


MEMORANDUM

TO: John Greifzu, Assistant Director of Administration
FROM: Craig Tajkowski, County Engineer 
RE: Traffic Regulation Requests
DATE: March 13, 2019

The following recommendations regarding STOP signs and other traffic regulations are in response to requests received from County residents by the office of the County Highway Department and for which public hearings were conducted before the County Council on January 7, January 28, and February 11, 2019.

A review was made of each request using the guidelines of the Federal Highway Administration's "Manual of Uniform Traffic Control Devices (MUTCD)" which establishes conditions or situations where traffic regulations are warranted.

In accordance with the MUTCD guidelines, we offer the following recommendations:

TRAFFIC REGULATION RECOMMENDATIONS

STOP SIGN REQUESTS

1. **Establish a 3 way stop** at the Deer Creek Drive and Fawn Creek Lane intersection. Much of the traffic using Deer Creek Drive is coming directly from Route P, which is a higher classification of roadway with limited stops and a posted speed limit of 50 m.p.h. The presence of the 3 way stop will reinforce for motorists the fact that Deer Creek Drive serves as a residential collector street with multiple driveways accessing the road and a lower speed limit.
2. Do not establish a 3 way stop at the Sawyer Boulevard and Innisfree Drive intersection. There are no sight distance issues or other safety deficiencies that warrant a multi-way stop. Sufficient sight distance exists for motorists to see approaching traffic, whether travelling on Sawyer or on Innisfree waiting to access Sawyer.
3. Do not establish a 3 way stop at the John Meyer Drive and Mark Korte Lane intersection. This is a low volume local road and there are no sight distance issues or other safety deficiencies that warrant a multi-way stop.
4. Do not establish a 3 way stop at the Shoshone Trail and Arapahoe Way intersection. There are no sight distance obstructions or other safety deficiencies at the intersection that warrant a multi-way stop. A review of traffic crashes on Shoshone Trail show that only 3 crashes have occurred on that street since 2012, and none of those crashes were at the Shoshone Trail/Arapahoe Way intersection.

5. Remove the temporary stop sign that was installed for a 6 month trial period near the vicinity of 1325 Mason Grove Drive. At the time the temporary stop sign was installed, a request for comments on the effectiveness of the stop sign was sent to the 150+ residents of the Addyston Place subdivision. Of those 150+ letters, responses were only received from 20 residents. 13 felt the stop sign was not effective and should be removed, and 7 felt it should stay. Based on the limited support, we believe the stop signs should be removed as they currently are not functioning in the manner designed to function, which is to regulate conflicting traffic movements.

SPEED LIMIT REQUESTS

1. Do not raise the speed limit from 35 m.p.h. to 45 m.p.h. on Foristell Road from the western New Melle city limits to Route T. Despite having sections that could support the higher speed limit, the roadway has many curves that would require warning for a lower posting. The repeated switching from the posted speed of 45 to the lower speeds in the curves could be problematic for inattentive drivers. We believe a consistent 35 m.p.h. speed limit would be a better condition.
2. Do not raise the speed limit from 35 m.p.h. to 45 m.p.h. on Morrison Lane from Foristell Road to Route N. Similar to Foristell Road, while portions of Morrison Road could support a higher speed limit, there are sections that do not. We believe a consistent 35 m.p.h. speed limit would be a better condition.
3. Do not raise the speed limit from 35 m.p.h. to 45 m.p.h. on Sneak Road from Oberhelman Road to Route T. Sneak Road has vertical curvature in the roadway that impacts sight distance at some of the driveways and intersecting streets. While portions could support a higher speed limit, we believe maintaining a consistent 35 m.p.h. speed limit would be a better condition.
4. Do not raise the speed limit from 35 m.p.h. to 40 m.p.h. on Oberhelman Road from Sneak Road to Foristell Road due to the vertical curvature of the roadway and numerous private driveways. We believe maintaining a consistent 35 m.p.h. speed limit would be a better condition.

"NO PARKING" REQUESTS

1. Do not prohibit parking on the east side of St. Andrews Drive at West Clay. We can provide sufficient lane widths to allow room for two way traffic to pass vehicles parked on St. Andrews Drive by modifying the existing striping that is currently in place.

After your review, please forward to the County Counselor for the drafting of an ordinance to present to the Council for consideration during the April 8 and April 29, 2019 Council meetings.

Because these regulations are countywide, we would expect the ordinance to be sponsored by the Council as a whole. If you have any questions, please advise.

cc: Kelley Pogulis
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