along S Clay. Two crosswalks to aid the citizens walking on the sidewalk. Please see the below photo with the red circles showing our request for raised crosswalks. * AMENDED To include 2 raised crosswalks to include both sides of Franciscan Sisters our Lady of Perpetual Help building along S Clay. Two crosswalks to aid the citizens walking on the sidewalk. A raised crosswalk can reduce vehicle speeds and enhance the pedestrian crossing environment. FEATURES: Elevated crossing makes the pedestrian more prominent in the driver's field of vision, and allows pedestrians to cross at grade with the sidewalk Approach ramps may reduce vehicle speeds and improve motorist yielding OFTEN USED WITH: Crosswalk visibility enhancements Raised crosswalks can reduce Pedestrian crashes by 45% * Both raised intersections should include Bollards along corners to keep motorists from crossing into the pedestrian space. NATCO recommends Bollards Raised intersections are flush with the sidewalk. Bollards along corners keep motorists from crossing into the pedestrian space. Bollards protect pedestrians from errant vehicles.



DATE: October 3, 2024

TO: MAYOR AND CITY COUNCIL

FROM: RICHARD HOLESINGER, P.E., CITY ENGINEER **REH**

RE: **STP-5502(615) SOUTH KIRKWOOD ROAD OPEN HOUSE COMMENT SUMMARY**

CC: RUSS HAWES, CHIEF ADMINISTRATIVE OFFICER
CHRIS KRUEGER, P.E., PUBLIC SERVICES DIRECTOR

The following is a summary of the public comments received regarding the subject project. An open house meeting was held on August 29, 2024. The comment period was open until Friday, September 13th. A total of 15 comments were received on the project.

1. Safety Features and Improvements:

- Requests for a flashing beacon in the school zone at 505 S. Kirkwood Road.
- Support for improved safety features, including reduced speed limits (suggested to be lowered to 25 mph), mid-block crosswalks at McDonald's and Nipher with curb bump-outs.
 1. **Staff Recommendation:** Preliminary Plans identify a 25 mph school speed limit zone with flashing beacons for Nipher Middle School. Staff has concerns about installing any mid-block cross walks with this project, as this is not in the original funding application, which would increase costs for the project that are not covered by grant funds. In addition, there are right of way considerations for signal equipment necessary for a mid block crossing that have not been funded or designed and would likely extend the project schedule duration. For Nipher, the crosswalks at Rose Hill and Woodbine are adequately spaced apart, therefore a mid-block crossing at Nipher is not recommended.

2. Road Configuration:

- 11 comments out of the 15 received stated a preference for reducing the number of lanes from four to three requesting a reduction to two lanes with a center turn lane. One comment received was opposed to reduction of lanes. Three did not comment regarding the number of lanes.
- Recommendations to decrease lane widths to 10-11 feet to help slow traffic.
 1. **Staff Recommendation:** Staff is not ultimately opposed to a reduction of lanes, but a traffic study is recommended to be performed by a Traffic Consultant Engineer to further study traffic queuing, vehicle gap analysis and possible signal modifications. It is not anticipated that that a reduction in lanes would extend the project timeline. Preliminary Plans have lane widths of 11 feet between intersections and 9 feet at intersections.



3. Walkability and Bicycle Infrastructure:

- Calls for prioritizing pedestrian and cyclist safety through improved infrastructure, including wider sidewalks and bike lanes.
- Emphasis on making the area more walkable, especially for families and individuals with disabilities.
 1. **Staff Recommendation:** The plan include 5-foot wide sidewalks (6-foot wide when placed at the back of curb) that are ADA compliant. Due to the amount of traffic on Kirkwood Road, it is not recommended to provide Bike facilities.

4. General Support and Community Impact:

- Many comments express appreciation for the planned improvements and recognize the need for a safer environment for pedestrians, especially students from Nipher School.
- Concerns about speeding vehicles and the safety of pedestrians crossing busy intersections.
 1. **Staff Recommendation:** Preliminary Plans identify a 25 mph school speed limit zone with flashing beacons with for Nipher Middle School.

5. Technical Suggestions:

- Consideration of using reflective tape for lane markings and ensuring adequate lighting based on FHWA recommendations.
- Prohibiting right turns on red at crosswalks on the project.
 1. **Staff Recommendations:** For lane markings recommend the application of thermoplastic marking tape for all arrows, and stop bars and crosswalks. Lane markings such as skip dashes and double yellow to be painted; Staff recommends a right turn on red restriction for pedestrian safety at the intersections within the project.

Overall, the feedback emphasizes the need for safer, more pedestrian-friendly infrastructure on South Kirkwood Road, with specific requests for lane reductions, speed limit adjustments, and enhanced crosswalks to protect all road users.

Submission Date	Type	First Name	Last Name	In favor of Road Diet	Not in favor of Road Diet	Comments
8/29/2024	Comment Form at Public Meeting	Liz	Gibbons			At 505 S. Kirkwood Raod, there is a Lutheran School here, why is there not also a flashing beacon for this school zone (like Nipher). Remove the yellow bollards at 407 S. Kirkwood Road.
8/29/2024	Comment Form at Public Meeting	Ken	Dickinson		X	This looks great! Please no road diet.
8/29/2024	Comment Form at Public Meeting	Amanda	Brauer	X		Please, please, please consider a 3 lane typical with reduced lane widths, bike lanes, and improvements to reduce speed. Route is unsafe for pedestrians in an area where pedestrian and bike use is high and should be encouraged more. What is ADT? Look at needs of all users.
8/29/2024	Comment Form at Public Meeting	Elizabeth	Buehler	X		The speed limits need to be lowered on Kirkwood to reflect road diet recommended crash reduction gains that protect citizens driving, walking and/or biking. Thank you for your consideration.
8/29/2024	Comment Form at Public Meeting	Beth	Heuermann			It looks like a very sensible and much needed improvement! I especially appreciate the improved safety features.
8/29/2024	Comment Form at Public Meeting	Amy	Nash	X		1. Decrease speed limit and/or create road diet to encourage/force drivers to slow down and pay attention. 2. Decrease lane width to 10 feet (see #1) 3. Decrease number of lanes from 4 to 3 4. Install midblock crosswalks at McDonalds and Nipher <u>at a minimum</u> . 5. Curb bump outs, raised intersections. 6. PRIORITIZE pedestrians. We want to be "walkable" so pedestrians first.
8/29/2024	Comment Form at Public Meeting	Gary	Kreie	X		I see you are restricted to ADA for sidewalk only, but I would like to see 4 lanes reduced to 2 lanes with a center turn lane and crosswalks at Nipher and McDonalds. Speed should be reduced to 25 from 30 the whole length. Cars speed through light at Kirkwood Glass and one ran a red light right in front of me when he saw no cars, but he didn't see me - a pedestrian. Sidewalk by Wasabi and Mod Pizza needs to be wider and not too close to fast traffic there. I walk through Kirkwood Glass parking lot instead of sidewalk.
8/29/2024	Comment Form at Public Meeting	Joan	Ruppert	X		I <u>love</u> the speed reduction on Kirkwood Rd in front of Nipher School. Would like to see speed reduction to 25 all along KirkwoodRd. I have read John Hopkins Road Safety Study. Over 1100 cities were used to collect data for this study. To effectively reduce crashes 3 things (factors) are necessary. If one or more factors are absent, reduction of crashes may occur, but maximum of 50% reduction can't be obtained without the following: 1. Speed limit 25 mph 2. Road diet with 3 lanes 3. Lane widths 10 feet for outside lanes, and 11 feet for center turn lane. Would suggestion 3m reflective tape for lines on street and lane markings. Lighting should be adequate FHWA recommendations should be used. Please refer to Michael Carmody's crash numbers, costs, and injuries for details about this section of Kirkwood Rd and suggestions for increasing safety.
8/29/2024 at 2:32pm	Email	Zac	Hoppenstedt		X	I'm a Kirkwood resident, traveling out of town this week so I cannot attend the public forum regarding S Kirkwood Rd Improvements. Please share my feedback with our city council. I would like the project to prioritize improved walkability and cycling infrastructure/protections. Including: - Reducing the number of lanes from four down to three; - Adding some mid-block crosswalks (especially in front of McDonalds and Nipher); - Reducing speed limit from its current 30 mph down to 25mph; and - Reducing lane width down to 10 feet. I would encourage the council to review thorough analysis of the proposed project by Parker Pence: https://kirkwoodgadfly.com/south-kirkwood-road-turn-for-a-diet/?utm_source=mailpoet&utm_medium=email&utm_source_platform=mailpoet
9/10/2024 at 7:16am	Email	Micheal	Reuter		X	Hello, I would like to express my support for the following priorities on South Kirkwood Road study: - Reduce the number of lanes from four down to three; - Add some mid-block crosswalks (especial in front of McDonalds and Nipher); - Reduce speed limit from its current 30mph down to 25mph; and - Reduce lane width down to 10 feet. We live at 8 Hillcrest PL and have a daughter with different abilities who walks this area often. We would all benefit from these traffic calming options Thank you.
9/9/2024 at 7:02pm	Email	Karen	Coulson		X	We were out of town during the Open House on Aug 29 for Phase 2 South Kirkwood Road project. Our feedback is as follows: We appreciate the time and resources put towards Phase 1 of the Kirkwood Road Project. We live on West Bodley Ave and will benefit greatly from your work. We would like for the same care and attention to road safety for cars and pedestrian to be incorporated in the Phase 2 South Kirkwood Road project. This stretch has middle school students walking/crossing to Nipher and people crossing to access McDonalds. My husband and I support: 1. Road diet to 3 lanes 2. Lane width reduction to 11 feet (10 feet is preferred, but 11 is still an improvement) 3. Using the latest reflective paint that lasts longer and works better (i.e. is safer) for road striping 4. Using flashing crosswalk signage 5. Creating a crosswalk at McDonalds that is synchronized with the traffic lights 6. Making the speed limit 25 MPH Thank you for seeing this gets to the right people for consideration
9/10/2024 at 6:28pm	Included in Karen Coulson's email chain (above) with the City	Nancy	Luetzow			Hi, Chris, Pls see the email below from Karen Coulson. Is it at all possible for some/all of the requested changes to be incorporated in the S Kwd Rd proeject? Also, I mentioned to Rick about considering no right on red at certain crosswalks, e.g. Woodbine. Can that be considered, too? Thank you very much for any info, Nancy
9/15/2024 at 5:23pm	Email	Matthew	Baisden		X	First - thank you for your service and dedication to Kirkwood. We appreciate your hard work to keep the roads of Kirkwood safe and up to date. I was not able to make the open house but I wanted to express my support for a road diet on the South Kirkwood Road Project similar to this design: https://kirkwoodgadfly.com/south-kirkwood-road-turn-for-a-diet/ I recently drove down S Kirkwood Road near the time school let out and it was wonderful to see the middle schoolers from Nipher walk home, to DT Kirkwood and more. But it was scary to see cars fly by at 40+ MPH. The sidewalk being extremely narrow; and kids being kids; means they were pushing and messing with each other on those narrow sidewalks. It was not unfathomable to see someone trip at the wrong time and cause a devastating accident similar to the one that happened in STL City near Ted Drews. Because of the narrow sidewalks I also cannot walk next to my wife while she uses our stroller on that stretch. We should have sidewalks that are easy for families to use! In addition to Nipher, the Magic House, Churches, restaurants, day cares, and senior living facilities are all on/just off of S Kirkwood Road. All of these facilities have many pedestrians, wheelchair users, stoller users, bikers, and more. It's imperative we slow down cars and make it safe for all users. This includes narrower lanes to slow down cars, prominent crosswalks to discourage rolling right turns, shortening crosswalk length so users in wheelchairs and strollers have time to cross instead of a huge 4 lane road to cross, moving to 3 lanes with a center turn lane and more. This is also part of Kirkwood's strategic plan (https://performance.envisio.com/dashboard/kirkwood/strategy-70611) Studies show moving from a 4 lane road to a 3 lane road with a middle turn lane does not slow travel times but does improve safety. No downside, all upside! https://iowadot.gov/traffic/4-to-3-lane-conversion/4-to-3-lane-conversion-myths Thanks for your consideration and hard work!
9/23/2024 at 4:14pm	Email	Ellen	Wentz		X	Laurie, Please pass this on to the S. Kirkwood Rd Road Diet people! I would love to see S. Kirkwood Rd. reduced to two lanes with a turn lane. I understand that a more narrow lane will slow traffic and I agree. Slower traffic can benefit business because drivers are more likely to notice them and want to stop and shop. Increasing the width of the sidewalk will make it more inviting to walk. Thank you, Ellen Wentz