

****MINUTES****
MAYOR'S ADVISORY TRAFFIC COMMISSION
TUESDAY, JUNE 11, 2019

The Mayor's Advisory Traffic Commission met at the James J. Eagan Center, Room 2, on Tuesday, June 11, 2019, at 7:00 p.m., with Mike Mott presiding.

Members present were: Don Adams (Ward 2), Mike Mott (Ward 3), Pete Fischer (Ward 6), Zach Schneider (Ward 7), and Kim Redden (Ward 9). Also present were Officer Feldmann, Police Department; Gary Meyer, Street Department; and MaryAnn Fitzpatrick, Recording Clerk. Donna Smith-Pupillo (Ward 1) and Greg Keil (Ward 4) were excused. Teri Reiter (Ward 5) and Allen Bluiett (Ward 8) were absent. Also in attendance were residents Chris Schneider, 935 St. Jean Street; Julie Szwargulski, 945 St. Jean Street; Delphine Cobb, 1560 Yearling Dr.; Robert Porter, 1101 Garden Plaza Drive; Lisa Eldred, 925 Country Brook Lane; Andrew Harris, 2535 Lindsay Lane; Jeff and Stacy Cook, 1520 Bay Meadows; and Tommy Siam, 1535 Ascot Terrace.

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

Minutes of the May 14, 2019 meeting were approved as published.

UNDER OLD BUSINESS:

All old business was addressed and dropped from the Agenda at the May 14, 2019 meeting.

UNDER NEW BUSINESS:

03/19 REQUEST SAFE TRAVEL SPECIAL ENFORCEMENT ZONES
Approved
All Wards

Request was made for the City to designate certain streets as "Safe Travel Special Enforcement Zones". Mike Mott read the Memo from the Police Department dated April 24, 2019 and the attached Ordinance that Hazelwood is using for a similar Special Enforcement Designation. Kim Redden asked if anyone knows if Hazelwood has benefitted from this. Officer Feldmann said that is something he has not been made aware of whether it has been a successful program. He said he does know that there are several other municipalities that have implemented this type of program and it has been successful in slowing people down. It was stated that we have had this item on the Agenda once before several years ago. The Traffic Commission made a recommendation that we go with it, the City Council approved it, but the judge would not implement it. It was stated that we have a different judge now and perhaps they would go along with it. Kim Redden said people are not as considerate drivers as they used to be. People do not care about the signs. She said the only thing they care about are their pockets, and what is in their pockets, and they want to keep that money. She said if this is the only solution to keep people from speeding, then fine. She said it is not going to keep everybody from speeding because they don't care, but if that is what it takes, okay. Zach Schneider said it serves as a deterrent. He said if you drive through a construction zone you have the fines doubled. He said you are taking a risk if you are going to speed. It's the same thing with this. You are just taking an additional risk. A \$1000 fine will get their attention. He said he is all for it. Officer Feldmann stated if this does get implemented,

obviously there is some kind of period where everyone thinks nothing has changed, and whether it is two months, three months, six months, eight months, or whatever the case is, it is not going to be an immediate fix. Kim Redden said word of mouth is the best advertisement. Officer Feldmann agreed. Officer Feldmann stated that it would not be an immediate fix and it will take some time before you see any kind of positive or negative results. Mike Mott asked Gary Meyer if he had looked at any of the signs in Hazelwood to see how they are written. Gary Meyer said he did not. Mike Mott asked what we are going to write. He said you need a paragraph. Kim Redden said you just put a sign that says "Safe Zone – Double Fines". Kim Redden said they also do that in Overland and Breckenridge Hills. It was stated that a lot of them have just a small sign underneath the posted speed limit sign that says double fine zone. Mike Mott said he wonders if this would create a problem on other streets when people take other routes which would create other high traffic areas in more residential areas. Officer Feldmann said everyone knows that North Waterford is a main cut-through from Halls Ferry to Lindbergh. He said it may end up being people just take Halls Ferry to Lindbergh and go down that way anyway. Mike Mott said he can't understand why a judge would not implement this. Zach Schneider asked if there was a percentage of streets that we could use this program on. Officer Feldmann stated that any street that is maintained by the City of Florissant it can be implemented on. He said streets like North Waterford would be more beneficial than a street such as Jenkee. He said it really comes down to they don't want them on every road. They want them on high traffic main complaint roads like the five that are listed here. He said there are others that could be considered also. He said you could not implement this on Parker or Shackelford because they are maintained by St. Louis County. Don Adams said no matter how

we decide to vote on this, the one thing he would say is, based on what he is reading here, in Hazelwood if you are not a resident of Hazelwood and haven't been there within 48 hours, they are going to give you a break. Officer Feldmann said that is only if the sign has been defaced or somehow altered or removed. He said if you are driving down Lynn Haven and it is a double fine zone, if the sign is up, whether you are a resident or not, it's going to be a case. If somebody comes through and takes the sign down, if you're a resident, you're already aware that that's going to be a double fine zone so that fine will be implemented. However, if you are somebody from St. Peters and you are just driving through cutting from Howdershell to Lindbergh, or coming in to see a relative, that fine will not be implemented because that sign is not posted or visible. Don Adams said that makes sense. It was stated that they hope the judge will pass this because they can't think of a reason why they wouldn't.

Motion was made by Kim Redden to make a recommendation to designate certain streets in the City as Safe Travel Special Enforcement Zones where fines for speeding would be doubled. Suggested streets would be Lindsay Lane, St. Anthony, Mullanphy, North Waterford, and Lynn Meadows. Motion was seconded by Don Adams. On the roll call the commission voted: Don Adams – yes, Mike Mott – yes, Pete Fischer – yes, Zach Schneider – yes, and Kim Redden – yes. Motion carried. Item 03/19 was dropped from the Agenda.

**04/19 REQUEST SIGNS BE POSTED ON MANION PARK ROAD STATING TRUCKS
LICENSED IN EXCESS OF 12,000 POUNDS OR MORE BE PROHIBITED
Denied
Ward 5**

Request was made to place signs on Manion Park Road at Graham Road stating trucks licensed in excess of 12,000 pounds or more be prohibited. Mike Mott stated that Mr. Porter's concern is large semis turning around in his church's parking lot which is Park Baptist Church on Graham Road. His parking lot is on Manion Park Road. Mr. Porter stated large semis are trying to turn around in his parking lot as well as in Manion Park and Duchesne Park.

Don Adams said this issue had come up last fall. Mr. Porter asked if he could speak. He said he has been a member of the Park Baptist Church for over 40 years. He said he works with the pastor on the maintenance of church property. He said the parking lot has been his focus for the last year because it seems like the over-the-road trucks and tractor trailers get lost when they come off of I-270. He said they go north when they should be headed south because that's where all the warehouses are. He said they see a road there and turn in to turn around. He said Hutchens has put up signs stating no thru trucks. He said they also have some planters in there so if the trucks get in there they have a hard time. He said, of course, that doesn't bother them. They just drive right over the curbing. He said that's what happens. He said they have an entrance and an exit marked off. He said in between that there is a fire hydrant and a catch basin between the driveways and the trucks keep knocking the tops off the catch basin. He said when they were doing construction on I-270 the trucks were always turning in there and using his parking lot to turn around. He said they did have a no truck sign on the church but the trucks would go all the way there like it was nothing. He said this has been an ongoing problem. He

said there are ball diamonds across from the church and people park on his lot and that is fine. If Hutchens has a large crowd some people will park on his lot, too, which is fine. He said they are in business of people. He said some people take advantage of them but that's all part of the ministry. Mr. Porter said he would like a sign at the entrance to Manion Park Road to stop the trucks from turning in there. He said they have nowhere to go once they get in there. He said something needs to be done to keep the trucks out. He said he is worried about the park. He said it would only take one time for a truck to get in there and tear that up with a tractor trailer. He said his options are not very good but he would like for us to solve his problem. He said it would be very expensive to have to resurface his lot. Kim Redden asked if he had to resurface his lot because of the trucks turning around there. Mr. Porter said the evidence says yes. Kim Redden asked if this happens weekly, monthly, etc. Mr. Porter did not answer her question. Mr. Porter stated that a truck knocked the stone off the manhole cover that is along the street between the entrances to his lot and MSD had to come and put the cover back on the catch basin. Gary Meyer said the first thing he would like to address with the Police Department is the 12,000 lb. limit. He said we can't stop everybody from going through there into their subdivision. He asked if that is the right limit that we would want to impose. He said we have put signs on Lindsay for no thru truck traffic, but is this the right limit. He said 12,000 lbs., what size truck is that. Are we allowed to limit that. He said we've talked about this before. If we put the sign on Manion Park Road, by the time they turn in there, it's too late. He said like we talked about before, Graham Road is not our road so we would have to ask the County to put the signs there. He said his question was is 12,000 lbs. the right limit, or would it be no cut-thru traffic or what. Before we make a motion to agree on 12,000 lbs., he doesn't know what that limit would

be. He was told that 12,000 lbs. is a $\frac{3}{4}$ ton pickup. Gary Meyer asked if we want to stop those trucks from going through there to get to their house. Officer Feldmann said what we have to consider too is the maintenance for Sacred Heart Cemetery. He said their shed is down along Manion Park. He said they usually use those little four-wheelers, but on occasion, they do use dump trucks or something like that they use to store back there in their shop. Mike Mott asked Mr. Porter if they have ever put up a sign themselves entering their parking lot since it is private property. Mr. Porter said they put up a sign that said no trucks, but they ran over the sign.

Kim Redden asked Officer Feldmann if there is anything the police can do. Officer Feldmann said as far as turning around on private property, there's not really much that can be done. He said it is hard to catch them in the act. If they call the police, the truck is usually gone before they can get there. Kim Redden asked Mr. Porter if he has any video cameras out there for the church to record any activity. Mr. Porter told her no. Mr. Porter was asked if the signs could be placed in front of his property. Mr. Porter said he wants the signs in front of his property on Graham Road. Don Adams told him we can't put the signs on Graham Road because this is a county road. Kim Redden told him he would have to go to the County for permission.

Gary Meyer said Manion Park Road is Florissant and we could put a sign on it, but we can't on Graham Road. He said the problem is, by the time they turn onto Manion Park it's too late. He said the County has an easement right about 30 feet back from the intersection, so the first place we could put the sign is back from the intersection. He said by that point, they have already turned. Mike Mott asked if it was legal to put a sign up to benefit a private piece of property. Mr. Porter said it is not just for his private property, but it is also to protect the park. Mike Mott asked Mr. Porter if he has seen these trucks before. Mr. Porter said a lot of them

come at night from what he understands. Kim Redden asked if they are parking there overnight and Mr. Porter told her no. Don Adams said he didn't think we could put a sign there if we wanted to because of the County easement. He said by the time they see the sign, they are in their turn, and then you are going to be obstructing traffic on Graham Road while they are trying to back up. Pete Fischer said the only solution he thought about, you would have to go to County. He said you could put a median in there where you would have a left-hand turn lane. You would have to post a sign on the median saying no trucks could turn left onto this street. He said he doesn't think County would go along with that because it would cost a pretty penny. Gary Meyer said he feels bad for Mr. Porter's concern, but he said he doesn't think we've had anybody do that for a parking lot. Officer Feldmann said there are two entrances, an east side and a west side. He said to his knowledge, other than when we had construction going on, there has never been a semi or anything causing a problem. Gary Meyer said most truckers now have GPS and things and you would think more often they wouldn't make a mistake and turn through there or to try to use it as a cut through. He said he thinks it would be pretty rare. Mr. Porter said their mission is to reach people for Christ. If they put up barriers on their lot, they might stop the trucks, but they might also stop people from coming to worship. Don Adams said it is not a question of putting up a sign, it is the location of the sign. Kim Redden asked if he attempted to put signs up on his parking lot. Mr. Porter said they just run them down. Gary Meyer said the last time we talked about this we made the suggestion that the church use chains to a post across the entrance. He said he knows it may not be the prettiest, however, you could get decorative chains. He said that would be a lot cheaper than repairing the parking lot. Mr. Porter said he is a steward for the Lord Jesus Christ and his responsibility is to take

care of His house. Mike Mott said a gate and a chain is probably a good solution. Obviously, any kind of sign we put up is going to have to go so far up the road. He said Mr. Porter's next choice is to do chains or go to County and ask them to put up signs in their right-of-way. He said he doesn't think there is much more we can do. He said putting up a sign, the guy is already going to be going up the street. He said he would have to back out onto Graham Road. Don Adams said that was the point he was trying to make earlier. The trucker would have to back out onto Graham Road and that would really mess up traffic as well as being dangerous. Mr. Porter said he was really hoping he could get this resolved here because his dealings with St. Louis County have not been pretty favorable to the tax payer. Kim Redden said she truly understands, but unfortunately, our hands are tied. She said she wishes him the best of luck in dealing with the County. Don Adams said he wishes we could do more, but like Kim said, our hands are tied. Mr. Porter said he might try to squeeze out signs on the driveway. Ms. Cobb suggested putting the signs in the middle of the driveway so the trucks couldn't get through there but the cars could. Mr. Porter said then they would just drive over the grass or they would hit the manhole. Zach Schneider gave Mr. Porter the phone number for St. Louis County.

Motion was made by Kim Redden to make a recommendation not to post signs on Manion Park Road since Graham Road is a County road and if signs are placed farther back, no one would see them before making the turn into the park. Motion was seconded by Mike Mott. On the roll call the commission voted: Don Adams – yes, Mike Mott – yes, Pete Fischer – yes, Zach Schneider – yes, and Kim Redden – yes. Motion carried. Item 04/19 was dropped from The Agenda.

05/19 REQUEST STOP SIGNS ON N. WATERFORD AT TROTTER WAY
Tabled
Ward 9

Request was made to place stop signs on N. Waterford at Trotter Way which would change it to a 3-way stop intersection. Councilman Siam also requested a painted solid white line on N. Waterford to prevent passing. Lisa Eldred, 925 Country Brook Lane, St. Charles, MO, said this is something she brought up. She said she lived on N. Waterford for 17 years. She said she just recently moved and the traffic is one of the reasons why she wanted to get out of Florissant. She said leaving Florissant was a really hard decision, but this traffic is one of the reasons for her leaving. She said when she first moved in there the traffic was okay. It wasn't as bad as it is now. She said she thinks they are using N. Waterford instead of Lindbergh, and they are going very fast. She said the police have done a lot on N. Waterford. They put a speed limit sign on it, and she has pictures of people doing 40 and 41 m.p.h. She said she also went around and talked to some of the residents on N. Waterford, as well as Trotter Way, getting their feedback. She said everyone that she talked to was 100 percent onboard with putting up a three-way stop sign to get traffic to slow down. She said it is really hard pulling in and out of driveways. She said she has almost gotten hit when she stopped to pull into her driveway. Cars actually tried to go around her. She claims her children have almost gotten hit. She said she would like to do something before a child gets killed or someone gets hurt. She said she doesn't know if a stop sign is definitely the answer, but it is such a long stretch from the stop sign at Paddock until you get to Waterford. She said there are houses on both sides and it's a residential street. She thinks this would possibly slow people down a little bit. She said even coming off of Trotter Way onto N. Waterford is tricky. She said she has moved to

St. Charles and this is something she has complained about for a long time; so now it is time to quit complaining and do something about it. She just feels this is extremely important. Hopefully this will slow down some of that traffic. Zach Schneider asked if there was any reason why she selected Trotter Way and not Gallop, Horseshoe or Saddle Spur. Ms. Eldred said Trotter Way is a cut-thru all the way to Lindbergh and because it is a cut-thru there is so much traffic on Trotter Way whereas Gallop and all those other ones are not a straight cut-thru. There was some discussion whether there were one or two stop signs on Trotter Way. Ms. Eldred said Trotter Way has a stop sign at N. Waterford, but there are no stop signs on N. Waterford at Trotter Way. She said she is asking that there be a three-way stop sign at N. Waterford and Trotter Way. Gary Meyer said N. Waterford is on that list of streets that we talked about earlier. He said N. Waterford has come up a lot of times in the past and we say over and over that stop signs don't slow traffic, they are for traffic control. He said the first item that we talked about tonight, N. Waterford is on that list for the increased fines for speeding. Ms. Eldred asked if you could double that up by having the increased fines along with the stop signs. Officer Feldmann said stop signs are meant for traffic control in the aspect of controlling the intersection. Stop signs are not meant to slow people down. People end up going faster from stop sign to stop sign because they are trying to make up that time. Even from Paddock to Waterford, it's a half mile stretch with only one intersection in between, so having that stop sign there could end up causing more of an issue. He said stop signs, all in all, are not meant to control traffic in the aspect of speeding. They are meant to control traffic for the intersections to keep from having accidents and things like that. He said he is not aware of any accidents that have occurred at that intersection. Kim Redden asked if the double fine zones would include stop signs or would

it be just for speeding. Officer Feldmann said it would be just for speeding. Zach Schneider stated that if the City Council passes an ordinance that will increase fines in those zones, he thinks that will help deter folks from speeding a little bit more. Kim Redden said she sat and watched traffic at Paddock and N. Waterford. She said people do not honor the stop sign. She said she has seen too many people run them. Ms. Eldred said she agrees. Kim Redden said putting one up may give you a sense of accomplishment, but it could cause issues later on because someone is speeding just to catch up just to get to where they are going. She said if we do get this passed, which she hopes we do, as far as the double fine zones, it should help with some of this. Mike Mott said what he would recommend would be table this one until the other one passes. He said when he joined this Commission he was given books and books on traffic stuff. He said in every book there is a thousand researches that prove traffic stop signs do not deter speeding at all. Not one research they conducted said it did. He said he lives on Keeven and it is a drag strip. He said all they do is speed up because they have to stop here and they have to get to the next one quicker, or they don't stop at all. He said he lives on Keeven, in the middle, and he's had 17 cars totaled in front of his house in the last 60 years. He said eight of those belonged to his family. They were totaled. He said that proves that stop signs do not deter speeding at all. Like the officer said, the stop signs are for traffic control. Don Adams said painting a line on the street, if he is not mistaken, should be a double yellow line. Ms. Eldred said she suggested a line but didn't know what color the line should be. Gary Meyer said we have a yellow stripe there now. Mike Mott asked if there has been any problems with passing on that street since it is a pretty wide street. Officer Feldmann said it is a very wide street and to his knowledge there haven't been any issues with passing. He said,

even then, he doesn't see an issue with passing on the street as long as people stay in their own lane. Don Adams said if you paint the line you have to put up a sign to give the police a little more bite to do something. Officer Feldmann said even then they still have to catch the person that is passing a vehicle and it has to be posted as a no passing zone, even though it is a double stripe on the street. It was stated that there are not a lot of crosswalks on that street. Ms. Eldred said there are two crosswalks. One is at Paddock and N. Waterford and then there is one at N. Waterford and Waterford. There are no crosswalks in between. There is not one at Trotter Way. It was asked if that is a place where there is a bus stop where kids need to cross. Ms. Eldred said no. There's not a lot of kids that walk there. Mike Mott said at this time he would recommend we table this item until this other issue goes through. He said we can talk to the police in a couple of months and see what we've gotten out of it. Just those signs alone could deter people from doing all those things. He said he would like to table this for now and bring it up a couple months after the Double Fine Zone goes through, if it goes through. Gary Meyer asked about the double yellow line. He said we could paint it, he is not opposed to it, but he wants to know if the police think it would keep people from passing or causing an accident. Mike Mott said when he was told how much paint the City of Florissant buys, he was leveled. He said this would have to be painted every year. It sounds like a little bit, but when he found out how many gallons of paint the City of Florissant buys every year, you have no clue. He said he thinks, again, wait to see how this Double Fine Zone works. He said that may deter a lot of it, period. He said then maybe we wouldn't have to extend the expense in doing so. Zach Schneider said he would vote no on the stop sign, but would be open to the double yellow line. Mike Mott said he would vote no on both at this time until we see the outcome of the

Double Fine Zone. Kim Redden said she thinks we should table the whole thing. Mike Mott said if Item 03/19 is passed, if the people bring it to us again, we can open this for discussion again. He said he would also give it a couple of months so we can get a report from the Police Department and see what they have found. He said we would then be more educated.

Don Adams said if this passes by the Council, once the signs go up, a couple of months after that we should be able to tell if the double fines help things.

Motion was made by Mike Mott to table this item for now to see if Item 03/19 passes and to see what affect that has on speeding and other traffic issues. This item can be brought back before the Traffic Commission by the residents after a few months if problems persist. Motion was seconded by Kim Redden. On the roll call the commission voted: Don Adams – yes, Mike Mott – yes, Pete Fischer – yes, Zach Schneider – yes, and Kim Redden – yes. Motion carried. Item 05/19 was dropped from the Agenda.

**06/19 REQUEST FOUR-WAY STOP SIGNS AT BAY MEADOWS AND
 GOLDEN GATE
 Denied
 Ward 9**

Request was made to place stop signs on Bay Meadows and Golden Gate to create a four-way stop intersection. Zach Schneider said he went by there yesterday and didn't see any reason for that at all. Mike Mott said he went by there today and saw no reason for it. He said he sat there for a while and didn't see anything. He said one way was a dead-end. Zach Schneider said he would recommend a two-way stop sign if we did anything whatsoever. Jeff Cook said he knows stop signs don't slow down speeders as we just talked about. He said he feels it is a major safety concern. He said he and his wife sit there and watch cars fly up and

down. He said there are kids crossing in that crosswalk and the cars just fly right around them. He said they have called the police so many times. He said the cars come flying down the hill and turn onto Stallion. He said they've had two cars lose control and they came right through his yard. He said he has no other suggestions except for a stop sign there. He said the kids are the biggest issue there. Kim Redden said New Halls Ferry Elementary is right there and when they let out that is across from Golden Gate. Jeff Cook said there is a stop for pedestrian sign already there. He was asked if the school provides a crossing guard there. Mr. Cook said yes, but sometimes they see them and sometimes they don't. He said there is another school there and kids walk up that hill too. He said between 2:30 and 4:00 or 5:00 in the afternoon there are people constantly all over the place. He said there are also people coming home from work during that time too. He said some of them use it as a cut-thru up to Delaware and some of them just go other places. Zach Schneider asked if that was the main way to get from Waterford to Delaware. Mr. Cook said yes. Bay Meadows goes up to Delaware and it kind of goes into another little neighborhood back there. Kim Redden said it's not a cut-thru as much as Trotter Way would be, it's more the residents in that area that are driving like that. She was told yes. Mr. Cook said they see a lot of the same cars flying up and down the road. She said when she was there yesterday around 6:00, as she went to pull out and make a left, someone came speeding up and she had to slam on her brakes just to keep from getting hit. She said earlier in the day there was no one around. She said she did have a hard time seeing around the corner as she was coming from Golden Gate turning onto Bay Meadows because there were several cars parked there. Mike Mott said one of the key issues here is there are kids, there is a school there, and if someone comes barreling down that street when kids are there, with that curve

there, they are not going to pick it up as quick. He said he is all about the kids. Mr. Cook said that is his feeling too. Mike Mott said he sat there on the dead-end road part for about 30 minutes today and didn't see any issues. Mike Mott asked Officer Feldmann if they have had any problems there. Officer Feldmann said it goes back to what we were discussing earlier. He said stop signs are not to slow down speeders. It is to control the intersection. He said that intersection does not need to be controlled as far as traffic is concerned. He said there is a stop sign there that says to stop for pedestrians in the road. That is already there. It was stated that it does not meet any of the criteria of the stop sign warrant. Officer Feldmann said he has personally been up there and it is usually first thing in the morning between 6:00 and 7:30. He said they also do their best to be there between 3:00 and 5:00, or so. He said you may get the occasional car going seven or eight over the limit, that they see. He said obviously the residents are going to see something different than what the police see because they are sitting there in a great big old police car. That changes things a little bit. He said just the quantity of traffic that goes through that intersection isn't a lot. Kim Redden said it is all residential. She said it is all the residents that live in that area that go through there. Officer Feldmann agreed. He said you have three streets that come off of Bay Meadows. You have Stallion, you have Mustang and then Golden Gate. Bay Meadows dead-ends at Aspen Woods, which you can't get into Aspen Woods that way. The only option you have is Delaware. If you are going up Bay Meadows to Delaware, you have a reason to go back there. You're not just trying to cut-thru to go anywhere. Don Adams asked if you could just park a police car over there once in a while. Officer Feldmann said yes, that could be done. That's an option. Mike Mott said a lot of

the issues are with the neighbors in the subdivision. He asked Mr. Cook if he was still a neighborhood watch captain. Mr. Cook said yes. Mike Mott said what he did was get the people in the neighborhood together because the people that are speeding are the people that live there. He said he tells the people that they need to control their speeding in their own area. He said as far as this goes, it does not meet the criteria for a stop sign. His suggestion first would be to see if Mr. Cook could get together with the neighborhood and see if he could find out whose doing the speeding and ask them to slow down. He said when he does it, he does three or four streets in the area. He puts notes out on Florland and Thompson. He said they get like 85 people to show up from all different blocks. He said that has been successful. He said since it doesn't meet the criteria and it does have those crosswalk signs, he doesn't think there is anything else that we can at this time. Don Adams told Mr. Cook to call the Police Department and ask if they could get a police car to park there occasionally. Mr. Cook said they did that once before and it helped until they figured out it was an empty police car.

Motion was made by Don Adams to make a recommendation not to place stop signs on Bay Meadows or Golden Gate since it does not meet any of the criteria of the stop sign warrant.

Motion was seconded by Kim Redden. On the roll call the commission voted:

Don Adams – yes, Mike Mott – yes, Pete Fischer – yes, Zach Schneider – yes, and Kim Redden – yes. Motion carried. Item 06/19 was dropped from the Agenda.

07/19 REQUEST NO PARKING IN FRONT OF 1600 THOROUGHBRED
Denied
Ward 9

Request was made to place no parking signs in front of 1600 Thoroughbred since the street curves there and a large vehicle parks there impeding the view of oncoming traffic.

Councilman Siam said he would like to speak on behalf of his constituent since she couldn't stay for the length of the meeting. He said he would like to speak from his own experience, as well, since he lives on Ascot Terrace. He said sometimes he goes up Yearling to go to his house. He said in front of 1600 Yearling there is a curve there. Kim Redden asked him if we are talking about Thoroughbred or Yearling. Councilman Siam said we are talking about Yearling. Councilman Siam said he may have cited Thoroughbred in his e-mail, but he must have made a mistake. He was really wanting to discuss 1600 Yearling. He said sometimes when he is making a service request he gets a little bit mixed up.

Motion was made by Kim Redden to drop this item from the agenda and asked Councilman Siam to resubmit his request with the correct address. Motion was seconded by Mike Mott. On the roll call the commission voted: Don Adams – yes, Mike Mott – yes, Pete Fischer – yes, Zach Schneider – yes, and Kim Redden – yes. Motion carried. Item 07/19 was dropped from the Agenda.

MISCELLANEOUS:

There were no miscellaneous items brought before the Traffic Commission to review.

Next Traffic Commission meeting is scheduled for July 9, 2019.

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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