

Carol A. Schmidt

From: Mark Radtke
Sent: Monday, June 08, 2009 3:36 PM
To: Carol A. Schmidt
Subject: FW: Broad Street - Proposed Engineering Study

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-----Original Message-----

From: Mark Radtke
Sent: Monday, June 01, 2009 2:02 PM
To: 'Sandra Dabill'
Cc: Don Merkes
Subject: RE: Broad Street - Proposed Engineering Study

Sandra,

Please see my answers in red following each question below. Let me know if you have any remaining questions.

Thanks, Mark

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-----Original Message-----

From: Sandra Dabill [mailto:SDabill@mcmgrp.com]
Sent: Monday, June 01, 2009 10:05 AM
To: Don Merkes; Mark Radtke
Subject: Broad Street - Proposed Engineering Study

Good Morning Mark... As a resident of the 500 block of Broad Street - I just have a few questions/comments regarding the proposed Traffic Study on the one-way portion of Broad Street (east of Racine)...

1) I agree that a 'traffic study' should be completed prior to any changes in traffic control. In the past, we have had the tendency to 'react' prior to studying the situation.

Regarding the 'Traffic Study', I'm curious if the study's focus is primarily geared toward 'vehicular traffic' (the fastest way from point A to point B)... rather than encompassing the 'big picture', including pedestrian traffic, bicycle traffic, and the residents residing on Broad.

The study follows guidelines in the Manual of Uniform Traffic Control Devices. It will consider traffic volumes, traffic speeds, pedestrian and bicycle traffic, accident history, potential traffic conflicts, parking issues and land use.

My concern is that 'IF' the study is focused on what is 'best' for vehicular traffic, and does not take into consideration

both pedestrians and bicyclists, the resultant conclusion of the study could be flawed - encouraging faster speeds on Broad Street to 'move' traffic; which could create a hazardous condition between vehicles, bicyclists (especially families returning from Jefferson Park/Trestle Trail) and pedestrians... which, is basically the situation that now exists on the eastern half of Broad Street.

Furthermore, I am curious if the study would taken into consideration the intersection of Broad and Racine... My primary concern is the speed at which traffic flows on Racine and the difficulty both pedestrians and bicyclists have with crossing Racine. I, personally, am not in favor of a 'flashing' walk-light or any mechanical means of traffic control (signals, etc.), but am wondering if , 'thinking outside the box', a single-lane round-about would 'fit' into that intersection...which would create an a 'yield' for pedestrians/bicyclists... and, perhaps act to slow traffic on Racine in the process. While I was never a 'fan' of roundabouts, I am sold on the one located on First Street (Neenah), adjacent to Theda Clark - it is functional, moves traffic, provides a cross-walk, yet is aesthetically pleasing (trees / landscaping / peninsula)...

The study will definitely include the intersection at Broad and Racine. In my opinion, that is one of the greatest concerns I have about converting Broad Street to a two-way street. I like your idea about a roundabout, but there likely is insufficient space at that intersection to construct even a single lane roundabout.

I just wanted to toss out a few questions...

Thank you for your time... I look forward to reading the study's recommendations.

Have a good day.

Sandra Dabill Taylor

545 Broad Street