

****MINUTES****
MAYOR'S ADVISORY TRAFFIC COMMISSION
TUESDAY, DECEMBER 8, 2020

The Mayor's Advisory Traffic Commission met at the James J. Eagan Center, Room 1, on Tuesday, December 8, 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 Dave Clasby (Ward 8). Also present were Officer Kiefer, Police Department; and MaryAnn Fitzpatrick, Recording Clerk. Kim Redden (Ward 9) and Jason Timme, Street Department, were excused. Mike Mott (Ward 3) was absent. Councilman Manganelli (Ward 2) was also in attendance.

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

Minutes of the November 10, 2020 meeting were approved as published.

UNDER OLD BUSINESS:

**07/20 REQUEST THREE-WAY STOP SIGNS AT WINSTED AND LOEKES AND ALSO
 AT ROANOKE AND LOEKES
 Denied
 Ward 2**

Request was made to place stop signs on Winsted and Loekes and also at Roanoke and Loekes to create three-way stop intersections to slow down traffic. See e-mail from Councilman Manganelli, August 4, 2020. This item was postponed from the November 10th meeting to give the Police Department time to put the digital speed limit signs on Loekes to see if they could give us more data so we could make an informed decision. Councilman Manganelli would like to amend the request and asked that the stop sign at Roanoke and Loekes be dropped from the Agenda. Councilman Manganelli said in talking with Don Adams about the stop sign on Cortez, there are aspects of that stop sign that would create somewhat of a problem on Loekes. He said the person that lives directly across from Roanoke, if that stop sign would be put in, the homeowner would not be able to park in front of his house. He said Winsted, though, is near the entrance to common ground at Behlmann Park. He said that is directly across from Winsted and that would not be an issue that would negatively impact any homeowners. He said for those reasons he would just request the stop sign for Loekes at Winsted. Donna Smith-Pupillo asked Officer Kiefer if they had put up the digital signs on Loekes and he said they did. He said they put the signs up in both directions on Loekes. He said the sign for westbound Loekes recorded 20 days worth of data. He said it monitored over 14,000 cars during that time. The average speed was 21.24 m.p.h. He said there are some max speeds on here that are pretty significant. He said there is a 78 on here, there are some 69's, 70, 71, and 62. He said sometimes they are

probably police cars, and sometimes there are people who like to play with the digital signs to see how fast they can get going. He said sometimes the signs have a reverse effect because, especially kids, they see the sign and they like to see how fast they can get going. He said that doesn't necessarily indicate that there is a constant problem. He said it also breaks it down even further into the average number of violators per hour. He said a violator is anybody doing ten miles an hour over the speed limit, which would be 35 and above. He said between midnight and 6:00 in the morning you are averaging about 6 ½ violators per hour. He said from 7:00 in the morning until 4:00 in the afternoon you are averaging 1 ½ violators per hour. From there the speeds kick back up a little bit and from 5:00 until midnight you are averaging about five violators per hour. He said people who live on the street only see the violators. They don't see the other 14,000 cars that are going down the street that are doing the speed limit. He said the police get constant complaints that somebody is going to die, the speeding is out of control, and you've got to do something. He said the police sit there for hours and hours and there is no traffic coming. He said if it was his house, he would notice the violators too because you hear them, you can tell they are speeding, and it catches your attention and you turn your head and look at them. He said he totally understands that. He said but what they find is that it is never as bad as people tend to say it is. He said that is where these signs come in handy. It breaks everything down. He said out of the 14,340 cars it gives you the percentages of the totals and not just the select cars that are going up and down the street. He said he would like to send cars over and over again, but if we can get the citizens to direct us toward a car, a house or a person, they can go up there and sit and target specifically for that person, or they will contact the parent. He said they try to catch them or they try to go around them to get people involved that will curb the

problem. He said they had one of the signs up on eastbound Loekes as well, but apparently when it was installed it was not angled quite properly because it was up 21 days and only monitored 477 cars. That tells him that the officer that put it up maybe twisted it a little because they are very one-directional. They have to be tilted just right in order work properly. He said they don't work as good as their cars do. He said their cars pick up everything. These signs have to be in the right position. He said what it did monitor was 477 cars and the average speed on eastbound Loekes was 12.87. He said that was not a very good sample because it only monitored the 477 cars. He said for that reason the westbound would be the one to pay attention to. Zach Schneider asked Officer Kiefer if there had been any traffic citations issued on that street in recent months. Officer Kiefer said he didn't know. He said he would have to run the numbers so he just doesn't know. Don Adams asked what hours the volume of traffic picked up. Officer Kiefer said from midnight until about 4:00 in the morning is when you have the most violators, and then it starts up again at rush hour like around 5:00 p.m. until about midnight again. Greg Keil said it looks like most of the problem is either late night or overnight. Officer Kiefer said it breaks down to violators doing anything over 10 miles an hour. He said Loekes is a small street so 35 m.p.h. in a 25 m.p.h. zone seems like you are going a little bit faster than you are. He said he usually starts writing tickets at 12 or 13 m.p.h. over the speed limit. Don Adams asked if there were a lot of cars on that street. Officer Kiefer said there are 20 days worth of data and there were over 14,000 cars during that time. He said that averages to about 700 cars a day. He said you get a lot of that cut-through traffic for Francisca, Monterey and all those streets. He said you go to the end of Loekes and circle around. So you are getting a lot of Lindsay traffic that wants to get over to Charbonier and vice versa. Don Adams asked about putting the stop sign at Winsted.

Officer Kiefer said Winsted is more down towards the end of Loekes. He said if a stop sign would benefit an area, he would try to get it as centrally located in that stretch as possible. He said Winsted is almost at the end. Officer Kiefer said as we all know stop signs open themselves up to other problems. He said parking is number one because a stop sign goes in front of their house, especially here because it would have to be a three-way, and there is going to be a stop sign in somebody's front yard. So now you have a problem with parking because you can't park within so many feet of a stop sign, and now you have eliminated the ability to park in front of your own house. He said then you also just transfer the problem from a speeding problem to a stop sign problem. He said we would be right back here because the stop sign is not working and people are running the stop sign and speeding on top of it. He said one problem may go away for a while, but it is just going to create a secondary problem. It was stated that this just doesn't meet any of the criteria for the stop sign warrant. Officer Kiefer said stop signs are not designed for speed enforcement and control. They are for directional control of vehicles only.

Motion was made by Zach Schneider to make a recommendation not to place stop signs on Loekes at Winsted since it does not meet the criteria of the stop sign warrant. The request for the stop sign on Loekes at Roanoke was withdrawn by Councilman Manganeli. 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 Dave Clasby – yes. Motion carried. Item 07/20 was dropped from the Agenda.

UNDER NEW BUSINESS:

11/20 REQUEST TO REMOVE STOP SIGNS ON CORTEZ AT ENSENADA
Approved
Ward 2

Request was made to remove the stop signs on Cortez at Ensenada. See e-mail from Councilman Manganelli, October 20, 2020. Zach Schneider said Councilman Manganelli wants the stop signs removed because it is an unenforceable stop and the original order was for only six months. It also doesn't allow for the residents at 110 Cortez to park in front of their own house. Since people coming from Ensenada don't have to stop, it makes the intersection dangerous. It was stated that we've had this item on the agenda before. Don Adams said Councilman Jones had that put up there and he doesn't agree with it. He said when the ordinance expired, we were all in favor of taking it down, but Councilman Jones wanted it left up there. Officer Kiefer said this stop sign started off as an issue when it got put in place without a City ordinance attached to it. He said there was an emergency situation there and someone called Councilman Jones and all of a sudden there was a stop sign there. He said you can't enforce a stop sign violation when you don't actually have an ordinance that says there is supposed to be a stop sign there. He said the police were tasked to go out and enforce the stop sign, but they cannot do that because it's not supposed to be there. He said then it came to the Traffic Commission about getting a stop sign actually at that intersection. That's when Councilman Jones was still here. He said it was put in front of the City Council and ultimately it was approved. He said now we are going in reverse and taking the steps to get rid of it. It was stated that when that stop sign was put up, the City got complaints for days. Officer Kiefer said that personally, he thinks it is a ridiculous stop

sign. That street is only two blocks long to begin with. He said like the email says, the cars coming off of Ensenada don't have a yield, a stop sign, or anything. He said now they know that the traffic on Cortez has a stop sign, so now they don't even try to yield to traffic. He said if anyone should have a stop sign, it should be Ensenada and not Cortez, in his opinion. Councilman Manganelli said he did read the ordinance and the ordinance says it has a six month time frame in it. It was supposed to come down after six months, so it is up there beyond what the ordinance calls for. Zach Schneider said he knows the owners of the house at 110 Cortez very well. He said they do not want the sign there. He said it wasn't their request but they had to put it there. He said the residents just decorated the pole for Christmas. Councilman Manganelli said the resident does have some complaint there. Officer Kiefer said the reason it was placed in front of that house was because it was mid-block. Just like what we talked about on Loekes.

Motion was made by Zach Schneider to make a recommendation to remove the stop sign from Cortez at Ensenada since the existing sign doesn't meet the criteria of the stop sign warrant and the Emergency Powers putting it up has expired. Motion was seconded by Greg Keil. 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 Dave Clasby – yes. Motion carried. Item 11/20 was dropped from the Agenda.

**12/20 REQUEST YIELD SIGNS BE REPLACED WITH STOP SIGNS AT BARCELONA
AND PARC CHATEAU
Amended and Approved
Ward 9**

Request was made to replace yield signs with stop signs at Barcelona and Parc Chateau. See e-mail from Councilman Siam, November 20, 2020. Zach Schneider said he went over there

yesterday and he said he is actually in favor of doing this simply because it is an intersection that has a yield sign and he doesn't think people actually pay attention to yield signs. He said it is basically just a cross intersection any two cars can come to at the same time. There is no traffic stop or anything to let one car go or anything like that. He said he doesn't like a four-way intersection without a stop sign there because of the fact that no one really has to pay attention. People don't pay attention any more. He said that is his personal opinion. Teri Reiter asked who has the right-of-way. Zach Schneider said there is another intersection in that same subdivision and there aren't any signs at either of those streets. People just have to keep an eye out for the next guy. Donna Smith-Pupillo said there was a portable yield sign facing eastbound, and the one westbound was still there. The temporary sign is there because the other one was knocked over. Zach Schneider said that personally he believes we should have a stop sign at that intersection, maybe at the main thoroughfare. He thinks the main thoroughfare is the opposite street. He said he thinks Parc Chateau is the main street because Barcelona is a dead-end. He thinks that should be the street with the stop sign and Parc Chateau should have the thoroughfare. He said there are two streets that come together and there is just nothing there. Teri Reiter asked how many other streets cross Parc Chateau. Zach Schneider said there are several streets that run into Parc Chateau, that dead-end at Parc Chateau, but they wrap around. He said this particular part of the street goes through except Barcelona. He said the reason we have stop signs is for traffic control. Don Adams said if you put up yield signs, usually they do no good. If they are on the main thoroughfare they aren't going to slow down. He said he thinks stop signs should go on the side street so they have to stop and look before they pull out. Greg Keil said he is not opposed to switching the yield signs to stop signs there. Zach Schneider said he thinks the

yield sign is actually on the wrong street to begin with. He thinks it should be on Barcelona. He said he believes there should be stop signs on Barcelona so that Parc Chateau has the right-of-way to go up and down Parc Chateau instead of a four-way coming together. It was stated that Barcelona dead-ends at Parc Chateau and no one goes on that street unless they live on there, or someone is delivering a package or something. Zach Schneider said this stop sign is for traffic control. The people coming out of Barcelona going across Parc Chateau would have to stop to allow the vehicles on Parc Chateau the right-of way since Parc Chateau is a longer street that wraps all the way around. Zach Schneider said he went and sat over there for maybe 15 or 20 minutes yesterday and there wasn't much traffic. Dave Clasby said he used to live over there. He said Santiago is the main road into that area. He said if you go down Santiago and take a left and go down to that corner, Parc Chateau is way out in that subdivision back in that corner. He said Barcelona may be a way to cut through from Santiago to get to Parc Chateau. He said obviously, there is less traffic going down to the dead-end. Teri Reiter asked Dave Clasby if he considers Parc Chateau a thoroughfare. Dave Clasby said Santiago is the main drag going into the subdivision. He said Parc Chateau is just like an outer loop around area. Pete Fischer asked if there had been a lot of accidents there. Officer Kiefer said no, not that he knows of. He said you figure there is a stop sign at Barcelona and Santiago, for the same reason there should be one on Barcelona at Parc Chateau. He said he is not a big fan of yield signs at intersections because it is a free-for-all. He said at least at a stop sign you definitively know what you are supposed to do. Zach Schneider asked Officer Kiefer if he had to choose, would he put the stop signs on Barcelona or Parc Chateau. Officer Kiefer said Barcelona runs from Santiago to Parc Chateau so he would say there should be a stop sign on both ends of Barcelona. He said

Parc Chateau is the thoroughfare, so you would have a stop sign on Barcelona, in his opinion, just to make people on Barcelona stop to make sure no one is coming on the main thoroughfare. Zach Schneider said that is how he felt about it too.

Motion was made by Zach Schneider to make a recommendation to amend this request. The recommendation is to remove the yield signs on Parc Chateau and add stop signs on both sides of Barcelona at Parc Chateau. 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 – yes, and Dave Clasby – yes. Motion carried. Item 12/20 was dropped from the Agenda.

**13/20 REQUEST CHANGES TO CROSSWALKS AND NO PARKING AREAS ON
 N. LAFAYETTE
 Approved
 Wards 5 and 6**

Request was made to make changes to crosswalks and no parking areas on N. Lafayette. See e-mail from Tom Goldkamp, City Engineer, November 24, 2020. Zach Schneider said the crosswalks are already there. Greg Keil said the no parking signs are already there, too. He said Pete Fischer lives there. Pete Fischer said Tom Goldkamp submitted this as it is, and he would like to know if it can be amended. He was told the reason they did it this way was because the work is already done and they need an ordinance to enforce it. Pete Fischer said the resident at 1025 N. Lafayette, which is close to St. Joseph, would like it amended so they can park in front of their own house. He said the residents have three kids at home and elderly parents, and they have no place to park in front of their house. He said when this reconstruction was brought up a few years ago, there was no mention of no parking signs, ever, in that process. He was wondering

if we could amend this to no parking from St. Joseph to 150 feet down towards Lindbergh on N. Lafayette. Zach Schneider said that street is pretty narrow and then you want to put a car on there as well. He didn't think it would be a good idea. It was stated that the street is only 20 feet wide. All agreed that the street is very narrow. It seems pretty tight. Don Adams said he looked up the ordinance and the ordinance is very specific about no parking if the street is 20 feet wide or less. He said that was done for safety factors. He said if the street is only 20 feet wide and a car is six feet wide, there wouldn't be enough room. Zach Schneider said that there are a few cut-outs for parking along N. Lafayette. Pete Fischer said the problem is that on his side of the street there is a tree. He said if they would have given him the option to put a cut-out there, they would have to take out the tree. He said they didn't understand that they were going to make that no parking. He said they have three kids between 19 and 24 and they have a bunch of vehicles and they have no place to park, and they don't have the luxury of a much longer driveway. He said they are in kind of a pinch. Pete Fischer was asked if this resident is down closer to Lindbergh. Pete Fischer said yes – he is the second house down from St. Joseph. He said he understands the street is only 20 feet wide, but when it was sold to everybody on the street, who would have thought all these no parking signs were going to go up. It was stated that there are probably no options since the work is already done and the project has been completed.

Motion was made by Donna Smith-Pupillo to make a recommendation to approve the changes on N. Lafayette. Motion was seconded by Greg Keil. 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 Dave Clasby – yes. Motion carried. Item 13/20 was dropped from the Agenda.

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Mayor's Advisory Traffic Commission
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MISCELLANEOUS:

Dave Clasby was introduced and welcomed to the Traffic Commission representing Ward 8.

Next Traffic Commission meeting is scheduled for January 12, 2021.

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