Bill No. **4556**  
Requested by: Mike Elam  
Sponsored by: Council as a Whole

**Ordinance No. 18-005**

AN ORDINANCE ESTABLISHING NEW TRAFFIC REGULATIONS AND ESTABLISHING PENALTIES FOR VIOLATIONS THEREOF

WHEREAS, a written request for changes in the traffic regulations was received, duly advertised, and posted; namely, for establishment of STOP signs in the Lexington Square subdivision, and prohibit parking on Cambrook Drive near the intersection of Kisker Road; and

WHEREAS, two public hearings were conducted in front of the County Council pursuant to Section 310.010.A, Ordinances of St. Charles County, Missouri on October 30 and November 13, 2017, with the public having the opportunity to comment on such possible new traffic regulations; and

WHEREAS, the Highway Department has considered such public comments and has made a recommendation regarding same, a copy of said recommendation is attached here to as **EXHIBITA**; and

WHEREAS, the County Council has legislative power pertaining to traffic in the part of the County outside incorporated cities.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNTY COUNCIL OF ST. CHARLES COUNTY, MISSOURI, AS FOLLOWS:

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Posted: 2-8-2018
Section 1. **Stop Sign Changes.**

The following stop sign locations shall be added to the list of stop sign locations contained in Schedule II-A, Stop Signs, in the Traffic and Offenses Code:

STOP at Lands End at Tower Park Drive.

Establish a 3 way STOP at the intersection of Lexington Drive and Musket Drive.

STOP at Karon Drive at Lexington Drive.
STOP at Musket Drive at Marcia Drive.

STOP at Jeff Drive at Lexington Drive.

STOP at Jeff Drive at Musket Drive.

STOP at Duchess Drive at Musket Drive.

STOP at Duchess Drive at Lexington Drive.

Section 2. **No Parking Zone Changes.**

Prohibit parking on both sides of Cambrook Drive for a distance of 75’ from the intersection with Kisker Road.

Prohibit parking on the south side of Cambrook Drive for a distance of 900’ from Kisker Road.

Section 3. **Penalties.** A violation of any provision of this ordinance is a misdemeanor punishable by a fine of not more than One Thousand Dollars ($1,000.00), or by
imprisonment in the St. Charles County Jail for a term not to exceed one (1) year, or by both fine and imprisonment. A separate offense shall be deemed committed on each day a violation occurs or continues.

Section 4. **Enforcement.** Enforcement of this ordinance shall be the responsibility of the Prosecuting Attorney or County Counselor as appropriate.

Section 5. **Publication of Ordinance.** This ordinance is subject to penalty provisions for its violation and therefore, for penal purposes, shall be effective thirty-one (31) days after its posting in six public places, its publication in full on the web site of St. Charles County, and the publication of its title and the location in St. Charles County where it may be viewed in its entirety in a legal publication or a newspaper of general circulation in St. Charles County.

Section 6. **Effective Date.** This ordinance shall be effective on the thirty-first (31st) day after publication of this ordinance.

January 29, 2018

DATE PASSED

February 1, 2018

DATE APPROVED BY COUNTY EXECUTIVE

CHAIR OF THE COUNCIL

COUNTY EXECUTIVE

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ATTEST:

[Signature]

COUNTY REGISTRAR

Highway Traffic regulations Lexington Square subdivision 1-18 A
MEMORANDUM

TO: John Greifzu, Assistant Director of Administration

FROM: Craig Tajkowski, County Engineer

RE: Traffic Regulation Requests – 2017 III

DATE: December 12, 2017

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 October 30 and November 13, 2017.

A study was made on 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.

As stated in the MUTCD manual, STOP signs cause a substantial inconvenience to motorists and should be used only where warranted. They are useful in establishing the functional hierarchy of street classifications. For instance, in order to function, major streets should have traffic control preference over streets designated as "collector" streets, and "collector" streets should have traffic control priority over local streets. Local/local intersections typically operate at an acceptable level controlled by just the State right-of-way law.

Despite common theory, there is no such thing as an "uncontrolled" intersection. State laws (which echo the Uniform Vehicle Code) assign responsibility; regardless of whether or not signing has been placed, by requiring drivers to "yield to the driver on the right". Because of this law, the absence of regulatory signing can act as a speed inhibitor, since drivers on all four approaches retain responsibility for avoiding an accident by yielding to the driver on their right. At "T" intersections, the State right-of-way law says motorists on the through movement should be given preferential treatment.

Both the MUTCD and the Institute of Transportation Engineers emphasize that "STOP signs should not be used for speed control" and that ill-placed STOP signs impose tremendous road user costs upon the public.

Therefore, in accordance with the MUTCD guidelines, we offer the following recommendations:
TRAFFIC REGULATION RECOMMENDATIONS

STOP SIGN REQUESTS

1. Do not establish a 3 way stop at the intersection of Lands End Drive and Tower Park Drive. This is a local intersection that has no sight distance impediments or other safety issues. Since the intersection is currently uncontrolled, we recommend to STOP Land's End at Tower Park Drive to clearly establish right-of-way at that intersection.

2. Do not establish a 3 way stop at the intersection of Caulks Hill Road and White Rose Lane. Caulks Hill Road carries an average of 7000 vehicles per day, while White Rose averages only 340. Adding a 3 way stop at that intersection would extremely diminish the level of service of Caulks Hill Road for the 7000 daily vehicles travelling that roadway. While there were some sight distance obstructions at the intersection caused by overgrown vegetation, those obstructions have recently been removed by the Highway Department and the available sight distance has been greatly expanded. There has been only one (1) reported crash at that intersection over the last 6 years.

Despite the fact that over the last six years, approximately 15.3 million vehicles have traveled through that intersection and only 1 crash has occurred, we can enhance drivers' awareness of the intersection and further enhance safety and comfort of motorists by adding flashing yellow warning lights for motorists on Caulks Hill as they approach the White Rose Lane intersection. These flashing lights should raise awareness of approaching vehicles.

3. Establish the following in the Lexington Square subdivision:

   3 way STOP at the intersection of Lexington Drive and Musket Drive
   STOP Karon Drive at Lexington Drive
   STOP Musket Drive at Marcia Drive
   STOP Jeff Drive at Lexington Drive
   STOP Jeff Drive at Musket Drive
   STOP Duchess Drive at Musket Drive
   STOP Duchess Drive at Lexington Drive

This is a self-contained subdivision that consists primarily of local resident traffic only. Typically, these intersections function safely without any regulatory signs, but these added signs will formally establish the right-of-way at these intersections and help enforcement when necessary. The 3 way stop at Lexington Drive and Musket Drive will mitigate a slight sight distance issue and, as the heaviest travelled intersection within the development, will help meter the flow of traffic.