



## MEMORANDUM

To: Board of Public Safety

From: Rick Brown, Director of Public Works / City Engineer

Date: January 8, 2019

Re: Cut-Through Traffic on Eatherton Road

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The following is a summary of the discussion regarding the issue of cut-through traffic on Eatherton Road, between Route 109 to Route CC (Wild Horse Creek Road.) The location of this concern is shown below on **Exhibit 1**.

### Engineering Study

The Department is planning to engage an engineering firm to evaluate possible capital improvement project(s) that would address the concerns stated at the November meeting relative to the safety of the intersection of Eatherton Road and Route 109. Approval of a contract with an engineering firm to complete this work may require City Council approval, depending on cost. Once an engineering firm is selected and under contract, depending on the scope of work, it should take a month or two to complete conceptual layout(s) for further consideration.

### Turn Restrictions

At the November meeting, the Board recommended the implementation of turn restrictions at Route 109 and Route CC (Wild Horse Creek Road) as follows:

1. Route 109, Northbound at Eatherton Road – No right turns 6 AM-9 AM (except local traffic)
  - a. Link: <https://goo.gl/maps/ovLgds8kBD72>
1. Route CC (Wild Horse Creek Road), Westbound at Eatherton – No left turns 4PM-7PM (except local traffic)
  - b. Link: <https://goo.gl/maps/F6g8VncYcc72>

The turn restrictions would be enacted to eliminate the traffic that is cutting through on Eatherton Road between Route 109 and Route CC (Wild Horse Creek Road) to avoid delays experienced at the all-way stop controlled intersection of Route 109 with Route CC/Wild Horse Creek Road/S. Eatherton Road. Residents would like an exception to allow local traffic to make these turns.

In response to this request, we requested that MoDOT provide concurrence that, if the city passes an ordinance restricting these turn movements, MoDOT would install the necessary signs on Route 109 or Route CC (Wild Horse Creek Road). Karen Yeomans, Area Engineer for MoDOT responded that MoDOT is not comfortable with restricting turns. They have two concerns:

1. Karen stated they do not have signing for ‘except local traffic’ and that this would be very hard to enforce.

2. Their other concern is if we restrict the left turns from Route CC to Eatherton Road, then those residents have to go through the Route CC/Route 109 intersection and make a very sharp left turn from Southbound Route 109 onto Eatherton Road.

Therefore, in light of MoDOT's concerns above, the Board may want to consider the following turn restrictions:

2. Eatherton Road, Northbound at Route CC (Wild Horse Creek Road) – No right turns 6 AM-9 AM (except local traffic)
2. Eatherton Road, Southbound at Route 109 – No left turns 4PM-7PM (except local traffic)

While the implementation of turn restrictions should help address the concern with cut-through traffic, the implementation will be problematic for law enforcement, assuming an exception is made for local traffic. To enforce the proposed turn restrictions, with a local traffic exception, the police would be required to pull over all turning vehicles and request proof that motorists are "local", depending on how "local" is defined. Thus, if the Board would like to move forward, the Department requests guidance regarding the definition of "local" traffic. The Department suggests that we define "local" traffic as trips that originate from or are destined to an address within the City of Wildwood.

Additionally, the Board is advised that the implementation of turn restrictions may result unintended consequences, whereby motorists attempt other un-restricted turn movements to bypass the restriction, which could create other concerns.

For your information, the Department completed a peak hour turning movement count at both intersections where the turn restrictions are proposed: Route 109 with Eatherton Road, and Route CC (Wild Horse Creek Road) with Eatherton Road. This data has been provided as **Exhibit 2**.

### **Other Options**

In lieu of or in addition to the implementation of turn restrictions, in order to address the issue of speeding traffic, three options may be considered:

1. Speed Humps: The construction of speed humps could be implemented along the road. Given the length of the road, several speed humps would need to be installed. Speed humps, which are lower in height than speed bumps, allow traffic to drive at the speed limit, but are designed to discourage speeding traffic.
2. Permanent Radar/ LED Speed Sign: To assist with enforcement, the Department could install permanent radar/LED speed signs along the road. The Wildwood Precinct have temporary signs that are very popular, however, these are battery powered and limited in their duration of use.
3. All-Way Stops: Another low -cost option, although not preferred by the Department, would be the installation of several all-way stop along the road, such as Orrville Road or other side roads.

I will be available for questions regarding this information at the January 10, 2019, meeting of the Board of Public Safety.

RCB

### Exhibit 1 - Location Map



## Exhibit 2

<b>Eatherton Road Turning Movements</b>				
<b>Time</b>	11/29 AM Peak (7:15-8:15)			
	<b>Eatherton Road at Wild Horse Creek Road</b>			
	<b>Northbound Right</b>	<b>Northbound Left</b>	<b>Eastbound Right</b>	<b>Westbound Left</b>
7:15	35	2	0	2
7:30	45	0	0	6
7:45	63	1	2	3
8:00	52	2	0	0
<b>Total</b>	<b>195</b>	<b>5</b>	<b>2</b>	<b>11</b>
<b>Percentage</b>	<b>91.5</b>	<b>2.3</b>	<b>0.9</b>	<b>5.2</b>
	11/28 PM Peak (5:00-6:00)			
	<b>Eatherton Road at Route 109</b>			
<b>Time</b>	<b>Northbound Right</b>	<b>Southbound Left</b>	<b>Westbound Right</b>	<b>Westbound Left</b>
5:00	6	0	2	20
5:15	13	1	3	37
5:30	9	0	1	22
5:45	7	0	2	12
<b>Total</b>	<b>35</b>	<b>1</b>	<b>8</b>	<b>91</b>
<b>Percentage</b>	<b>25.9</b>	<b>0.7</b>	<b>5.9</b>	<b>67.4</b>