Traffic Commission
February 21, 2018, 4:00pm
City Council Chamber

1. 4:00 P.M. Call Meeting To Order

2. Approval Of Minutes

3. New Items

   3.I. 4:00 PM Cayhill Residents Traffic Concerns
   Cayhill Residents Traffic Concerns

   Documents:

   CAYHILL RESIDENT ITEM.DOCX

   3.II. 4:00 PM Request To Remove Stop Signs On East Hale Lake Road At Holden
   Request to Remove Stop Signs on East Hale Lake Road at Holden

   3.III. 4:00 PM Discussion Of Traffic Signal In Front Of New JCAD Headquarters On Young St.
   Discussion of Traffic Signal In Front of New JCAD Headquarters on Young St.

4. Old Items

5. Adjourn Meeting

February 4, 2018

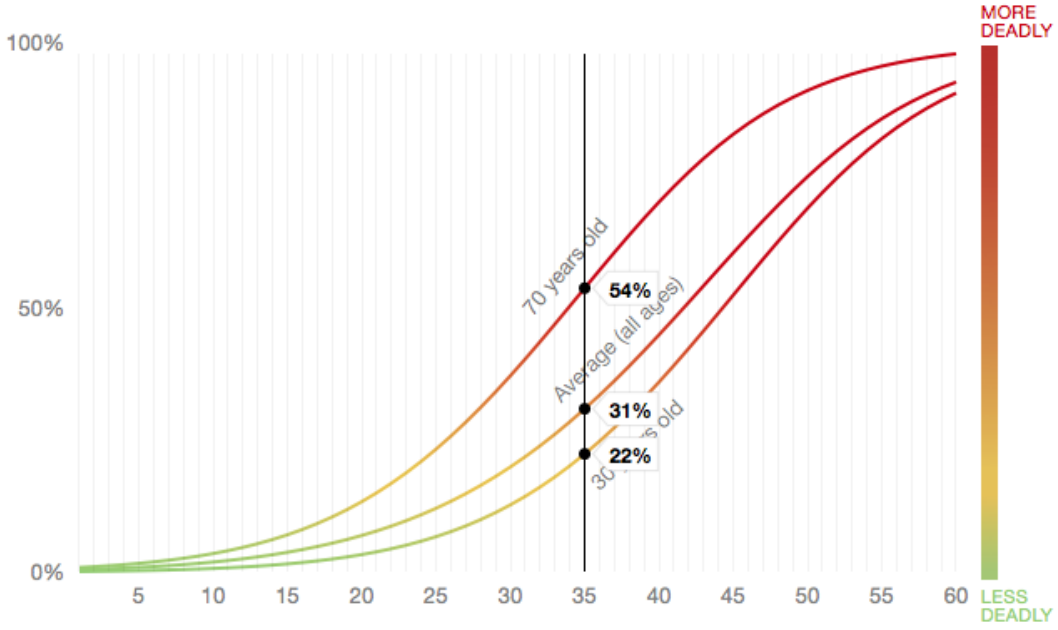
Dear Members of the Warrensburg Traffic Commission,

At the request of Traffic Sergeant Jeff Reynolds, members of the Cayhill subdivision have submitted topics of concern regarding the upcoming Veterans Rd extension to be discussed at the February 21st meeting.

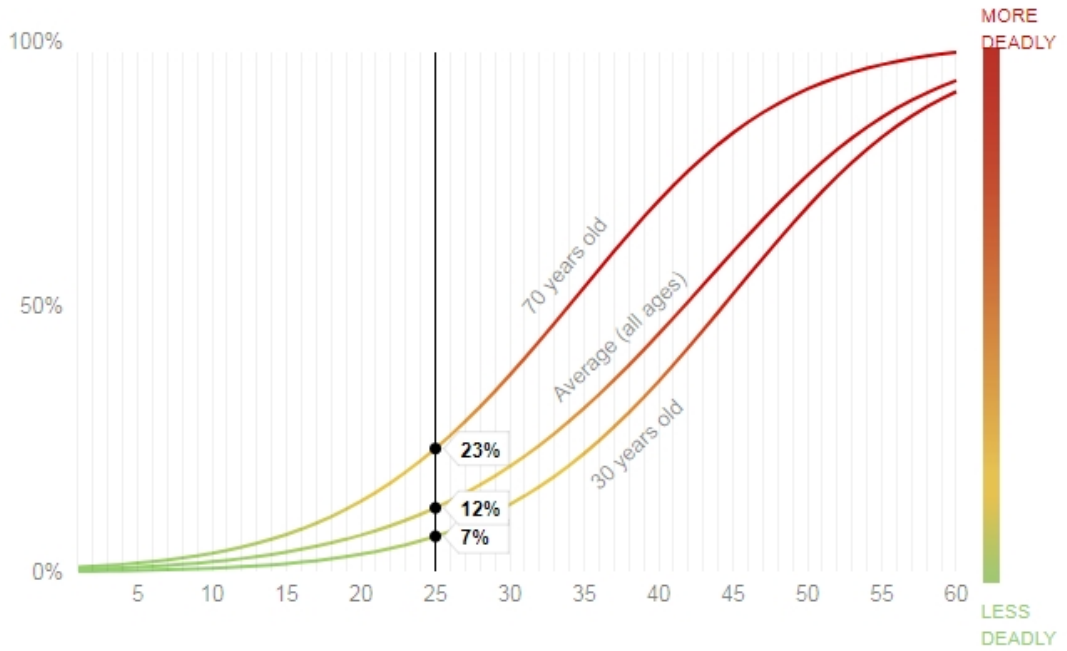
As you've witnessed, the Cayhill neighborhood houses over 200 children and their families who frequent the outdoors. With the heavy biking and walking traffic in our neighborhood, and speeding down Veterans Rd already a problem, we are concerned that the increased traffic and lengthened roadway will further jeopardize residents' safety. Speed limit signs have been installed throughout the neighborhood but speeding down Veterans is still a problem and will likely only get worse with the road extending to other neighborhoods and Dollar Tree employee traffic. It is necessary to explore and discuss ways to mitigate the speeding and through traffic in order to ensure the safety of our children.

The current speed on Veterans Blvd West of Cayhill is 35 MPH. The residential speed limit on Veterans Blvd currently traversing through Cayhill to the Hwy 13 bypass is 25 MPH. There are generally three distinct phases during a vehicle-pedestrian collision. The first phase is the initial impact, during which the pedestrian wraps around the front end of the vehicle and/or is carried by the vehicle. The second phase is the trajectory, during which the pedestrian separates from the vehicle and is projected forward of the vehicle. The third phase is the ground contact, which involves a combination of rolling, tumbling and/or sliding on the ground until the pedestrian comes to rest. The distance from the point of initial impact to the final rest position of the pedestrian is defined as the total pedestrian throw distance. Not surprisingly, throw distances generally increase with increasing impact speed.

It's simple physics really: The faster a car is going when it hits you, the more likely you'll be killed. But there's a correlation between the speed of the car and the likelihood you'll be killed, especially when you take age into consideration. Just 5 mph can make a dramatic difference in whether you live or die.

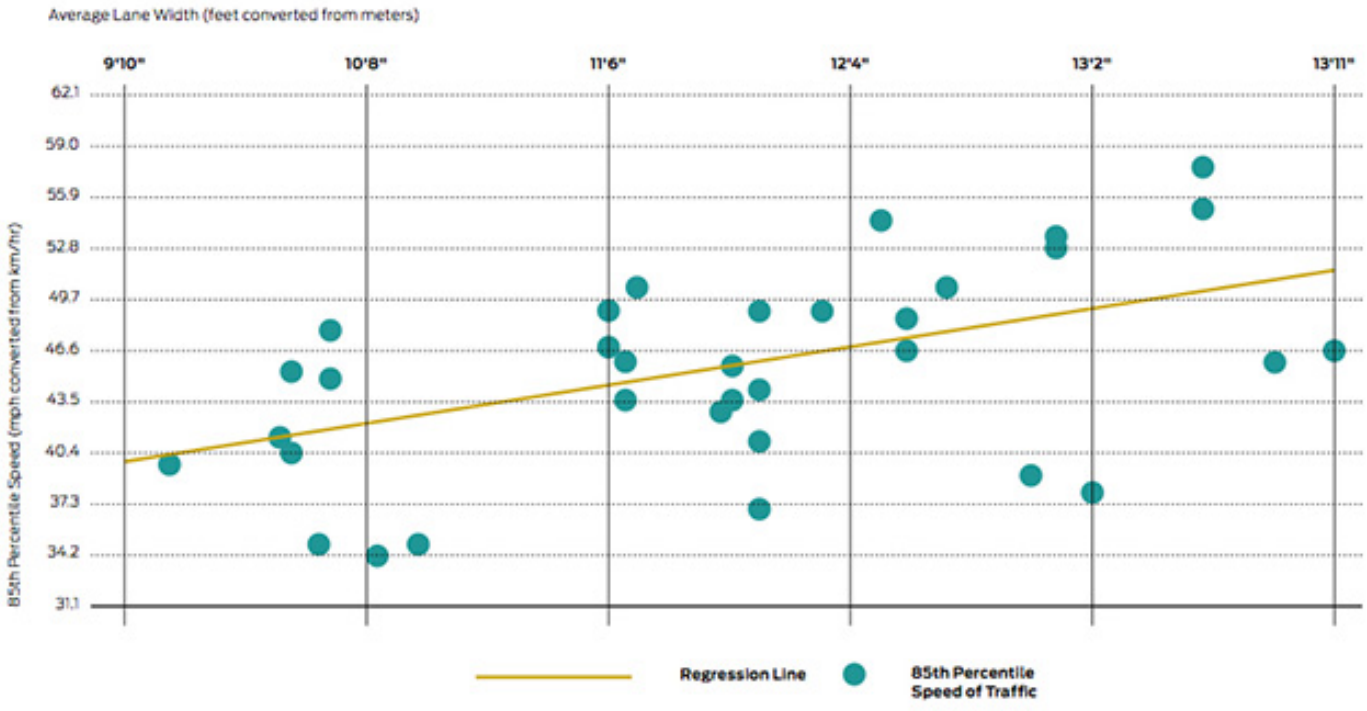


Pedestrian advocates like to say, “Twenty is plenty” to illustrate that busy foot traffic areas should never have speed limits over 20 mph. When you look at how low the fatality rate is at that speed, it’s easy to see why this is such a good idea. 93 percent of all people hit would survive a crash at 20 mph.



In 2010 London’s Department for Transport reviewed the literature on impact speed and pedestrian safety and concluded that “the risk of fatality increases slowly until impact speeds of around 30 mph. Above this speed, risk increases rapidly — the increase is between 3.5 and 5.5 times from 30 mph to 40 mph.”

Of course, merely changing the speed limit doesn’t mean that all cars will suddenly start driving slower. Besides better signage and enforcement, the design of intersections and streets themselves can also reduce speed. Take lane width. Here’s a chart from The National Association of City Transportation Officials Urban Street Design Guide that illustrates how much faster cars go when they have wider space to drive in: about 9 mph faster for every 3 feet wider.



Speed limits aren't everything when it comes to preventing pedestrians from getting killed by cars (let's not even start on texting while driving). Because of this, we would like you to consider the following measures to ensure the increased traffic flow through the Cayhill neighborhood, that the introduction of the Dollar Tree distribution center, the inevitable other businesses that will be introduced to the Brady Commerce Park, and the extension of Veterans Blvd will not result in unsafe conditions due to vehicles traveling at high rates of speed.

Installation of Traffic Calming Devices to reduce speeds of through traffic:

1) Physical devices include speed humps, speed cushions, and speed tables, sized for the desired speed. Such measures normally slow cars to between 10 and 25 miles per hour. Most devices are made of asphalt or concrete but rubber traffic calming products are emerging as an effective alternative.
2) Narrowing: Narrowing traffic lanes makes slower speeds seem more natural to drivers and are less intrusive than other treatments that limit speed or restrict route choice. Narrowing measures include:
    a. Curb extensions (also called bulbouts) narrow the width of the roadway at pedestrian crossings.
    b. Lane narrowings can be created by extending sidewalks, adding bollards or planters, adding a bike lane or on-street parking.
3) Vertical deflection: Raising a portion of a road surface can create discomfort for drivers travelling at high speeds. Both the height of the deflection and the steepness affect the severity of vehicle displacement.
    a. Speed bumps and/or humps.
    b. Speed cushions, two or three small speed humps sitting in a line across the road that slow cars down but allows wider emergency vehicles to straddle them so as not to slow emergency response time.
    c. Changing the surface material or texture (for example, the selective use of brick or cobblestone) like what was implemented at UCM on Holden Street.
4) Horizontal deflection, i.e. make the vehicle swerve slightly. These include:
    a. Chicanes, which create a horizontal deflection that causes vehicles to slow as they would for a curve.
    b. Pedestrian refuges (small islands in the middle of the street) can provide horizontal deflection, as can curb extensions and chokers.

The installation of sidewalks all the way through Veterans for foot traffic and a bike lane will be necessary. Currently, the sidewalks are broken up due to undeveloped lots; this forces pedestrians and bikers to move onto the road. With the increased traffic and no through sidewalk, this is an accident waiting to happen. We have already had several incidents in the neighborhood due to this issue. We'd like to request consideration for both a sidewalk and bike lane, as we don't want joggers, parents with strollers, and cyclists all competing for the same piece of concrete and moving to the roadway due to congestion.

Requests and main topics of discussion:

- Speed bumps/humps upon entering the Cayhill neighborhood
- Mandatory sidewalks all the way through Veterans Rd. With some undeveloped lots on Veterans Rd how will this be possible? If sidewalks aren't lined all the way through Veterans, pedestrians and bikers will be forced to walk on the road, which poses a major safety issue.
- How can we control all the through traffic? Will they be required to drive around; what will the policy be on through traffic? There is concern Clover Creek & Fox Ridge will cut through to gain easier access to Hwy 50 in addition to the Dollar Tree employee traffic and Break Time customers.
- What will the policy be regarding semi-trucks driving through? Will there be a "No Trucks" sign with regard to the Dollar Tree distribution center's semi trucks?
- Is there a possibility to make turns/curves in the new extension in an effort to slow drivers down? Enterprise Rd is already a drag strip at times. Racing cars and motorcycles are frequently heard all hours of the night in the summer months & skid marks are visible. There is concern the new Veterans extension could become a drag strip if it's completely straight.
- What will the speed limit be on the new Veterans Rd extension?
- What is the policy on Jake Breaks? Who can we contact regarding the introduction of a Jake Break Ordinance?

Thank you for taking the time to consider and discuss this matter. Our main goal is the safety of the residents in the Cayhill neighborhood, specifically the 200+ children who live here and enjoy playing outdoors. As someone who has been struck by a vehicle and significantly injured on school property where speed limits are inherently slow, I know firsthand how lowered speed limits alone do not slow drivers down and prevent accidents. This is why we are asking for your consideration in the installment of traffic calming devices such as speed bumps/humps and other measures outlined above. We look forward to having a productive discussion at the meeting on February 21st.

Respectfully,

Matthew & Danielle Coppola, Jarrod Faussett, & Cayhill Residents