



**CITY OF JACKSON**  
**MAYOR & BOARD OF ALDERMEN STUDY SESSION**  
**Monday, May 20, 2024 at 6:15 PM**  
**Board Chambers, City Hall, 101 Court St.**

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**AGENDA**

**DISCUSSION ITEMS**

- [1.](#) May 13th Park Board report
- [2.](#) Request for an all-way stop at Oak Street and Broadridge Drive
- [3.](#) Upgrade to Circuits 8 and 21 to accommodate an expansion at Midwest Sterilization Corporation - engineering services proposal
4. Discussion of previously tabled items (unspecified)
5. Additional items (unspecified)

Posted on 05/17/2024 at 4:00 PM.

# Jackson Park Board



May 13, 2024  
6:00 pm

Regular Meeting | Civic Center

## **Agenda**

Board Members Present

Recognition Of Visitors: Tony Koeller, JAOSA

Reading Of Previous Meeting Minutes

### **Old Business**

- 1) American Rescue Plan Act Funds Project Updates
- 2) Park Day – April 27

### **New Business**

- 1) Election of Officers

Civic Center Report

Parks & Recreation Director's Report

Adjournment



# City of Jackson

**TO:** Mayor and Board of Aldermen

**FROM:** Janet Sanders, Director of Public Works

**DATE:** May 16, 2024

**RE:** Request for 3-Way Stop at Oak Street & Broadridge Drive

Attached is a letter from Mike Biri, owner of 1608 Oak Street and 311 Broadridge Drive, who is requesting a 3-way stop at the Oak Street & Broadridge Drive intersection. His reasons for his request are included in the letter. Also attached are a map of the current stop configurations for this intersection and the two nearest intersections and a section from the 2018 Jackson City Wide Transportation Plan.

I have reached out to the Police Department, Fire Department, Street Department, and other Public Works departments. The police and fire responses are below. The Street Department responded that adding stop signs will increase the traffic congestion in this area of school drop-offs and pick-ups.

## POLICE DEPARTMENT RESPONSE:

We pulled the accident data from that intersection since 2019 and found NO reported accidents during this time period.

We went back to 2019 (same as accidents) and looked at that block (300-400) for Traffic Complaints, Property damage, etc and found the following:

4-19-24	Illegal Parking of a trailer, 127 handled this and had trailer tagged
1-16-24	Reports of speeders and C&I Driving around school times and officers
responded	
10-8-20	MVA Mailbox hit but did not want a report
7-25-19	Report of C&I Driving GOA (Gone On Arrival)

This is consistent with most of the areas in and around the schools and we try to patrol as much as we can. Our opinion is this could keep Oak Street stagnate instead of free

flowing and work against an already heavily congested area during school times. I understand Mr. Biri's frustration and we will continue to monitor this area and step up patrols. Please remember we are not traffic engineers but looking at the data along with other similar intersections, we do not feel this would be an appropriate solution at this time.

James Humphreys, Chief  
Jackson Police Department

**FIRE DEPARTMENT RESPONSE:**

Regarding this request we do not feel like it will impact our response other than the fact that we feel like this will likely have a negative effect on the school traffic and for that, I would not recommend this change.

Jason Mouser, Chief  
Jackson Fire Rescue

There are several references in the 2018 Citywide Transportation Plan to Broadridge Drive. The plan classifies both Broadridge Drive and Oak Street as minor collector streets, but also recommends extending North West Lane north to West Independence Street (Route D) to alleviate traffic from Broadridge and allow for traffic calming on Broadridge. Other references include a mention of bus traffic from Orchard Elementary that funnels to Broadridge Drive and a reference to a previous 2008 traffic study that recommended expanding Oak Street west of Broadridge and installing sidewalks. There is also a section dedicated to internal school adjustments to relieve the traffic congestion at the entrances of the R.O. Hawkins Junior High and West Lane Elementary. Internal configurations were later modified at both schools to help that problem. No recommendation was found in the traffic study for additional stop signs at this location.

Based on this research and these reviews, the staff recommendation is to leave the current intersection stop configuration in effect.

As always, if you have questions, please feel free to contact me at 573-243-2300 x 2031 or [jsanders@jacksonmo.org](mailto:jsanders@jacksonmo.org).

To the Board Members of the City of Jackson, MO.

I am writing to voice my concerns for pedestrian and traffic safety along the routes of Oak St and Broadridge Dr, particularly at their intersection; and to respectfully request the installation of a 3-way stop sign.

My family and I have lived on Broadridge for 37 years. As traffic has always been a bit heavier in this area, partially due to the surrounding schools, but also vehicles using it as a cut through to and from Highway 61 and Highway 72, we have watched the traffic flow quadruple in recent years. There is never an hour that goes by that there is not several cars driving this area. Even in the darkest hours of the night.

Over the years there have been accidents, several fender benders, numerous near misses, illegal parking such as in the curve of the intersection, across the crosswalk, in front of driveways and so much speeding on both Oak and Broadridge, it makes the Grand Prix seem like a Sunday drive.

We've had our mailbox hit a lot. Our neighbors have had theirs hit and knocked down so many times we've lost count. One particular Halloween, someone, overnight, drove up into our yard, hit the edge of the wall, barely missing our cars and mailbox (how lucky were they?). We discovered this the next morning by finding the tracks left behind. There have been times when someone came screaming around the corner, passing us on the left as we tried, with blinker on, to turn into our driveway. One afternoon, our neighbor's autistic daughter was playing in their driveway, (which she did often) when a guy came around the corner from Oak so fast that he barely missed their mailbox, but swerved up into their driveway before he got his car under control. If our neighbor's daughter had been a little further down, she would have been hit, possibly killed.

These are just two small examples of the kind of driving we see everyday on these streets. People come around the corner off of Oak onto Broadridge, cutting the corner, slinging to the other side of the road, gunning their speed, completely disregarding the posted limits of 15mph on Oak and 20mph on Broadridge. Even some of the school bus drivers do not follow the posted limits. Worse is the continual semi-trucks that have been using this route lately. Not the box trucks delivering to the schools, but semi's, for example, R & L Carriers have semi-trucks cutting through here almost everyday.

It is dangerous to cross either of these streets, not only for my family but for the elementary students walking home from school, for the track and field students practicing cross country, for the lady walking her dog, for the jogger, or the elderly gentleman getting his steps in and for all of us just grabbing our mail. I understand we do live on a busy street, but it is also a **residential** street and a **school zone**. There are posted speed limits, and there are ordinances that are blatantly and continually ignored and are not enforced, even when complaints are made.

I have talked with my neighbors and we feel that by adding two stop signs onto Oak St, making that intersection a 3-way stop, will help slow down traffic. Having to make a stop will cause drivers to turn slowly onto Broadridge and perhaps see the various activities of our neighborhood and SLOW down making our streets safer for those that live here and for those traveling through.

Sincerely,  
Mike Biri



5-7-24





West Lane Elementary  
Drop-Off Exit

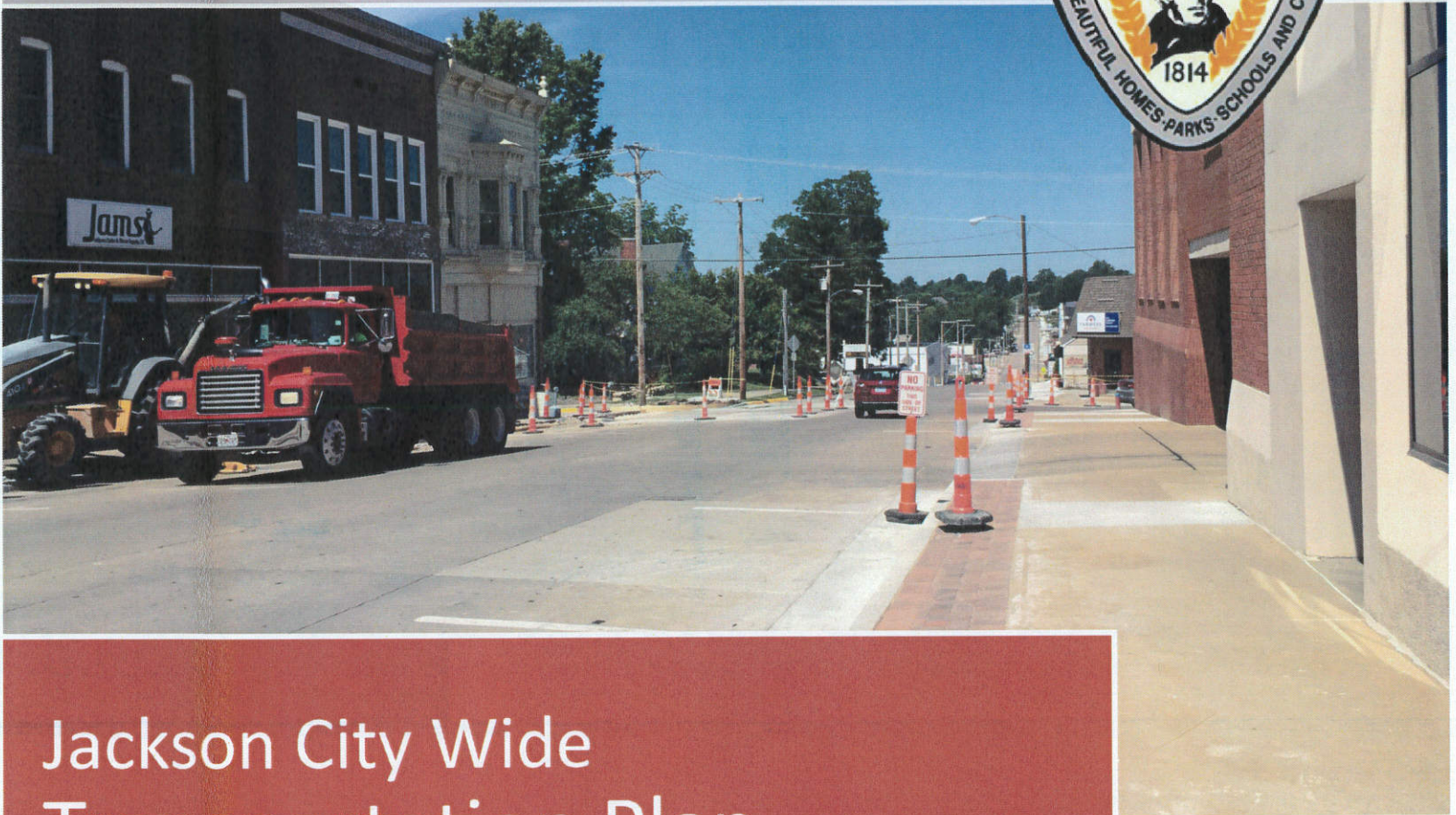
West Lane Elementary  
Drop-Off Entrance

3-Way Stop Request

Junior High Drop-Off  
Entrance & Exit







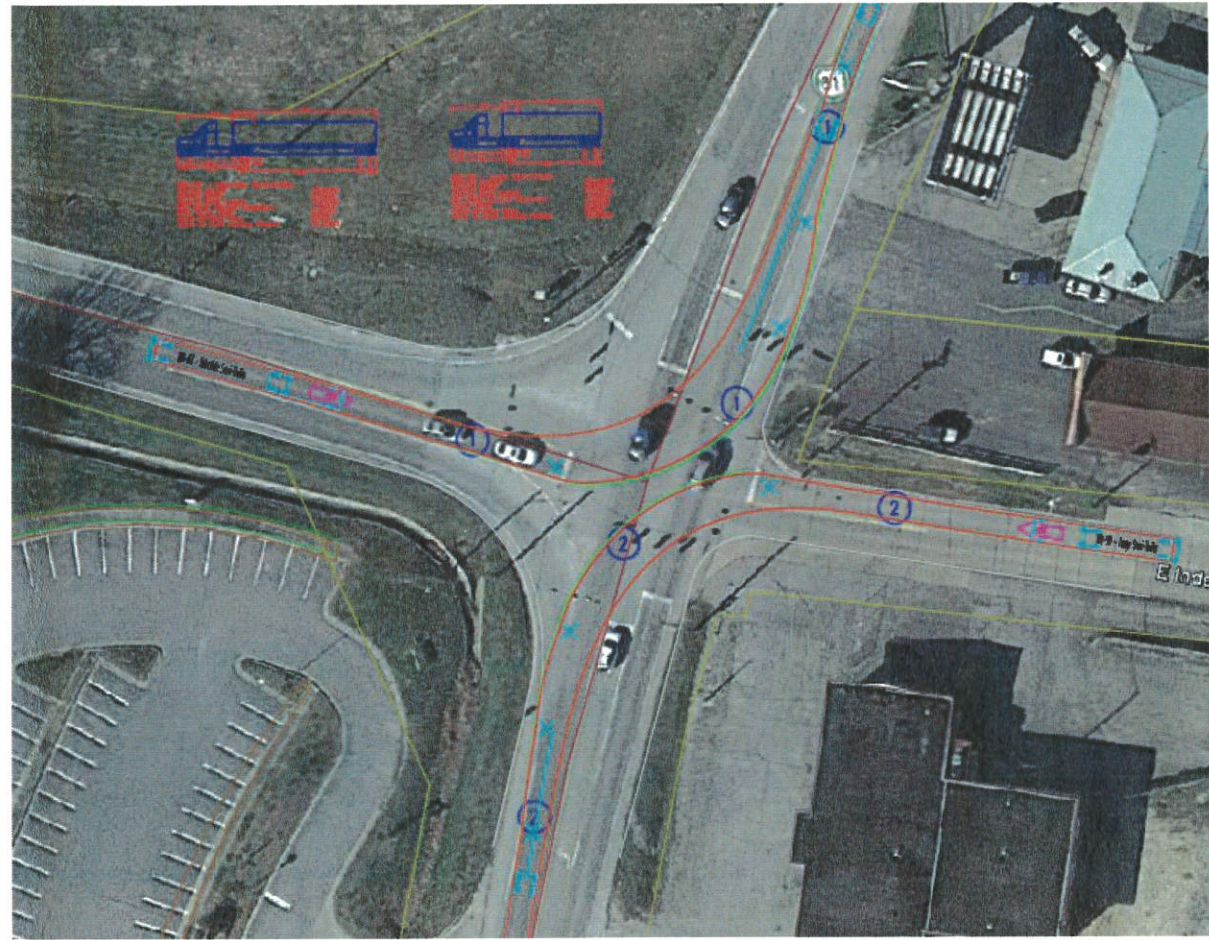
# Jackson City Wide Transportation Plan

January 2018





Figure 12: Truck Turning Movements - US 61 & Independence Street



#### 4.5. Oak Street near Elementary & Junior High School

The student pick-ups for West Lane Elementary School (ES) and Russell Hawkins Junior High School (JHS) are both located along Oak Street just to the east of West Lane. Queues of parents on Oak Street waiting to pick up their children were observed to be approximately 1,100 feet long, extending as far as Willow Bend Drive. Queues also occurred on Broadridge Drive and East Lane, which block through traffic on these routes and need to be addressed.

The on-site drop-off lane at West Lane ES is planned to be updated as part of the school's expansion, which will go far to resolve the queuing issues along Oak Street. However, it should be noted that West Lane ES is not the only cause of these queues. Supplemental observations were made on an early-release day for the elementary school, during which significant queuing still occurred along Oak Street from motorists waiting to access the Junior High School.

A potential traffic management solution is to modify the elementary school's circulatory pattern by directing parents to turn right out of the school towards Oak Street and West Lane, while junior high parents would be directed to turn right out of the school towards Broadridge and East Lane. This would help disperse the traffic loads by separating motorists exiting from the two schools, thereby preventing





gridlock at the elementary school's driveway. Special cases may exist where guardians may pick up students from both schools. In this case, it's recommended the junior high school student walk to the elementary school to be picked up.

Another possible traffic management solution would be to temporarily block eastbound traffic between West Lane and the junior high school entrance; all school traffic would be required to approach from the east. However, this would require daily coordination in the placing and removal of a temporary barricade (most likely using road cones). Also, it is generally undesirable to restrict service in a grid network since it would shift through movements to a parallel route, which could result in additional problems.

Reductions in vehicular demands would also be beneficial. Initiatives should be put in place to encourage students to walk to school, ride the bus, or carpool. Sidewalks should be constructed between the schools and the surrounding neighborhoods on both sides of the road to allow and encourage children to walk to school. A Safe Routes to School (SRTS) plan should be prepared, which may suggest non-motorized ways to have children commute to school, such as a Walking School Bus.

#### 4.6. Middle School on Independence Street

Jackson Middle School's driveway on Independence Street is significantly constrained during school dismissal. The school uses a system of both buses and parent pick-up at the end of the day, with buses using the loop that enters and exits the site via Broadridge Drive, and parents using the entrance on Independence Street. However, there is not enough space on-site for parents to wait for their child, so parents currently queue on Independence Street, basically parking on a state highway for up to 20 minutes, in both directions. Independence Street has a speed limit of 45 mph during non-school hours, lowering to 35-mph school zone while school is in session.

Parents waiting to make an eastbound right turn block the eastbound through movement, causing through traffic to utilize the two-way left turn lane to pass those waiting at the entrance (a queue of over 600'). Likewise, the westbound left-turn queue extends over 500' to the east near the crest of the hill. This creates a dangerous situation for westbound through vehicles cresting the hill into a stopped queue. Parents were also observed traveling on the wrong side of the road and entering the school via the exit, conflicting with exiting vehicles.

Eastbound and Westbound Queues on Independence Street





# MEMO

**To:** Mayor and Board of Aldermen  
**From:** Don Schuette  
**Date:** Thursday, May 16, 2024  
**Re:** Circuit 21 and Circuit 8 Engineering Proposal

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Mayor and Board of Aldermen,

Please see attached engineering proposal from Allen and Hoshall regarding a project to determine the necessity to upgrade circuits currently serving the Industrial Area adjacent to South Farmington. Midwest Sterilization has announced an upcoming, significant increase in electrical demand at their facility on Lenco Avenue that may greatly impact the characteristics of circuit 21 and circuit 8. To determine the impact on these circuits an engineering and coordination study must be completed and the recommendations and required actions will need to be implemented. The recommendations may include but not limited to, pole replacements, reconductoring, circuit breaker settings upgrade, and upgraded construction standards for the impacted circuits.

Please let me know if you have further questions or comments.

Thank you,

Don Schuette

Director of Electric Utilities





**Allen&Hoshall**

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Memphis, Tennessee 38120  
Office 901.820.0820  
Fax 901.683.1001  
www.allenhoshall.com

Item 3.

May 8, 2024

Mr. Don Schuette, Director of Electric Utilities  
City of Jackson  
420 Florence  
Jackson, MO 63755

**RE: City of Jackson – Circuit 21 and Circuit 8 Upgrade to Accommodate Midwest Sterilization Corporation's Expansion.**

Dear Don:

The City of Jackson, Missouri (City) has requested that Allen & Hoshall (Engineer) provide an engineering proposal to upgrade Circuit 21 and Circuit 8 to accommodate the anticipated load from the expansion of Midwest Sterilization Corporation. Anticipate engineering the replacement of approximately 20 poles and conductor.

**SCOPE OF SERVICES**

The scope of the work covered by this proposal includes the following:

1. Inventory existing facilities to determine the necessary upgrades required.
2. Recommend breaker settings and coordination for Circuits 21 & 8.
3. Provide updated fault current analysis for Circuits 21 & 8.
4. Prepare detailed construction cost estimate.
5. Prepare detailed plan and section drawings.
6. Show sheet totals of major items to be installed, removed or abandoned.
7. Prepare Labor Specification for Construction Contract.
8. Prepare Material breakout for COJ to procure materials.
9. Submit design to MoDOT for Permitting.
10. Provide one (1) Stakeout for the project Pre-Bid.
11. Bidding and Award
12. Construction Administration
  - Contractor Invoice Review
  - Two site visits

**PROPOSED FEES AND AGREEMENT**

We propose the engineering fee for the necessary improvements to Circuits 21 and 8 not to exceed \$68,000.

Sincerely,

**ALLEN & HOSHALL**

*Bobby Davidson*

Bobby Davidson  
Project Manager