



CITY OF JACKSON
MAYOR & BOARD OF ALDERMEN STUDY SESSION
Monday, April 01, 2024 at 6:20 PM
Board Chambers, City Hall, 101 Court St.

AGENDA

DISCUSSION ITEMS

1. Request by the Daughters of the American Revolution for the placement of a 250 Patriots Marker in the Old City Cemetery
2. No parking designations on the east side of North High Street
3. Greensferry Road Assessment
4. Memorandum of Understanding for a temporary fire fighter agreement
5. Discussion of previously tabled items (unspecified)
6. Additional items (unspecified)

Posted on 03/29/2024 at 4:00 PM.



City of Jackson

TO: Mayor and Board of Aldermen

FROM: Janet Sanders, Director of Public Works

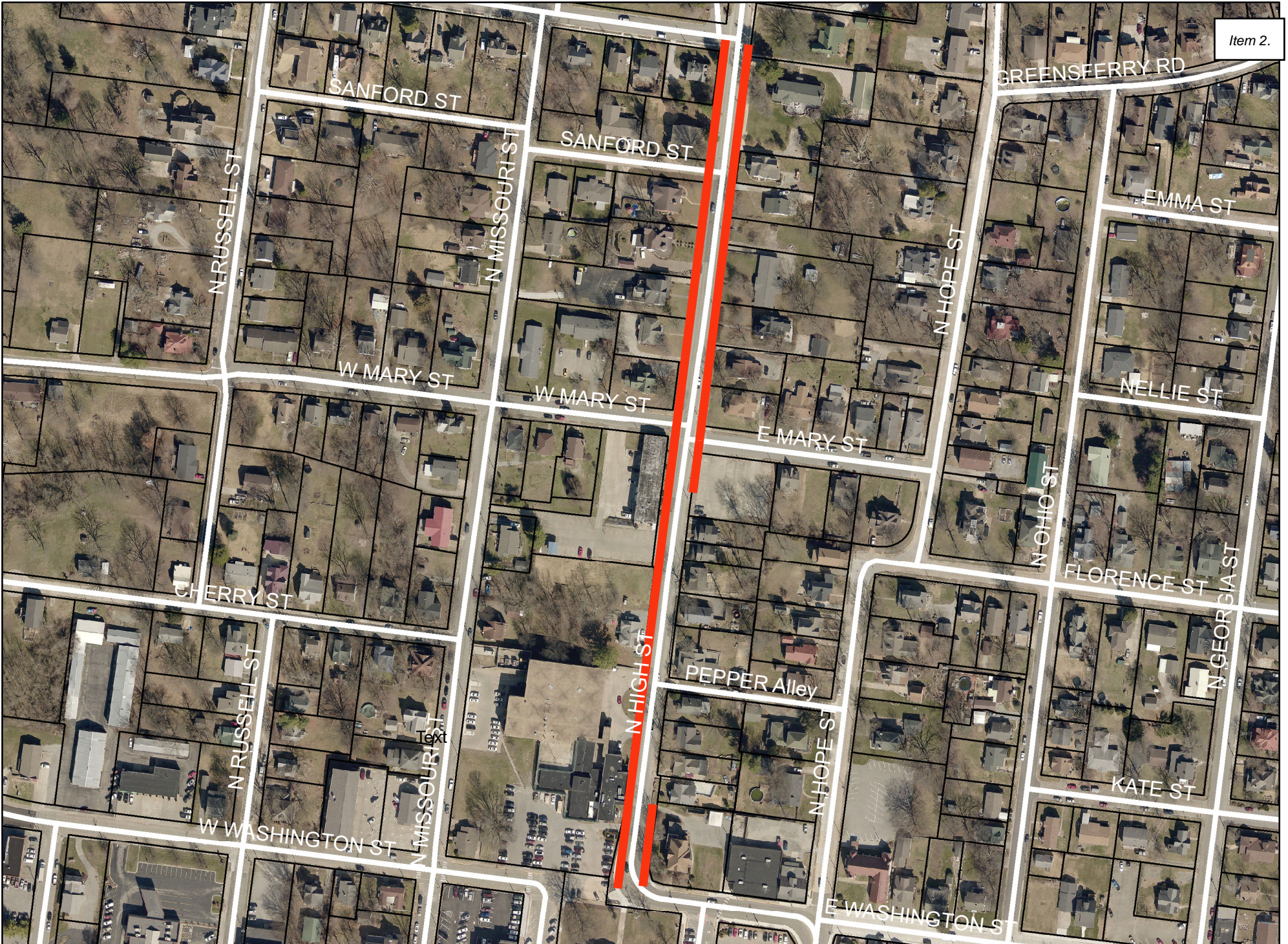
DATE: March 8, 2024

RE: No Parking Designations on North High Street

In accordance with the MoDOT agreement for the improvement of Highway 61 (North High Street), the City agreed to restrict parking on the remainder of North High Street between Washington Street and Mary Street. The attached map shows the “No Parking” designations that have previously been established.

Prior to any potential opening or partial opening of the redeveloped North High Street, we need to complete the parking restrictions. If the Board is in agreement with completing them at this time, we will prepare an ordinance for the April 15th meeting.

As always, if you have questions, please contact me at 573-243-2300 x 2031 or jsanders@jacksonmo.org.



Current No Parking Zones - North High Street





Property Owners in N. High St. Parking Removal Areal



City of Jackson

TO: Mayor and Board of Aldermen

FROM: Janet Sanders, Director of Public Works

DATE: March 28, 2024

RE: Greensferry Road

In response to the citizen complaint to the Board of Aldermen on March 18th of traffic concerns on Greensferry Road, I have the following information. The referenced study by the Lochmueller Group's traffic engineers is attached. This study was generated due to previous citizen complaints about traffic safety at this location.

- 3-Way Stop Request at new Crossroads Church driveway - the City typically does not implement stop sign configurations that include a private driveway. The attached safety assessment by Lochmueller addresses the criteria for 3-way stops and why one at this location does not meet those criteria.
- Dangerous curve ahead sign request - S-curve signs were installed at this portion of Greensferry Road following the 2022 safety assessment mentioned above, as recommended in that report.
- Speeding on Greensferry Road - the City Administrator has indicated he has directed increased speed enforcement on Greensferry Road. Additional 30 MPH speed limit signs can also be installed on the eastbound side of Greensferry Road.
- Removal of centerline rumble strip due to noise – This rumble strip was installed in October, 2023, as the result of the Lochmueller assessment noted above. I contacted the Lochmueller Group this past week and they referenced the following as the basis for their recommendation: *“The guidance from FHWA is clear that they can be installed on along rural and urban two-lane road corridors where significant opposing direction crashes that involve any form of motorist inattention have been identified (i.e. location-specific corridor safety improvements).”*



SCALE 1" = 500'

0 250 500

ALL MEASUREMENTS ARE ESTIMATED

Double yellow centerline from edge of concrete pavement to City Limits. The alternate bid of centerline rumble strips are limited to the marked curve area



Greensferry Road

MEMORANDUM

To: Anna Bergmark, P.E.
Rodney Bollinger

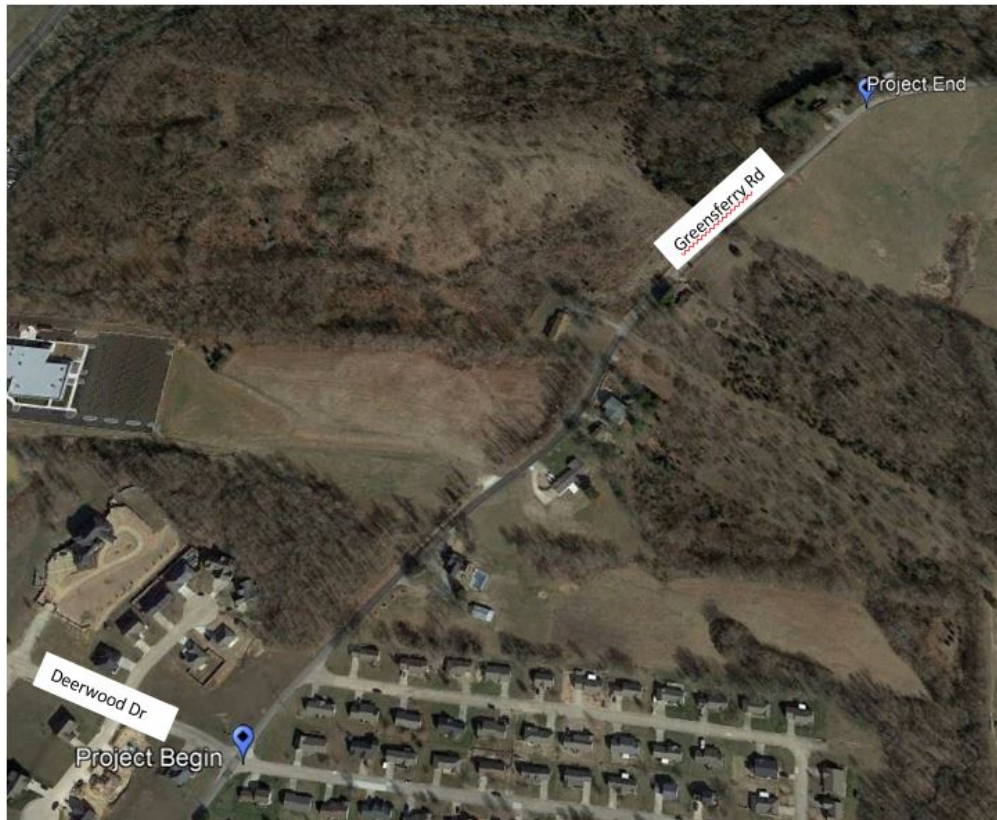
From: J. Kyle Evans, PE, PTOE

Date: December 15, 2022

Subject: Greensferry Road Assessment
Project 522-1035-01T

Lochmueller Group was tasked with performing an engineering assessment of an approximately one-half of a mile long segment of Greensferry Road the extends from E. Deerwood Drive on the south to the Jackson City Limit on the north. The purpose of the assessment was to review existing conditions as they related to citizens’ concerns regarding speeding and safety along this section of roadway. **Figure 1** below depicts the study area.

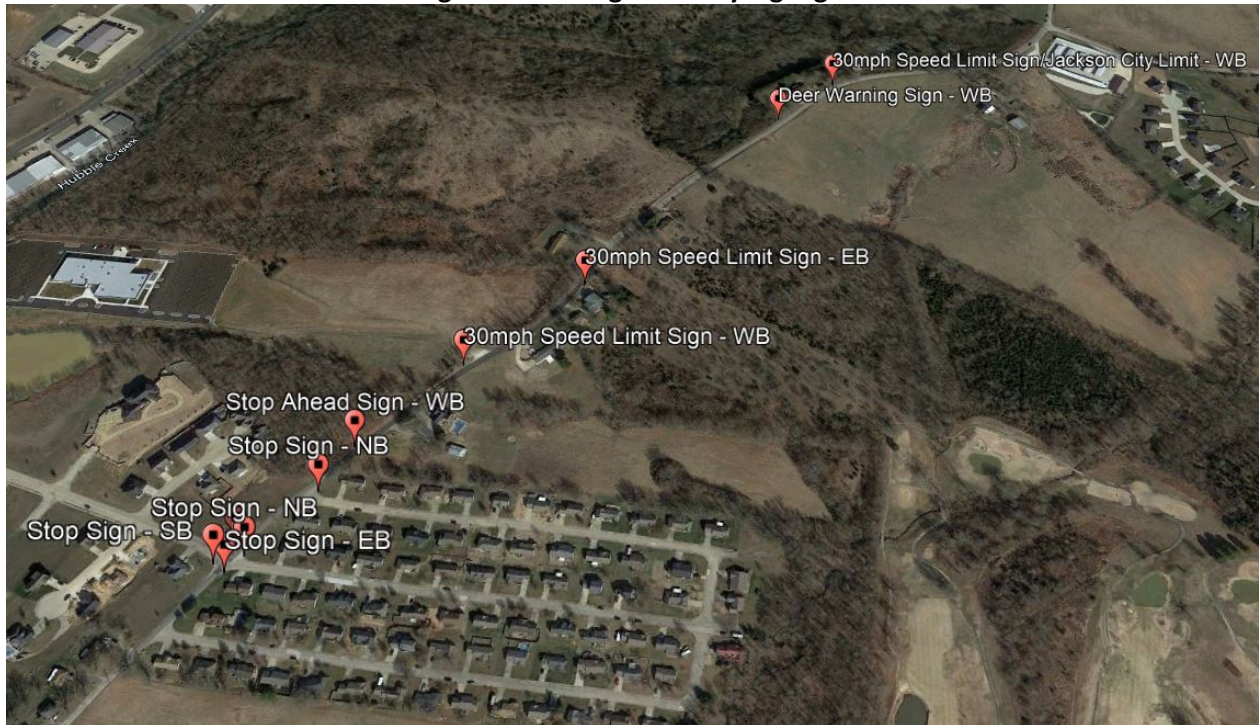
Figure 1: Project Location





Lochmueller Group Engineers completed a field visit on October 28, 2022. During that field visit the engineers made several trips through the study area collecting data and making observations related to signage and any potential items that could be addressed. The existing roadway is approximately 20' wide and has a posted 30-mph speed limit. Existing signage consists of 30-mph speed limit signs, stop signs at the various crossroad intersections and a deer crossing sign near the northern end of the study area. **Figure 2** below shows the locations and types of signs present within the study area.

Figure 2: Existing Roadway Signage



There is a segment of the roadway, shown below which includes a slight horizontal and vertical curvature that could present minor sight distances constraints. The figures, on the following page, provide various perspectives of this segment of roadway.

Figure 3: Roadway Curvature Overview



Figure 4: Northbound Curvature Approach



Figure 5: Southbound Curvature Approach





Roadway Volumes and Collected Speed Data

The City of Jackson Police Department utilized their speed trailer to collect speed and volume data along the roadway study area from May 11th to May 15th of 2022. The data was collected for southbound traffic traveling towards E. Deerwood Drive. The collected data showed that over the four-day period the 50th percentile speed was 32 mph and the 85th percentile speed was 37 mph. Over 75 percent of the vehicles were traffic 35 mph or below. During the collection period there were a total of 1,618 vehicles that traveled southbound for an average of approximately 400 southbound vehicles per day.

Crash Data

The City of Jackson Police Department also provided information regarding the number of reported crashes within the study area. The data included information from January 1, 2017 through the end of September of 2022. During that time period there were three total crashes reported, one during each of the years from 2018 through 2020. All three reported crashes involved drivers running off the road. Two of the three incidents involved drivers avoiding an approaching vehicle.

Multi-way Stop Applications

In addition to the operations along Greensferry Road, Lochmueller Group was tasked with reviewing the study area as it pertains to the Manual of Uniform Traffic Control Devices (MUTCD) and multi-way stop applications. Primarily, with regards to the Connection Point Church property, where it abuts Greensferry Road. The church has discussed constructing a roadway connection from their parking lot to the existing access point on Greensferry Road to help with traffic egress following church services. The church has informed the City that they will be barricading this entrance the majority of the time to limit drivers using this roadway as a cut through. The criteria listed in the MUTCD with regards to the consideration of a multi-way stop include:

1. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
2. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
3. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
4. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour.

Based on the information provided previously in this assessment with respect to traffic volumes, crash data, and the suggestion that the property drive will be barricaded a majority of the time, it is suggested that the side street approach be controlled with a stop sign while Greensferry Road remains free flow at the access location.



Summarization and Recommendations

The information presented shows a rural two-lane roadway with narrow lanes and no shoulders. While the average speed along the roadway is documented as higher than posted, the majority of vehicles are traveling within 5 mph of the posted speed limit and the average speed along the roadway is roughly within 2 mph. The accident data presented shows a relatively low occurrence of accidents along the roadway that are related to driver inattentiveness, narrow lanes, or drivers not staying in their lanes.

Based on these findings, the following mitigations are recommended:

- Install an additional Manual on Uniform Traffic Control Devices (MUTCD) compliant W1-5 horizontal alignment sign for both directions of travel in advance of the horizontal curve segment noted above. The placement of these signs should be in accordance with the guidance provided within the MUTCD for low volume roadways. It is estimated that the cost for these proposed signs would be approximately \$500.
- Provide centerline (double yellow) striping along the roadway to help drivers maintain the proper location along the roadway to correct issues related to drivers traveling down the center of the roadway causing approaching vehicles to take evasive actions. Current costs associated with these improvements is approximately \$0.50/LF for double yellow striping. It is estimated that the cost for these improvements would be approximately \$1,500 for the entire study area.
- Install centerline rumble strips in the curve area to warn drivers when they are crossing over the line into the wrong lane. The distance through the curve is approximately 850' in length. At an estimated cost of approximately \$150/station, it is estimated that these improvements would cost approximately \$1,275.



We appreciate the opportunity to help the City of Jackson with regards to traffic engineering issues. Please contact me at kyle.evans@lochgroup.com or 314-775-3715 should any questions arise during your review.

MEMORANDUM OF UNDERSTANDING

THIS MEMORANDUM OF UNDERSTANDING is made and entered into this _____ day of March, 2024, by and between the ***CITY OF JACKSON, MISSOURI, a municipal corporation,*** (“City”) and _____ (“Employee”),

WITNESSETH:

WHEREAS, the City has a permanent full-time fire fighter with Jackson Fire Rescue who also serves in the Missouri National Guard; and

WHEREAS, the permanent full-time fire fighter has been called for active duty with the Missouri National Guard for an extended period of time; and

WHEREAS, the City is in need of a temporary full-time fire fighter to replace the permanent full-time fire fighter during the period of time the permanent full-time fire fighter is on active duty with the Missouri National Guard; and

WHEREAS, Employee desires to serve in the position of temporary full-time fire fighter for the time that the permanent full-time fire fighter is on active duty with the Missouri National Guard; and

WHEREAS, Employee understands and acknowledges that the City is required under the Uniformed Services Employment and Reemployment Rights Act to make available under certain conditions the reemployment of the permanent full-time fire fighter upon return from active duty with the Missouri National Guard.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein and other good and valuable consideration, the adequacy and sufficiency of which are hereby acknowledged, it is mutually agreed as follows:

1. Employee does hereby accept the position of temporary full-time fire fighter with the City.

2. Employee is eligible and will receive wages and benefits applicable to a permanent full-time fire fighter.

3. Employee is subject to all rules, regulations, and procedures applicable to a permanent full-time fire fighter including, but not limited to, discipline and termination as set forth in the City's personnel manual.

4. Employee understands and acknowledges that upon the return of the permanent full-time fire fighter from active duty with the Missouri National Guard that Employee will return to the status of temporary part-time fire fighter without requiring the City to comply with the rules, regulations and procedures for discipline and termination and that Employee will no longer receive wages and benefits applicable to a full-time fire fighter.

5. This Memorandum of Understanding contains the entire agreement of the parties and can be altered, amended, or modified only by written instrument executed by both parties. This Memorandum of Understanding sets forth the entire agreement between the parties and no custom, act, forbearance, or words or silence at any time, gratuitous or otherwise, shall impose any additional obligation or liability upon either party or waive or release either party from any default or the performance or fulfillment of any obligation or liability or operate as against either party as a supplement, alteration, amendment, or change of any terms or provisions set forth herein unless set forth in a written instrument duly executed by such party. The failure of either party to exercise any rights or remedies shall not release the other party from its obligations hereunder.

6. This Memorandum of Understanding shall be governed by and construed in accordance with the laws of the State of Missouri. Venue for any dispute between the parties shall be in the Circuit Court of Cape Girardeau County, Missouri.

7. This Memorandum of Understanding shall be binding upon and shall inure to the benefit of the undersigned parties and their respective heirs, legal representatives, distributees, successors, and assigns.

8. In case any one or more of the provisions contained in this Memorandum of Understanding shall for any reason be held invalid, illegal, or unenforceable in any respects, such invalidity, illegality, or unenforceability shall not affect any other provision hereof, and this Memorandum of Understanding shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

9. The rights and remedies provided by this Memorandum of Understanding are cumulative and the use of any one right or remedy by either party shall not preclude or waive its right to use any or all other available remedies. Said rights and remedies are given in addition to any other rights the parties may have by law, statute, ordinance, or otherwise.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the day and year first above written.

EMPLOYEE

JASON MOUSER, CHIEF

J.J. WISEMAN, HUMAN RESOURCE DIRECTOR