

CITY OF SHREWSBURY
BOARD OF ALDERMEN
WORK SESSION OF THE BOARD OF ALDERMEN
June 11, 2013

A Work Session of the Board of Aldermen of the City of Shrewsbury, Missouri was held at 6:00 p.m. this 11th day of June, 2013 in the Aldermanic Conference Room of City Hall for the transaction of such business that may come before the Board.

There were present:

Mayor	Felicity Buckley
Alderman	Elmer Kauffmann
Alderman	Ed Kopff
Alderman	Rick Steingrubby
Alderman	Sam Scherer
Alderman	Mike Travaglini
Alderdwoman.....	Chris Gorman

There were also present:

Director of Administration.....	Jonathan D. Greever
Director of Finance	Danielle Oettle
Fire Chief.....	Bill Fox
Police Chief.....	Jeff Keller
City Engineer	Tom Weis
Street Superintendent.....	Tony Wagner
City Clerk.....	Carly West

Roll Call

Mayor Buckley opened the meeting and City Clerk West commenced with the roll call. The entire Board was present.

Discussion of South County Connector

Director of Administration Jonathan Greever stated that Tom Weis, City Engineer was present to discuss the memo he had written regarding the City's interests in the South County Connector project. Mr. Weis began by stating that he and a colleague had reviewed the information, and the first concern he had was with their traffic study numbers. He stated that the information is confusing and he was not sure everything was in order there. He stated that he felt safe stating that there would be some traffic relief on the Shrewsbury roads, but the amount of relief was hard to discern, and he was not convinced that it was all correct. He also noted that the delays at the traffic lights would, with only a few exceptions, be lowered only a negligible amount. He summarized that he would recommend the City ask for clarification regarding some of the data and information that had been provided.

Mayor Buckley asked if it was correct that the traffic study had been done in 2003, and Mr. Weis replied that he believed there had been some additional studies done. Mayor Buckley stated that she felt there was confusion regarding what exactly the information was based on, and Mr. Weis replied that there were references to pre-highway 64 and post-highway 64 construction, so some things had been altered.

Mr. Weis stated that he felt strongly that if there were going to be four or five lane improvements around the MetroLink station at Lansdowne and Murdoch, the City should request that the project include some improvements to that area. Since the Connector would be adding traffic to that area, it would make sense to have the County be involved in improving that area.

Mr. Greever stated that there were two alternatives to the Lansdowne intersection under consideration, one of which was a fly-over, where the traffic would travel over Lansdowne and loop around, and the second being an at-grade interchange. Mayor Buckley noted that the diagram looks very nice, but there is nothing in the plans that allows for landscaping, and it is unclear if that would be left to the various municipalities to take pay and care for on their own. Mr. Weis stated that the City of Manchester had taken responsibility for the highway 141 bridge over Manchester Road, and the City had to get a grant for enhancement, and it amounted to about \$800,000 in addition to the basic bridge provided by MoDOT. He agreed with the Mayor that the issue needed to be clarified so that not only did the entrance to the City look nice, but there were allowances made for maintenance. Alderman Kauffmann asked about Manchester's contribution to the grant money, and Mr. Weis answered that it was an 80/20 grant, so the City was responsible for part of it.

Mr. Weis directed the Board's attention to the drawing he had provided, and pointed out that there was a roundabout being proposed, and no information had been provided about the landscaping or beautification of that either. There ensued discussion about the roundabout and how one would be getting on or off the Connector, where the traffic lights would go, and how traffic would flow due to that. Mayor Buckley noted that this was one of the concerns that the City had with the project – that information such as this was not being provided and a study of the impact was not complete. Mr. Greever noted that there were places where there were alternate options, but information had either not been collected or provided for those alternatives.

Mr. Weis next discussed the impact of an interchange at or near the public works facility, and while it looked like they were leaning towards a tight "Y" interchange, that wasn't certain yet. Alderman Kauffmann asked if there had been any information from MoDOT, and Mr. Weis directed his attention to the slide provided by the County, but Mr. Greever noted that none of the alternative options had been given. Mayor Buckley asked about the difference in grade between the existing highway and the proposed highway, and if they were going to bring all of that land up to grade and landscape it. Mr. Weis stated that he was not convinced that they could get the grades to work, and they would have to deal with a very steep slope. He noted that earth fill is always cheaper and that would be most likely what they would want to do. Mayor Buckley asked what was more likely in reality, and Mr. Weis answered that it would be both earth filled, and closer to the bridge, they would have to put in some pedestals. He noted that the pictures provided by the County were misleading in that they were from a different angle and showed a different slope than what is actually there. Clarification was given as to what angle and which direction was shown in the County's presentation.

Mayor Buckley asked about the triangle of land between the ramp and the highway, and if they would be able to fill that area. Mr. Weis answered that filling that area would be relatively easy with a wall on one side and the road on the other, depending on if there were pedestals or not. Mr. Wagner asked about including the public works property, and Mr. Weis answered that they would have to fill almost all the way to Melbourne to make it work like the picture shows. Mr. Wagner also noted that there is a gas line running under all of the land being discussed.

Mr. Weis discussed sound barriers and the fact that residents on Melbourne and Lansdowne are fairly elevated. He noted that the study shows they will not be adversely affected and explained the readings that were taken and the projected sound conditions, which show decibel levels below the national acceptable levels, but also stated that more information might be needed.

Mr. Weis stated that the City of Maplewood objects to the proposed project because of a creek on the northern side of the project, which has not been improved even with the commercial redevelopment, and improvements need to be made with consideration to the floodplain. He stated that he felt the Connector

project was in danger due to the recent upgrades at the Deer Creek Shopping Center and the fact that Maplewood is very much against the project. He also mentioned the impact on the business at the corner of Marshall and Big Bend in relation to the impact on the Deer Creek center. He stated that while it was not specifically a Shrewsbury concern, he felt it was important for cities to support neighboring cities. He stated that there was only a very short paragraph in the project plan regarding the north segment south of Deer Creek, and it basically states that it is not under consideration because of the residents in that area, but he also noted that there were residences in the areas of Shrewsbury that will be affected by the Connector, and those should be given the same consideration as the others. Mr. Weis stated that perhaps that area south of Deer Creek should be under consideration so improvements could be made to the creek bank.

Mr. Weis stated that a "Y" or "T" connection could be tied in at Laclede and Marshall, and everything else in Shrewsbury could remain the same. Mayor Buckley asked if that would affect the Overhead Door building, and Mr. Weis answered that something would have to be arranged one way or another. He reiterated that Laclede and Marshall could be improved as well as Big Bend and Marshall, there would not be a problem with the railroad tracks and conflict with a large number of businesses could be avoided and the project simplified.

Mr. Weis stated that the objections of the City of Maplewood might make it easier for Shrewsbury to gather additional information and provide more in-depth feedback and insight. He stated that he believed that Shrewsbury did still want to consider the project, but there were some serious concerns that needed to be addressed. He noted that there is a great deal of volume on the City's streets, and it could be very helpful to a lot of people, were the problems addressed.

Mayor Buckley thanked Mr. Weis, and stated that there has not been a chance for residents to share their opinions with the Board. She stated that it would not have made sense to ask for input before the Open House was held, as no one had much information before that, but now it would be a good time to have residents come to the July Board meeting and share their thoughts. She stated that the feeling that she had gotten from the residents thus far was questioning whether it was really necessary, and concern over the data that was being used to drive the project. She stated that the Board was going to need to come to a consensus to draft a response by the July 19th deadline.

Mayor Buckley stated that in addition to the points that Mr. Weis had provided, she had concerns about the insufficient amount of information overall. She also stated that Shrewsbury could, however, uniquely benefit from the overall goals of the project, and that she would like more information about improvements to the intersections of the feeder roads, as nothing is mentioned. She also stated that the interchange at I-44 was a very important part of the project, and not having specific information on it makes it hard to determine the environmental impact of the project. She reiterated her concerns about the cost of landscaping, and noted that Deer Creek, while not in Shrewsbury, does have some effect on Shrewsbury. She noted that there was a 7-lane intersection planned at one area, and that would have an impact on any future urban development. Mr. Weis stated that there would need to be a pared-down version of that intersection. He read the section of the project plan discussing the elimination of the area south of Deer Creek as an option because of the residences, and stated that he took issue with that assessment, especially considering that there were residences involved in the Shrewsbury portion of the project, as well as the mention of "community cohesion" and right-of-way issues, and the investment that has recently been made at the Deer Creek Center. There was discussion regarding lane width, elevation, and creek improvements in regards to that area south of Deer Creek.

Mr. Weis stated that in the full study document, the traffic counts are from anywhere from 2005 to 2011, with the majority being 2006. He stated that the levels of service were not being improved dramatically in relation to what the project will cost. Mayor Buckley stated that the local benefit would have to be the reduction of traffic on Shrewsbury roads, and if that were not going to happen, it would simply be another large road around Shrewsbury, and the feeder roads need to be a consideration also. She stated that road narrowing

needed to be taken into consideration also. She stated that initially, the concept had been to help Shrewsbury roads become more community friendly and make the City more walkable. However, that seems to have changed to the idea that traffic patterns will emerge after construction, and the City would have to assess the usefulness at that point, which is not acceptable. She noted that it would connect Watson to I-44 and I-44 to Big Bend, and that was beneficial, but at what cost?

Mayor Buckley stated that there are regional concerns. Portions of the project are in St. Louis City, but only County residents would be paying for it, and is the benefit large enough to pay for the entire project? She stated her concern that the project was ultimately a faster route for people in South St. Louis City and South County to get to Clayton faster. She stated her concern with the County's maintenance of their roads and landscaping, and the concern that they were taking on more road maintenance when it is already so bad.

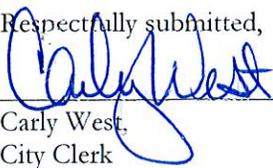
Mayor Buckley summarized some of the groups that have shared concerns, and Mr. Weis noted that many of those groups are not going to be interested in his thoughts regarding south of Deer Creek. Mayor Buckley stated that if intersections are going to be pared down, things like that might be a trade-off, and Mr. Weis stated that further study would need to be done on those options. Mayor Buckley stated that there would be more groups who would be weighing in on the matter, and she stated that she did not feel it was appropriate to make any decisions based on "maybe" statements. She also stated that there were other development concerns that she had, and those needed to be addressed.

Mr. Weis asked if there had been any discussion regarding turning some of the County roads in Shrewsbury over to the City at any point in this project. Mayor Buckley stated that she had had that comment made to her, but she would prefer that they were not turned over unless they were improved, and improvements are planned for the next two years or so. She stated that she had a hard time believing that the traffic on Murdoch would be decreased due to the cut-off, and that was part of her concern about if the traffic in Shrewsbury was actually going to be reduced. Mr. Weis stated that if MoDOT improves Laclede and I-44, it might be possible for Murdoch to have less traffic.

Alderman Travaglini made a motion to adjourn the meeting. Alderwoman Gorman seconded the motion, and it passed unanimously.

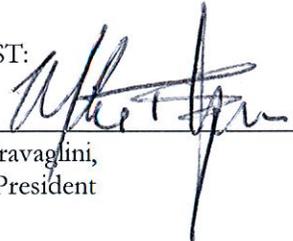
The work session adjourned at 6:55 p.m.

Respectfully submitted,



Carly West,
City Clerk

ATTEST:



Mike Travaglini,
Board President