

Monroe County Comprehensive Plan Committee
September 14, 2021
Minutes

Members Present: Dennis Brand, Dale Haudrich, Aaron Metzger, Carlyle Mueller, Vicki Taake, Chris Voelker, and Walter Wetzel

Others Present: Tim Berg, Jane Kolmer, Karin Callis, Dave Glosecki, George Green, Casey Carnahan, Nathan Krebel, Keith Kolmer, Laura Henry, RuAnn Stumpf, and Rich Barbee

Dale Haudrich opened the meeting.

Traffic Study Requirements Along Route 3 Corridor

- Development occurring along Route 3, traffic issues need to be brought to the table
- Aaron Metzger– Ordinance – 40-10-29 – traffic study report brought to Board of Appeals when asking for approval. Has brought some flaws – For Example, A district to R –two parcels to build a house for your kid, you would have to have a traffic study. There is nothing in place for developments creating an increase in traffic. Questions – Do we continue to require traffic studies? What do we do with them? What do we require with an increase in traffic? Guidance to move forward, what we can do to improve what we have now.
- Carlyle Mueller – Pushed for the traffic study. At the time it seemed like a good idea. There was a lot of growth and traffic study was the first step. Didn't think it through as to what we do with it?
- George Green – Are we asking for the right traffic study? Are there different ones we can ask for?
- Carlyle Mueller – there are various levels
- Ruann Stumpf (IDOT) - The department analysis during the peak hours. Use that for the impact to the highway. Looks at the turning movements – are turn lanes warranted? When signals are warranted. Should have recommendations with the conclusions to the studies. Not always right or wrong answers. Sometimes there are multiple conclusions. Sometimes the traffic studies don't deem improvements needed. Use a 20-year design – what will happen in 20 years. Rule of thumb – if its subdivisions – 20-35 homes require a traffic study. If it is commercial, look at the land use (large generators verse small generators). Has a “draft” guide that is willing to share with Aaron Metzger. Rose lane thorough Columbia it is a limited access area (Access control). Meaning they don't have direct access, but connect to an existing road. Can't be a private drive or a parking lot.
- Carlyle Mueller – With IDOT do studies come as a result of someone making the request or is it something because IDOT sees the development?

- RuAnn Stumpf – If they don't come directly to us then we are hopeful that the local entities are making the right choices. Happy to review and give recommendations, but can't enforce. It is up to the local agency.
- Carlyle Mueller – Different types of vehicles?
- RuAnn Stumpf – not necessarily. If it is something like a truck stop, then it is possible. Do look at truck impacts for the truck movements
- Tim Berg – only residential can have access?
- RuAnn Stumpf – Single family homes.
- Tim Berg – Typically IDOT is reactive not proactive.
- Rich Barbee – In order to use safety funding then yes, there has to be a problem.
- Tim Berg – The traffic study that was done was the worst-case situation.
- RuAnn Stumpf – In the evening it is people coming back in. In the morning it is those pulling out. Can't fix everything, but keeping the conversations going with the department. There are accidents, but it has to be certain kind of accidents to use safety funds. You may reduce one kind of accident, but that may lead to other types. Signals aren't always the first answer. Policy, not to have signals in a 55-mph area. Always looking for new ideas.
- Rich Barbee – In the event when traffic studies are sent to us. The way Route 3 is designed as an express way a J turn would work well. We would try to do whatever we can to avoid signals. Signals will increase accidents and fatalities. The turn lane helps with rear ending.
- RuAnn Stumpf – Route 3 is looked at every other year. There is nothing currently on the radar. Developments definitely opens up conversations. Can't always say yes, most often has to say no. But with conversations going, can strike ideas and to be creative with funding. IDOT can't manage escrow accounts.
- Carlyle Mueller – So the County could?
- RuAnn Stumpf – Could be a future planning tool. It is her suggestion.
- Carlyle Mueller – He thinks it was the original thinking with requiring of the traffic study.
- RuAnn Stumpf – Have to make it fair and equitable with the development.
- Aaron Metzger – Was going to be his recommendation. Get rid of the traffic studies and have the developers pay so much depending on what they are doing.
- Dale Haudrich – We talked about that with the Y and St. Elizabeth.
- Aaron Metzger – They needed permission to build the road. So, with the road they got the escrow.
- RuAnn Stumpf – Generic Cost \$300,000 for signals and \$350,000 per turn lane.
- Dan Davis – What is needed to set up the escrow? So many acres?
- RuAnn Stumpf – Everyone does it a little differently. Recommends reaching out and have attorneys read to take their view.
- Tim Berg – Who gets the bill if a turn lane is warranted.
- RuAnn Stumpf – The developer is responsible for the construction cost and IDOT maintains.
- Jane Kolmer – The last traffic study doesn't give a recommendation. Can we send them to IDOT to review?

- RuAnn Stumpf – IDOT would not be involved in the review. Believes Aaron asked them there to help with what they should be looking for.
- Jane Kolmer - Is there a way to know if the road can handle the new development?
- Rich Barbee - Capacity analysis
- Jane Kolmer – Who makes recommendations? Is there guidance for that?
- Aaron Metzger – This is the first one. In this case the recommendation wouldn't matter. There is nothing that could've been done but put a burden on the county. TWM could've made the recommendation, but in this case, there isn't anything to do. With the rezone, you can't put conditions on it. Having this meeting to be proactive if it happens again.
- Dan Davis – So if we have to have a recommendation, can the state say no.
- Rich Barbee – The state has to approve it.
- RuAnn Stumpf – There could be other options.
- George Green – Can we require a traffic analysis with recommendation and then send it to IDOT for review.
- RuAnn Stumpf – Not with a rezone. Not until it is moving forward.
- Tim Berg – How could we put a financial burden on just the one developer.
- Aaron Metzger – That is why we are looking at the escrow, so it wouldn't fall on just one.
- RuAnn Stumpf – There are different grants depending on what comes to the corridor.
- Carlyle Mueller – Hanover road with j turns would go x amount of month. What would justify for that?
- RuAnn Stumpf – Have to back the numbers in. There are so many factors, the isn't a perfect formula. J turns are an option, but there are others. They are used in Missouri.
- Aaron Metzger – throwing out an overpass. How big do we want to get? Developments are coming. Look at it now, but it is coming. Do it sooner rather than later. Then put fees on the pieces of ground.
- Jane Kolmer – Do we know definite that the business or is it a perception?
- Carlyle Mueller – It is a matter of when?
- Jane Kolmer – Are there places we can reach out to for examples?
- Rich Barbee – I55 Glen Carbon and Edwardsville and in Madison County. It would be a rough idea. Use it as a planning tool for funding.
- George Green – A comprehensive plan may help with an overpass. If we build it, they will come.
- Rich Barbee – You anticipate this growth, its best to get a hand on it.
- George Green – Does IDOT have a guideline or a how to? Is there a guideline of the various level of studies?
- Rich Barbee – IDOT has a manual – would recommend a traffic study as a base (1st level). May lead to an additional level.
- Carlyle Mueller - So until we would decide an intersection warrants an improvement, then the engineering wouldn't happen.
- Rich Barbee – Yes, wouldn't need a traffic study. Wouldn't need a particular development. Can anticipate the growth and the need.

- Jane Kolmer – can we get a comprehensive corridor study and then send to IDOT for review.
- Rich Barbee – Yes, the county can pay for that and use it as a tool
- Chris Voelker – If we went with the escrow where would it be for
- Aaron Metzger – At this point just this corridor.
- Chris Voelker – Just trying to figure out where it would start and stop. Also, think why we are doing this, we should be proactive and look south too.
- Carlyle Mueller – To be fair, should go all south to all north and leave out Waterloo.
- RuAnn Stumpf – Things take a long time. For example, 255 into Columbia started in 1958 and construction didn't start until 1978. When you introduce a 2nd or 3rd access point it lessens the burden. Nothing is black and white. It is a gray process. There are many options. Look outside the box.
- Aaron Metzger – Do we add access to dilute or do we look for a solution for the intersection.
- RuAnn Stumpf – That is for the review process.
- Keith Kolmer - Isn't the comprehensive supposed to be reviewed every so many years. Couldn't Hanover be looked at this time and another area in 5 years or so.
- Dale Haudrich – Looking at a plan for the whole county.
- Nathan Krebel – Pulled up Waterloo's comprehensive and there are roads in it.
- Keith Kolmer – There are developments on both sides.
- Aaron Metzger – Part of it is timing. In 20 years, it might be in the city with stop lights. Are we looking immediately with something soon or years down the road with possible funding.
- Carlyle Mueller – Realistically it would not be in the near future.
- Dennis Brand – Thinks it is time to look at the map, it was last updated in 2005. Need the frontage roads. It's like building a sidewalk with no end. Requiring the developments to have the frontage road. Have to have a grid system without relying on route 3.
- Carlyle Mueller – If something that requires a plat then we will require it.
- Dennis Brand – Thinks we are underestimating the development.
- Carlyle Mueller – Should also look at the frontage road to Red Bud as well.
- Dennis Brand – The traffic count is a lot more from Waterloo to Columbia than with Red Bud.
- Jane Kolmer – There has to be some tool to require developers to put in the frontage road. If we can require homeowner to put in sidewalks then we should be able to require developers.
- Aaron Metzger – In this case he knows it is on the comprehensive plan. We can't require him to build it
- Jane Kolmer – Why?
- Aaron Metzger – Doesn't know all of the details but the state's attorney confirmed.
- Chris Voelker – The current code, can't enforce it.
- Keith Kolmer – If he is going to have truck traffic, will he be required to build the road to the specks.

- Aaron Metzger – Not required to
- Dennis Brand – That is what we are trying to avoid.
- Carlyle Mueller – It is a unique situation
- Dennis Brand – Maybe the improvement plans to look at prior to rezone. The map shows a frontage road. Ignoring the comprehensive plan. Talking about when it is being develop. Decided it 16 years ago that frontage roads were needed.
- Carlyle Mueller – He isn't divided it.
- Nathan Krebel – It is going against the comprehensive plan by not requiring the frontage road.
- Jane Kolmer – The problem is everyone likes the idea of Stumpy's but we are here for all future developments. How do we make Stumpy's fit or any other development? Need a plan in place.
- Chris Voelker – State's attorney said that we can't enforce.
- Dennis Brand – So then the comprehensive plan was a waste of time.
- Chris Voelker – We can make him aware of the comprehensive plan.
- George Green – The comprehensive plan is a guide.
- Tim Berg – The question is do we make developers pay for traffic studies that we don't do anything with.
- Aaron Metzger – Yes
- Carlyle Mueller – Thinks we should definitely look into what others are doing. If the traffic study recommends a solution. IDOT says that they won't pay for it, is it then the county?
- RuAnn Stumpf – If the improvements are because of the development then it falls on the developer. For larger developments, the improvements might be warranted in the future. Agreement made for those future developments. Maybe through building permits.
- George Green - Traffic count and recommendation so he has all of the information in front of him. Information they can use.
- Aaron Metzger – Research escrows
- Carlyle Mueller – Research escrows and other communities. Extend the idea of frontage roads from Waterloo to Red Bud.

Tim Berg motion to adjourn, Carlyle Mueller second. All aye by voice vote.