

CITY COUNCIL STUDY SESSION

TO: Mayor and City Council
FROM: Mari E. Macomber, City Manager
SESSION DATE: August 4, 2014
TIME: 4:30 pm
PLACE: Second Floor Conference Room of City Hall

AGENDA:

- **DOWNTOWN REDEVELOPMENT**
- **VEHICLE REPLACEMENT PROGRAM**
- **DOWNTOWN TRAFFIC SIGNAL UPDATE**
- **REVIEW CITY COUNCIL AGENDA**
- **REVIEW NEWSLETTER – July 30**
- **COMMITTEE REPORTS**

DOWNTOWN REDEVELOPMENT

Since 1998, the City has concentrated a significant amount of resources both in terms of cash and in-kind support to the downtown. Even recently the City has spent time evaluating the downtown traffic signals with the desire for improvement. On Monday we want to provide an historical overview of some of the things that have been done to assist the downtown. Since much of this has occurred prior to Ashley's employment with the City, it will really be an opportunity to review what has been done, and familiarize you with the various tools that were developed to improve and assist the downtown.

The report beginning on page 3 is not intended to be a complete summary of all of the projects, activities and support that is provided but to give you an idea.

It is hoped that once the TIF Commission chair and City staff meet with downtown property owners we can move forward in some fashion to assist in the continued revitalization of the downtown. One area that we have started to re-emphasize after a few years of minimal focus is in the area of downtown business development. With the announced closure of Kirlins efforts were made to try and find someone to move back into that space and retain the products offered by Hallmark. Though it did not happen, it is the first of what we expect to be many more efforts to attract, support and retain downtown businesses.

VEHICLE REPLACEMENT PROGRAM

The City Council expects City operations to be efficient and that we maximize the value of the funds that are entrusted to us. One of the ways to do this is to periodically

evaluate policies. Public Works Director, Alan Griffiths was given the task of reviewing our existing vehicle replacement policy and determining if any changes were needed.

The City spends a significant amount of money each year on the purchase and maintenance of our vehicles and equipment. The City Council is asked to review the proposed policy changes which are shown with bold text for new language and strikethrough for deleted language. Two areas that the City Council may want to discuss are: the replacement policy for police cars and heavy equipment.

Once the city Council completes its review, we will make the changes and present them to the Council for formal adoption at its August 18 meeting in time for the preparation of the 2015 budget.

DOWNTOWN TRAFFIC SIGNAL UPDATE

This is the third opportunity for the City Council to discuss the downtown traffic signals. Mr. Griffiths has been monitoring the use of the flashing red lights providing a summary of his findings.

The City Council is encouraged to discuss these results and determine if any additional evaluation will be needed before it is brought back to the Council in September for final determination.

REVIEW COUNCIL AGENDA

REVIEW COUNCIL NEWSLETTER – July 30

COMMITTEE REPORTS - *Commission Meetings held from July 22 to August 3*

include the following:

- MREIC
- Incubator Meeting

Attachments

- Staff Report Downtown from Mari Macomber
- Staff Report Vehicle Replacement from Alan Griffiths
- Vehicle Replacement Policy
- Staff Report Downtown Traffic Signals

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Downtown Redevelopment

STUDY SESSION MEETING DATE: August 4, 2014

CITY DEPARTMENT: Administration Department

PREPARED BY: Mari E. Macomber, City Manager

FUNDING FOR KDIC

In 1987, the City Council established a separate Gross Receipts tax for the Downtown Business District. When establishing this additional gross receipts tax, the City also established a boundary for the Downtown Business District, how the funds would be used, and the creation of a separate committee, the Downtown Improvement Committee (DIC), whose job it would be to assist the City in determining how the funds would be used. The composition of the Downtown Improvement Committee and term of office for each appointment was also established.

The enabling ordinance also included an expiration clause. Since its inception in 1987, the City Council extended this special fee four additional times. The last time the City Council approved the extension of this ordinance was in 2003. At that time, the DIC was beginning to take on a stronger leadership role in the future of the downtown, and began looking at reorganizing itself. Their plan was to eliminate the additional gross receipts fee and establish itself as a stand-alone organization.

The tax was eliminated and the DIC became the Kirksville Downtown Improvement Committee (KDIC), and began to look at establishing a Community Improvement District (CID). They hired a local marketing person to assist them with informing and educating the business and property owners in the downtown on the CID. Little progress toward the CID was accomplished and the KDIC.

Little progress through the KDIC was made until the City's application to be a Downtown Redevelopment Economic Assistance for Missouri (DREAM) community was approved in the fall of 2007. That designation was intended to assist us in determining the needs of our downtown and help us implement the tools needed to address those needs. As part of that DREAM program, the City was able to obtain a Community Development Block Grant in the fall of 2009 to fund a full-time Executive Director for the KDIC. The hope was that this position would be funded for two years, giving the KDIC the staff person and time to market the downtown, organize events and develop a funding source. To assist the KDIC in this endeavor, the City covered the legal expenses needed to develop the Community Improvement District tool. The District was developed but the petition, which was a required component of the process, did not receive sufficient support to move it forward for a vote. The KDIC had three directors during this period of time and no funding mechanism was put in place.

The KDIC reinvigorated, meet again in November 2012, establishing new officers with the City's Sarah Halstead serving as Secretary. She has been the Secretary ever since

who takes care of minutes, agendas, and monthly updates. The KDIC shortly thereafter established a dues structure. There are about 25 members. The City is a member paying \$500 annually.

DOWNTOWN REDEVELOPMENT

Within and around the downtown are various organizations that have placed a significant value on the downtown. In 1998, these groups consisting of the City, Chamber of Commerce, Adair County, ATSU, TSU, NEED (K-REDI) and the DIC began to meet forming the Downtown Partners. The four of those partners (ATSU, City, DIC and TSU) were instrumental in moving the TIF forward, and continued to meet through 2006 providing input and feedback to the TIF Commission on priority projects.

The Downtown TIF was established in December 1999 and will run for 23 years which will be through December 2022, or all of the projects in the plan are completed. The creation of the TIF was a public process. The Downtown Partners all contributed to funding the hiring of a consulting firm to develop our Downtown Improvement Plan which was needed in order to adopt the TIF. The partners hired Gould, Evans, Goodman to develop the plan. Two public workshops were held with over 145 people attending one or the other event. The focus to discuss issues, assets and desires for the downtown. As part of the public process, a community wide survey asking citizens what they wanted to see in the downtown. Over 600 surveys were recorded. Once the Plan was completed it was made available for review by both the public and the Downtown Partners.

The TIF was approved establishing a new City Commission with six representatives appointed by the City, and 3 representatives appointed by the other taxing districts. The TIF since January 2000 has been collecting funds from increases in sales taxes and real and personal property taxes. The Commission determines which projects will be completed based upon the funds.

Projects completed to date with public funds include:

- Downtown Theater Parking Lot
- Missouri-Main Street Parking Lot
- McPherson-Main Street Parking Lot
- McPherson-Marion Parking Lot
- Sidewalks in front of Travelers – 50/50 share
- Sidewalks in front of Degenhardt building – 50/50 share
- Adair County Courthouse Parking Lot
- Adair County Lawn and Sidewalks
- Downtown Corners
- Franklin Street Sidewalk – from Jefferson to Washington
- McPherson Sidewalk – from Marion to Franklin
- Jefferson Street from Post Office to Scott Street
- Franklin Street from Jefferson to Patterson
- Downtown Waterlines
- Wayfinding Signs

In addition to the capital improvement work, the TIF contracted with Powers, Bowersox to complete the Downtown Design Guidelines. This document again was developed through a public process including public meetings and meetings with the Downtown Partners and stakeholders. This document took the concepts found in the original Downtown Plan and gave us more detail on how to implement the improvements.

For example, the design for Jefferson and Franklin were from this document. The Courthouse Square project was modified from what was contained in the document because it called for the removal of the parking on the north side of the Courthouse to provide a park like setting all around the building. It was changed after comments were received by the Council including those from the elected officials from the courthouse expressed concern about loss parking for themselves and their employees.

The Downtown Design Guidelines included a list of recommendations which were working through to complete our implement. Aside from capital improvements this document outlined the need for historic preservation, removal of downtown canopies, historic signage and wayfinding signs.

In 2007, the City became one of the DREAM communities. DREAM was a State initiative to assist communities with improving their downtowns. The Downtown Revitalization Economic Assistance for Missouri is a new initiative created through a partnership of three development agencies: the Missouri Department of Economic Development, the Missouri Development Finance Board, and the Missouri Housing Development Commission. D-R-E-A-M Initiative is a comprehensive, streamlined approach to downtown revitalization that provides a one-stop shop of technical and financial assistance for select communities to more efficiently and effectively engage in the downtown revitalization process. This unique new tool reduces the complexity involved in financing downtown revitalization plans through a coordinated approach.

1. It centralizes several major state incentives.
2. It offers direct access to financial technical assistance at the preliminary proposal stage. It is supported by a team of professionals specifically dedicated to helping the community rebuild its central business district.
3. It substantially shortens the redevelopment timeline.

As a result of DREAM and the Design Guidelines we were able to establish the Kirksville Historic Preservation Commission, implement the Wayfinding Signage, obtain funds for the KDIC to hire an executive director, and begin discussions regarding the removal of the canopies.

The Kirksville Historic Preservation Commission was established in 2009. This Commission has worked on a number of things including recognizing structures for their historical significance, working to implement certain standards for both renovations and the construction of buildings within the downtown area, and establishing and recommending policies that would allow Kirksville to retain some of its historical significance.

The KHPC had approved standards and sent them to the Planning and Zoning Commission. The Planning and Zoning Commission reviewed them on two separate occasions, first in 2009-2010 and again in 2012. What resulted was a list of suggested guidelines that people could consider for their properties. Despite the fact that all of the public meetings, surveys and input from downtown businesses, that the central business district should be “quaint” and “historic”.

OTHER AREAS

Parking: The City has also worked with the downtown on parking. We have over the last 15 years conducted surveys to determine how many spaces were available throughout the downtown square at what times of day. There are over 700 on street and off-street (parking lots) public parking spaces. Some of these are for individuals with disabilities, but the majority is unrestricted throughout the business day for anyone’s use. The downtown businesses had requested that the City provide stickers to the downtown businesses for their employees and that if the stickered cars were parked around the square we would ticket them. This proposal was not viable because it would restrict these employees from ever being able to park downtown and the business owners could not dictate what their employees could do off hours. The City suggested that the business owners adopt internal policies, like the City and a few other downtown businesses do that require employees to park in certain areas.

Canopies: In 1974 the City Council adopted an ordinance that would allow downtown business owners to install canopies on to their buildings and tie into the sidewalk. With the plans to improve Franklin Street the issue of what happens to the canopies became a topic of great interest. Why?

The canopies were tied into the sidewalk and the plans for the sidewalk followed the Design Guidelines adopted by the City Council and its other partners. One of the reasons the City was starting with the east side of Franklin Street was to establish the standard for the canopies that would then be incorporated in the rest of the downtown area. This section of Franklin Street included eight (8) different store fronts and five (5) property owners. The businesses across the street did not have the canopies. Page 22 of the Kirksville Downtown Design Guidelines and page 30 to 34 of the Downtown Improvement Plan discuss the canopies. Both of these documents were approved by the City Council.

The decision was to have the City evaluate the condition of the canopies. The City hired a firm to conduct this evaluation. In addition to this evaluation by All State Company, the City Council requested a committee be formed and Councilmember Jill McCord chaired the Committee with the hopes that a resolution could be reached. Those canopies that were identified as unsafe were required to repair the canopies, and the City chose not to require the removal of the canopies from this area of Franklin, but to also not move forward with any sidewalk replacement in those areas where the canopies exist until the property owners are willing to remove the canopies and replace them with awnings.

City staff came up with the idea of establishing a pilot project using another street with the hopes of encouraging future participation. The Plan was to meet with those businesses to obtain approval. The TIF Commission, who would be approving the

funding for this project and asked that the Chair of the Commission and City staff meet with various downtown property owners to discuss what it would take for their participation. This process needs to be developed and completed before the end of the fiscal year.

Grants: Over the past 15 years the City has worked to not only complete organizational changes and infrastructure changes for the betterment of the downtown; it has also worked to obtain additional funding.

The City has spent over \$2.4 through its various funds including the Downtown TIF on downtown improvements. Since this effort began the real estate assessed valuation increased by \$4.3 million. Prior to the implementation of the TIF, the downtown assessed valuation had 12 years of decline in value. To assist the City in its efforts, the City did apply for and receive several grants. The City also received funds to complete an architectural/historical evaluation of the downtown, HeRO funds that were given to the Housing Authority to renovate some of the residential properties within the downtown area; the DREAM initiative that assisted with the development of an organizational structure for the KDIC, retail and housing strategies. The City also provides a low interest building façade loan to downtown businesses. To date three businesses – the Baxter Miller, Hidden Treasures and Edna Campbells has taken the City up on these loans.

Other Support: The City has assisted the downtown in many ways throughout the years. Some of that support has been through the allocation of city staff to support the DIC and now KDIC in its efforts, meeting planning, financial reporting, information distribution, etc. The City worked with the Kiwanis group to establish rules and allow a Farmers Market on Elson and the use of City streets for Special Events aides in supporting the downtown. The City has also worked with various downtown businesses to assist them with their special needs: Pagliais Pizza instead of having them block the roadway we allow them to park at the curb outlet; Wooden Nickel was given an easement over the City parking lot to allow for the construction of a stairway and business expansion; Il Spazio and now Maxwells were given easements for their dumpsters to make it possible for them to operate. The City partnered with Travelers by providing them an easement on the City alley to construct their parking lot just west of their building. We have also partnered with downtown businesses on sidewalk replacement and have a special standard for the downtown sidewalks. The City puts up Christmas decorations each year. We provide the electrical for all of the events downtown. The hanging of banners draws attention again to events and happenings within the downtown. We provide trash cans throughout the downtown. We also provide trash bags and gloves for the various downtown cleanups that have occurred each year.

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Vehicle Replacement Policy

STUDY SESSION MEETING DATE: August 4, 2014

CITY DEPARTMENT: Public Works

PREPARED BY: Alan Griffiths

The Fleet Services Division is responsible for maintenance and replacement of the City's vehicles and equipment. To that end, periodic review of the City's Replacement Policy is necessary to assure the City is maintaining a fleet that is capable of operation without undue or excessive repairs or downtime. The City Council enacted the "Internal Services General Replacement" policy on June 5, 1995, as Policy #12. This policy deals with requirements and timeliness for replacement of vehicles and equipment, and has been updated twice since its enactment.

This attachment is another update for Council review and possible action. The previous policy update occurred in December 2007. Staff reviewed the criteria used for replacement and is recommending changes to some of the criteria and to amend verbiage within the policy to allow staff the flexibility to keep vehicles beyond the current recommended criteria, if necessary or warranted.

Replacement criteria is based upon the hours of use, mileage or years of service, and varies depending on the type of vehicle or equipment, its use and the criticality of the vehicle or equipment in its service to the citizens of Kirksville. Years of service and mileage are the two most commonly used criteria for replacement. The goal is to replace vehicles and equipment before major repair or extensive corrosion items occur. When vehicles and equipment are sold or traded while in good condition, resale values are generally much higher. Resale values begin to drop significantly when corrosion is present or major repairs have been or need to be performed.

Staff will continue to rate vehicles and equipment for replacement using the American Public Works Association 'replacement scoring system.' This system has been in place for many years using empirical data from across the country. It is a points system based on use and repair work performed on each vehicle or equipment. With the editorial changes contained in this amended policy, staff has added flexibility to keep vehicles and equipment longer than originally projected, especially if the vehicle or equipment is in good condition with few or no repairs.

The main limiting factor for staff is the condition of the vehicle body due to corrosion. A vehicle may be kept longer even if it is showing corrosion, depending on the type of use and the extent and location of the corrosion on the vehicle. Fleet Services has the ability to perform some body and paint work to extend the useful life of a vehicle, but the point of diminishing returns must be evaluated prior to these repairs.

Following for your review is the revised, edited version of the policy.

CHANGES ARE SHOWN AS FOLLOWS:

BOLD – new text

~~STRIKETHROUGH~~ – deleted text

CITY COUNCIL POLICY #12

DATE: June 5, 1995

AMENDED: July 7, 2003, Dec 18, 2007, **Aug 4, 2014**

INTERNAL SERVICES GENERAL REPLACEMENT VEHICLE REPLACEMENT

This “**Vehicle Replacement Policy**” which includes all vehicles and equipment, ~~equipment replacement policy~~ is structured to provide the City of Kirksville with the most cost-effective method to maintain its fleet. It is generally recognized that sound fleet maintenance and management of vehicle replacement will give the City the best return on its investment. Vehicle replacement is based on several factors **including** initial cost, **trade-in value**, mileage, type of use, effects of down time relating to the provision of services, maintenance costs and age of the vehicle.

Vehicles will be purchased in accordance with the City’s Purchasing Policy. Used vehicles will be considered where such acquisition is **found** ~~considered~~ to be cost effective. This will be in areas where usage is low and down time is not considered a critical factor for maintaining service delivery. Where appropriate, the City will also consider leasing **vehicles** ~~equipment~~ if **a life-cycle cost analysis** ~~an analysis of life-cycle costs~~, including purchase, indicates that leasing would be more cost effective. **If a vehicle’s condition at the time of replacement is determined to be sufficient to allow for its continued use within the City’s fleet, retention shall be considered as a primary option.**

As an alternative to the purchase of used vehicles, consideration will be given to in-house transfers. Vehicles may be transferred from high-use to low-use areas within the City. Since the City maintains a complete maintenance history of each vehicle, more is known about a vehicle’s **condition** in-house than is ~~normally~~ known about used vehicles outside the organization.

The City will attempt to obtain the highest sale value for its **vehicles** ~~equipment~~. This may be achieved through trade-in **by** direct ~~or sale~~, indirect sales through authorized dealers **as a part of the bid process during purchase or by the closed bid process when a vehicle is to be sold** ~~at public auction~~. The method chosen will depend upon the type of **vehicle** ~~equipment~~ being sold. During the bidding process for new vehicles, the City will consider bids for comparable **vehicles** ~~equipment~~ **purchased** ~~parched~~ on state contract, as outlined in Council Policy #2, Section 4.2.

Used vehicles will be considered for replacement of units which have limited day to day use, and are not available locally by rent or short-term lease.

Vehicles will be evaluated for replacement using the APWA replacement scoring system. If a vehicle score exceeds 28 points, it may be recommended for

replacement. It is understood that the preferred vehicle replacement schedule is subject to change based on City needs and changing industry or manufacturing standards.

Deviations from the vehicle replacement policy may occur during periods of revenue shortages; however, short-term capital savings may result in higher long-term maintenance costs. Replacement delays will be evaluated on a case-by-case basis to determine long-term implications of retaining each vehicle. ~~The City Council understands that the preferred vehicle and equipment replacement schedule below is subject to change based on City needs and changing industry and manufacturing standards.~~ *Sentence edited and relocated*

~~Fire trucks are not listed on the replacement schedule due to the long-term nature of their service, as well as the special appropriation needs that are required for unit replacement.~~ *Paragraph edited and relocated*

Vehicles which have been transferred or rotated out of their original division and are past the replacement criteria may be temporarily retained to supplement authorized vehicles (temporary addition to fleet) or retained to replace an older or damaged vehicle which was removed from the fleet. They shall be individually evaluated for replacement with vehicles rotated from the primary fleet or with new vehicles when funds are available.

REPLACEMENT SCHEDULE

Administrative Vehicles: Sedans, station wagons, **vans**, mini-vans and light trucks used by Department Heads, ~~policy detectives~~ **Police Detectives, Fire Battalion Chiefs** and Public Works **Supervisors** ~~superintendents~~. 10 years or **75,000** ~~50,000~~ miles

Light Trucks: Pickup trucks and vans, 1-ton and less used by Inspectors, Technicians, Customer Service Representatives and others which are not included in administrative or utility service groups. 10 years or 75,000 miles

Utility Service Trucks: Trucks one ton and less **outfitted** with utility beds, refueling tanks or contact maintenance equipment, and trucks one-ton and less equipped with snow plows. 8 years or **60,000** ~~50,000~~ miles

Police Squad Cars: Marked **vehicles** ~~cars~~ used for police patrol and response, excluding **the vehicle** ~~car~~ used by ~~the~~ for School Resource Officer. 3 years or **120,000** ~~130,000~~ miles

Fire Equipment and Emergency Response Vehicles Equipment: Includes fire apparatus assigned to the Fire Department and Airport **Department**, as well as all **vehicles** ~~equipment~~ obtained thru homeland security, law enforcement and similar grants. **They shall be individually evaluated on a case-by-case basis, as well as the special appropriation needs required for unit replacement.**

Heavy Trucks:

Single Axle Dump Trucks over 1 ton **without snow plows** ~~NOT used for snow plowing~~
– 10 years
Single Axle Dump Trucks over 1 ton **with snow plows** used for snow plowing (includes
~~plow~~ and spreaders – 8 years
Tandem Axle Dump Trucks without snow plows – 10 years
Tandem Axle Dump Trucks **with snow plows and spreaders** used for snow plowing –
8 years
Sludge Trucks – **10** 5 years
Fuel Tankers – 20 years

Construction Equipment:

Backhoes – 5 years
End Loaders – 5 years
Skid-steer Loaders – 5 years
Track Excavators – 10 years or **4,000** 3500 hours
Graders – 25 years
Dozers – 15 years
Forklifts – 20 years
Trailers, heavy **duty** (for dozer and excavator) – 20 years
Trailers, medium **duty** (for skid-steer) – **15** 10 years
Rollers – 25 years
Roller, towed – 25 years

Asphalt Paving Machine – 15 years

Grounds Maintenance Equipment:

Tractor/**Mower**, lawn and garden and SP mowers under 35 HP – 5 years or 1,500 hours
Tractor/**Mower**, industrial or agricultural mowers over 35 HP – 10 years or 3,000 hours
Tractor, Turf w/mower – 5 years
Trailers, geeseneck for mower transport – **20** 25 years

Special Purpose Equipment:

Pot-hole Patcher – 10 years
Asphalt Distributor – 10 years
Paint Striper – 10 years
Sign Truck – 8 years
High Lift Bucket Truck – 15 years
Street Sweeper – 5 years
Portable Generator, over 250 KW – 10 years or 2000 hours
Portable Pump, 4-inch and larger – 10 years or 2000 hours

Secondary Fleet: ~~Vehicles which have been transferred or rotated out of their original division and are past the replacement criteria. These vehicles have been temporarily retained to supplement authorized vehicles (temporary addition to fleet) or may have been retained to replace an older or damaged vehicle which was removed from the fleet. Individually evaluated for replacement with vehicles rotated from primary fleet or for replacement with new vehicle when funds are available.~~ Paragraph edited and relocated

~~Used equipment will be considered for replacement of units which have limited day to day use, and are not available locally by rent or short-term lease. Examples include fuel tankers, high lift bucket truck, asphalt equipment and fork lifts. Paragraph edited and relocated~~

~~Vehicles and equipment will be evaluated at least two years before scheduled replacement using the APWA replacement scoring system. If a vehicle score exceeds 28 points, it will be recommended for replacement. Paragraph edited and relocated~~

KIRKSVILLE CITY COUNCIL STUDY SESSION ATTACHMENT

SUBJECT: Downtown Traffic Signals

STUDY SESSION MEETING DATE: August 4, 2014

CITY DEPARTMENT: Public Works

PREPARED BY: Alan Griffiths

The Council, at their June 2nd Study Session, directed staff to place the six downtown traffic signals in “flash red” mode for a period of three months to evaluate the effect on traffic patterns along Jefferson and Marion streets. Staff has been monitoring traffic patterns and has driven the route in both directions during morning, noon and evening rush hour periods to evaluate delays and effects on traffic. Staff has monitored the issue when the universities have been on summer break and will again monitor the issue when both universities are back in session. To date, there has been no adverse effect on traffic or delay times while traversing the downtown area; and as of this time, it has been easier and faster to traverse the downtown area during peak rush hour periods with the flashing lights rather than the fully operational traffic signals. The Police Department has had no reports of traffic accidents within the study area and the Fire Department has had no issues maneuvering through the study area.

The plan, if approved by the Council, will remove all of the mast arms and most of the traffic signal or stop light poles. Specific poles will remain for safety lighting at certain intersections and other poles will remain to be used for hanging banners across the roadways. All poles and mast arms removed would be stored at the Public Works yard. Removal of the traffic signals and stop lights would take a few weeks to accomplish. The first task would be to install the new stop signs and relocate any other appropriate signage in the new locations before removing the traffic signal and stop light poles. The proper procedure is to place the traffic signal in ‘flash red’ with placement of the stop signs and wait about three months for traffic to become accustomed to the stop situation before removing the traffic signals or stop lights. However, the Council has already directed the traffic signals be placed in “flash red” mode, making it a much easier transition to the stop signs.

Certain traffic signal and stop light poles would remain on Jefferson at Elson and on Franklin at Washington, with one pole being relocated to each of these corners. The four tall poles would then be used by the City to hang banners across the roadways for various community functions as is currently being done. However, having the proper poles to hang the banners from allows for a higher mounting height for safety. With removal of the traffic signals on Jefferson Street, it could then be restriped to eliminate the left turn lanes and Franklin and Marion streets. This would allow for much wider driving lanes to accommodate bicyclists and stop bars could be relocated closer to the crosswalks for better visibility by opposing traffic. Striping on Marion Street and around the Square would remain as it currently exists.

Regarding the issue of “wrong way” drivers not being able to see the stop signs, this is simply rectified by adding the red “Wrong Way” or “Do Not Enter” signs on the backside of the Stop sign posts; thus alerting the driver. This type of solution already exists for drivers proceeding southbound on Franklin Street at Missouri Street. The Stop sign solution is usually safer in areas with lower speed limits and shorter blocks because the Stop sign is more visible to a driver and will be seen even during a power failure.