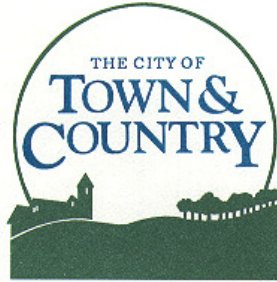


Initial Report of the Clayton Road Task Force of the City of Town & Country



With Recommendations Regarding Permanent Lane Configuration Between Mason Road and Bopp Road

and

Signalization of the Intersections at Topping Road and Bopp Road

Authored by Aldermanic Co-Chairmen Nancy Avioli and Lynn Wright

**Initially presented to the Board of Aldermen
March 8, 2010**

**Adopted by the Clayton Road Task Force
March 16, 2010**

**Formally presented to the Board of Aldermen
March 22, 2010**

Creation of the Task Force

The Clayton Road Task Force was initially established by Mayor Jon Dalton in 2007 to help plan for the temporary transfer of Clayton Road to the jurisdiction of St. Louis County. This was necessitated in reaction to St. Louis County exercising its right under State of Missouri Statute to assume operational control over rights of way maintained by certain other political subdivisions. The motivating factor for this forced change by St. Louis County was to insure that Clayton Road, being the nearest east / west corridor on the south side of the planned “New I-64” project, was functionally consistent from Mason Road on the west end to Brentwood Boulevard on the east end. This was to insure a consistent local alternative for motorists during the closure of Interstate 64 between Ballas Road and Interstate 170. With the successful negotiation of the agreement between St. Louis County and the five affected municipalities, as well as the implementation of operational controls relating to public safety and service, the Task Force was suspended in November 2007.

Project Concept Development and Funding

In late 2007, the Department of Public Works under the guidance of the Parks & Trails and Public Works & Storm Water Commissions developed a conceptual plan for the improvement of Clayton Road from HWY 141 on the west to Bopp Road on the east. With a projected cost of approximately \$4.456M opportunities for federal participation through the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) program. In the fall of 2008 and again in the fall of 2009, the City of Town & Country was awarded the two grants from this program through the Federal Highway Administration (FHWA) for the resurfacing of Clayton Road and the installation of a detached pedestrian facility. An ad hoc support committee was implemented to assist in the selection of the planning and design consultant for Phase I of the project. Also, as a part of the return of Clayton Road to the jurisdiction of the City of Town & Country, a monetary consideration was provided by St. Louis County to offset the future costs of the proposed improvements.

Project Funding and Schedule Summary

Phase I – HWY 141 – Oak Springs Lane

Engineering and Design Services (2009 – 2010) - \$292,000

Easement and Right of Way Acquisition (2010) – \$94,000

Construction (2011) - \$1,828,000

Phase II – Oak Springs Lane – Eastern City Limits (Bopp Road)

Engineering and Design Services (2010 – 2011) - \$289,000

Easement and Right of Way Acquisition (2011) - \$133,000

Construction (2012) - \$1,820,000

Total Project Cost - \$4,456,000

Federal Participation - \$3,565,000

St. Louis County Agreement Settlement - \$250,000
City of Town & Country - \$641,000

Reactivation of the Task Force

With the completion of much of the preliminary survey work and the beginning of the planning for the project as well as the award of the second grant for the project, it became apparent that this landmark project would again require the attention and diligence exercised by the Clayton Road Task Force. Mayor Dalton reactivated the Task Force with two aldermanic co-chairmen and members from the Town & Country community in the fall of 2009.

Initial Meetings

The Task Force reconvened for its first meeting on September 9, 2009; with the primary focus of ensuring that all facets of the proposed project were given the appropriate and necessary amount of exposure to affected property owners as well as other Town & Country residents. The Task Force then reviewed a study prepared by a traffic engineering firm prior to the transfer of jurisdiction to St. Louis County. This study was commissioned through the Transportation Engineering Assistance Program (TEAP) sponsored by the Missouri Department of Transportation (MODOT). This study prepared in 2007 analyzed the current, proposed and potential uses of Clayton Road under varying traffic flow conditions. Its analysis scope encompassed areas within the jurisdictional transfer area between Mason Road and Bopp Road as well as the section of Clayton Road west of Mason Road to Highway 141. This study, combined with accident and enforcement information from the Town & Country Police Department, was reviewed by the Task Force.

Open House

After meeting with the planning and design consultants for the project, the Task Force sponsored an open house specifically inviting adjacent property owners and stakeholders. Invitations were sent via first class mail to all property owners affected by Phase I of the project as well as email notification to all users registered with the City of Town & Country through its Electronic Community Notification Network (ECNN) service. This open house was held on September 24, 2009 in the Community Room of the Municipal Center. Members of the Task Force, planning and design team and City staff were present to interact on a one-to-one basis with all interested parties.

Ongoing Analysis

The Task Force used the feedback from the open house to further refine a direction for the planning and implementation of the improvements by working with the planning and design consultant. The specific engineering challenges of the project were discussed in detail. City staff, with the assistance of the planning and design consultant, continued one-on-one meetings with the affected property owners to fully educate them on the proposed project and its potential impacts. Feedback was immediately incorporated in

the project development process and reported to the Task Force at each meeting. Using this information the Task Force determined that more public involvement and input was necessary.

Public Safety and Traffic Analysis

Expert consultation from traffic safety engineers along with data presented by the Town & Country Police Department reinforced the position stated in the TEAP Study which indicated that the functionality of Clayton Road can be served well by both two-lane and three-lane configurations without significant safety impact.

Interim Task Force Recommendation

At the October 1, 2009 meeting, the Task Force made a recommendation to the Board of Aldermen to maintain Clayton Road in its present three-lane configuration until at least such time as the project is implemented. It was the finding of the Task Force that any recommendation for the long term configuration was going to require a substantial amount of analysis and study. The recommendation gave staff a clear direction for maintenance operations and was provided to and adopted by the Board of Aldermen at their meeting on October 26, 2009.

Citizen Input Questionnaire

The Task Force commissioned a questionnaire to be sent in concert with a Town Hall Forum. This questionnaire was mailed to all residential properties in the City of Town & Country. The questionnaire requested the personal preference of the residents regarding the lane configuration (three-lane vs. two-lane) and the signalization at Topping and Bopp Roads (signals vs. signs). Approximately 3,200 questionnaire response cards were sent to each household with slightly over 1,200 (38%) returned.

Summarization Charts of Questionnaire Results

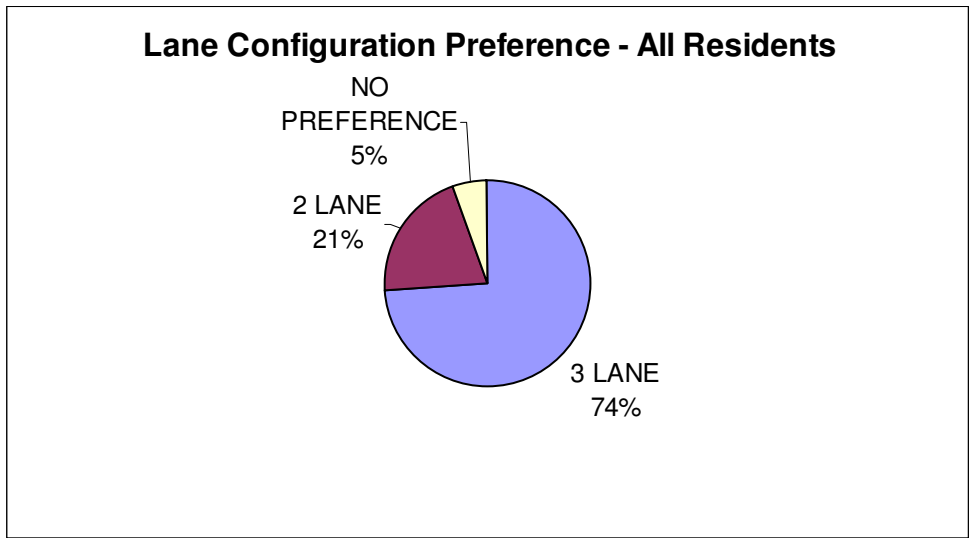


Chart 1 – Lane Configuration Preference as a Percentage Tabulated From All Responses

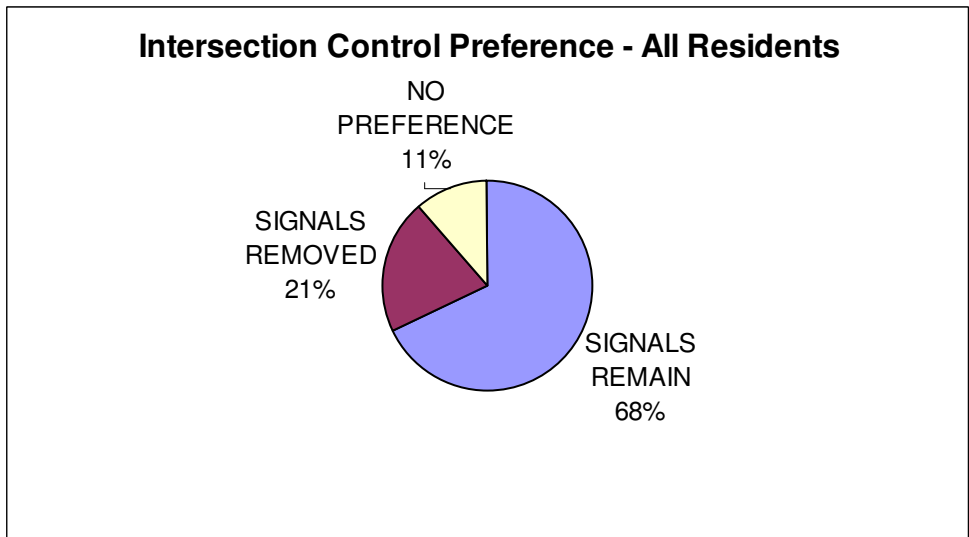


Chart 2 – Intersection Signal Control Preference as a Percentage Tabulated From All Responses

Summarization Charts of Questionnaire Results

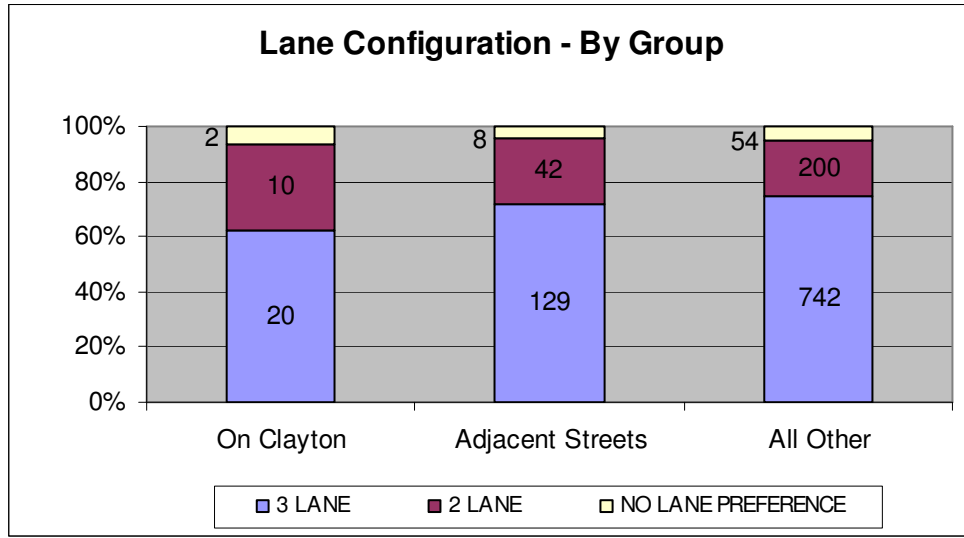


Chart 3 – Lane Configuration Preference Sorted by Proximity to Planned Project

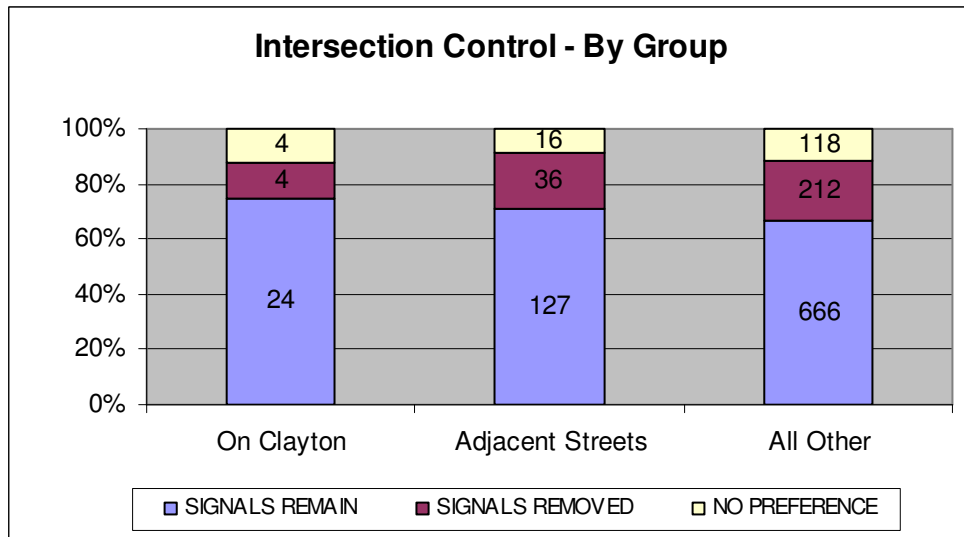


Chart 4 – Intersection Signal Control Preference Sorted by Proximity to Planned Project

Town Hall Forum

The Task Force again sponsored an open meeting for the public. On December 9, 2009 a combination of open house / town hall forum was held. Each resident of Town & Country was invited via first class mail. Additional notification was made by placing signs in six locations along Clayton Road, posting notice on the City website (www.town-and-country.org) and sending an ECNN notification the day of the event. The event consisted of one hour of open interaction between attendees and the City representatives with a second hour scheduled for a planned presentation followed by a public question and answer session.

Development of Action Items

The Town Hall Forum generated a series of discussion points for the Task Force to analyze, investigate and address as a part of the project implementation. This list of action items is as follows:

- How will property values be impacted?
- Has Frontenac formally adopted a plan for their lane configuration?
- What is the impact of lane width on speed?
- What justifications / uses are associated with the various trail pavement widths?
- What can be done to beautify or enhance the aesthetic impact on a property?
- What is the justification of the signals?
- What is the long term maintenance impact?
- What is the motivating factor for building a trail?
- Why is the trail located on my property?
- How are you going to address the pavement condition on the shoulders?

Expert Feedback

To address the action items identified by the Task Force, experts were invited to bring their perspective to enlighten the Task Force members in all aspects of roadway and pedestrian facility planning and implementation. Representatives in the field of traffic engineering, trail implementation and construction provided information regarding the standards necessary to suit the needs of the target users.

Agencies Consulted

Access Engineering
Bike St. Louis
CDG Engineers
Great Rivers Greenway
Metro Transportation District
Missouri American Water Company
Parkway School District Transportation Department
Town & Country Police Department

Task Force Recommendation

At the March 5, 2010 meeting, the Task Force made a recommendation to the Board of Aldermen to permanently configure Clayton Road from Mason Road to Bopp Road with three lanes (one eastbound, one westbound, one center turn lane) as well as keep in service the signals installed by St. Louis County at Topping Road and Bopp Road.

Continuing Efforts

The Task Force intends to continue its efforts through both phases of the Clayton Road Resurfacing and Pedestrian Enhancements Project. It is our intention to assist City staff and the planning and design consultant in all facets of the project to ensure the most effective result for the residents of Town & Country.

Consulted Documents and Analysis

- Traffic Engineering Assistance Program Study completed September 30, 2007 by Lee Canon, P.E., P.T.O.E. – Crawford, Bunte, Brammeier Traffic and Transportation Engineers
- American Association of State Highway and Transportation Officials (AASHTO) - A Policy on Geometric Design of Highways and Streets
- Federal Highway Administration Shared-Use Path Level of Service Calculator–A User's Guide
- Presentation and feedback documents of December 9, 2009 Town Hall Forum
- Questionnaire and results regarding configuration preferences of residents
- 2009 City of Town & Country Trails and Parks Master Plan

Meeting Dates

- September 9, 2009
- September 15, 2009
- September 24, 2009 (Open House)
- October 1, 2009
- November 10, 2009
- December 1, 2009
- December 9, 2009 (Open House and Town Hall Forum)
- December 15, 2009
- January 5, 2010
- January 19, 2010
- January 29, 2010
- February 3, 2010
- February 16, 2010
- March 5, 2010
- March 16, 2010