

****MINUTES****
MAYOR'S ADVISORY TRAFFIC COMMISSION
TUESDAY, AUGUST 11, 2020

The Mayor's Advisory Traffic Commission met at the James J. Eagan Center, Arts and Crafts Room B, on Tuesday, August 11, 2020, at 7:00 p.m., with Zach Schneider presiding.

Members present were: Donna Smith-Pupillo (Ward 1), Don Adams (Ward 2), Greg Keil (Ward 4), Teri Reiter (Ward 5), Pete Fischer (Ward 6), Zach Schneider (Ward 7), and Kim Redden (Ward 9). Also present were Officer Kiefer, the Police Department; Kyle Rachow, Street Department; and MaryAnn Fitzpatrick, Recording Clerk. Also in attendance was resident Chris Steinmetz, 605 St. Antoine. Mike Mott (Ward 3) and Allen Bluiett (Ward 8) were absent.

A quorum being present the chair declared the Traffic Commission was in session for the transaction of business.

Minutes of the July 14, 2020 meeting were approved as published.

UNDER OLD BUSINESS:

**03/20 REQUEST TO PLACE STOP SIGNS AT EVERY INTERSECTION ON
RUE ST. DENIS FROM NEW FLORISSANT ROAD TO ST. FERDINAND
Denied
Ward 6**

Request was made to place stop signs at every intersection on Rue St. Denis from New Florissant Road to St. Ferdinand. This item was postponed from the July 14, 2020 meeting to give us time to get more information from the Police Department. Zach Schneider said that we all have in our packets some data from the Police Department regarding speeding at certain times of the day and night on that particular road. He said we have Officer Kiefer here to speak on behalf of the Police Department. Maybe he can give us in laymen's terms how to read this. Officer Kiefer said this data comes from those electronic signs we put around. He said even when the signs are not being displayed for speed they are still monitoring every car that goes by. They monitor the speed and then they log the data that the police can pull up on line. He said the packet we are looking at is from May 23rd thru July 21st. The average amount of vehicles per day was 571.8. He said this sign was installed for westbound traffic, so coming from New Florissant towards St. Ferdinand. It monitored 6300 cars in that time frame. He said what it does is break down the speeds for you. He said the speed limit there is 25 m.p.h., and the average speed of those 6300 cars, if you average them all out, is 22.78 m.p.h. So that is below the speed limit. Fifty percent (50%) of those cars were still below the speed limit at 22.9, or 85 % of the 6300 were at 27 m.p.h. or less. He said the maximum speed was 58 m.p.h. He said that could have been a police car or someone playing with the sign. He said a lot of times these signs encourage people to see how fast they can get going to see the display. He said sometimes you can get some

pretty funky readings on it because that's what they do. They see the sign and they floor it and see how fast they can get going. In the packet there is a graph and it breaks it down in color codes. Red is for violators, and as you can see, there is not much red on that graph whatsoever. The yellow represents 25-35 m.p.h, and the compliance is the green. Most of the graph is the green. He said there is a pie graph that shows vehicles slowed. He said that is just indicating the vehicle saw the sign and started to slow when they observed the sign. He said it doesn't mean they were speeding ahead of time, it just means they went from one speed to a slower speed while observing the sign. He said this packet also breaks it down by hours. It tells you how many vehicles it monitored during those hours. It tells you what the maximum speed of a violator was, what the minimum speed of a person going by was, and then it breaks all of those percentages down hour by hour so you can kind of look at when the most speeding violations are occurring. He said usually it is rush hour. Rush hour in the morning and rush hour at night. He said most of the max speeds on our signs are in the middle of the night. So, again, it could be a police car or someone playing with the sign. He said it could be anything. He said they mainly go by the first page of this packet when they do their traffic analysis on a lot of these streets that people are complaining of violations. He said he is not saying that there aren't any problems or there aren't speeders going by, he is just saying the data doesn't support what the residents claim of every single car is going 45 or 50 m.p.h. past the house, or nobody is doing the speed limit. Officer Kiefer said what they do on these signs is display the speed for awhile and then they turn the display off so that people think the sign is off, but it is still collecting data, because that gives them more accurate data information. He said people aren't slowing for the sign blinking. They are doing more of their natural speed. That helps the police to figure out if there is a problem.

He said he is sure all of us have driven up and down St. Denis because this has come up before. He said there are eight intersections total. He said St. Denis is .6 miles long from St. Ferdinand to New Florissant Road. He said in that .6 mile there are four intersections that are four-way stops. The other four are stop signs on the adjacent streets – St. Jacques, Clark, Boone and Brown. So, there is a stop sign somewhere at every single intersection. He said what they are trying to accomplish is to get a four-way stop at every intersection from Florissant Road to St. Ferdinand. He said you have eight intersections in a .6 mile stretch of street and they want eight four-way stops. As the Police Department has stated in the past, stop signs are not meant for speed control. They are there as a device to help control traffic. He said it is up to this Commission to make a recommendation, but they are wanting the use of a stop sign to control the speed. He said really all you are going to do is create another problem. You are going to eliminate one problem, but you are creating another problem by people running the stop signs. He said they would no longer be doing speed enforcement they would be doing stop sign enforcement because people are stopping eight times in .6 miles. He said what they would be doing is braking from stop sign to stop sign. Kim Redden asked, if you have more stop signs in a residential area, aren't they more inclined not to stop and just roll through them. Officer Kiefer said he would like to think people would stop anyway but we all know that that doesn't happen. He said a lot of people think stop signs are a recommendation and not a requirement. He said the more you add in a neighborhood the less likely they are to stop at any of them, because now all you are doing is inconveniencing the driver by making them stop over and over and over again. They are just really going to blow through these stop signs. You may have just fixed the speeding problem, but we just created another problem that the police will have to address. Kim Redden

said she has done a little research on stop signs and one of the studies she came across stated that more stop signs in a residential area increased the amount of pollution in the air, and noise pollution. So in ten years we are going to have more complaints that the air quality is bad and then the noise is getting too loud. Officer Kiefer said any time you stop your vehicle and start up from a stop, you are putting more exhaust in the air because you are accelerating quickly. He again said it is up to this Committee to make a recommendation, but the data doesn't support the speed. He said he is not disputing that there are speeders, he said they catch them all the time. He has been sitting in front of the gentleman's house who wrote the email. He said he can catch speeders on any given day, but he can catch them on any given street on any given day. He said there is always going to be someone speeding. The data just doesn't support the constant 24/7 high rate of speed complaint. Zach Schneider asked if anything was recorded going eastbound. Officer Kiefer told him it records in one direction. It only monitors cars approaching the sign. He said for cars going eastbound, you would have to switch the sign going from one side to the other. He said when the complaint came across, their biggest complaint was from Florissant Road towards Sacred Heart, so they monitored that direction of traffic. He said that 6300 vehicles are just westbound traffic from Florissant Road. Don Adams asked if that street was designated as a double fine street. Officer Kiefer said he believes it is. Don Adams said that if you are catching more speeders and they have to pay double fines wouldn't that teach them to slow down. Officer Kiefer said he would like to say yeah. He said he uses Calverton Park as an example. He said he grew up in this area and Calverton Park has been hammering Florissant Road since he was a kid. He said they still hammer Florissant Road today, and they can do it all day every day, one traffic stop after another. Everyone knows Calverton Park sits there all the

time. And they have been doing that for 20 or 30 years, and yet people speed up and down Florissant Road at high rates of speed all day every day. He said he would like to say that doing some of the stuff they do would curb the problem, but unfortunately, that's not the case. He said a lot of times when they are catching speeders because they have been receiving complaints, it's the people that live right there. Officer Kiefer was asked if there have been very many accidents up there. Officer Kiefer said not on St. Denis. It was stated that basically, it does not meet any of our criteria for the stop sign warrant. Officer Kiefer said in the email there were some concerns about some sight obstructions and stuff like that. It was stated that at Brown there may be a problem. Officer Kiefer said you will notice that there is a hill that comes down right at the corner. He said he has gone through there in both directions multiple times a day when he uses St. Denis like everyone else uses St. Denis, and there are some sight restrictions, but it is Old Town. There are sight restrictions everywhere. He said unless we are going to put a stop sign everywhere, you really don't need one here. He said the reason St. Denis gets used the most is because it goes straight across to Lindbergh. You don't have to jog over. St. Francois you either have to go left or right, but St. Denis is a straight shot so that's why people like that. Kim Redden said she has a question. During this time frame people normally used that as a cut-through. She said that it is her understanding that during the protests Lindbergh was blocked off. She asked if this data was accurate without the protests. She said while the protests were going on people used that area to keep from being stuck on Lindbergh. Officer Kiefer said the police monitored St. Denis multiple times over the past several years and the data always shows the same thing. He said this is the most recent one. He said every time they start receiving complaints on St. Denis they deploy the signs and they put them in the same location multiple times and it always shows the

same thing. It shows violations, but it just doesn't support what is being claimed. He said when people look out the window and see someone flying by it aggravates you and that's really all you see. You don't see the 30 cars that have gone by doing the speed limit, you really only see the one guy that went by at 15 m.p.h. over the speed limit. And now you are really upset and that is all you can focus on. He said a lot of the residents complain based on the few cars that they see speeding. He said that is why these signs are so good. They help identify every vehicle that goes by. It was stated that over the years we've had requests for stop signs at every single intersection along St. Denis at some point. And every time it's been said that it just doesn't meet the criteria. He we've sat here and discussed about every intersection in that area and someone always wants a stop sign somewhere. Teri Reiter said she found out that you can actually ask to have stop signs removed and not just added. She said she is now on a mission. Greg Keil said he would like to move to reject the request for this because the data just doesn't support it.

Teri Reiter said last month we told the petitioner we would consider one stop sign.

Zach Schneider said we were considering Boone. Greg Keil said he doesn't think the data would even support that. Kim Redden asked if was Boone or Brown. Zach Schneider said it was Boone because considering it was a half-way point between Lafayette and Florissant Road. He said we weren't going to give him every street, but maybe we could compromise and put one to at least slow traffic. Officer Kiefer said the resident lives in the stretch where there are the fewest four-way intersections. He said when you turn off of Florissant Road and you go up the hill and start to come down the hill again, he is on the right-hand side. So if you are coming from Florissant Road you hit Brown first, and there is a stop sign on Brown and nothing on St. Denis. You have Boone next and it's the same thing. There are stop signs on Boone and nothing on St. Denis.

The next one is Clark and it's the same thing. There are stop signs on Clark and nothing on St. Denis. But then you start the four-way at Lafayette, the four-way at Jefferson, there is a two-way at St. Jacques, a four-way at St. Jean, a four-way at St. Pierre and then you hit St. Ferdinand. Officer Kiefer said the resident lives kind of right in the middle of that stretch where there aren't stop signs on St. Denis. He said you go about four blocks before you wind up with a stop sign on St. Denis itself.

Motion was made by Greg Keil to make a recommendation not to place stop signs on St. Denis since the data does not support the need for stop signs. Motion was seconded by Teri Reiter. On the roll call the commission voted: Donna Smith-Pupillo – yes, Don Adams – yes, Greg Keil – yes, Teri Reiter – yes, Pete Fischer – yes, Zach Schneider – no, and Kim Redden – yes. Motion carried. Item 03/20 was dropped from the Agenda.

UNDER NEW BUSINESS:

**05/20 REQUEST TO PLACE STOP SIGNS ON JEFFERSON AT ST. ANTOINE TO
CREATE A FOUR-WAY STOP INTERSECTION
Denied – Alternate Solution was Approved
Ward 6**

Request was made to place stop signs on Jefferson at St. Antoine to create a four-way stop intersection. See e-mail from Councilman Mulcahy, July 5, 2020. Chris Steinmetz, 605 St. Antoine Street, introduced himself. He said he is not for putting stop signs all around every street because it is a pain and you are not going to stop. People are going to roll through them and do all that. He said here is the exception with this four-way intersection. Hendel's Restaurant is right there on the corner. He said he lives at corner of St. Antoine and Jefferson.

The issue is that on any given night that they are open, except for Monday night, the only place to park outside of the very small parking lot is on Jefferson at all four corners. Jefferson at St. Antoine, all four corners, have vehicles on both sides of the street. He said you have stop signs east and westbound on St. Antoine Street. When you pull up to the stop sign, if you have an SUV or a van parked on any one of the corners, you cannot see the traffic coming down the hill. As people pull out, and the people heading down north on Jefferson Street going toward Lindbergh, they don't see the vehicle on the side street, east and westbound. When the cars are parked on both sides of the street only one vehicle can get up and down Jefferson Street. He said people speed through there and people at the stop signs pull out, or they don't stop. He said he sits in his yard or his living room and just watches two or three nights a week where people are swerving or slamming on brakes. He said there haven't been any accidents as of late, but obviously things have been a little quieter for the last few months. He said the main issue is it's a blind intersection because you have cars parked on both sides of the street. He said on the days the restaurant is not open, cars and motorcycles just fly down the street. He said his other argument would be, not from the restaurant point of view, but in that part of Old Town there is a heavy, heavy traffic walking area. He said people, kids and animals are just out walking. He said he doesn't have any data for us, and there haven't been any of the speed detectors or anything, but just for the fact that it is a blind corner makes it extremely dangerous and that's all 100 percent because of the restaurant. Kim Redden said that she knows someone who works there and on occasion she has had to take him and pick him up. She said she knows exactly what he is talking about right there at the intersection of Jefferson and St. Antoine. She said it is very hard to see as you are coming northbound. She said when she went through there today there were no cars

there, but the person that was coming from the Hendel's direction was going rather quickly and she could not see them. She said she almost hit them. She said she is understanding what Mr. Steinmetz is saying. She said when Hendel's re-opens on a more consistent basis this is a problem. Teri Reiter asked if stop signs are going to fix the problem or should we do something more like not letting them park that close to the curb. Kim Redden said they are not supposed to legally. Teri Reiter said therein lies the problem. They are parking too close to the intersection. Mr. Steinmetz said if you know that area right there, they redid some of the streets over there, but from the stop sign at Jefferson and St. Antoine up to Hendel's has not been redone. It is one of the very narrow streets and if there is one car parked on each side, there is only room for one vehicle to get through there. He said the people who live in Old Town and live around there, everybody is stopping at a stop sign, but the rest of the people don't stop at the two stop signs going east and westbound. They roll or just go straight through. He said he is surprised someone hasn't been killed there yet. Teri Reiter said she is not sure stop signs are going to fix the problem there. Don Adams asked when people are parked on the side streets, are they parked right at the corner per se, or are they parked right at the stop sign. In other words, if we were to put up no parking signs 15 or 20 feet back from the stop sign that would allow some line of sight right there. Mr. Steinmetz said no because there is no stop sign on Jefferson. Don Adams said but we would put no parking signs 15 or 20 feet back on all four corners. He said he cannot comprehend why they allow parking on both sides of that street. He said what he is getting at is if you have no parking signs on every corner back 15 or 20 feet, that should allow people to be able to see that intersection a little better. Mr. Steinmetz said that would certainly help. Several people said that would be a better solution than stop signs. Zach Schneider said he also has a

suggestion. He said on the same post as the stop sign, put a sign that says cross traffic does not stop. He said he has seen those signs around. He said that gives them no excuse to not know that those cars are not going to stop when they cross over St. Antoine. Don Adams said that was a great idea, but you are still going to have the problem of blind spots. He said you're not supposed to park within 30 feet of a stop sign anyway. Kyle Rachow said that typically most of our areas that have no parking from here to corner is usually about 50 feet. Teri Reiter said she gets it. Parking is an issue. Zach Schneider asked if they are having a problem at other intersections around Hendel's. He was told that the next intersection is a four-way stop because of the school. Mr. Steinmetz said the narrowest restriction is at Hendel's. Teri Reiter said the alternative is to make it no parking on that one side from Hendel's down to Lindbergh. Mr. Steinmetz said there is one corner, which is in front of his house, it's the only spot they don't park because there is a fire hydrant there. He said people do park back from the fire hydrant, but that is the only spot that they don't park up to the corner. Don Adams said we could put up no parking signs and see how that works. Officer Kiefer said any kind of signs would help. He said there are parking issues for Hendel's. He said they are located in Old Town and there are parking issues for everyone that lives there. He said he is not saying that it won't work, but it is worth a try. He said we could start there before we address the stop sign issue. Mr. Steinmetz was asked if he thought this would alleviate the problem or does he want a stop sign. Mr. Steinmetz said he is not here to tell anybody what to do. He said ideally if we can clear the corners, that would make a huge difference. He said even when you squeeze one vehicle coming down the hill northbound, people are still speeding through there which makes no sense to him, because if someone opens their door, now you've got another problem. Zach Schneider said to he would put signs on all

four corners of each street on both sides. He asked how far back do we want to put those signs. Kyle Rachow said we already have no parking 30 feet from the stop signs. It was stated that there is not a sign there and people are going to park there anyway to the very edge. If we do this we don't need an ordinance because we already have one. We can just put the signs up. Kyle Rachow said that if you go any further than that then you would have to create an ordinance on how many feet you actually want to go outside of that 30 feet. He said typically on average, almost all of what he can remember or can recall, is that any here to corners are 50 feet. He said if you want to match what everyone else is doing on no parking from here to corner he believes it is 50 feet. Everyone agreed that 50 feet is a lot. Teri Reiter said that would be a good thing, but how many car lengths is that. She was told it is about two car lengths. She said that is two cars on each side on each street. You will be taking away parking for about eight cars. Zach Schneider said he thinks 30 feet would work. He asked if we can put up signs that say no parking from here to corner 30 feet or does it have to be 50 feet. Kyle Rachow said you would put that sign at that 30 foot mark with an arrow. Zach Schneider said he would like to put eight no parking here to corner signs in every single direction at that intersection and he would also like to propose that we put a cross traffic does not stop sign underneath the stop sign on St. Antoine. Mr. Steinmetz said he just wanted to remind everyone that the corner with the fire hydrant is not an issue because no one parks near that stop sign. Kyle Rachow said as of now, but when you put up no parking signs, they are going to start pushing it.

Motion was made by Zach Schneider to make a recommendation not to place stop signs on Jefferson at St. Antoine since it does not meet the criteria of the stop sign warrant. However, he made a motion to place no parking signs on all four corners on both sides of the street 30 feet

back from the stop signs, and to place cross traffic does not stop signs under the stop signs on St. Antoine. Motion was seconded by Pete Fischer. On the roll call the commission voted: Donna Smith-Pupillo – yes, Don Adams – yes, Greg Keil – yes, Teri Reiter – yes, Pete Fischer – yes, Zach Schneider – yes, and Kim Redden – yes. Motion carried. Item 05/20 was dropped from the Agenda.

NOTE: Since there are no stop signs on Jefferson at St. Antoine, request an ordinance to prohibit parking on all four corners in each direction 30 feet back from the intersection.

**06/20 REQUEST TO PLACE STOP SIGNS ON MEADOWGRASS AT HARNESS OR
CLASSIC
Denied
Ward 8**

Request was made to place stop signs on Meadowgrass at Harness or Meadowgrass at Classic to slow down speeding traffic. See e-mail from Councilman Parson, July 8, 2020. Zach Schneider said he went over there yesterday just to take a look around. He said it is a street between St. Catherine and Parker. He said there are no stop signs at all the entire length of that street on Meadowgrass. He said he didn't see much traffic at all. He said as a matter fact, he sat there and only one other car came by. He said he sat there about 15 minutes which is not a very long time, but just the time he was there he didn't see anything. Greg Keil asked if there was a speed monitor there. He said there is a speed limit sign and something below it says "Your speed is", but it was turned off. Officer Kiefer said he would have to look. He is not assigned to that area but he can find out. Greg Keil said it is a small sign and it is in the direction going from St. Catherine to Parker. He said it sits on a sign post right below a speed limit sign. He said when he passed it, it was off. It didn't display anything when he was there. Pete Fischer said

when he went by there a little strobe light flashed. Officer Kiefer said it was recording. He said when the strobe is going, it is monitoring. Officer Kiefer looked it up on his phone and said the sign is in the 900 block of Meadowgrass. It was stated that we've reviewed this one before. Greg Keil said he has a feeling we're going to find this is the same as the other one. We're going to find that there are not very many violators. Zach Schneider said it doesn't seem like there would be, it's just that it is a cut-through street between St. Catherine and Parker and there are zero stop signs. He said but when he was over there he didn't see any traffic. Greg Keil said he sat there for 15 minutes and saw two cars. One was going one way and the other car was going the other way. Officer Kiefer said Meadowgrass is .45 miles long from end to end. He said that's not even a half mile. He said it's correct that there aren't any stop signs. He said it is a straight stretch all the way through. He said again, it is not even a half mile in length. Zach Schneider said Harness would be about the halfway mark. He said Classic is a dead-end street, and that would only be a three-way intersection. It was said that Classic at Meadowgrass has a one-way stop on Classic. Harness is a two-way stop intersection with the stop signs on Harness.

Teri Reiter said this is a speeding issue. Officer Kiefer said the email clearly states the complaint is for speeding. He said again, stop signs are not for speed control. He said he has 30 days worth of data from Meadowgrass. He said it shows from 5/14 through 8/11, but he only has 30 days worth of data. He said a lot of that is probably a dead sign when they were doing all the protesting. He said they had 70 days of protests and the Traffic unit was there as part of that detail so they didn't do any of the sign stuff. He said it monitored 8200 cars. The average car per day was 273 cars, and the average speed in the 25 m.p.h. zone was 21 m.ph. He said 50 percent of the cars were doing under 21 m.p.h. and the average was 20.73. He said 85 percent were

right at the speed limit of 25.11. The maximum speed was 63 m.p.h. and that could have been an officer or someone playing with the sign. He said there is not really anything showing up for violators. He said when you get to the breakdown of the speeds that 63 m.p.h. actually occurred at 11:00 a.m. He said the average max speeds, other than the 63 m.p.h., there are some 38's in there and a 44 in there, but most of the max speeds are under 35 m.p.h. He said again, the data doesn't support a speed issue, but it is a street without a stop sign. He said any time you get a street without a stop sign, even though they are not designed for speed control, well maybe. Zach Schneider asked that for traffic control, would that be something you would feel would be beneficial for a street half a mile long, to have a stop sign. Officer Kiefer said that in order for it to be for traffic control, you really need the streets that need traffic control. He said as far as Classic and Harness, there is hardly any traffic there. There is not a huge amount of traffic pulling out onto Meadowgrass and there are stop signs at those intersections for Classic and Harness, just not on Meadowgrass. He said if this was a major thoroughfare, he would say absolutely, but in this case, most of the traffic on Meadowgrass is Meadowgrass traffic. There is not a whole lot coming from Classic or Harness. He said he doesn't see the need and the person who complained is probably the person who complained before.

Motion was made by Donna Smith-Pupillo to make a recommendation not to place stop signs on Meadowgrass at Harness or Classic since it does not meet the criteria of the stop sign warrant and the data from the speed limit signs does not support it. Motion was seconded by Zach Schneider. On the roll call the commission voted: Donna Smith-Pupillo – yes, Don Adams – yes, Greg Keil – yes, Teri Reiter – yes, Pete Fischer – yes, Zach Schneider – yes, and Kim Redden – yes. Motion carried. Item 06/20 was dropped from the Agenda.

MISCELLANEOUS:

Zach Schneider said he would like to bring something up regarding a street that he noticed over in Don Adams' neighborhood. He said there is a stop sign that is sitting at the corner of Ensenada and Cortez, however, it is only on Cortez. He said there is no stop sign on Ensenada and that's the street that is dumping into Cortez. Cars are making a left and right and they don't have to stop. He said if there is going to be a stop sign at Cortez and Ensenada, wouldn't you want to have a stop sign at the street that dumps into the main thoroughfare that's crossing over between Estes and Lindsay. Don Adams said he knows the story behind it. The story is the people who live down there in that area, somebody's cat or dog got hit. So they were rallying for a stop sign. He said they all signed some kind of letter that they wanted it. Now all those people are gone. Now the people who live down there don't want the stop sign. He said technically where the stop sign is located on Cortez is right in front of this gentleman's house and he parks right on the other side of the stop sign. He said technically, he is parked in an intersection, which is illegal. He said he talked to that gentleman before and the guy said he wishes the stop sign were gone. He told the gentleman that he would bring it up sometime at the Traffic Commission. He said the Councilman is the one who should have brought it up. The people who live there want the sign gone. Zach Schneider said he talked to the owner of the house in front of this property. He said they do not want the stop sign. It was stated that Tim Jones is the one who did this. The guy's cat got killed, or something like that, and Tim Jones brought this before the Traffic Commission. The Traffic Commission made a recommendation not to put stop signs there since it didn't meet any of the criteria. He went back to the City Council and they passed the ordinance because Tim Jones wanted it so the stop signs went up. The day the stop signs went up the Street

Department got several phone calls complaining about it. Officer Kiefer said that stop sign has been an issue since its onset. He said we had a stop sign there before we had an ordinance for a stop sign there. He said Councilman Jones had a stop sign put in and he didn't have an ordinance to go with that stop sign. Then they requested enforcement from the Police Department. He said they can't enforce the stop sign violation when there is no ordinance that says there is supposed to be a stop sign there. He said then there was an issue because the police were not going out enforcing it because it was not a legitimate stop sign. Then Councilman Jones went to the Council and got it approved, got stop signs put in and that's the whole back story on how the stop signs went in. Zach Schneider and Greg Keil asked what steps need to be taken to remove the stop sign. Greg Keil asked if someone needs to write a proposal to this Commission or the Councilman. He was told someone has to make a request through their Councilman and ask them to take it to the Traffic Commission. The request can also be made through the Mayor, the Police Department or the Director of Public Works. Don Adams said apparently this whole issue revolves around someone's cat getting killed. They went screaming and hollering to Tim Jones and Tim Jones got the stop signs put up. It was stated that there is no stop sign on Ensenada. Those cars can just drive straight on through as they please. Zach Schneider asked if this had to be on the Agenda to make a motion and he was told yes.

Next Traffic Commission meeting is scheduled for September 8, 2020.

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ADJOURNMENT

No other items were brought before the Commission this evening. The meeting was adjourned.

For the Chairman
Mayor's Advisory Traffic Commission

MaryAnn Fitzpatrick
Recording Clerk