

MEMORANDUM

TO: Mike Geisel, City Administrator

FROM: James Eckrich, Director of Public Works/City Engineer *JME*

SUBJECT: Planning & Public Works Committee Meeting Summary
Thursday, May 9, 2024



A meeting of the Planning and Public Works Committee of the Chesterfield City Council was held on Thursday, May 9, 2024 in Conference Room 101.

In attendance were: **Chair Dan Hurt** (Ward III), **Councilmember Mary Monachella** (Ward I), **Councilmember Mary Ann Mastorakos** (Ward II), and **Councilmember Merrell Hansen** (Ward IV).

Also in attendance were: Councilmember Michael Moore (Ward III); Jim Eckrich, Director of Public Works/City Engineer; and Theresa Barnicle, Executive Assistant.

The meeting was called to order at 5:30 p.m.

I. APPROVAL OF MEETING SUMMARY

A. Approval of the April 18, 2024 Committee Meeting Summary

Councilmember Hansen made a motion to approve the Meeting Summary of April 18, 2024. The motion was seconded by Councilmember Monachella and passed by a voice vote of 4-0.

II. UNFINISHED BUSINESS

III. NEW BUSINESS

A. Selection of Officers and Committee Assignments

- Planning Commission Liaison – Councilmember Hansen
- Vice Chair of Planning & Public Works Committee – Councilmember Monachella
- Chesterfield Historic and Landmark Preservation Committee – Councilmember Mastorakos
- Board of Adjustment – Councilmember Hurt

Councilmember Monachella made a motion to approve the Selection of Officers and Committee Assignments. The motion was seconded by Councilmember Mastorakos and passed by a voice vote of 4-0.

B. Schoettler Road Crosswalk: A proposal to add a crosswalk on Schoettler Road near Logan Park (Ward 3).

STAFF PRESENTATION

Jim Eckrich, Director of Public Works/City Engineer stated that since the construction of Logan Park there have been several requests from residents to add a crosswalk so that those who would like to walk to Logan Park can do so safely. The City has contracted with Horner & Shifrin to design the next phase of the Schoettler Road Sidewalk Project, and within that project, asked them to analyze the request for a crosswalk in this area. Horner & Shifrin found that the area does meet the warrants for a crosswalk and recommended that an RRFB (Rectangular Rapid Flashing Beacon) be included. The crossing would be located toward the southern end of the park at a location which maximizes visibility on Schoettler Road. The crosswalk would tie-into existing sidewalk on the east side of Schoettler Road and the existing walking path within Logan Park. The estimated cost is \$17,600, which includes aggregate, concrete materials, painting, signage, and the RRFB. Labor for this project is anticipated to be performed in-house.

DISCUSSION

Councilmember Mastorakos stated her concern about the traffic volumes on Schoettler Road. She and Councilmember Hansen questioned if people would actually use the crosswalk. Councilmember Mastorakos also stated that she was concerned about the precedent the RRFB would create and that we would begin to receive myriad requests for these devices. Mr. Eckrich stated that he shared her concern about additional requests. The City Staff plans to ask the consultant chosen for the Bike Ped Plan Update to help create a policy for the future consideration of these devices. Chair Hurt stated that he supports limiting the use of these devices and perhaps one consideration could be only installing them where they lead to public property.

Councilmember Moore pointed out that there is only sidewalk on the east side of Schoettler Road and that pedestrians will be more likely to walk to the park if there is a safe crossing.

Councilmember Monachella had concerns that motorists will not obey the crosswalk and will not understand the flashing yellow of the RRFB. Discussion was held regarding the details of the RRFB and how it works. Mr. Eckrich stated that no solution is perfect, but in his opinion this option would be the best for the area.

Chair Hurt reiterated the need for a policy to govern the use of these devices moving forward.

Consensus was reached that the item would be postponed until the next meeting. Prior to the next meeting, the Public Works Staff will mark the location of the proposed crosswalk so that committee members can see where it will be located in relation to Logan Park.

C. Wilson Avenue Asphalt Overlay: A proposal to add the southern portion of Wilson Avenue from Clarkson Road to Wilson Manor Drive to the existing Asphalt Overlay Project (Ward 4).

STAFF PRESENTATION

In his presentation to the Committee, Mr. Eckrich detailed the current status of Wilson Avenue, with the northern part of Wilson Avenue being comprised of asphalt and the southern portion concrete. The concrete portion contains a longitudinal crack in both lanes which is prematurely degrading the condition of the concrete street.

Due to favorable pricing provided by the Asphalt Overlay contractor, City Staff recommended as part of the project authorization that the southern portion of Wilson Avenue be added to the Asphalt Overlay Project. This was approved by City Council but is being presented to PPW at this time to provide additional details and the reason for this request. Mr. Eckrich explained that typically the City does not overlay asphalt on concrete streets, but in this case it makes sense for the following reasons:

- There is a longitudinal crack in both lanes of Wilson Avenue which is causing the street to deteriorate prematurely. Treating that crack and then overlaying the street with asphalt will allow us to extend the life of Wilson Avenue and avoid a costly reconstruction.
- Most concrete streets in the City of Chesterfield contain a three-inch rolled curb. When those streets are overlaid, the asphalt reduces the curb capacity to one-inch or less. This can be detrimental during heavy storm events. The concrete curb on Wilson Avenue is a full six-inch curb that can accommodate a two-inch overlay, with four inches of curb remaining.
- While the City of Chesterfield overall has indicated a preference for concrete streets, we have data on Wilson Avenue that the residents in that area prefer that Wilson Avenue have the appearance of a rural / country road comprised of asphalt. The survey conducted prior to the recent grant application showed 75% of the residents in the area prefer Wilson Avenue as an asphalt road.
- Overlaying Wilson Avenue from Wilson Manor to Clarkson is estimated to cost \$200,000 and will extend the life of the pavement ten to twelve years. A concrete reconstruction is estimated to cost \$1,350,000.
- The remainder of Wilson Avenue is comprised of an asphalt driving surface.

Once overlaid, the southern portion of Wilson Avenue will have an asphalt surface course that matches the remainder of the road.

DISCUSSION

Councilmember Hansen stated that she was in favor of this asphalt overlay and believed residents in the area would be very happy about this. She explained that many residents in her ward that live along Wilson Avenue have questioned why the asphalt overlay completed last year was not extended further south toward Clarkson Road. She asked for the timeline for the project, to which Mr. Eckrich responded that the overlay would likely be completed in late Summer.

Given the comments from Councilmember Hansen and the explanation from Mr. Eckrich, there were no objections from the other committee members. Chair Hurt clarified that this work has already been approved as part of the Asphalt Overlay project and no action is required from the Committee.

No vote was required as this item brought up for discussion purposes only.

- D. Allowance of Parking on Burkhardt Place:** A request for permission to allow parking on the north side of Burkhardt Place across from the YMCA (Ward 4).

STAFF PRESENTATION

Mr. Eckrich presented the proposal from Stock and Associates, on behalf of McKelvey Homes. This proposal is a request for permission to construct ten parking spaces on the north side of Burkhardt Place across from the YMCA. These parking spots will be constructed by McKelvey

Homes and are intended to accommodate visitors to the residential units in that area. These would be public parking spaces. This parking proposal accommodates the existing configuration of Burkhardt Place by constructing the new parking spots outside of the existing bicycle lane. Mr. Eckrich stated that an ordinance is required to allow this parking as the City of Chesterfield Municipal Code currently prohibits parking on Burkhardt Place from Wild Horse Creek Road to Chesterfield Parkway.

DISCUSSION

Councilmember Hansen was concerned that these spaces would not make much of a difference and would be detrimental to bicyclists. She stated that she is reluctant to approve this request.

Councilmember Monachella had concerns about the parallel parking spaces. She was not supportive of three parking spaces in a row and preferred the two spaces broken apart. She was also concerned about these spaces being located within a curve of the road. She felt that this proposal would be harmful to Burkhardt Place during heavy traffic times.

Councilmember Mastorakos agreed and cited other locations in the St. Louis area where parallel parking is dangerous and creates traffic problems. She stated that parking concerns were brought up by Councilmembers during approval of this development and Council was sufficiently told by the Developer that the parking was sufficient. She was certain that the parking spaces would be utilized more by patrons of the YMCA.

All members were in agreement that this proposal was more problematic than beneficial to the surrounding community.

Councilmember Monachella made a motion to reject Allowance of Parking on Burkhardt Place. The motion was seconded by Councilmember Hansen and **passed by a voice vote of 4-0.**

- E. Chesterfield Valley Interstate 64 Improvements:** A proposal to fund design and engineering services for the future construction of improvements to the Long Road Interchange and North Outer 40 from Chesterfield Parkway to Boone's Crossing, including a connection to the Monarch-Chesterfield Levee Trail (Ward 4).

STAFF PRESENTATION

Mr. Eckrich gave some background of the City's pursuance of both the extension of North Outer Forty eastward to Chesterfield Parkway and a full access interchange at Long Road. These projects are defined projects in the Chesterfield Valley TDD (Long Road Interchange) and the Downtown Chesterfield TIF (North Outer 40 extension). While both of these Special Taxing Districts define these projects, there is not yet funding available for either project.

He went on to explain these projects are multi-year projects, requiring extensive studies and an Access Justification Report (AJR) approval by Federal Highways. Mr. Eckrich explained how an AJR works and that a preliminary design is necessary in order to pursue an AJR. He also discussed funding requirements and how an AJR is only authorized for a defined period of time. In order to pursue these projects a consultant must be chosen who can complete the necessary survey work, public engagement, preliminary design, and creation of the AJR(s). The consultant will also need to work with the City to secure funding through any available resource, including federal grants.

Mr. Eckrich stated that the Department of Public Works solicited Requests for Proposals from multiple firms who specialize in these types of projects. Ultimately, the Staff chose Lochmueller Group as the firm most qualified to perform the engineering services necessary to move forward with this project. This includes survey work, public engagement, preliminary design, cost estimates, creation of the AJR, and assistance with funding requests. The project scope has been delineated in detail by Lochmueller, and was included in the packet. The estimated fee for all the work necessary to move forward with both projects is \$2.1 million. The request today is that Council approve a \$2.1 million allocation from General Fund – Fund Reserves. These costs would be later be reimbursed to the General Fund via the Chesterfield Valley TDD and the Downtown Chesterfield TIF.

Mr. Eckrich concluded that the City's Engineering Staff believes that this is an important project, supported by the inclusion of the Long Road Interchange in the Chesterfield Valley Transportation Development District (CVTDD) and the North Outer 40 Connection in the Downtown Chesterfield TIF. Mr. Eckrich clarified that the City has spoken to both MODOT and St. Louis County about these projects. While both agencies are supportive of the projects, they have stated that if the City desires to pursue these projects they will have to manage all aspects of the project. MODOT is willing to apply its planned construction funds for reconstruction of the Long Road overpass (approximately \$2 million) to the larger project, MODOT will not manage any project to enhance the Long Road interchange.

DISCUSSION

The Planning and Public Works Committee discussed this project in detail. Councilmember Hansen referenced a meeting she recently attended where members of the community discussed the importance of these projects. Chair Hurt agreed that now is a good time to pursue to the project due to a cooperative spirit between the City, MODOT, and St. Louis County. There was a consensus of the committee that now is the time to move these projects forward.

Mr. Eckrich stated that due to the size of this project it was also going to be considered by the Finance and Administration Committee of City Council on May 13.

Councilmember Hansen made a motion to forward Chesterfield Valley Interstate 64 Improvements to City Council with a recommendation to approve. The motion was seconded by Councilmember Monachella and **passed by a voice vote of 4-0.**

[Please see the attached report prepared by Jim Eckrich, Director of Public Works/City Engineer, for additional information on E. Chesterfield Valley Interstate 64 Improvements.]

IV. OTHER

V. ADJOURNMENT

The meeting adjourned at 6:40 p.m.