



MEMORANDUM

To: Board of Public Safety

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

Date: November 5, 2019

Re: Cut-Through Traffic on Eatherton Road

Last year, the Board of Public Safety heard concerns from residents along Eatherton Road between State Route 109 and State Route CC (Wild Horse Creek Road) regarding cut-through and speeding traffic. Residents were frustrated that motorists use this section of Eatherton Road to avoid peak hour delays at the intersection of Wild Horse Creek Road / S. Eatherton Road and State Route 109, due to the existing all-way stop. The Department has verified that mapping applications, such as Google Maps, automatically route vehicles onto Eatherton Road from Route 109 or Route CC as a short cut. (Please refer to **Exhibit 1** for the location of the section of Eatherton Road in question.)

Some Board Members may recall that, in order to evaluate this concern, the Department completed a traffic study of Eatherton Road on September 27th, 2018 to determine the amount of cut-through traffic on the road during the AM and PM peak traffic hours. Please refer to **Table 1** for the results of the study. **Table 2** provides a summary of peak hour intersection turning movements. The data indicated that a high percentage of traffic used the road as a cut-through route. During the AM Peak Hour, 72% of the traffic on the road appeared to be cut-through traffic. During the PM Peak Hour, 65% of the vehicles appeared to be cut-through. Please note that the Department did not follow or track vehicles, so it is possible some motorists may have stopped at a destination along the way. Also, it should be noted we did not determine whether a cut-through motorist was a Wildwood resident or from outside the City.

After much discussion, the Board ultimately authorized the preparation of a bill that restricted through traffic on Eatherton Road between State Route 109 to State Route CC. The bill was presented and passed by the Council earlier this year, and thus, appropriate signs enacting the restriction were placed at the end of last winter.

Earlier this year, Mr. Geoff Ladue, who resides on Grand Meridien Forest, expressed his opinion to the Department, that the traffic restriction has had no effect, and that the road is still experiencing heavy traffic at high speed during peak hours. Mr. Ladue requested the installation of stop signs at the three side road intersections.

Options

To further address the issue of speeding and cut-through traffic on Eatherton Road, the following options, in no particular order, could be considered:

1. **Enforcement:** From the Department's perspective, consistent enforcement of the through traffic restriction would improve compliance, however, this does require the Wildwood Precinct to allocate two traffic officers to this concern and away from other areas.

2. Turn Restrictions: Peak or all-day turn restrictions could be implemented on Eatherton Road at State Route 109 or on Eatherton Road at State Route CC. For example, a peak hour turn restriction on westbound Eatherton Road onto southbound State Route 109 would be easily justified from a traffic safety perspective and would eliminate the potential for cut-through traffic in that direction.
3. 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. The Department does not have funds budgeted for this purpose, so implementation of speed humps could occur no earlier than 2021.
4. 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.
5. All-Way Stop Signs: Although a low -cost option, the installation of three all-way stops along the road, at Orrville Road, Bonhomme Creek and Eatherton Valley, could be considered, although is not recommended from the perspective of the Department for the following reasons. The installation of stop signs on Eatherton Road would be unwarranted from the perspective of the Manual of Traffic Control Devices, as stop signs are not to be used for speed control but to assign right of way at an intersection. Their use, when unwarranted, creates liability for the City and results in motorists rolling stops, as they recognize them as being unnecessary. Finally, the installation of unwarranted stop signs penalizes law abiding motorists that are obeying the speed limit.
6. Removal of the Road: While this is an extreme measure, the removal of the road between State Route 109 to Orrville Road could be evaluated, however, this may be very unpopular with some residents that reside along Orrville Road, and could impact emergency response time to the area. Removal of the road would eliminate the possibility of cut-through traffic.

Roundabout Improvement Project: It is important to note that MoDOT recently was awarded federal funds to reconstruct the intersection of Wild Horse Creek Road / S. Eatherton Road and State Route 109. The funded project, which is still 3-4 years away from completion, will construct a new roundabout at the intersection, which will eliminate the current bottleneck. It is anticipated that this improvement will reduce the desire for motorist to cut through on Eatherton Road during peak hours.

I will be available for questions regarding this information at the November 7, 2019, meeting of the Board of Public Safety.

RCB

Exhibit 1 - Location Map

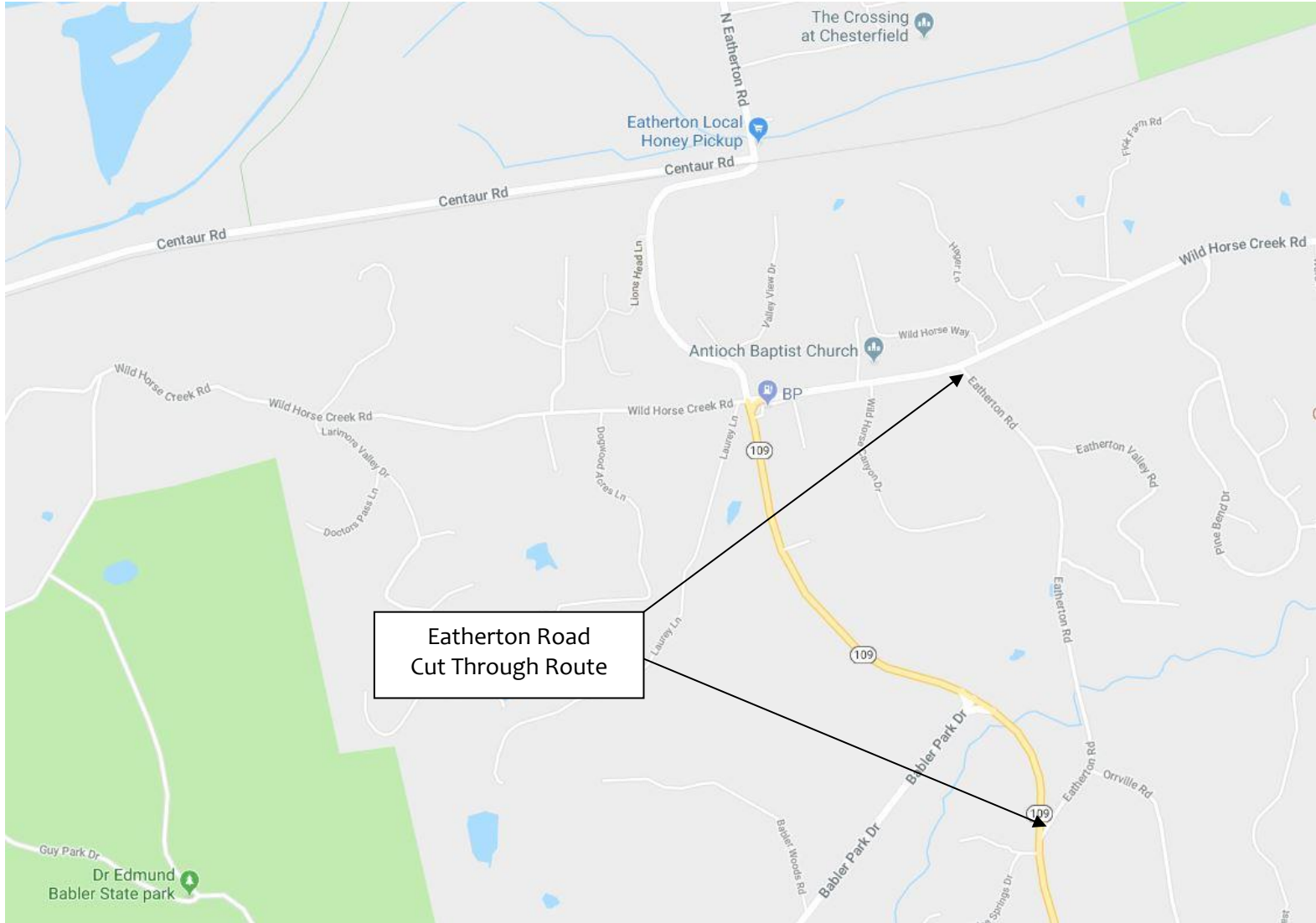


Table 1
Eatherton Road Traffic Study
September 27, 2018

Morning 7-8 AM			
<u>Direction</u>	<u>Traffic Count</u>	<u>Number of Cut Through</u>	<u>Percentage of Cut Through Traffic</u>
Northbound	272	203	75%
Southbound	22	9	41%
Total	294	212	72%
Evening 5-6 PM			
<u>Direction</u>	<u>Traffic Count</u>	<u>Number of Cut Through</u>	<u>Percentage of Cut Through Traffic</u>
Northbound	71	41	58%
Southbound	123	85	69%
Total	194	126	65%

Table 2

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