



## Memorandum

DATE: May 27, 2009

TO: Board of Public Works

FROM: Mark Radtke, Director of Public Works *MR*

RE: Authorization to Conduct an Engineering Study to Consider Conversion of Broad Street to a Two Way Traffic Pattern

Alderman Zielinski has received requests to convert Broad Street, from Racine Street to DePere Street, from a one-way to a two-way traffic pattern. Before this issue is considered by the Board of Public Works, it is my recommendation the Board authorizes a traffic engineering study to determine the appropriateness of such proposal as it relates to proper traffic engineering principles. If authorized, this study should be completed and ready for presentation to the Board in July.

In 1996, the Common Council considered a similar request to convert this segment of Broad Street to a two-way street. Attached for your review and information is a copy of the packet materials from that meeting regarding that request. Obviously, the data from thirteen years ago should not be considered valid for today's conditions, which is another reason for recommending a new traffic study be done to assess the current situation.

Attachment



City of Menasha • Department of Public Works

May 20, 1996

Mayor and Common Council  
City of Menasha  
Menasha, WI 54952

RE: *Broad Street Traffic Study from Milwaukee St. to DePere St.*

Mayor and Members of the Council:

*Earlier this year, the Common Council directed that a comprehensive traffic and parking study be made for the Broad Street corridor from Milwaukee Street east to DePere Street. This report will evaluate the following elements: two-way vs. one-way traffic pattern, parking, Broad Street Parking Lot, and request for four-way stop signs at Broad Street intersections with Appleton Street and DePere Street.*

### TWO-WAY VS. ONE-WAY TRAFFIC PATTERN

*Broad Street has existed for many years as a one-way street flowing east from Racine Street to DePere Street. This is the only one-way street existing in the City of Menasha. There was a time when First Street functioned as a one-way (westbound) street from DePere Street to Racine Street. Usually, two parallel streets work in tandem as a one-way pair. This is normally done to increase roadway capacity and improve safety.*

*Without First Street acting in tandem with Broad Street as a one-way pair, there would need to be a compelling reason to retain Broad Street as a one-way street. That reason has been the unsafe westbound traffic approach that would exist at Racine Street if Broad Street were a two-way street. Additional traffic movements onto Racine Street could be minimized by allowing only right turns off Broad Street.*

*The approach to Racine Street from the west is inherently dangerous due to the limited sight distance afforded motorists resulting from minimum building setbacks and the Racine Street alignment. The three-year accident history (attached) suggests that there has been a problem with through and left turn movements from the west leg approach. As a means of addressing this concern, only right turns should be allowed from the west leg of Broad Street.*

*The most assured manner of providing for right turns only is to construct channelizing traffic islands. While this does not eliminate the possibility of motorists "cheating" by turning left or going straight, it offers the most positive barrier to doing so. The overall effectiveness of the islands might be lessened due to the limited existing street right of way; however, the island configuration should still perform adequately. The estimated cost for the traffic islands is \$10,000.*

*Based on the preceding information, it is my recommendation that Broad Street function as a two-way street along its entire corridor if right turn only channelizing traffic islands are constructed on both sides of Racine Street at Broad Street.*

## PARKING ISSUES

*Unrestricted parking exists along the entire segment of Broad Street east of Racine Street, except for the south side of Broad Street between Racine Street and Appleton Street, where parking is restricted to two hours during weekdays. In addition, angle parking exists along the north side of Broad Street from Appleton Street to 120 feet west and along both sides of Appleton Street north of Broad Street. From Milwaukee Street to Racine Street, both sides of Broad Street are restricted to two hours parking during weekdays. Also, from the easterly exit from the Broad Street Parking Lot to Racine Street, 30 minute angle parking is allowed on the south side of Broad Street.*

*Assuming Broad Street will be changed to function as a two-way street, the safety considerations of on-street parking need to be addressed. It is estimated that approximately 20 percent of all traffic accidents in urban areas involve on-street parking. Various studies have shown that angle parking is particularly unsafe and often should be replaced with parallel parking if possible.*

*When evaluating the existing angle parking in this study area, there are several problems created by the existence of this parking; namely, limited sight distance, encroachment onto public sidewalks, limited street width, and inherent unsafe backing requirements.*

*In order to resolve these problems, all angle parking should be replaced with parallel parking. Curb reconstruction should take place in those sections which do not provide a barrier to parking on the sidewalk. It is estimated that approximately nine stalls will be sacrificed at Broad and Appleton streets and three stalls on the south side of Broad Street west of Racine Street.*

*Broad Street east of Racine Street is marginally wide enough as a two-way street to allow parking on both sides. This situation should be continuously monitored and re-evaluated if associated problems occur. The estimated cost to convert the existing angle parking bays to parallel parking bays is \$9,000.*

## BROAD STREET PARKING LOT

*The Broad Street Parking Lot is included in this report as a peripheral issue only because it is located within the boundaries of the Broad Street study area. There have been several unsuccessful attempts to reach consensus among members of a task force studying the need to make revisions to the lot. Identified problems include access points, dumpster locations, traffic circulation, product deliveries and need for short term parking. Common to any proposed solution addressing these problems is the issue of whose financial responsibility is it to pay for the associated improvement costs.*

*A design which addresses all of the identified concerns will be presented at the workshop tonight. The estimated cost for improvements of that particular design is \$58,000.*

## FOUR-WAY STOP SIGN REQUESTS

*Attached to this report is a copy of a request for the installation of four-way stop signs at Broad and Appleton streets and Broad and DePere streets. Also attached is an excerpt from the Manual on Uniform Traffic Control Devices (MUTCD) governing the use of multi-way stop signs.*

*When analyzing the two involved intersections, none of the listed criteria for multi-way stop signs are met. The intersection with the higher accident frequency is Appleton and Broad; however, it does not approach the threshold frequency of five reported accidents of a type susceptible of correction by a multi-way stop installation. The MUTCD, as well as other traffic engineering guidelines, recommend that stop signs not be used for speed control. With these factors in mind, I recommend that the request for four-way stops be denied.*

*Sincerely,*

A handwritten signature in black ink that reads "Mark Radtke". The signature is written in a cursive style with a large, looped "M" and a stylized "R".

**Mark Radtke, P.E.**  
**Director of Public Works**

MR:jk

Attachment

We propose and hope you consider adding 4 new stop signs, if the 500 & 600 blocks of Broad St. are changed back to two way traffic. Our rationale for this is;

1. A stop sign will be needed at Broad and Racine St.
2. A poor vision area exists at Broad and Appleton St. Many cars are parked around business at that location. Heavy car and pedestrian traffic because of the business, also this the school bus drop off point for the 500 & 600 block children. A 4 way stop is needed for safety.
3. Add one stop sign to the corner of Broad and De Pere St. It will then become a 4 way stop.
4. The two 4 way stops are needed to stop the race track short cut from, Racine St. to Third and De Pere St. Many cars a day speed down Broad to miss the lights at First & Racine and at Third & Racine. We have many new families with children as well as a ~~Developmental Disability Group Home~~ located on Broad St. The short cut must be made inconvenient for that use, keeping the heavy fast flowing traffic on the newly designed and completed Racine and Third streets where it belongs.

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Again we propose and hope you will consider these ideas. We feel that they will help in the transition of Broad St. from a one way street to a two way street and prevent an accident waiting to happen.

Thank You

*Bonnie Dugan*  
*Jamie Batley*  
*Paul Batley*  
*Harry Van Dierhout*  
*Chuck Mesera*  
*Eric Mairacco*  
*Ray Kishel*

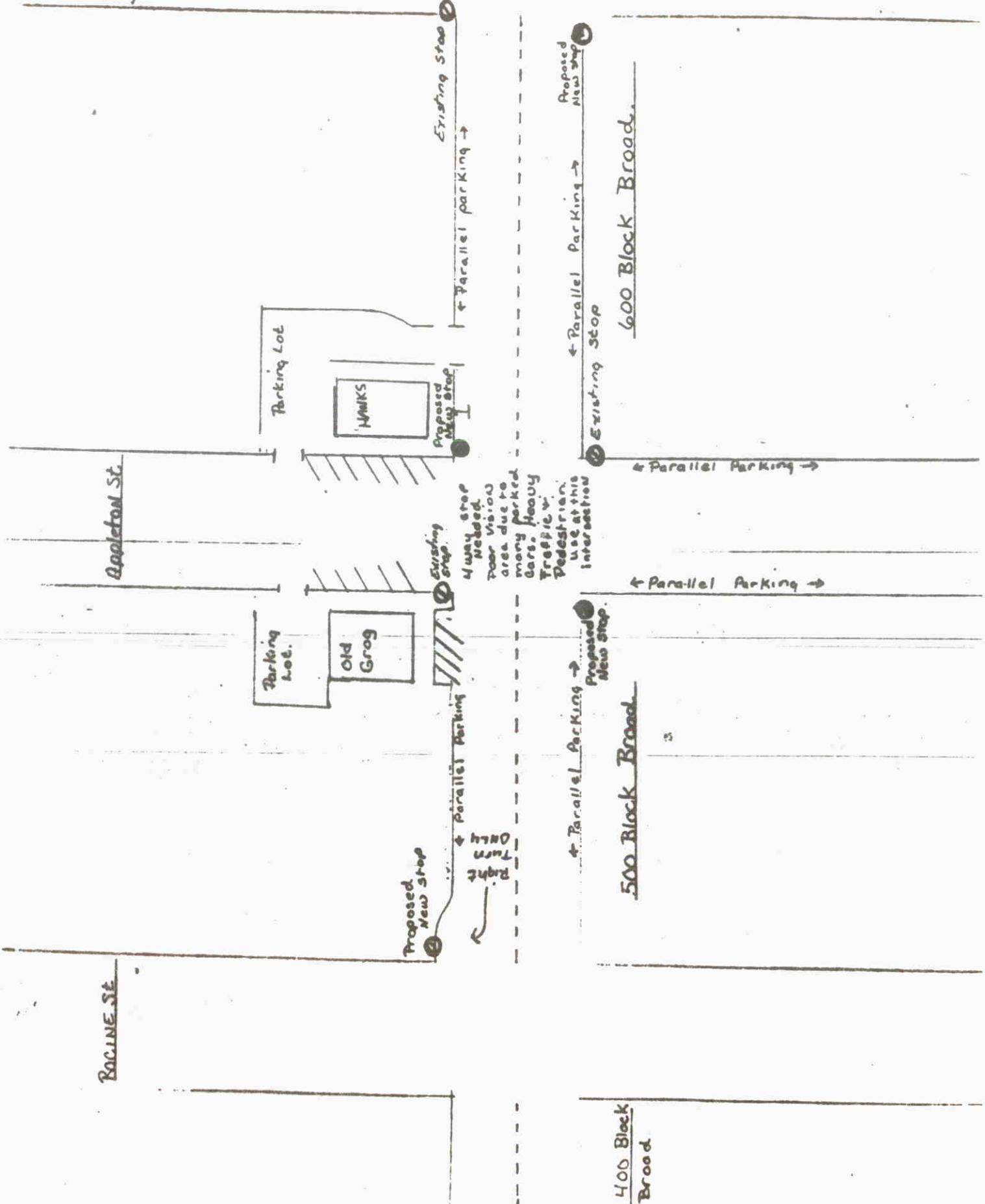
BACINE ST

Appleton St

De Pere

57

Existing Stop



STOP signs may be used at selected railroad-highway grade crossings only after their need has been determined by a detailed traffic engineering study. Use of the STOP sign at railroad-highway grade crossings is described in Section 8B-9.

VIII-5 (e)  
Rev. 2

Portable or part-time STOP signs shall not be used except for emergency purposes. Also, STOP signs should not be used for speed control.

MUTCD  
SECTION

### 2B-6 Multiway Stop Signs

The "Multiway Stop" installation is useful as a safety measure at some locations. It should ordinarily be used only where the volume of traffic on the intersecting roads is approximately equal. A traffic control signal is more satisfactory for an intersection with a heavy volume of traffic.

Any of the following conditions may warrant a multiway STOP sign installation (sec. 2B-4):

1. Where traffic signals are warranted and urgently needed, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the signal installation.
2. An accident problem, as indicated by five or more reported accidents of a type susceptible of correction by a multiway stop installation in a 12-month period. Such accidents include right- and left-turn collisions as well as right-angle collisions.
3. Minimum traffic volumes:
  - (a) The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day, and
  - (b) The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 units per hour for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, but
  - (c) When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum vehicular volume warrant is 70 percent of the above requirements.

### 2B-7 Yield Sign (R1-2)

The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need stop only when necessary to avoid interference with other traffic that is given the right-of-way.

The YIELD sign shall be a downward pointing, equilateral triangle having a red border band and a white interior and the word YIELD in red inside the border band. The standard size shall be 36 × 36 × 36 inches.



### 2B-8 Warrants for Yield Signs

The YIELD sign may be warranted:

1. At the entrance to an intersection where it is necessary to assign right-of-way and where the safe approach speed on the

# When and when not to use stop signs



by Steve Barber

**D**o you use stop signs correctly? Stop signs are one of the most common traffic signs and also one of the most often misused. A stop sign is intended to assign right-of-way at intersecting street locations. Stop signs are commonly placed in an effort to control speed on local streets. Many believe that forcing motorists to stop at each intersection will decrease overall speed on the road. However, studies show that stop signs only reduce speed immediately adjacent to the sign. Most drivers accelerate between intersections to make up for time lost at the stop sign. Engineering studies indicate that the inappropriate installation of extra stop signs may cause additional problems such as more rear-end collisions, a redistribution of traffic onto side streets, and drivers ignoring the inappropriate stop signs.

## The right way

Stop signs should only be used where warranted because they cause substantial inconvenience to motorists. Motorists are inconvenienced because of lost time and expended fuel. A warrant is a guideline to determine the need for installation of a sign rather than absolute criteria. Their use, tempered with professional judgement and local knowledge, will result in effective implementation. For example, knowledge of the local road system will quickly identify problem accident areas that you may improve by proper sign placement. Local police officers or other municipal employees can collect the data to evaluate the warrants listed below. As outlined in the following warrants, vehicular volume counts, sight distance measurements, and possibly vehicle delay estimates are required to properly evaluate the warrants. Additionally, a review of intersection geometry, adjacent roadway features and vehicle speeds through the area are nec-

essary to accurately judge the placement of proposed stop signs. Stop sign warrants are outlined in the Pennsylvania Department of Transportation's Publication 201, *Engineering and Traffic Studies*, Subchapter D-Traffic Control Restrictions, which is available from the PennDOT, Distribution Services Unit at (717)787-6746. The following five warrants for using stop signs are listed in Publication 201:

1. On a minor road at the entrance to an intersection where the application of the normal right-of-way rule creates unnecessary conflicts.
2. On a street or highway entering a through highway.
3. On the minor road at an unsignalized intersection in a signalized area.
4. Where sight distance or the accident record indicates the need for control by stop signs.
5. On a channelized right-turn roadway at a signalized intersection where:

- The traffic-control signals are not readily visible.
- The right-turn roadway does not have separate signals.
- A yield sign is not appropriate.

## Multiway stops

Multiway stop intersections can also be an effective method of improving a hazardous location of controlling traffic congestion. Multiway stop intersections can also be an effective method of improving a hazardous location or controlling traffic congestion. The following are warrants for multiway stop intersections:

1. Where traffic signals are urgently needed, the multiway stop is an interim measure that can be installed to control traffic while arrangements are being made for the signal installation.
2. Where an accident problem is indicated by five or more accidents in a 12-mo. period of a type susceptible to correction by a multiway stop installation. Such accidents would include right-turn and left-turn collisions as

well as right-angle collisions.

3. Minimum traffic volume:

- The total vehicular volume entering the intersection from all approaches averages at least 500 vehicles/hr. for any 8 hrs. of an average day.
- The combined vehicular and pedestrian volume from the minor street or highway averages at least 200 units/hr. for the same 8 hrs., with an average delay to minor street vehicular traffic of at least 30 sec./vehicle during the maximum hour.
- When the 85th percentile approach speed of the major street traffic exceeds 40 mi./hr., the minimum vehicular volume warrant in 70% of the requirements of clauses above.

4. When the traffic volume on either of the roadways is over 400 vehicles/day and both of the following provisions are satisfied:

- The available corner sight distance for the driver on the minor road...is less than the appropriate stopping sight distance value for traffic on the major roadway.
- There is no practical method of improving the corner sight distance or reducing the speed limit to satisfy the minimum stopping sight distance.

By following the appropriate steps prior to installing stop signs, their use and location may reduce accidents and properly regulate traffic through an area. Improper signing and ignoring the warrants create dangerous conditions for both drivers and the responsible municipality. Unwarranted or substandard traffic control devices contributing to an accident can sometimes be grounds to award judgement against an agency involved in a legal dispute. □

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*This article courtesy of The Pennsylvania Local Roads Program. Steve Barber is an LTAP traffic/safety engineer.*

# STOP SIGNS

## WHY DON'T THEY PUT IN MORE STOP SIGNS?

A stop sign is one of our most valuable and effective control devices when used at the right place and under the right conditions. It is intended to help drivers and pedestrians at an intersection decide who has the right-of-way.

One common misuse of stop signs is to arbitrarily interrupt through traffic, either by causing it to stop, or by causing such an inconvenience as to force the traffic to use other routes. Where stop signs are installed as "nuisances" or "speed breakers," there is a high incidence of intentional violation. In those locations where vehicles do stop, the speed reduction is effective only in the immediate vicinity of the stop sign, and frequently speeds are actually higher between intersections. For these reasons, it should not be used as a speed control device.

A school crossing may look dangerous for children to use, causing parents to demand a stop sign to halt traffic. Now a vehicle which had been a problem for 3 seconds while approaching and passing the intersection becomes a problem for a much longer period. A situation of indecision is created as to when to cross as a pedestrian or when to start as a motorist. Normal gaps in traffic through which crossings could be made safely no longer exist. An intersection which previously was not busy now looks like a major intersection. It really isn't — it just looks like it. It doesn't even look safer and it usually isn't.

Most drivers are reasonable and prudent with no intention of maliciously violating traffic regulations; however, when an unreasonable restriction is imposed, it may result in flagrant violations. In such cases, the stop sign can create a false sense of security in a pedestrian and an attitude of contempt in a motorist. These two attitudes can and often do conflict with tragic results.

Well-developed, nationally recognized guidelines help to indicate when such controls become necessary. These guidelines take into consideration, among other things, the probability of vehicles arriving at an intersection at the same time, the length of time traffic must wait to enter, and the availability of safe crossing opportunities.



# ACCIDENT HISTORY REPORT

## RACINE AND BROAD

Location	Date	Time	Vehicles	Injuries	Type
SB Racine	1/27/92	2:30 p.m.	2	0	Rear End
90* SB Racine W/ WB Broad	5/16/92	10:48 a.m.	2	0	Wrong Way
NB Racine	8/28/92	3:17 p.m.	2	0	Sideswipe
SB Racine	5/23/93	4:24 p.m.	2	1	Rear End
90* NB LT Racine w/SB Racine	7/22/93	12:40 p.m.	2	0	Broad Side
SB Racine	8/29/94	8:00 a.m.	2	0	Rear End
NB Racine	3/15/95	3:09 p.m.	2	0	Improper Turn From Center Lane
90* SB Racine/EB Broad	7/11/95	1:00 p.m.	2	0	Broad Side
90* SB Racine W/EB Broad	1/31/96	16:24 p.m.	2	0	
90* SB Racine W/EB LT Broad	2/16/96	1:38 p.m.	2	0	

## BROAD STREET

Location	Date	Time	Vehicles	Injuries	Type
EB Broad at Appleton	5/26/92	7:43 a.m.	2	0	Improper Turn from Center Lane
EB Broad 100' E of Racine	10/11/92	11:35 a.m.	2	0	Improper Backing
EB Broad at Appleton	5/20/93	6:21 p.m.	2	0	Improper Turn From Center Lane
EB Broad at 627	7/1/93	8:55 p.m.	1	1	Motorcycle - Too Fast
EB Broad at Appleton	6/24/94	2:00 p.m.	2	0	Improper Turn From Center Lane
EB Broad 90' E of Racine	10/1/94	10:30 a.m.	1	0	Inattentive Driving

## BROAD AND APPLETON

Location	Date	Time	Vehicles	Injuries	Type
90* - SB Appleton/EB Broad	4/15/93	1:25 p.m.	2	0	Broad Side
Appleton - 200' S of Broad	8/24/93	7:27 p.m.	1	0	OWI - Property Damage
Appleton - 100' N of Broad (NB)	11/24/93	4:10 p.m.	2	0	Backing Out of < Parking
Appleton - 80' N of Broad	10/4/95	1:51 p.m.	2	0	Improper Backing

## BROAD AND MILWAUKEE

Location	Date	Time	Vehicles	Injuries	Type
90* EB Broad/SB Milwaukee	1/28/96	3:12 p.m.	2	2	90* - Too Fast For Conditions

CITY OF MENASHA  
140 MAIN STREET  
MENASHA, WI. 54752  
(414) 751-5102

Site Code : 00000095  
Start Date: 05/01/96  
File I.D. : TURN004  
Page : 1

OVERCAST 40'S  
Counter : TDC-3  
Counted by: DAVE LA SHAY  
RACINE ST. & BROAD ST. INTERSECTION

Vehicle group 1

Date	RACINE STREET Southbound				BROAD STREET Westbound				RACINE STREET Northbound				BROAD STREET Eastbound				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
06:00	0	76	3	0	0	0	0	2	2	23	7	0	2	0	2	3	113
06:15	0	134	5	0	0	0	0	0	6	47	11	1	1	2	2	0	205
06:30	2	143	3	0	0	0	0	1	3	91	25	1	2	0	1	0	272
06:45	3	162	9	0	0	0	0	1	2	27	25	2	1	0	1	0	296
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07:00	6	104	2	1	0	0	0	0	0	73	15	0	1	1	2	1	236
07:15	3	165	8	1	0	0	0	3	7	114	24	1	4	0	5	0	335
07:30	5	137	9	2	0	0	0	0	2	153	26	0	3	0	3	0	373
07:45	6	215	8	1	0	0	0	2	2	129	31	1	0	0	1	0	376
Hr Total	20	651	27	5	0	0	0	5	11	497	96	5	8	1	11	1	1320
08:00	5	146	12	4	0	0	0	0	5	99	16	1	4	0	1	3	296
08:15	3	109	5	0	0	0	0	0	3	80	15	2	4	3	0	2	226
08:30	7	90	6	0	0	0	0	3	4	81	17	0	3	1	3	2	217
08:45	10	105	12	1	0	0	2	1	4	95	10	0	3	2	7	0	252
Hr Total	25	450	35	5	0	0	2	4	16	355	58	3	14	6	11	7	991
09:00	4	68	13	7	0	0	0	0	5	24	21	5	8	1	4	1	221
09:15	5	89	11	2	0	0	0	0	1	77	16	1	3	0	3	1	210
09:30	6	98	5	0	0	0	0	0	2	70	9	3	3	4	1	1	202
09:45	3	105	7	2	0	0	0	2	4	90	15	1	9	3	5	1	247
Hr Total	18	359	36	11	0	0	0	2	12	323	61	10	23	8	13	4	890
10:00	7	94	9	3	0	0	0	0	4	74	23	1	2	1	2	0	220
10:15	5	88	10	3	0	0	0	3	2	87	17	2	10	1	2	0	230
10:30	6	111	10	3	0	0	0	1	1	94	17	0	3	2	9	0	257
10:45	7	121	14	5	0	0	0	2	2	98	15	2	6	3	0	0	275
Hr Total	25	414	43	14	0	0	0	6	9	353	72	5	21	7	13	0	982
11:00	8	115	7	2	0	0	0	0	3	111	17	1	5	4	6	1	260
11:15	4	104	9	5	0	0	0	0	2	112	20	1	2	2	5	0	266
11:30	2	110	7	2	0	0	0	0	2	98	23	1	4	4	1	2	256
11:45	9	120	12	4	0	0	0	0	3	110	22	0	6	5	7	0	298
Hr Total	23	449	35	13	0	0	0	0	10	431	92	3	17	15	19	3	1100
12:00	13	132	10	2	0	0	0	1	4	137	26	2	1	1	5	0	334
12:15	9	112	9	2	0	0	0	2	1	77	16	0	8	3	3	2	266
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Hr Total	29	510	38	7	0	0	0	4	18	442	85	3	16	10	19	5	1184

OVERCAST 40'S  
 Counter : TDC-3  
 Counted by: DAVE LA SHAY  
 RACINE ST. & BROAD ST. INTERSECTION

CITY OF MENASHA  
 140 MAIN STREET  
 MENASHA, WI. 54952  
 (414) 751-5102

Site Code : 00000005  
 Start Date: 05/01/98  
 File I.D. : TURN0004  
 Page : 2

Vehicle group 1

Date	RACINE STREET Southbound				BROAD STREET Westbound				RACINE STREET Northbound				BROAD STREET Eastbound				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
05/01/98																	
13:00	4	126	11	0	0	0	0	1	5	95	23	0	8	1	5	1	280
13:15	9	126	14	0	0	0	0	2	2	89	20	0	4	2	9	0	277
13:30	5	125	9	4	0	0	0	2	1	100	19	2	3	2	5	0	278
13:45	8	120	13	3	0	0	0	1	7	87	22	0	6	4	6	0	277
Hr Total	27	497	47	7	0	0	0	6	15	371	84	2	21	9	25	1	1112
14:00	3	125	14	1	0	0	0	0	1	116	24	0	7	7	4	2	304
14:15	11	123	10	2	0	0	0	1	3	101	18	2	4	1	5	3	294
14:30	5	123	8	0	0	0	0	0	4	154	50	0	6	0	2	2	367
14:45	9	176	11	0	0	0	0	0	9	157	32	0	1	3	7	0	405
Hr Total	28	552	43	3	0	0	0	1	17	538	124	2	18	11	18	7	1362
15:00	8	152	18	0	0	0	0	1	2	174	50	2	7	3	8	2	427
15:15	11	187	13	0	0	0	0	0	3	127	33	3	3	2	9	1	392
15:30	6	156	16	1	0	0	0	3	6	197	53	1	9	3	6	0	457
15:45	7	133	14	1	0	0	0	0	5	152	30	1	8	3	6	3	363
Hr Total	32	628	61	2	0	0	0	4	16	650	166	7	27	11	29	6	1639
16:00	5	143	8	2	0	0	0	2	7	180	36	3	4	5	7	2	404
16:15	11	151	3	0	0	0	0	1	5	153	45	0	7	4	4	2	386
16:30	7	142	6	3	0	0	0	2	5	198	40	1	12	0	5	2	423
16:45	17	126	15	1	0	0	0	3	3	162	24	0	4	4	4	1	364
Hr Total	40	562	32	6	0	0	0	8	20	693	145	4	27	13	20	7	1577
17:00	9	137	10	1	0	0	0	1	4	185	35	2	11	2	8	1	406
17:15	5	165	14	3	0	0	0	1	4	159	31	1	6	4	9	1	403
17:30	6	142	9	1	0	0	0	0	2	122	19	1	6	2	3	1	314
17:45	5	145	9	0	0	0	0	1	3	132	25	1	7	4	4	0	336
Hr Total	25	589	42	5	0	0	0	3	13	599	110	5	30	12	24	3	1459
*TOTAL*	297	6176	459	78	0	0	2	47	164	5495	1150	53	228	105	208	45	14507



OVERCAST 40'S  
 Counter : TDC-3  
 Counted by: DAVE LA SHAY  
 RACINE ST. & FIRST INTERSECTION

CITY OF MENASHA  
 140 MAIN STREET  
 MENASHA, WI. 54952  
 (414) 751-5102

Site Code : 00000010  
 Start Date: 05/02/96  
 File I.D. : TURN005  
 Page : 1

Vehicle group 1

Date	RACINE STREET Southbound				FIRST STREET Westbound				RACINE STREET Northbound				FIRST STREET Eastbound				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
06:00	2	76	0	0	2	2	1	1	0	34	1	0	0	0	0	0	121
06:15	1	113	1	0	5	3	2	1	1	54	1	2	1	0	1	0	185
06:30	1	141	4	2	14	1	3	0	3	98	1	0	0	2	2	0	275
06:45	2	163	6	1	15	2	2	2	2	89	2	1	2	1	1	0	291
Hr Total	6	495	11	3	36	8	8	4	6	275	5	3	6	3	4	0	873
07:00	3	107	3	2	12	0	5	1	0	100	1	0	0	2	1	0	237
07:15	2	160	4	0	16	0	1	0	2	109	5	1	0	3	2	0	307
07:30	0	157	7	1	25	2	3	0	2	137	9	2	0	3	4	0	359
07:45	5	237	5	0	26	12	6	0	1	169	20	1	5	3	5	0	455
Hr Total	10	661	19	3	79	18	15	1	5	455	35	4	12	11	12	0	1340
08:00	0	125	6	4	15	4	1	1	2	89	1	4	4	1	6	1	264
08:15	0	132	11	0	9	6	1	0	2	61	1	3	10	2	4	1	243
08:30	0	102	10	1	9	3	3	0	2	82	0	3	8	4	4	0	231
08:45	4	134	13	0	6	6	6	1	2	71	2	2	4	5	5	0	261
Hr Total	4	493	40	5	39	19	11	2	8	303	4	12	26	12	19	2	999
09:00	1	97	14	3	9	1	2	1	2	71	5	1	8	2	5	2	223
09:15	0	107	8	1	18	0	3	0	3	91	1	1	10	5	5	1	252
09:30	1	98	15	1	11	5	1	3	7	91	4	0	14	6	1	0	258
09:45	1	98	8	0	5	6	3	0	3	85	3	0	6	4	6	0	228
Hr Total	3	400	45	5	40	12	9	4	15	338	13	2	38	17	17	3	961
10:00	3	92	7	0	7	2	2	0	8	106	6	0	15	3	3	0	254
10:15	0	117	14	0	6	3	0	0	5	100	5	0	11	4	7	0	272
10:30	2	100	12	0	15	0	2	0	2	89	6	0	12	6	4	0	250
10:45	4	106	13	0	10	6	4	0	4	107	1	0	9	3	6	0	273
Hr Total	9	415	46	0	38	11	8	0	19	402	18	0	47	16	20	0	1049
11:00	3	95	8	0	3	6	2	0	9	104	1	0	10	5	4	0	250
11:15	3	105	6	0	10	6	3	0	4	114	4	0	8	5	5	0	273
11:30	3	141	6	0	14	3	5	0	1	125	3	0	8	4	5	0	318
11:45	2	110	11	0	18	3	6	1	8	135	3	0	12	6	3	0	318
Hr Total	11	451	31	0	45	18	16	1	22	478	11	0	38	20	17	0	1159
12:00	3	120	12	0	9	4	1	1	4	112	2	0	10	2	6	0	236
12:15	2	129	19	0	10	3	1	0	2	78	3	0	15	3	3	0	269
12:30	1	135	7	0	14	3	3	0	5	110	0	0	5	3	3	0	289
12:45	1	155	15	0	12	7	1	0	3	107	1	0	10	2	6	0	320
Hr Total	7	539	53	0	45	17	6	1	14	407	6	0	41	10	18	0	1154

OVERCAST 40'S  
 Counter : TDC-3  
 Counted by: DAVE L4 SHAY  
 RACINE ST. & FIRST INTERSECTION

CITY OF MENASHA  
 140 MAIN STREET  
 MENASHA, WI. 54952  
 (414) 751-5102

Site Code : 00000017  
 Start Date: 05/02/96  
 File I.D. : TURN0005  
 Page : 2

Vehicle group 1

Date	RACINE STREET Southbound				FIRST STREET Westbound				RACINE STREET Northbound				FIRST STREET Eastbound				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
13:00	1	117	3	0	8	4	1	0	2	92	3	0	11	0	6	0	248
13:15	4	120	7	0	14	2	3	0	2	99	2	0	12	4	3	0	272
13:30	0	115	19	0	15	4	4	1	1	108	2	0	13	5	7	0	294
13:45	5	128	8	2	12	1	1	1	3	111	7	2	10	2	5	1	302
Hr Total	7	480	37	2	49	11	9	2	8	410	14	2	46	12	21	1	1116
14:00	3	143	9	4	24	2	3	1	6	159	1	0	15	3	3	2	378
14:15	2	159	9	4	16	2	3	3	4	157	6	0	15	2	1	1	385
14:30	5	139	19	6	23	8	5	2	1	193	12	6	9	2	0	2	438
14:45	5	165	9	5	34	5	9	4	4	138	6	2	14	6	10	4	420
Hr Total	15	606	46	19	97	17	20	10	15	649	25	8	53	13	20	9	1522
15:00	2	146	10	11	22	7	7	8	7	165	8	1	12	5	5	1	417
15:15	3	150	6	3	16	2	5	1	3	165	1	3	11	5	10	0	384
15:30	5	180	13	2	22	3	8	2	0	200	5	2	15	6	5	2	472
15:45	2	140	11	0	12	5	9	0	5	167	4	4	17	4	7	9	396
Hr Total	12	616	40	16	72	17	29	11	15	697	19	10	55	22	27	12	1569
16:00	4	137	15	1	11	3	5	2	4	180	1	1	10	5	5	1	365
16:15	2	132	9	1	11	8	6	0	7	175	4	1	13	6	7	0	382
16:30	3	146	5	6	12	7	6	6	1	205	3	0	12	1	1	0	414
16:45	2	165	12	3	20	9	6	0	1	150	3	1	12	2	6	0	392
Hr Total	11	580	41	11	54	27	23	8	13	710	11	3	47	14	19	1	1573
17:00	2	143	7	1	9	8	3	0	3	150	1	6	10	3	1	0	357
17:15	7	137	7	1	14	3	5	0	2	167	9	3	3	2	5	0	365
17:30	5	146	6	1	15	3	6	0	2	157	11	4	4	0	8	0	368
17:45	7	139	5	0	12	4	2	0	2	162	5	2	7	1	5	0	353
Hr Total	21	565	25	3	50	18	16	0	9	646	26	15	24	6	19	0	1443
*TOTAL*	116	6301	434	67	644	193	170	44	149	5770	186	64	433	156	213	28	14968

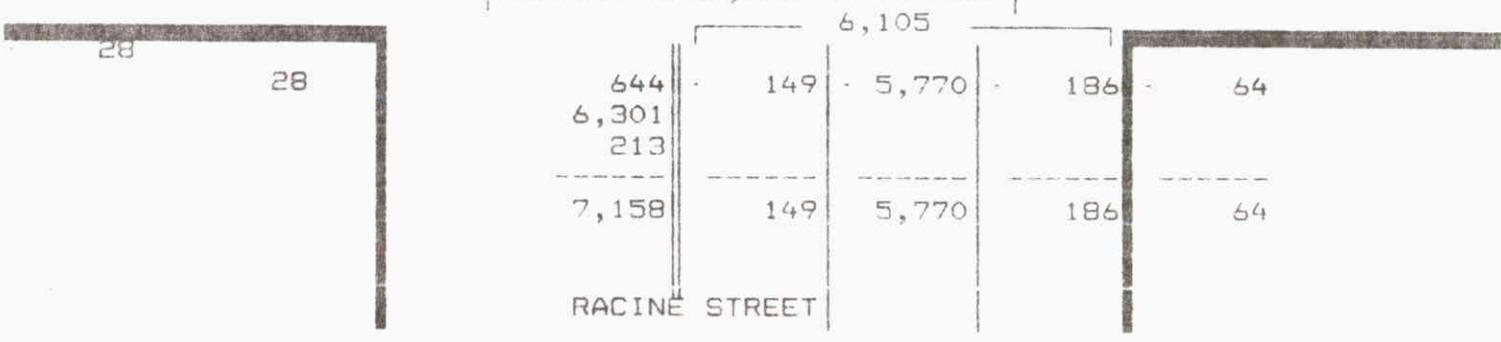
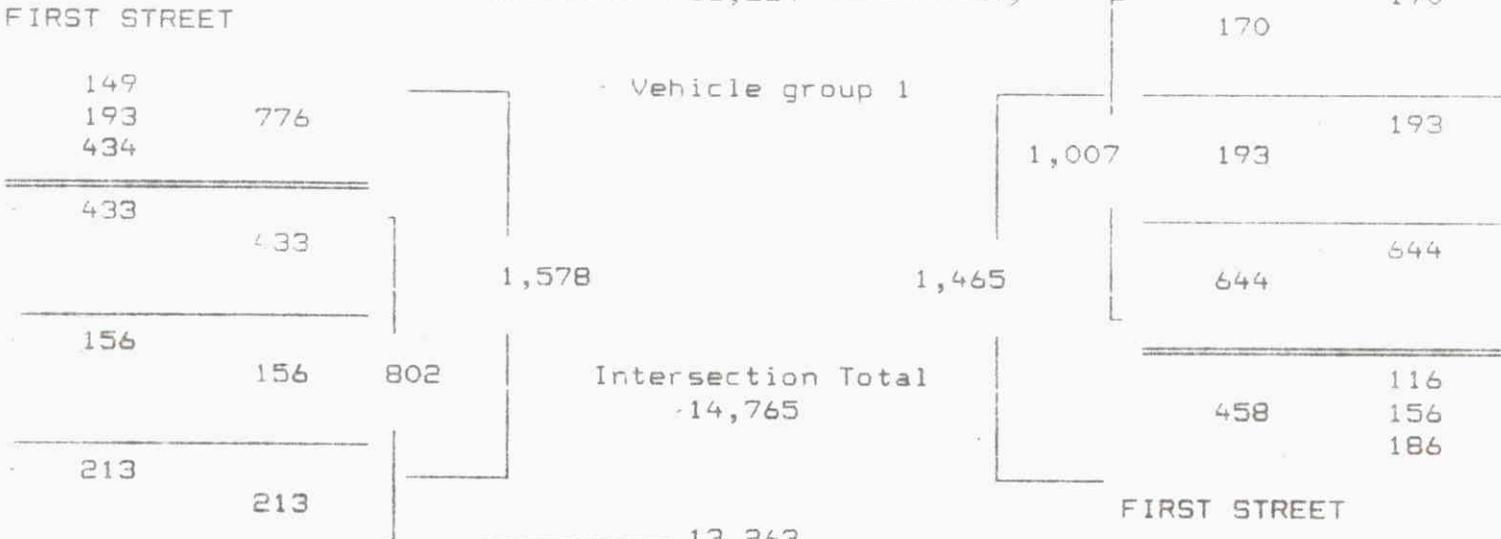
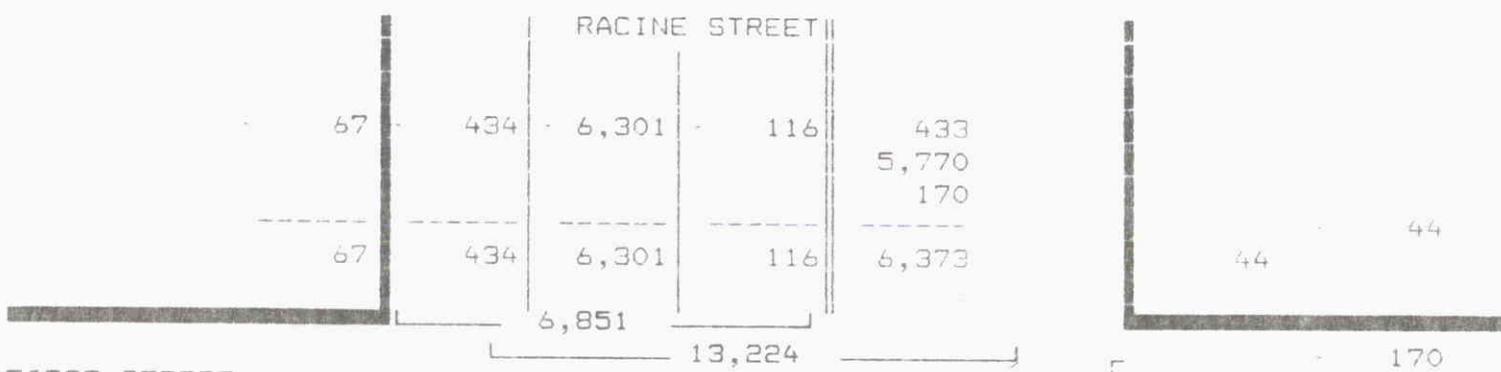
OVERCAST 40'S  
 Counter : TOD-3  
 Counted by: DAVE LA SHAY  
 RACINE ST. & FIRST INTERSECTION

CITY OF MENASHA  
 140 MAIN STREET  
 MENASHA, WI. 54952  
 (414) 751-5102

Site Code : 00000010  
 Start Date: 05/02/96  
 File I.D. : TURN0005  
 Page : 3

Vehicle group 1

RACINE STREET				FIRST STREET				RACINE STREET				FIRST STREET				Total
Southbound				Westbound				Northbound				Eastbound				
Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	



CITY OF MENASHA  
BOARD OF PUBLIC WORKS  
Council Chambers  
June 3, 1996  
Minutes

I. Meeting called to order by Chairman Ald. Michalkiewicz at 7:22 p.m.

PRESENT: Aldermen Taylor, Foth-Witchell, Lingnofski, Michalkiewicz, Englebert, Sevenich, Weber, Barker

ALSO PRESENT: PC Stanke, FC Roemer, DPW Radtke, Comp. Stoffel, Atty Brandt, CDD Keil, Mayor Laux, Clerk Smogoleski, Press

A. Street Use Application: Banta Wellness Walk/Run to be held on August 4, 1996, 10:00 a.m.-11:00 a.m.

No questions or discussion.

B. Broad Street Traffic Study.

Bonnie Diemel, 531 Broad St., presented a petition signed by 33 Broad St. residents rescinding the original request for two-way traffic on Broad St. between Racine and Appleton Sts. Clerk read the petition.

DPW Radtke explained the sight distances at the Racine-Broad St. intersection and also parking at Appleton St. and Broad St.

Jean Kilishek, 547 Broad St., Menasha spoke on parking in front of the Old Grog. Ald. Weber spoke on visibility and safety concerns.

Ald. Taylor reported he met recently with residents and addressed parking, cost factor, and having one-way system remain in place.

Ald. Michalkiewicz agreed with recommendation of DPW Radtke. There are safety concerns with parking.

Vern Larsen, 59 Racine St., spoke on the danger of southbound traffic turning left on to Broad St. from Racine St. If an island were constructed, it would narrow the area for turning, thus becoming more hazardous.

Bonnie Diemel requested signage be updated on the one-way with a stop sign installed at Appleton and Broad Sts.

DPW Radtke explained angle parking is more hazardous. One side of Appleton St. could be angle parking. Study and cost issues will be discussed for the 1997 Budget. Recommended that the stop sign request be denied--criteria standards not met.

Atty Brandt explained the liability issue for stop signs.

Ald. Taylor requested one-way traffic remain, install wrong way signage and eventually bring street up to standards with appropriate signage.

Broad Street Parking Lot discussed. Ald. Weber said \$58,000 is too costly to expect taxpayers to pay when work done just 8 years ago.

Ald. Sevenich noted dumpsters a mess; City is exploring a change in design to make more user friendly.

Ald. Taylor reported a mailing today to Broad St. parking lot businesses regarding a meeting/study.

Mayor Laux informed the Board that \$12,000 is budgeted for Broad St. parking lot and perhaps something can be done.

Moved by Ald. Lingnofski, seconded by Ald. Englebert to hold the Broad St. parking lot issue until results are known from the meeting.

Motion carried.

C. Spring Yard Waste Clean-Up Review (Discussion).

Short discussion of three-week cost summary.

II. Adjournment

Moved by Ald. Weber, seconded by Ald. Sevenich to adjourn at 8:05 p.m.

Motion carried.

Joan Smogoleski  
City Clerk