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# St. John Avenue Traffic Calming Project

From Elmwood Avenue to Belmont Boulevard



Virtual Public Meeting • December 17, 2020

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# Meeting Agenda

- Housekeeping Items
- Meeting Goals
- Project Overview
- Website Preview
- Virtual Tour of Corridor
- Facilitated Discussion
- Q&A (using “raise-hand” function)

# Housekeeping Items

- Please stay muted unless you are called on to speak.
- The meeting is being recorded.

The recording will be available and posted on the project website after the meeting.

- Use the chat box during the meeting!  
Post your questions or comments in the chat box during the meeting. We will get to as many as we can during the Q&A session.

- Meeting is one hour.

If we can't get to you, we want to hear from you!

Please send us your feedback or ideas:

[Maggie.Green@kcmo.org](mailto:Maggie.Green@kcmo.org)

[Mario.Vasquez@kcmo.org](mailto:Mario.Vasquez@kcmo.org)

# Meeting Goals

- Present a high level overview of the project scope and timeline
- Discuss different types of traffic calming measures
- Gather your feedback as part of the data collection efforts that will decide on the traffic calming improvements eventually constructed

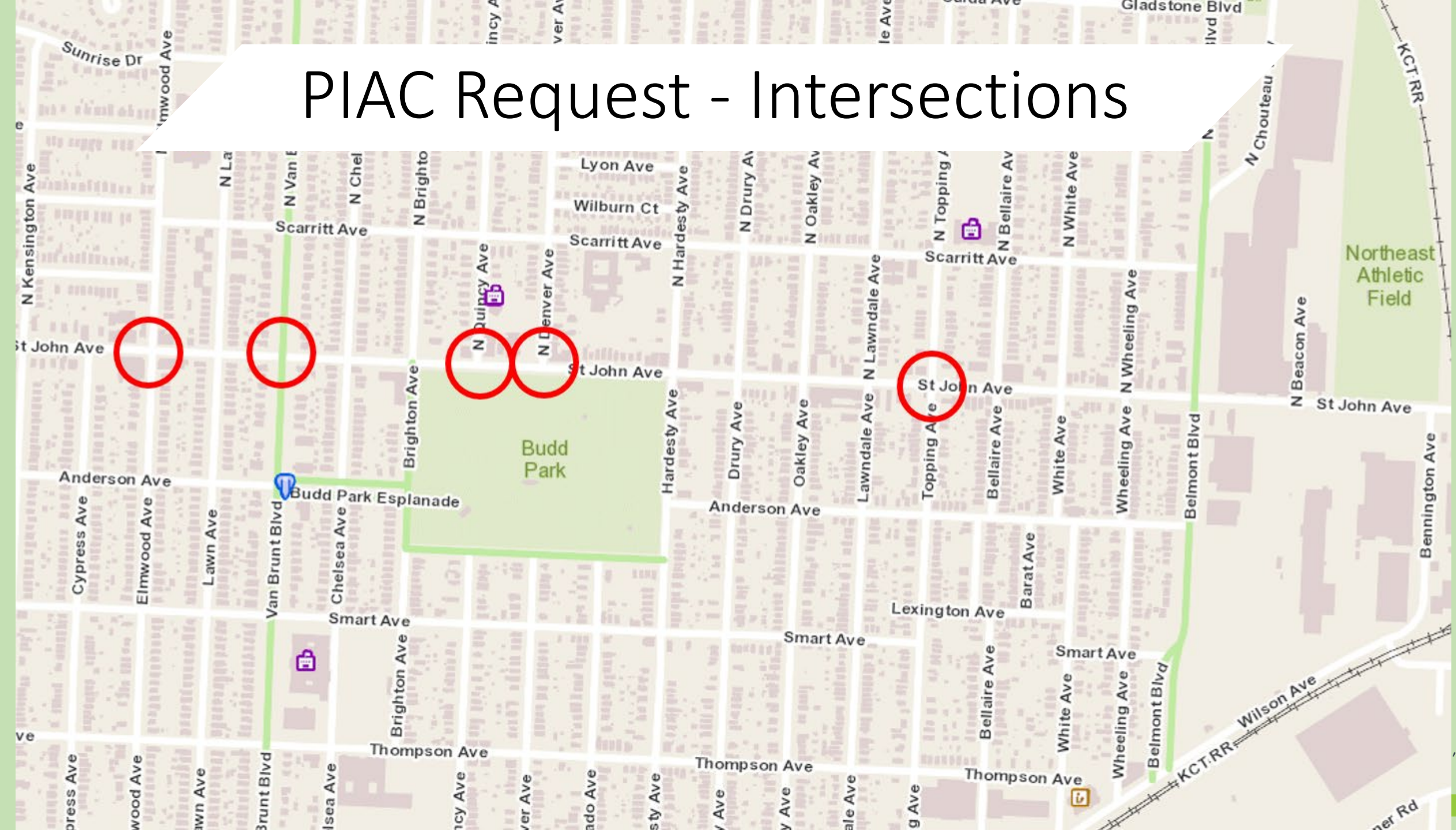
# St. John's Traffic Calming Project



# History

- PIAC request submitted 2019
- \$500,000 approved for fiscal year 2020
- Additional grant funding submitted summer of 2020
  - Not awarded
- Engineering Firm of HDR selected summer of 2020

# PIAC Request - Intersections



# Project Approach

- 3 Main Components
  - Engineering study with public involvement/engagement
  - Preparation of construction plans
  - Construction

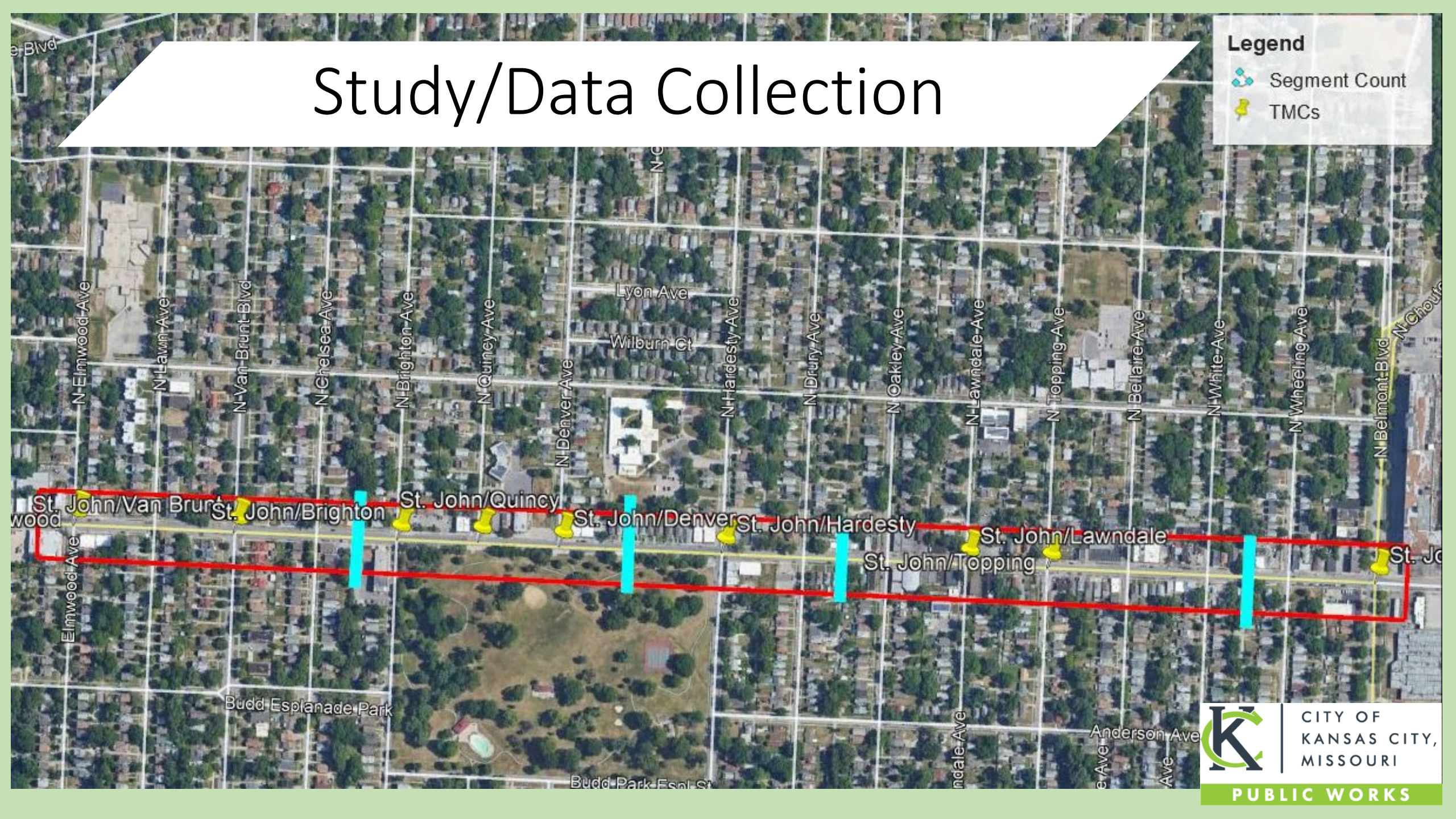
# Study/Data Collection

- Traffic Speeds (4 locations)
- All-day traffic counts (4 locations) by hour
- Peak-hour intersection counts (9 locations) – include peds/bikes
- Street inventory: widths, parking, driveways, curb ramps, curb radii, traffic control, lanes
- Crash data (5 years)
- Other: School schedules, speed limit, zoning, land-use

# Study/Data Collection

**Legend**

- Segment Count
- TMCs



# Tentative Project Schedule

- September 2020 - Notice to proceed to HDR to begin study and data collection
- January 2020 - Data collection/Existing Conditions analysis complete
- Public Engagement
  - December 2020 - Public Meeting #1 (Virtual)
  - January 2021 - Draft set of recommendations and sketch
  - February 2021 - Public Meeting #2 (Virtual)
- March 2021 - Final recommendations and report
- \*The full project design and actual construction of the traffic calming measures will occur after the study portion.

# Solutions to be Evaluated



Roundabout/Traffic Circle



Bulb outs/medians



Striping modifications



Speed limit changes/signage



Optical narrowing



Speed feedback signs/etc.

# Public Engagement

- Project Website

<https://www.kcmo.gov/Home/Components/FacilityDirectory/FacilityDirectory/211/360>

- Contacts

- Mario Vasquez– [Mario.Vasquez@kcmo.org](mailto:Mario.Vasquez@kcmo.org)
    - Maggie Green - [maggie.green@kcmo.org](mailto:maggie.green@kcmo.org)

- 2 Public Meetings

- December 2020 - Public Meeting #1

- Virtual meeting to gather feedback

- January 2021 - Draft set of recommendations and sketch

- February 2021 - Public Meeting #2

- Virtual meeting to present recommendations, sketch and next steps

# Public Comment

<https://www.kcmo.gov/Home/Components/FacilityDirectory/FacilityDirectory/211/360>



**Maggie Green**

[maggie.green@kcmo.org](mailto:maggie.green@kcmo.org)



**PUBLIC WORKS**

# Concerns

What are the primary safety issues along the corridor?

What are the trouble spots or intersections?

Are there other concerns the project team should know about as we move forward?

- Chat comments and verbal discussion notes were added to create the list below:
- Elmwood Ave: take a look at the traffic signal to make sure it's functioning properly
  - Elmwood Ave: cars passing other cars while waiting on the light at Elmwood, caused a couple crashes.
  - Elmwood has a TON of pedestrian traffic
  - Snow plows and bulb outs- make sure bulb outs are visible with snow over the top
  - Mixed feelings about bulb outs near the park and their effectiveness
  - Feedback we heard talking to business owners on ST. John was that cars really speed up as they come down the hill going east from Hardesty
  - Hardesty and St. John is an intersection with a lot of impatience;
  - Van Brunt- lots of sideshows; could use raised crosswalk, speed tables, bump outs to calm activity
  - Lots of pedestrian traffic at Van Brunt- Northeast Middle & High schools, Gladstone Elementary. Difficult to cross during rush hour.
  - St. John east of Hardesty: east bound speeders/drag racing concerns.
  - St. John & Topping/Lawndale needed traffic calming to slow excessive speeding
  - Stretch between Hardesty and Belmont has excessive speeding and needs traffic calming intervention- upwards of 60/70 mph heading east toward Belmont
  - Check sightline issues at Hardesty
  - Topping is where students cross for James School.
  - Bellaire has visibility issues from semi truck deliveries. The loading dock was designed for box trucks to load on N Bellaire, but semis frequently park on St John and block visibility from people turning off of N Bellaire onto St John.
  - A lot of foot traffic at Oakley (and in front of the church between Oakley and Lawndale) for food pantry.
  - Oakley is the only side street east of Hardesty that travels North from Independence Ave to St John. All other side streets are one way South or are truncated by business corridor at Wilson Rd.

# Ideas & Solutions

What ideas do you have to calm traffic?

What specific things do you think will fix the concerns?

What traffic calming measures would you like to see?

What else should the project team consider as we move forward?

Chat comments and verbal discussion notes were added to create the list below:

- Outreach idea: directly to residents and businesses on St. John– door hangers/flyers, surveys, etc.
- Outreach idea: use Northeast News as a partner for project messaging
- Assess four-way stop effectiveness along the corridor; consider flashing lights or signage to help; possibly traffic signals again
- Test out temporary traffic calming
- Bulb outs at Budd Park– add flowers, trees, other beautifying elements
- Watch for turning radius if bulb outs are installed, could create problems turning; especially for KCFD.
- Make sure to spread funds along the corridor, not letting one intersection eat all the funds when more areas need attention as well.
- Consider speed tables/raised crosswalks/raised intersections along the corridor (Van Brunt in particular)
- KCATA is interested in piloting bus bulb outs if a painted bike facility is implemented to reduce the conflict between bike and bus.
- Consider striping bus lane
- Reduce speed limit
- Cost effective solutions at MORE locations
- Incorporate artistic painting/murals into traffic calming
- Use new Paint the Pavement Policy in coordination with this project
- Coordinate with crossing guards, school districts to learn routes to school patterns: Elmwood, Van Brunt, Topping, Lawndale, etc.

# Poll Questions

Forms 12/17 6:19 PM

Live | Not anonymous; Results shared

What sector are you representing this evening?

- Resident
- Business Owner
- Neighborhood Association
- School District
- Elected Official
- Other

Submit Vote

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Updated

Resident	26% (4)
Business Owner	13% (2)
Neighborhood Association	6% (1)
School District	0% (0)
Elected Official	0% (0)
Other	53% (8)

15 responses

Forms 12/17 6:26 PM

Live | Not anonymous; Results shared

How do you feel about the bulb outs at the intersection of Brighton & St. John?

- These are effective at calming traffic here
- These are NOT effective at calming traffic here
- I did not even know these were here
- I have no idea what these are

Submit Vote

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Updated

These are effective at calming traffic here	58% (7)
These are NOT effective at calming traffic here	25% (3)
I did not even know these were here	16% (2)
I have no idea what these are	0% (0)

12 responses

Forms 12/17 6:32 PM

Live | Not anonymous; Results shared

I would like to see more bulb outs like these along the corridor:

- Yes!
- Yes, but with additional enhancements
- No

Submit Vote

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Updated

Yes!	23% (3)
Yes, but with additional enhancements	76% (10)
No	0% (0)

13 responses

Forms 12/17 6:46 PM

Live | Not anonymous; Results shared

The proposed bike plan calls for a shared bike facility along St. John Ave. Do you want the project to evaluate the feasibility of adding bike facilities?

- Yes, please add bike facilities to St. John
- Yes, but I support bike facilities on a different corridor
- No, I do not support bicycle facilities on St. John

Submit Vote

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Updated

Yes, please add bike facilities to St. John	77% (7)
Yes, but I support bike facilities on a different corridor	22% (2)
No, I do not support bicycle facilities on St. John	0% (0)

9 responses

Forms 12/17 6:43 PM

Live | Not anonymous; Results shared

I would be supportive of a raised intersections along the corridor

- Yes
- Maybe, depends on the location
- No, I would prefer other traffic calming options

Submit Vote

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Updated

Yes	61% (8)
Maybe, depends on the location	38% (5)
No, I would prefer other traffic calming options	0% (0)

13 responses

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# Questions?

Ideas, questions or concerns? Please reach out!

## Mario Vasquez

- Project Manager
- [Mario.Vasquez@kcmo.org](mailto:Mario.Vasquez@kcmo.org)
- 816-513-6984

## Maggie Green

- Public Information Officer
- [Maggie.Green@kcmo.org](mailto:Maggie.Green@kcmo.org)
- 816-513-2612

Project website: <https://www.kcmo.gov/Home/Components/FacilityDirectory/FacilityDirectory/211/360>