



WHERE COMMUNITY AND SPIRIT MEET®

WORK SESSION MINUTES

A work session of the Kirkwood City Council was held on January 23, 2025, at 5:00 p.m. at Kirkwood City Hall, 139 S. Kirkwood Road, Kirkwood, Missouri. Present Mayor Gibbons, Council Members Jaksetic, Luetzow, Rheinnecker, Schaefer, and Zimmer. Also in attendance were Chief Administrative Officer Russ Hawes, Assistant Chief Administrative Officer David Weidler, City Clerk Laurie Asche, Planning & Development Director Jonathan Raiche, Public Services Director Chris Krueger, and City Attorney John Hessel. Council Member McLean was absent and excused.

APPROVAL OF THE JANUARY 9, 2025 AND JANUARY 16, 2025 WORK SESSION MINUTES

Motion was made by Council Member Zimmer and seconded by Council Member Schaefer to approve the minutes of the January 9, 2025 and January 16, 2025 Work Session minutes. The motion was unanimously approved.

SPEED STUDY AND VISION ZERO DASHBOARD

Public Services Director Chris Krueger discussed the Speed Study with the Council. The City received a grant for Safe Street and Roads for All. Vision Zero teaches that higher speeds directly relate to higher rates of injury and fatalities. A speed study is the first step in understanding speed problem areas and determining how to counteract excessive speeding. The speed study gathered speed data at 75 locations to represent a broad range of roadway facility types and contexts. The study reviewed different criteria to set speed limits, not just the 85th Percentile speed. The study recommended two locations for a speed limit reduction, which was on West Jefferson, to lower the speed limit from 20 to 15 mph, between Kirkwood Road and Clay, and on West Monroe between Kirkwood Road and Clay from 25 to 20 mph. Speed countermeasures were identified by two categories: high-injury corridors and City-owned streets. Most of the high-injury network is on Manchester Road, Kirkwood Road, and Big Bend Blvd. These corridors carry the highest traffic and are partially or wholly maintained by MoDOT or St. Louis County.

The study recommends several countermeasures, including installing speed feedback signs on Kirkwood Road near Jewel and Big Bend west of 270, as recommended by city staff. Speed feedback signs are a relatively low-cost option compared to other physical improvements, can be implemented quickly, and give drivers another reminder of their speed. Speed feedback signs reduce crashes by 70%. St. Louis County has already approved speed feedback signs on Big Bend. Other improvements can be considered on the high injury network once planned projects, such as the road diet on Kirkwood Road and the St. Louis County Project on Big Bend, are completed.

The mean speed is essential as it addresses whether the average driver is driving at unsafe speeds on a roadway. Many locations show the mean speed as near the posted speed limit. The 85th percentile speed is often at the edge of noticeable speed and increased injury rates at or above 20% over the posted speed limit. The cut-off of 20% over the posted speed limit was used to develop a list of 37 locations of the remaining 57 locations not located on the high injury network. These 37 locations were prioritized by speed, high injury network, equity zone, and pedestrian and bike crashes and analyzed



WHERE COMMUNITY AND SPIRIT MEET®

for potential countermeasure improvements. While the study recommended several countermeasures that can be implemented with resurfacing projects, it is recommended by Staff that Speed feedback signs be installed at the following locations:

1. Woodbine west of Magnolia
2. Rose Hill west of Kirkwood
3. Wood south of Alfred
4. Chester east of Kirkwood
5. Ann West of Nelda

There are 14 signs, including the speed feedback signs on the high injury network and both sides of the street. The staff has received a quote of \$2,714 per sign. Therefore, the cost to implement is \$38,000. The budget is available in the street account to purchase with a resolution from the City Council.

Some discussion took place as follows:

- A question was raised about the bike pathways and road sharing with motorists.
- A question was raised about comparing the speed study with other Cities.
 - No other cities were compared to Kirkwood.
- A question about adding Vision Zero signage to speed feedback signs was raised.
- A question was raised about getting speed feedback signs at school locations.

Planning & Development Services Director Jonathan Raiche demonstrated the Vision Dashboard and the online tools it will provide to the Council. Once the Vision Zero Dashboard goes live, it will be available on the Kirkwood website's Streets Are for Everyone page.

FLOOR AREA RATIO DISCUSSION

Planning & Development Director Jonathan Raiche discussed the Floor Area Ratio. Here is some background for the Floor Area Ratio (FAR). In 2019, the Kirkwood By Design Subcommittee was formed by Nancy Luetzow, Wallace Ward, Ellen Edman, Madt Mallinckrodt, Wanda Drewel, and David Eagleton. In January 2008, Ordinance 9738 was approved, including the FAR regulations in substantially the same form as today. The attainable housing study recommended waiving Floor Area Ratio regulations for additions to single-family homes if they meet the lot coverage requirements. This cannot be limited to current homeowners. Any investor could buy the home, add on, and then sell the home. It could be possible to restrict this to homes that are at least 10 years old so that it would prevent recently constructed homes from taking advantage of this rule. Lot Coverage is the percentage of a lot that structures can cover and only considers the footprint of the buildings, not the height. The purpose is to regulate the bulk of principal and accessory buildings.

The Floor Area Ratio is the total floor area of the building, which is determined by adding the area of each of the stories divided by the total lot area. The Floor Area Ratio is more restrictive and is currently maxed out FAR. A tiny lot, so 2,250 is 0.40 FAR. If the Housing Study Rec is adopted, homes could theoretically make an approx. 700sf addition and still



comply with Lot Coverage (LC) existing 1605sf; LC max is 2250. Setbacks would be issued on this tiny property. Lot coverage requirements will still apply and are more directly related to stormwater issues. In any case, where the FAR requirement is controlling (when the FAR means the LC is less than what would be allowed), this could create a situation where someone could add onto a house horizontally where they couldn't otherwise. This should eliminate additional stormwater effects if additions were limited to those that do not increase lot coverage (a 2nd-floor addition, enclosing a porch, etc.).

Some discussion took place as follows:

- A question was raised about whether a 2-story house should be changed to a 3-story house.
 - Yes, the city allows 2 ½ stories or 35ft for a peek roof.
- A question was raised about whether built-out basements are included in the FAR.
- A question was raised: Can the same design structure be built again if a house burned down?
 - Yes.

WINTER STORM AFTER ACTION REPORT

Public Services Director Chris Krueger discussed the Winter Storm after-action report. The street department pre-treated all city streets twice before the winter storm. Sanitation services were delayed by one day during the week of January 6th. On Saturday, January 4th, through January 9th, the Street Department started 12-hour shifts, providing around-the-clock salting and plowing. Street crews were back preparing for the Friday winter storm on Thursday evening. This storm came in two waves. The first was the sleet, and then the second was powdered snow. Some secondary streets, including cul-de-sacs and dead-end streets, were not cleared from the first wave because plow trucks had to return to primary routes to clear those, leaving those secondary streets only pre-treated. This process took days to complete, continuing to Friday, January 10th, for all streets. The City is trying to clean the streets from curb to curb Citywide. On January 16-17, the street department cleared streets curb to curb where possible to allow for traffic flow.

Some discussion took place as follows:

- A question was raised: what could have been done differently to combat the snow and ice removal?
 - Having enough resources to do all the primary and secondary streets. More dump trucks will be purchased in the new fiscal budget.
- A suggestion was made to send out more communication before inclement weather.

The meeting was opened. Since no further matters were to come before the council, it was adjourned.

Laurie Asche



WHERE COMMUNITY AND SPIRIT MEET®

City Clerk