

Mayor Nanette K. Johnston opened the work session at 6:04 p.m. on June 24, 2019, at City Hall located at 8880 Clark Avenue, Parkville. In attendance were aldermen Greg Plumb, Douglas Wylie, Brian Whitley, Philip Wassmer, Tina Welch, Dave Rittman and Robert Lock.

The following staff was also present:  
Joe Parente, City Administrator  
Jon Jordan, Police Captain  
Matthew Chapman, Finance/Human Resources Director  
Alysen Abel, Public Works Director  
Stephen Lachky, Community Development Director  
Melissa McChesney, City Clerk

**1. GENERAL AGENDA**

**A. S. National Drive, Crooked Road and River Hills Drive Traffic Study Results**

Public Works Director Alysen Abel provided a history of the traffic studies that had been conducted at the four-way intersection of S. National Drive, River Hills Drive and Crooked Road and the three-way intersection of S. National Drive at S. National Drive. The results of the studies concluded that additional traffic signs were not needed. In 2017, the City received a Traffic Engineering Assistance Program grant to restudy the areas.

Jeff Wilke, TranSystems, provided an overview of the review process; presentation attached as Exhibit A. He noted that the 85th percentile meant that 85 percent of the drivers drove at or below the speed limit. The study recommended that the yield signs be removed on the loop road of S. National Drive, a new stop sign be installed on the S. National Drive approach, a new higher mounted stop sign be installed at River Hills Drive and Crooked Road, larger intersection warning signs be installed, the pavement markings be repainted and stop lines be added at the Crooked Road intersection. Wilke said that no crashes had been reported at both intersections during the prior three years.

Discussion focused on reducing the speed limit on S. National Drive; adding additional traffic calming devices such as speed bumps, additional stop signs and speed feedback signs; and increased police presence in the area. In response to the suggestions for additional traffic calming devices, Wilke said that reducing the speed limit was not typically effective, cars did not typically slow down with speed bumps unless they were placed within 300 to 400 feet of each other and excessive use of stop signs was not effective because drivers were less likely stop at all of them. He recommended looking at the entire street instead of focusing on a particular section and that any changes should have neighborhood buy-in and strong support.

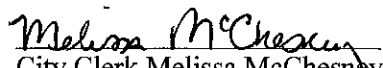
The following residents provided comments:

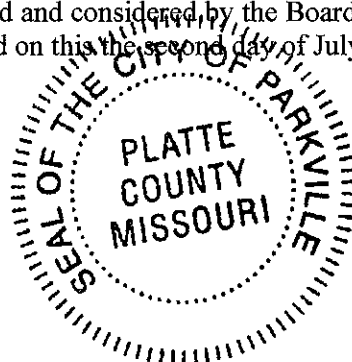
Frank Nieto, 5903 S. National Drive; Carol Broadway, 5863 S. National Drive; Kenneth Howe, 5876 S. National Drive; Nicole Blow, 5892 S. National Drive; Tag Groves, 5887 S. National;

The work session ended at 7:19 p.m.

The work session minutes for June 24, 2019, having been read and considered by the Board of Aldermen, and having been found to be correct as written, were approved on this the second day of July 2019.

Submitted by:

  
City Clerk Melissa McChesney



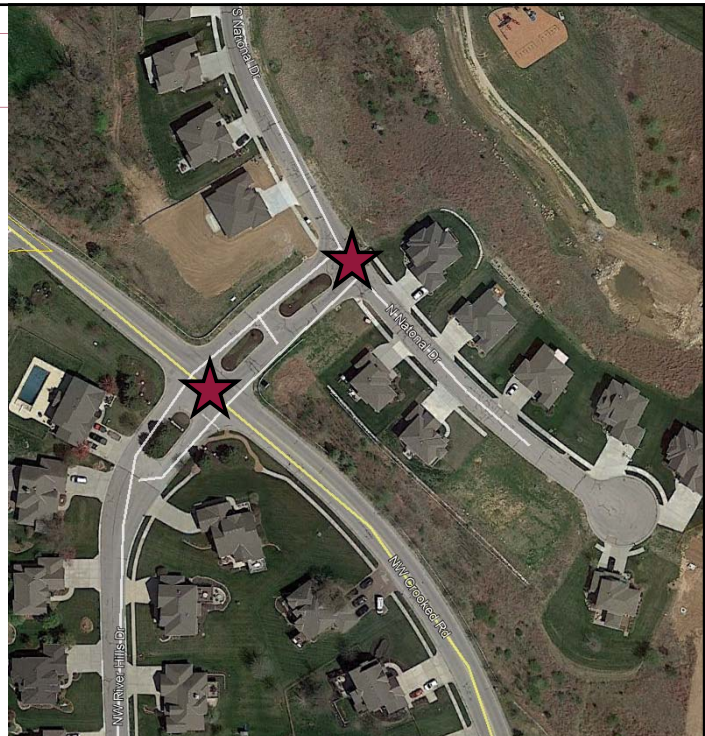


# Crooked Rd. and National Dr. Intersection Analyses

*TranSystems Corporation*

## Background

- ▶ Studied 2 Intersections
  - ▶ Crooked Road and National
  - ▶ National and National



## Traffic Counts

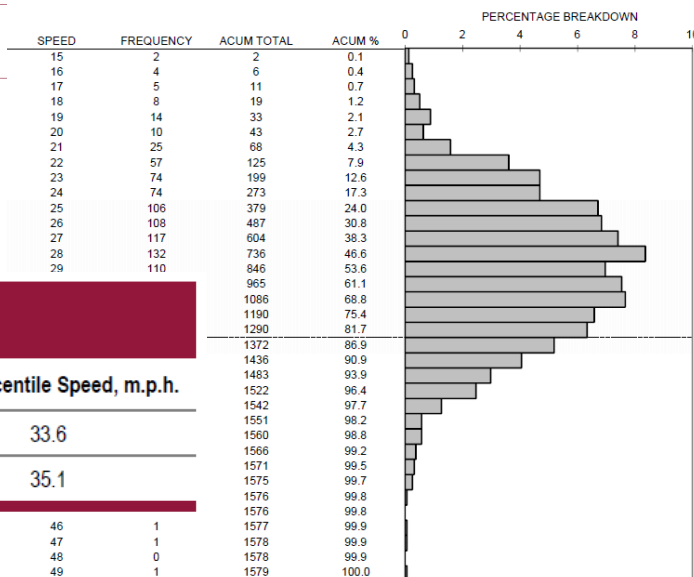
- ▶ Machine traffic counters
- ▶ Low volumes recorded



**Table 1**  
24-Hour Traffic Volumes

Intersection	Northbound	Southbound	Eastbound	Westbound	Total
Crooked Road & River Hills/National Drive	1,033	1,061	358	653	3,105
National Drive & River Hills/National Drive	53	635	600	---	1,288

## Spot Speed Studies



**Table 2**  
Spot Speed Study Results

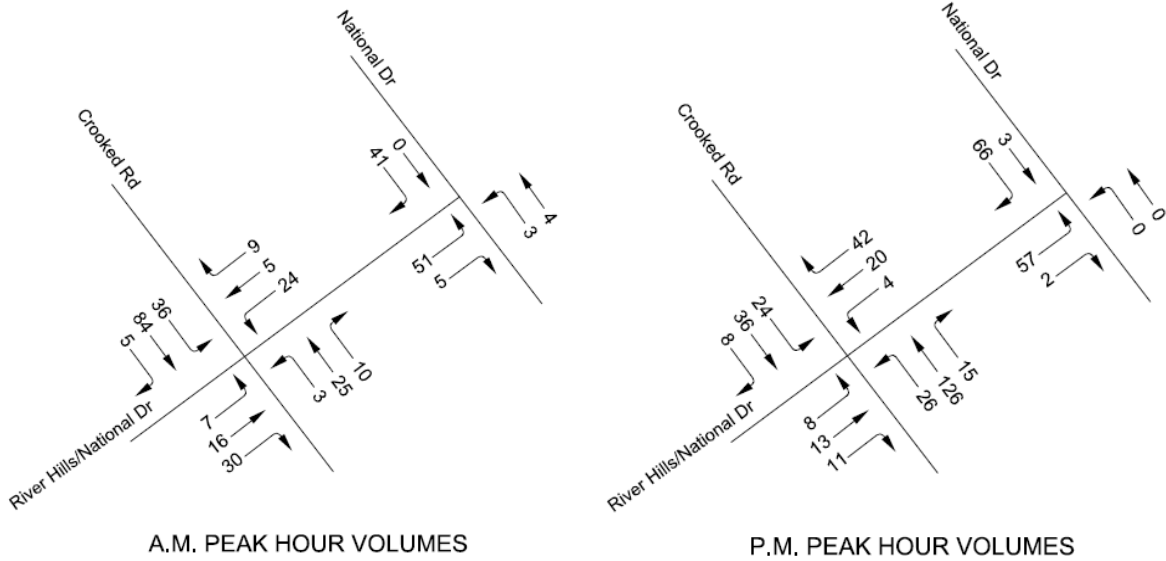
Intersection Approach	Number of Observations	85th Percentile Speed, m.p.h.
Northbound Crooked Road	1,579	33.6
Southbound Crooked Road	2,073	35.1

AVERAGE SPEED = 29.1  
50th PERCENTILE = 28.5  
85th PERCENTILE = 33.6  
90th PERCENTILE = 34.8  
95th PERCENTILE = 36.4

PACE = 25 - 34  
VEHICLES IN PACE = 1099  
% IN PACE = 69.6  
% BELOW PACE = 17.3  
% ABOVE PACE = 13.1

SAMPLE VARIANCE = 23.2939066  
STANDARD DEVIATION = 4.8263761  
RANGE 1'S = 69.09437  
RANGE 2'S = 96.45345  
RANGE 3'S = 99.74667

## Turning Movement Counts



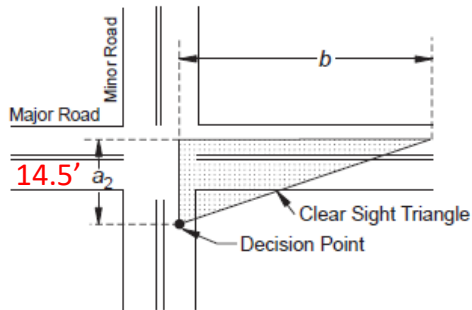
## Intersection Sight Distances

**Table 3  
Intersection Sight Distances**

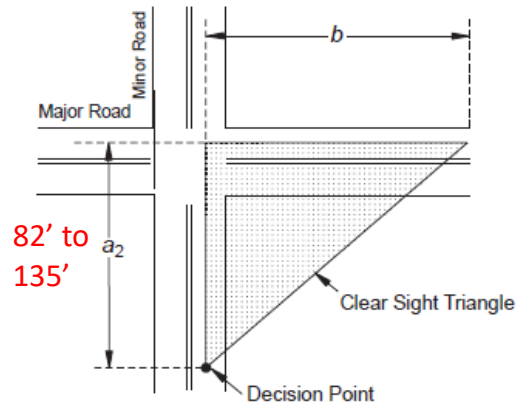
Approach	Street	Direction Looking	Sight Distance, feet			
			Stop Controlled		Yield Controlled	
			Measured	Recommended	Measured	Recommended
EB	River Hills/National Dr at Crooked Rd	North	485	390	N/A	N/A
		South	420	390		
WB	River Hills/National Dr at Crooked Rd	North	450	390	N/A	N/A
		South	800	390		
EB	River Hills/National Dr at National Rd	North	315	280	250	295
		South	>1000	280	160	295
NB	National Dr at River Hills/National Dr	West	185	280	185	295
SB	National Dr at River Hills/National Dr	West	185	280	185	295

## Intersection Sight Distance

- ▶ Stop Controlled Intersection
- ▶ Yield Controlled Intersection



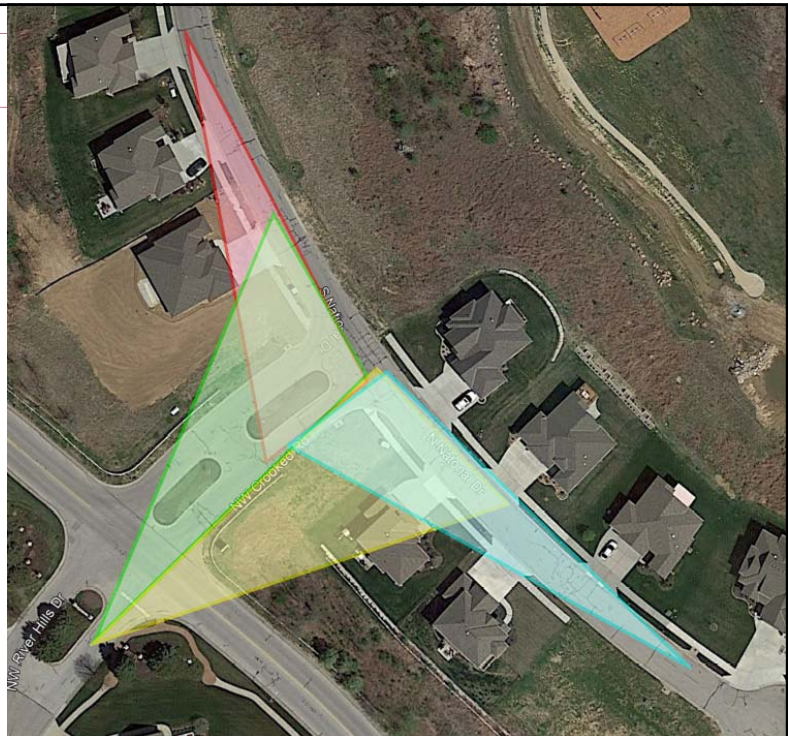
Departure Sight Triangle for Viewing Traffic Approaching the Minor Road from the Right



Approaching Sight Triangle for Viewing Traffic Approaching the Minor Road from the Right

## Sight Triangles

- ▶ All Yield Control Sight Distances Measured Less Than Recommended Values
- ▶ Stop-Control is Appropriate



## Future Traffic Projections

- ▶ Added Future Residential Development Traffic
- ▶ Nominal Impact on Operations

**Table 6  
Development Trip Generation**

Land Use	Intensity	ITE Code	Average Weekday	A.M. Peak Hour			P.M. Peak Hour		
				Total	In	Out	Total	In	Out
Single-Family Detached Housing	58 units	210	630	46	11	35	60	38	22

## Recommendations

- ▶ Stop Control
- ▶ Update Signage
- ▶ New Stop Lines

