

ST. JOSEPH AREA TRANSPORTATION STUDY
COORDINATING COMMITTEE
August 14, 2008

A meeting of the Coordinating Committee for the St. Joseph Area Transportation Study was held at 12:00 noon in the 4th Floor Conference Room, City Hall, St. Joseph, Missouri, on August 14th, 2008.

Voting members present:

Janice Hatcher, Chairperson	City of Savannah
Gary Roach, Vice-Chairperson	City of St. Joseph
Mike Bozarth	City of St. Joseph
Vincent Capell	City of St. Joseph
Jerry Russell	Citizens Representative
Julia Levinn	Village of Country Club
Dan Hausman	Buchanan County
Bill Falkner	City of St. Joseph

Staff members present:

Andy Clements	City of St. Joseph
Kelsy Marr	City of St. Joseph
Judy Beckwith	City of St. Joseph

Others present:

Shannon Kusilek	MoDOT
-----------------	-------

OPENING REPORTS

Chairperson Janice Hatcher directed the meeting.

Roll Call. A quorum was present.

Approval of Minutes. **Mr. Hausman moved to approve the minutes of the June 12th meeting. Ms. Levinn seconded the motion, motion passed unanimously.**

Opportunity for public comment. No member of the public appeared to comment.

NEW BUSINESS

Long Range Transportation Plan Update. Ms. Marr reported the public transportation scientific survey is nearly complete. The LRTP committee will review the results in their September meeting and contact stakeholders for their input. Updates will be sent quarterly.

Powerpoint Presentation: Metropolitan Planning. Ms. Marr gave a presentation geared toward the Long Range Transportation Plan. The Steering Committee will discuss corridor preservation, land use, modal access, access management, and functional classification.

She described corridor preservation as a strategy to make sure existing and future roads will fit in the landscape. It involves measures to minimize the cost of transportation. Functional classification is classifying roads for a specific function and purpose. Arterial, collector and local are generic classification of roads. She noted that a school is planned to be built near the Greystone residential development. Various implications to roads in the area can be assumed. Upgrading certain roads to collector before the development builds out will set the design standards to be sure the road can carry future traffic. She noted that Cook Road is a bad example of a road needing upgraded after development occurs around it and funding road improvements is a problem.

She remarked that roundabouts are showing up many places in the U. S. Mr. Russell mentioned Krug Park entrance as a good location for a roundabout and Mr. Capell suggested Phil Welch Stadium. Ms. Marr stressed that roundabouts reduce fatalities more than 90%, reduce traffic delays, save money (signals not needed), often occupy less pavement, and are more aesthetically pleasing. The biggest issue is educating the public to use them.

Recent trends in land use zoning focuses on isolating land uses instead of incorporating them all together to create a sense of community. This creates more expensive infrastructure maintenance and fuel consumption.

A live/work idea is known as traditional neighborhood development or “new urbanism” where more parks, schools and civic buildings are located closer to homes. Garages are being moved to the back, front porches are larger, and the properties have narrower setbacks. Streets are being designed “mode neutral.” Affordable designs incorporate many different designs and layouts to fit a variety of incomes, so we see less isolation of income in these communities.

Modal access is simple to include in a design. Public transportation, biking and walking create access for all modes. Ms. Marr identified Frederick and I-29 interchange as having a good mix of residential and commercial. Mr. Capell remarked that once the East Hill’s Mall is reconstructed, there will be continuous sidewalks from Riverside Road to the Missouri River.

Ms. Marr showed an example of the need for access management on Woodbine where there are 8 driveways within 700’ of an intersection. The area is incredibly unsafe for pedestrians and bicyclists. Shared driveways and raised medians are best for higher traveled routes. Another dangerous example on the Belt Highway between Karnes and Gene Field shows 31 driveways in a half-mile stretch.

OTHER

Ms. Marr showed a video from Federal Highway on Access Management.

Mr. Falkner said an interchange at I-29 and Faraon is needed. Mr. Roach agreed it would save some congestion. Mr. Capell said, all things considered, he wouldn’t think it would be the City’s first priority. Mr. Clements stated the Cook Road problem needs to be solved. Mr. Russell concurred,

saying the east/west loop has been on the board for years, but all government agencies must adopt it as it goes into Andrew County. He is afraid the area will build up before a land use plan is adopted by the various government agencies. Without a land use plan, access won't be controlled and the same problem will happen as is the case at I-29 and S. 169 Hwy. Right now, Hwy. 71 brings all the traffic into St. Joseph from the north, and the traffic doesn't disperse to the east and west until they reach Hwy. 169.

Ms. Marr reported that a committee member suggested moving the Coordinating Committee meeting to earlier in the week, Wednesday possibly. Ms. Marr will poll members to ask if a different day of the week would be better for the Coordinating Committee meeting.

ADJOURN

The meeting adjourned at 1:00 p.m. The next meeting is tentatively scheduled for October 9th, 2008, at 12:00 noon.