City of Menasha • Department of Public Works

February 25, 2010

Board of Public Works
City of Menasha
Menasha, WI 54952

RE: Traffic Study Report – Broad Street from Racine Street to De Pere Street

Members of the Board:

The Engineering Department performed a traffic study to determine the feasibility of changing the existing one-way (eastbound) traffic on Broad Street from Racine Street to De Pere Street, to two-way traffic.

Attached is the traffic count with speeds observed from the radar trailer along this corridor from August 18–26, 2009. As noted, the number of vehicles appears inflated due to the Third Street construction. The results show that speed is well within the design speed and excessive speed does not appear to be a major concern.

The attached accident reports show the majority of the accidents occur at Racine Street and Broad Street. The through and left turn movements from the west side of the intersection are difficult due to limited sight distance. Minimum building setbacks along with the Racine Street alignment make the intersection extremely dangerous. Two-way traffic from the east side of the intersection would likely increase the number of accidents at this intersection due to additional vehicles and turn movements (see enclosed drawing).

Also see attached, correspondence we received from property owners/residents in the area, along with beneficial input from the Police Dept. A number of suggestions were put forth and are summarized as follows;

- Traffic signals at the intersection to provide a safer vehicle movement from the west side of the intersection on Broad St.
- One-lane roundabout to provide smoother traffic movement and allow safer pedestrian and bicycle traffic.
- Do not allow any traffic off of Racine St. on to Broad St. to the east. This would require all traffic on Broad St. to exit the area to the east but would remove any possibility of vehicles turning the corner off of Racine St. and striking a vehicle entering Broad St. from the condos or clinic at the intersection.
- Make Broad St. two-way traffic but only allow a right turn off of Broad St.onto northbound Racine St. The lesser turn movements would reduce accidents.
- More substantial pavement marking at crosswalks and use of in-road "Yield to Pedestrian" signs.
- Limit eastbound traffic on Broad St. to "right turn only" southbound onto Racine St. This will eliminate two traffic movements from the intersection and reduce the number of accidents.
- Change one-way traffic on Broad St. between Appleton St. and De Pere St. to two-way traffic keeping Broad St. between Racine St. and Appleton St. one-way eastbound. This would allow residents in the 600 block area of Broad St. to travel west on Broad St. to Appleton St. and then north to First St.
- Change Broad St. east of Racine St. to two-way traffic and only allow "right turn only" for west bound traffic to go northbound on Racine St. and vice versa for eastbound traffic to go southbound on Racine St. This would require "in-road" raised traffic islands to force the turn movements. With this proposal, allow truck traffic to exit the Broad Street businesses and proceed northbound on Milwaukee St. to First St. then eastbound to the traffic signals.

With the attached correspondence there are a number of concerns that are also summarized as follows;

- Adding additional turn movements and more traffic will only add to the number of accidents.

140 Main Street • Menasha, Wisconsin 54952-3151 • Phone (920) 967-3610• Fax (920) 967-5272
www.cityofmenasha-wi.gov

- With the on street parking currently allowed, it would be very difficult to exit a private driveway while watching for traffic from two directions.
- Making it a two way street will take away existing on street parking.
- The change itself will cause accidents to increase because it was a one-way street for more than 40 years.
- Traffic volume and accident numbers will increase at Racine St. and Third St. because traffic patterns will change from using Broad St. eastbound, to going north on Racine St. to Third St.
- Potential vision obstruction for westbound traffic on Broad St. at Racine St. due to large snow pile in business parking lot. Limited options for snow placement.
- Need to address the "Human Factor" in the proposal. The need to re-educate the driver who is used to the one-way street configuration and additional signage to move the traffic safely.
- At peak traffic times traffic can back up on Racine St. With the amount of additional vehicles along with additional turn movements and existing vision issues, you are creating a very dangerous intersection.
- If the existing one-way street is changed to two-way traffic and an increase in traffic, congestion and accidents are observed; will the City opt to change it back to one-way because of the undesirable impact to residents and businesses in the area? This will only cause additional confusion to motorists.

In reviewing the information and from field observations within the corridor, I feel that this area of Broad Street should remain one-way eastbound traffic. The reasoning for this recommendation is as follows;

- If you signalize the intersection, you would need to coordinate all of the signalized intersections on Racine St. from Main St. to Third St. This would require placing conduit through the entire corridor or providing radio communication for all the intersections. The cost for a typical signal installation (similar to the signals placed at Third and De Pere last year) would be $80,000 to $100,000. This cost is typical for signal installation at the same time as street reconstruction. Signal installation cost in an existing street situation, would be more because of the need to work around existing streets and underground facilities as well as patching the existing street, terrace and sidewalk area within the project limits. Along with this you would need a new timing plan for the corridor to be developed by a Professional Traffic Operations Engineer. Even with coordination between the existing signalized intersections and a professionally prepared timing plan, the logistics of the corridor with additional signals at Broad St. and Racine St. would be very difficult to move traffic efficiently during certain peak hours of the day.
- To place a roundabout in the intersection you would need to purchase at the very least three additional properties and relocate the businesses.
- Changing the street to two-way traffic in the area would require additional signage, at least early on in the transfer process. My observations in the area, especially during the Third St. construction, are that drivers do not observe the ample and correct signage as it exists. The learning curve for this modification would be substantial.
- To have two-way traffic and restricted "right turn only" movements would require raised traffic islands. To maintain a WB-50 turning radius, the islands would be quite small (see enclosed drawing) and would not adequately restrict through and left turn movements from either side of the intersection. You would also have the previously mentioned learning curve along with revised truck routes.

With every modification to the existing traffic pattern/movement, there is additional cost not only in equipment for modifications, but labor to make the changes. Some of the options would have substantial cost and involve major construction activity. It also has been pointed out that in the short term, accidents would possibly increase. I believe the recommendations from a majority of the residents in the area and especially the input from the Police Department, point out that changing the street to two-way traffic would not be in the best interest of the motoring and pedestrian public.

Sincerely,

Tim J. Montour
Engineering Supervisor

Attachments
C: Street file

TRAFFIC COUNT / SPEED SURVEY

Tim Montour

From: Matthew Albrecht
Sent: Thursday, August 27, 2009 8:47 PM
To: Tim Montour
Subject: Broad Street Radar Trailer Info

Tim,

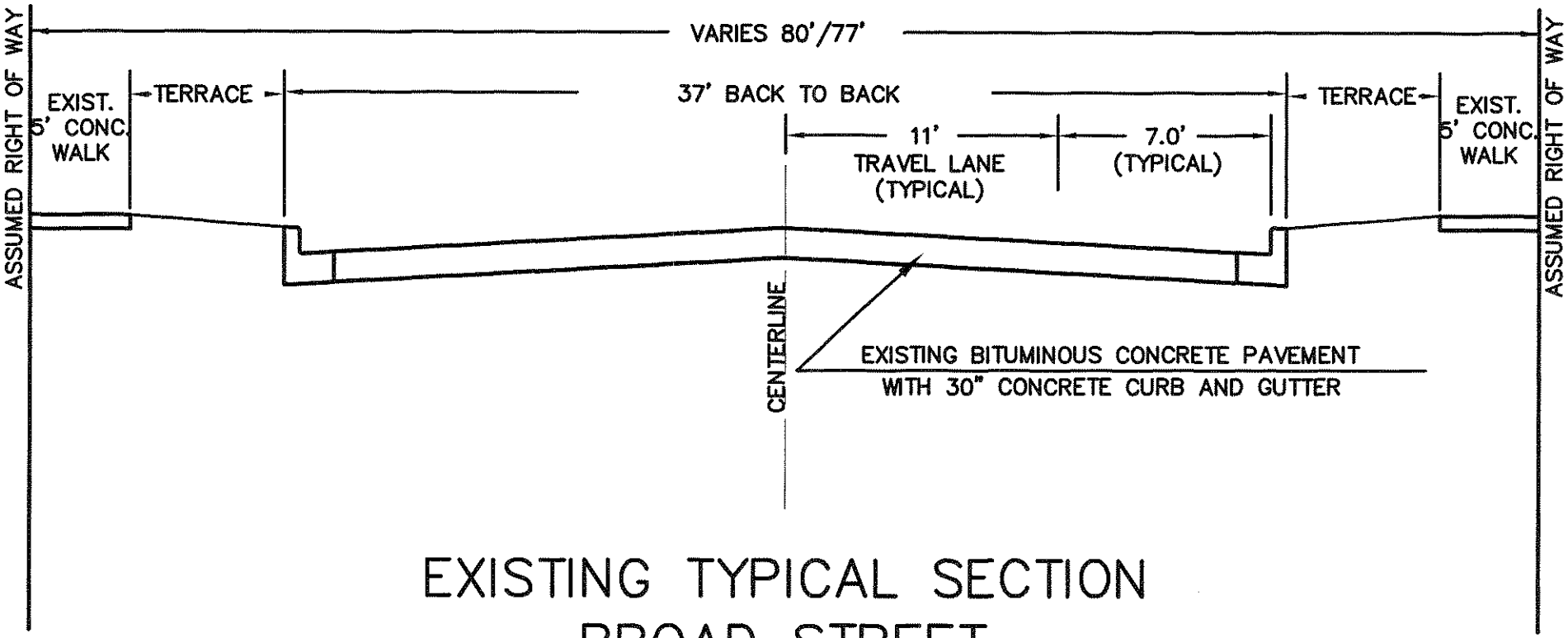
Here is the summary of the report from the radar trailer.

The survey took place from 08-18-09 to 08-26-09.

23,994 vehicles registered (I am guessing this is inflated due to the Third Street construction)
Average Speed: 24.01MPH
50% of the vehicles were traveling 24mph or slower
85% of the vehicles were traveling 28mph or slower

Hopefully this is what you were looking for. If you have questions, please let me know.

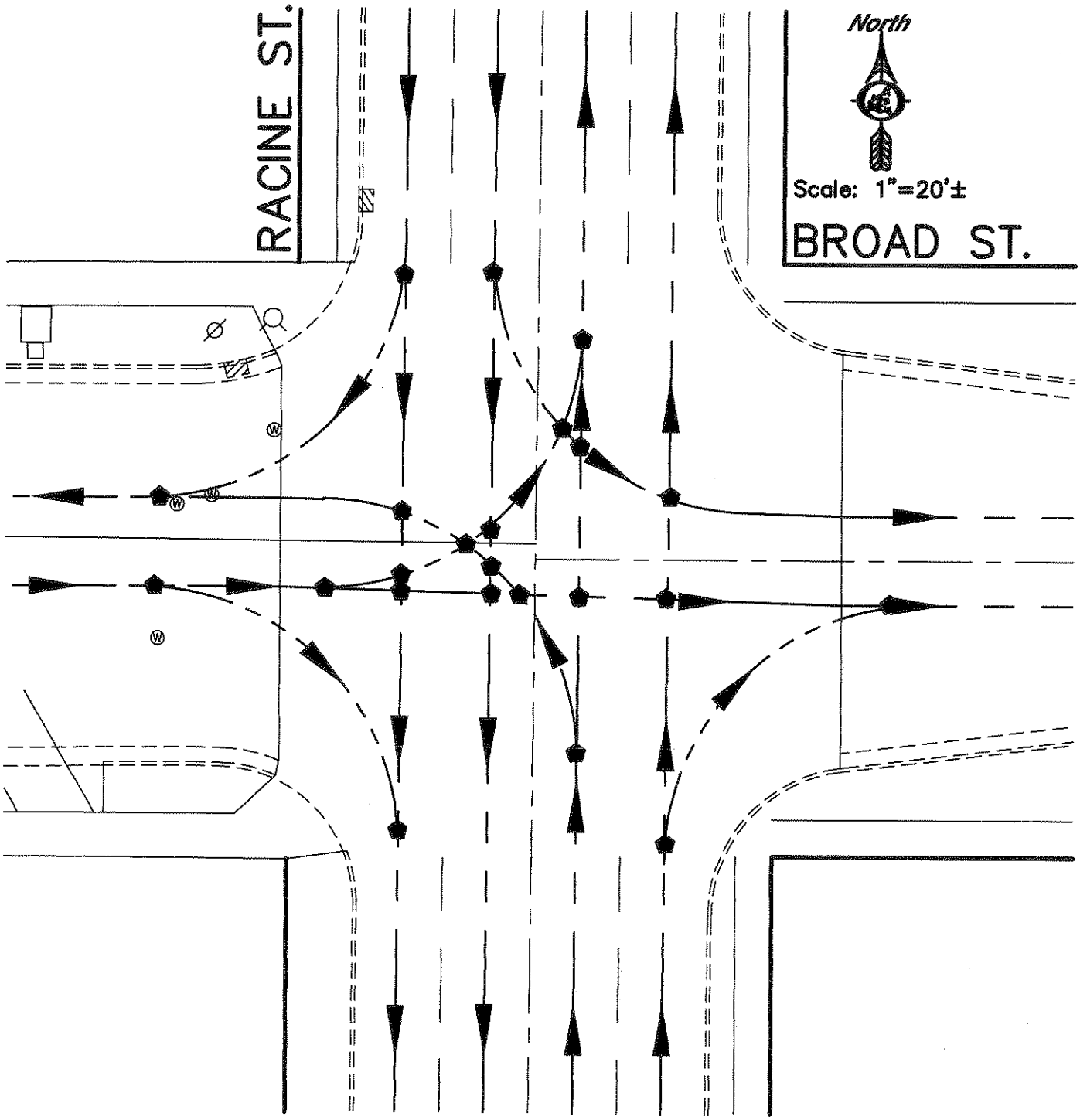
Matthew Albrecht
Patrol Officer
City of Menasha Police Department
430 First Street
Menasha, WI 54952
Phone: 920-967-3573
Fax: 920-967-5145



EXISTING TYPICAL SECTION
BROAD STREET

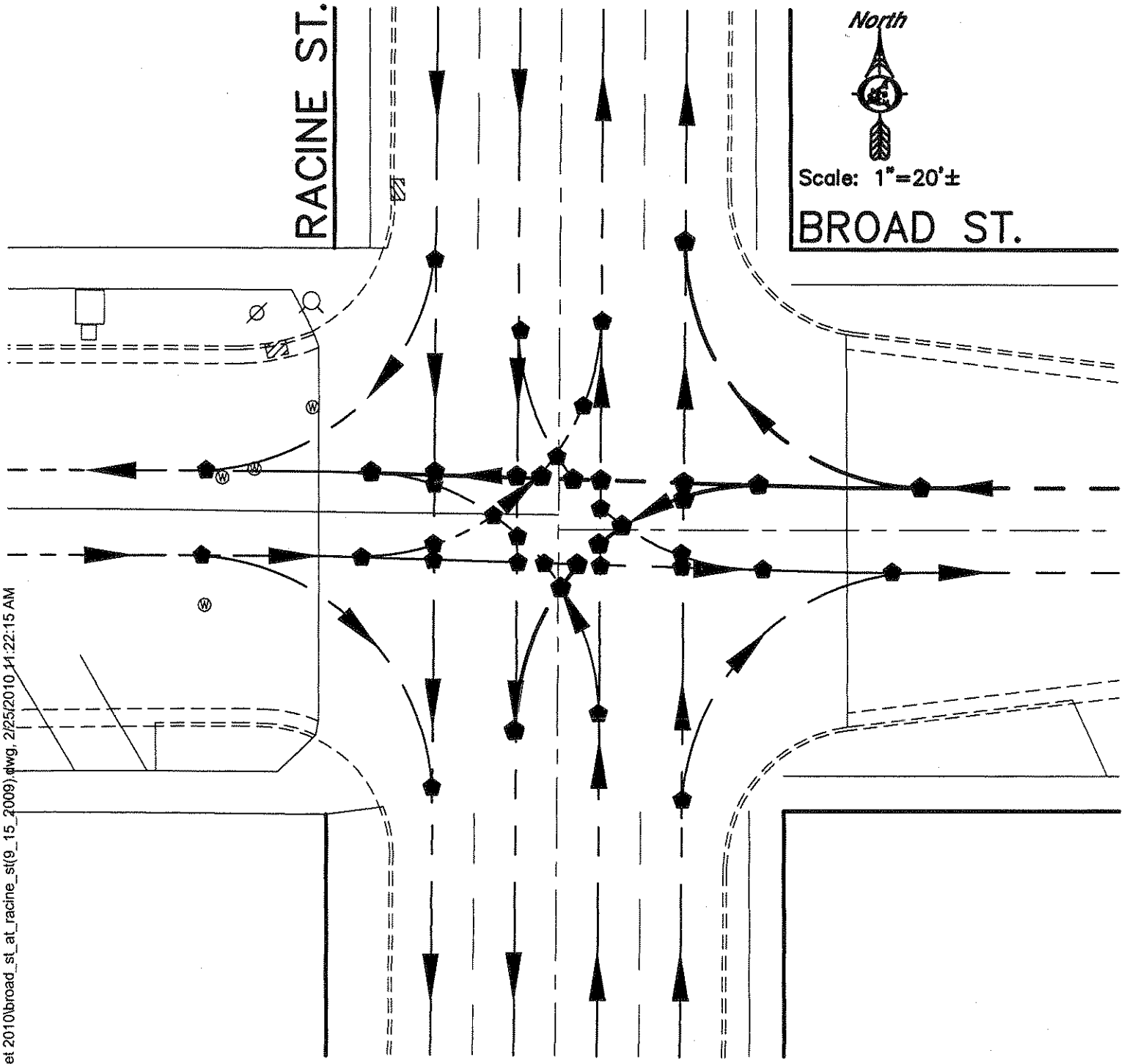
NO SCALE

S:\PUBLICWORKS PUBLICWORKS\Broad Street 2010\Typical section - Broad Street.dwg, 2/25/2010 9:52:32 AM



Existing Conflict Points (23)

G:\PUBLICWORKS PUBLICWORKS\Broad Street 2010\broad_st_at_racine_st(9_15_2009).dwg, 2/25/2010 10:55:55 AM



Additional Conflict Points w/Added Traffic Movements (Total of 39)

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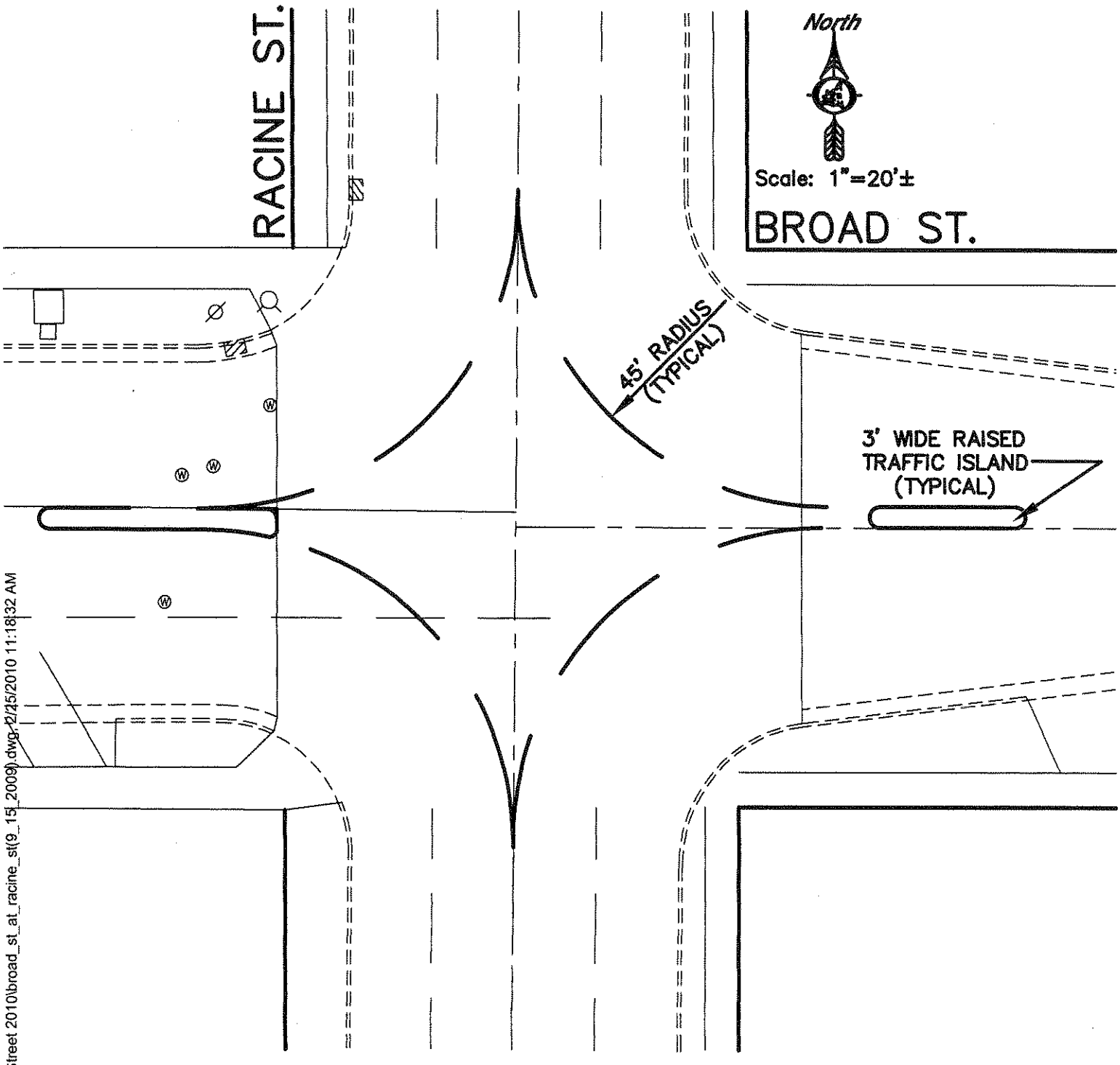

WB-50 Turning Radius and Traffic Islands

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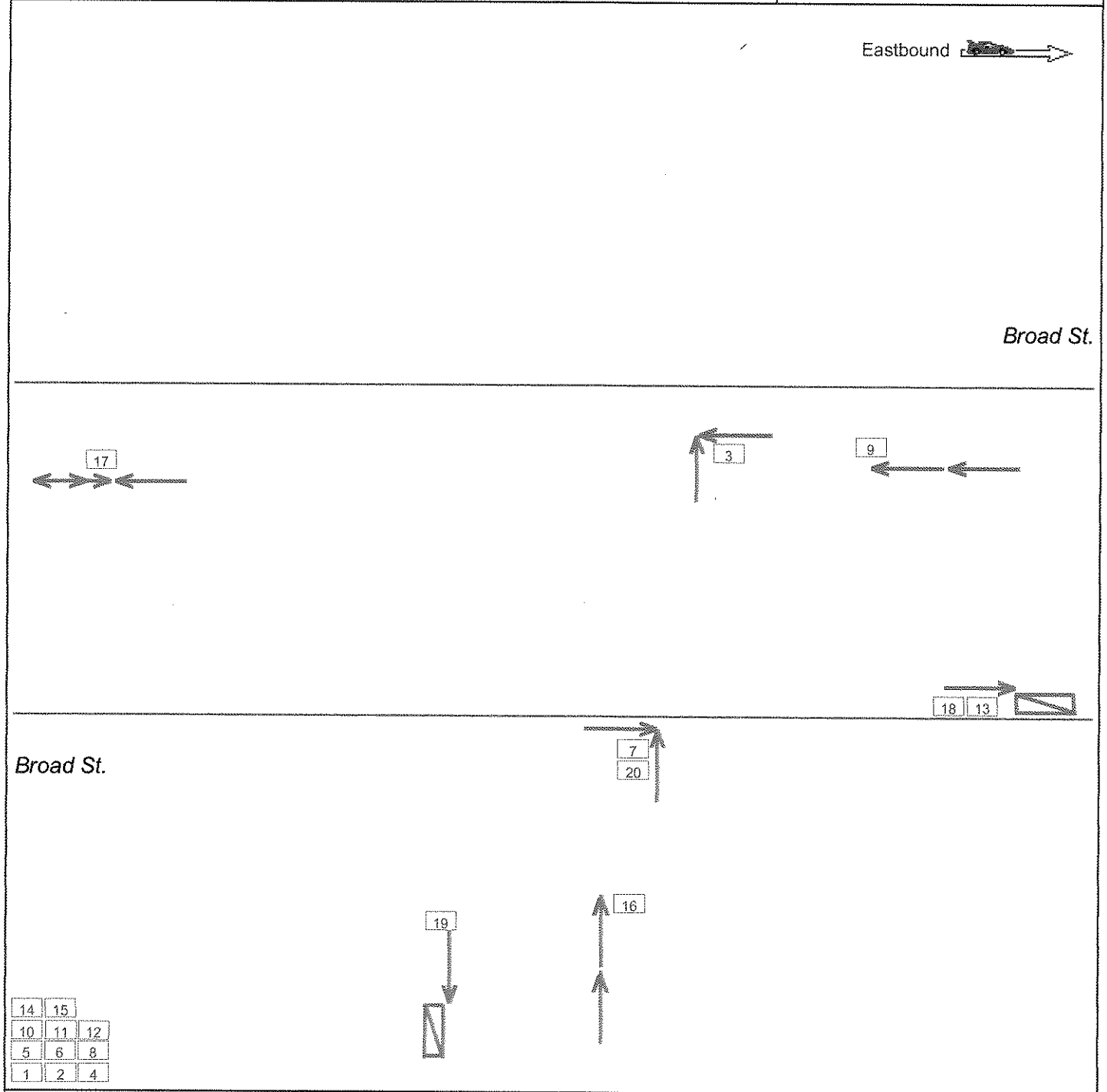
COLLISION DIAGRAM

Key Number =

MUNICIPALITY: *Menasha* COUNTY: *Winnebago*	FILE: *broad_400block*
INTERSECTION: *Broad St.*	CASE # :
PERIOD: *0* YEARS *0* MONTHS FROM TO	BY: *cr* DATE: *2/4/2010*



SYMBOLS				MANNER OF COLLISION			
	MOVING VEHICLE	P	PEDESTRIAN		REAR END		HEAD ON
	TURNING VEHICLE	B	BICYCLIST		LEFT TURN		RIGHT TURN
	BACKING VEHICLE	A	ANIMAL		LEFT TURN		RIGHT TURN
	PARKED VEHICLE		FIXED OBJECT		OVERTAKE		RIGHT ANGLE
999	RECORD NUMBER		Fatal		OUT OF CONTROL		SIDE SWIPE

HSA Software 3.0

ACCIDENT SUMMARY SHEET

ROUTE: *Broad St.* **LOCATION:** *400 block*

MUNICIPALITY: *Menasha* **COUNTY:** *Winnebago*

TIME PERIOD COVERED: - **REFERENCE MARKERS / NODES:** -

REMARKS: *All Accidents* **DATE:** *2/4/2010*

TIME OF DAY	# ACC	%
6 AM - 10 AM	1	5.0%
10 AM - 4 PM	9	45.0%
4 PM - 7 PM	5	25.0%
7 PM - 12 AM	1	5.0%
12 AM - 6 AM	4	20.0%
Unspecified	0	0.0%
Total	**20**	

DIRECTION	# ACC	%
North	6	17.6%
South	2	5.9%
East	7	20.6%
West	10	29.4%
Total	**34**	

DIRECTION	# ACC	
Northeast	1	2.9%
Northwest	3	8.8%
Southeast	0	0.0%
Southwest	3	8.8%
Unspecified	2	5.9%

WEATHER	# ACC	%
Clear	8	40.0%
Cloudy	6	30.0%
Rain	1	5.0%
Snow	2	10.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	3	15.0%
Total	**20**	

ACCIDENT TYPE	# ACC	%
Rear End	2	10.0%
Overtake	0	0.0%
Right Angle	3	15.0%
Left Turn	3	15.0%
Right Turn	1	5.0%
Fixed Object	2	10.0%
Head On	0	0.0%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	5	25.0%
Backing	2	10.0%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	2	10.0%
Unspecified	0	0.0%
Total	**20**	

SURFACE	# ACC	%
Dry	10	50.0%
Wet	5	25.0%
Mud/Slush	1	5.0%
Snow/Ice	2	10.0%
Unspecified	2	10.0%
Total	**20**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	1	5.0%
Property Damage	16	80.0%
Non-Reportable	3	15.0%
Total	**20**	

TIME OF YEAR		# ACC	%
Winter	(Dec-Feb)	7	35.0%
Spring	(Mar-May)	5	25.0%
Summer	(Jun-Aug)	4	20.0%
Fall	(Sep-Nov)	4	20.0%
Total		**20**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	24	96.0%
Commercial Vehicles	1	4.0%
Total	**25**	

DAY OF WEEK	# ACC	%
Sunday	4	20.0%
Monday	1	5.0%
Tuesday	3	15.0%
Wednesday	4	20.0%
Thursday	3	15.0%
Friday	3	15.0%
Saturday	2	10.0%
Total	**20**	

LIGHT CONDITION	# ACC	%
Daylight	6	30.0%
Dawn/Dusk	0	0.0%
Night	5	25.0%
Unspecified	9	45.0%
Total	**20**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
Total Accidents	**0**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM:
TO:
0 MONTHS

ROUTE NUMBER/STREET NAME: Broad St.
LOCATION 400 block
MUNICIPALITY: Menasha COUNTY: Winnebago
REFERENCE MARKERS / NODES: -

CASE No.
FILE: broad_400block
BY: cr
DATE: 2/4/2010

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
1	1/26/1994	16:47		PDO			2	2		OTH		
2	9/22/1994	13:57		PDO			2	3		LTRN		
3	3/29/1996	12:59		PDO			1	1		RAN		
4	11/19/1996	1:02		PDO			1	1		FIXO		
5	12/15/1999	15:37		PDO			2	4		FIXO		
6	12/23/1999	15:06		PDO			5	2		LTRN		
11	5/7/2000	0:00	2	PDO	1	1	1	1		Park	unit 2 was struck by unit 1 while legally parked in lot	
7	9/20/2000	15:03		PDO			1	2		RAN		
8	12/20/2000	16:55		PDO			4	4		LTRN		
9	6/21/2002	14:40	2	N/R	1	1	2		66	Rend	unit 2 stopped to turn left, unit 1 rear ended unit 2	
10	8/14/2002	17:38	2	PDO	1	1	1	1	18	Rtrn	unit 1 made right turn into the path of oncoming unit 2	
12	8/21/2003	16:39	2	N/R	4	1			3	Back	both units backing up when they struck each other	
14	3/31/2004	23:05	2	PDO	4	1	1	1	4	Park	unit 2 was pulling out of parking stall when it struck unit 1	
13	12/5/2004	2:20	3	PDO	4	1	2	1	19 40	Park	unit 1 struck legally parked units 2 and 3 while in parking lot	
15	2/24/2006	9:45	2	N/R						Othr	veh. 2 exited parking lot and struck veh. 1 who was u-turning	
16	3/18/2007	2:27	2	PDO	4	1	1	1	2 4	Rend	unit1-nb rear ended unit2-nb who was stopped at stop sign	
17	12/29/2007	12:54	2	PDO	4	1	4	2	4 3 66	Back	plow 2 backed into stopped veh 1	
18	4/7/2008	17:51	2	PDO	1	1	1	2		Park	veh 1 struck parked veh 2 to stop his grandson from leaving	
19	9/21/2008	10:21	2	PDO	1	1	1	2	3 40	Park	veh 1 backed out of driveway into parked veh 2	
20	7/11/2009	15:49	2	INJ	1	1	1	1	7	Rang	veh 2 stopped at stop sign, proceeded in front of veh 1	

COLLISION DIAGRAM

Key Number =

MUNICIPALITY: *City of Menasha* COUNTY: *Winnebago*

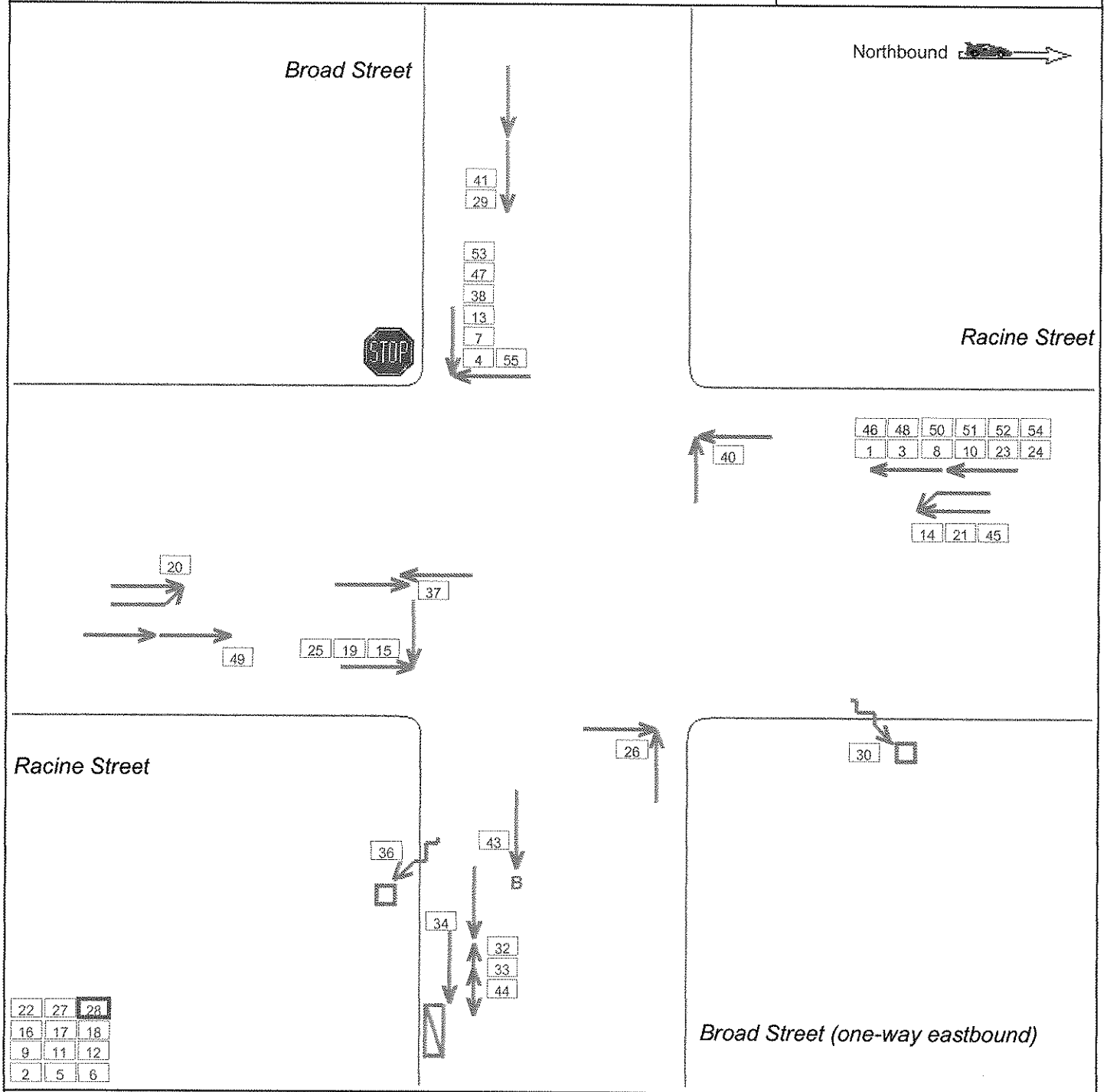
INTERSECTION: *Broad Street*

PERIOD: *0* YEARS *0* MONTHS FROM _____ TO _____

FILE: *broad_racine*

CASE # : _____

BY: *tjm* DATE: *2/4/2010*



SYMBOLS			
MOVING VEHICLE		P	PEDESTRIAN
TURNING VEHICLE		B	BICYCLIST
BACKING VEHICLE		A	ANIMAL
PARKED VEHICLE			FIXED OBJECT
999	RECORD NUMBER		Fatal

MANNER OF COLLISION			
	REAR END		HEAD ON
	LEFT TURN		RIGHT TURN
	LEFT TURN		RIGHT TURN
	OVERTAKE		RIGHT ANGLE
	OUT OF CONTROL		SIDE SWIPE

HSA Software 3.0

ACCIDENT SUMMARY SHEET

ROUTE: *Broad Street* **LOCATION:** *at Racine Street*

MUNICIPALITY: *City of Menasha* **COUNTY:** *Winnebago*

TIME PERIOD COVERED: - **REFERENCE MARKERS / NODES:** -

REMARKS: *All Accidents* **DATE:** *2/4/2010*

TIME OF DAY	# ACC	%
6 AM - 10 AM	7	12.7%
10 AM - 4 PM	28	50.9%
4 PM - 7 PM	13	23.6%
7 PM - 12 AM	3	5.5%
12 AM - 6 AM	3	5.5%
Unspecified	1	1.8%
Total	**55**	

DIRECTION	# ACC	%
North	18	17.8%
South	46	45.5%
East	25	24.8%
West	3	3.0%
Total	**101**	

DIRECTION	# ACC	
Northeast	1	1.0%
Northwest	2	2.0%
Southeast	1	1.0%
Southwest	1	1.0%
Unspecified	4	4.0%

WEATHER	# ACC	%
Clear	24	43.6%
Cloudy	14	25.5%
Rain	3	5.5%
Snow	3	5.5%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	11	20.0%
Total	**55**	

ACCIDENT TYPE	# ACC	%
Rear End	17	30.9%
Overtake	4	7.3%
Right Angle	14	25.5%
Left Turn	3	5.5%
Right Turn	2	3.6%
Fixed Object	3	5.5%
Head On	0	0.0%
Sideswipe	1	1.8%

ACCIDENT TYPE	# ACC	
Pedestrian	1	1.8%
Bicycle	4	7.3%
Parked Vehicle	1	1.8%
Backing	3	5.5%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	1	1.8%
Unspecified	1	1.8%
Total	**55**	

SURFACE	# ACC	%
Dry	34	61.8%
Wet	5	9.1%
Mud/Slush	0	0.0%
Snow/Ice	7	12.7%
Unspecified	9	16.4%
Total	**55**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	13	23.6%
Property Damage	29	52.7%
Non-Reportable	12	21.8%
Total	**55**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	18	33.3%
Spring (Mar-May)	14	25.9%
Summer (Jun-Aug)	13	24.1%
Fall (Sep-Nov)	9	16.7%
Total	**54**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	64	97.0%
Commercial Vehicles	2	3.0%
Total	**66**	

DAY OF WEEK	# ACC	%
Sunday	4	7.3%
Monday	7	12.7%
Tuesday	10	18.2%
Wednesday	9	16.4%
Thursday	8	14.5%
Friday	10	18.2%
Saturday	6	10.9%
Total	**54**	

LIGHT CONDITION	# ACC	%
Daylight	24	43.6%
Dawn/Dusk	2	3.6%
Night	8	14.5%
Unspecified	21	38.2%
Total	**55**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
Total Accidents	**0**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM:
TO:
0 MONTHS

ROUTE NUMBER/STREET NAME: Broad Street
LOCATION at Racine Street
MUNICIPALITY: City of Menasha COUNTY: Winnebago
REFERENCE MARKERS / NODES: -

CASE No.
FILE: broad_racine
BY: tjm
DATE: 2/4/2010

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
31			0									
2	6/2/1994	14:00		PDO			1	1		BIKE		
3	8/29/1994	8:00		PDO			1	1		REN		
4	3/15/1995	15:09		PDO			1	1		RAN		
5	7/11/1995	13:00		PDO			1	1		RTR		
6	1/31/1996	18:24		PDO			4	1		LTRN		
7	2/16/1996	13:38		PDO			1	1		RAN		
8	5/10/1996	9:51		INJ			2	3		REN		
10	6/16/1996	12:03		PDO			1	2		REN		
9	7/31/1996	15:49		INJ			1	2		BIKE		
11	3/26/1999	15:32		PDO			1	1		LTRN		
12	8/5/1999	11:45		INJ			1	1		PED		
23	2/8/2000	16:12	2	N/R	1	1			4	Rend	unit 2 was rear ended by unit 1	
24	2/10/2000	17:55	2	N/R	4	1	4		66	Rend	unit 1 waiting to turn onto broad, struck from rear by unit 2	
22	2/14/2000	10:00	2	N/R	1	1	4		66	Rend	unit 1 attempting parallel park, struck legally parked unit 2	
13	2/25/2000	15:13		INJ			1	1		RAN		
14	3/10/2000	23:31		PDO			1	1		OVTK		
16	6/7/2000	15:31		INJ			1	1		OTH		
15	6/9/2000	11:52		INJ			1	1		RAN		
17	11/10/2000	7:35		PDO			1	2		FIXO		
18	1/30/2001	11:58		PDO			2	2		LTRN		
19	8/28/2001	17:00		PDO			1	1		RAN		

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM:
TO:
0 MONTHS

ROUTE NUMBER/STREET NAME: Broad Street
LOCATION at Racine Street
MUNICIPALITY: City of Menasha COUNTY: Winnebago
REFERENCE MARKERS / NODES: -

CASE No.
FILE: broad_racine
BY: tjm
DATE: 2/4/2010

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
20	9/3/2001	11:12		PDO			1	1		OVTK		
21	10/26/2001	13:29		INJ			1	1		OVTK		
32	12/9/2001	11:31	2	N/R	1	1			3	Back	unit 2 backed into unit 1 while stopped at intersection	
28	2/8/2002	12:29	2	N/R	1	1				Rtrn	unit 2 turned right in front of unit 1 (bus) and struck it	
29	2/15/2002	17:03	2	N/R	4	1			18	Rend	unit 2 performed u-turn and struck rear end of unit 1	
33	3/13/2002	18:31	2	PDO	4	1	1	2	3	Back	unit 1 mistakenly backed onto racine, colliding with unit 2	
30	5/13/2002	7:53	1	PDO	1	4	1	2	15	FixO	unit 1 lost control and struck curb while taking curve	
27	7/10/2002	17:46	1	INJ	1	1	1	1	4	Bike	unit 1 making left turn, unit 2 didn't stop, ran into unit 1	
25	11/7/2002	10:35	2	INJ	1	1	1	1	7	Rang	unit 1 pulled out of broad st. lot into path of unit 2	
26	11/16/2002	15:08	2	PDO	1	1	2	4	17	Rang	unt 1 going west on broad, crossed racine into path of unit 2	
34	11/19/2002	21:10	2	PDO	4	1	1	2		Park	unit 1 struck legally parked unit 2 while traveling eastbound	
1	3/18/2003	16:00	2	N/R	1	1	0	0	0 0	Rend	s2 stopped in traffic struck in rear by s1	
35	5/31/2003	10:26	2	N/R	1	1			7	Rang	unit 1 pulled out from stop sign into unit 2	
37	8/14/2004	14:33	2	PDO	1	1	1	1	20	Side	unit 1 attempted to change lanes, sideswiped unit 2 in process	
36	11/20/2004	1:00	1	PDO	4	1	2	3	2	FixO	unit 1 lost control after fishtailing and struck electrical box	
38	1/23/2005	16:34	2	N/R	3	1			17	Rang	unit 1 went through stop sign into path of oncoming unit 2	
39	5/20/2005	15:45	3	N/R	1	1			4	Rend	unit 3 rear ended unit 2, causing unit 2 to rear end unit 3	
40	9/21/2005	16:59	2	PDO	1	1	1	1	7	Rang	veh. 2 turned left in front of veh. 1, view obstructed by van	
41	2/4/2006	2:23	2	PDO	4	1	4	4	2 19 40	Rend	veh. 2 rear ened veh. 1, then physical altercation occurred	
42	3/7/2006	18:01	2	INJ	4	1	1	2	2	Rang	veh. 1 was stopped in traffic, veh.2 turned left, veh.1 hit 2	
43	5/29/2006	15:51	1	INJ	1	1	1	1	7 19	Bike	veh 1 was stopped at stop sign, bicycle 2 struck veh 1	
44	12/5/2006	8:02	2	PDO	1	1	4	2	3 4	Back	unit1-eb attempted to clear intersection- backed into unit 2-eb	

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM:
TO:
0 MONTHS

ROUTE NUMBER/STREET NAME: Broad Street
LOCATION at Racine Street
MUNICIPALITY: City of Menasha COUNTY: Winnebago
REFERENCE MARKERS / NODES: -

CASE No.
FILE: broad_racine
BY: tjm
DATE: 2/4/2010

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
45	12/19/2006	18:20	2	PDO	1	1	1	1	4 13	Ovtk	unit2-sb changed lanes striking unit1-sb	
46	2/27/2007	10:04	2	PDO	1	1	1	2	4	Rend	unit2-sb stopped waiting for traffic-rear ended by unit1-sb	
47	3/7/2007	4:44	2	PDO	4	1	4	2	7 2	Rang	unit1-eb pulled out from stop sign-struck by unit2-sb	
48	3/28/2007	13:29	2	INJ	1	1	1	2	4	Rend	unit2-sb stopped to turn left-rear ended by unit1-sb	
49	8/15/2007	19:01	2	PDO	1	4	1	2	4	Rend	veh 2 stopped to turn left, veh 1 rear ended veh 2	
50	10/23/2007	7:22	3	PDO	1	1	1	1	4	Rend	veh 1 & 2 stopped to turn left, veh 3 struck veh 2 into veh 1	
51	12/4/2007	12:50	2	N/R	1	1	1	1	9	Rend	veh 2 slowed for right turn when it was rear ended by veh 1	
52	4/30/2009	12:25	2	INJ	1	1	2	3	4 66	Rend	veh 2 stopped to turn left, veh 1 rear ended veh 2	
53	8/1/2009	8:15	2	PDO	1	1	1	2	7	Rang	Unit 1eb turned left nb in front of unit 2 sb-failed to yield	
54	12/17/2009	16:15	2	N/R	3	1	1	1	9	Rend	veh 2 slowed for traffic, veh 1 rear ended veh 2	
55	1/7/2010	13:46	2	PDO	1	1	4	4	7 66 69	Rang	veh 1 proceeded in front of veh 2 view blocked by a van	

COLLISION DIAGRAM

Key Number =

MUNICIPALITY: *Menasha* COUNTY: *Winnebago*

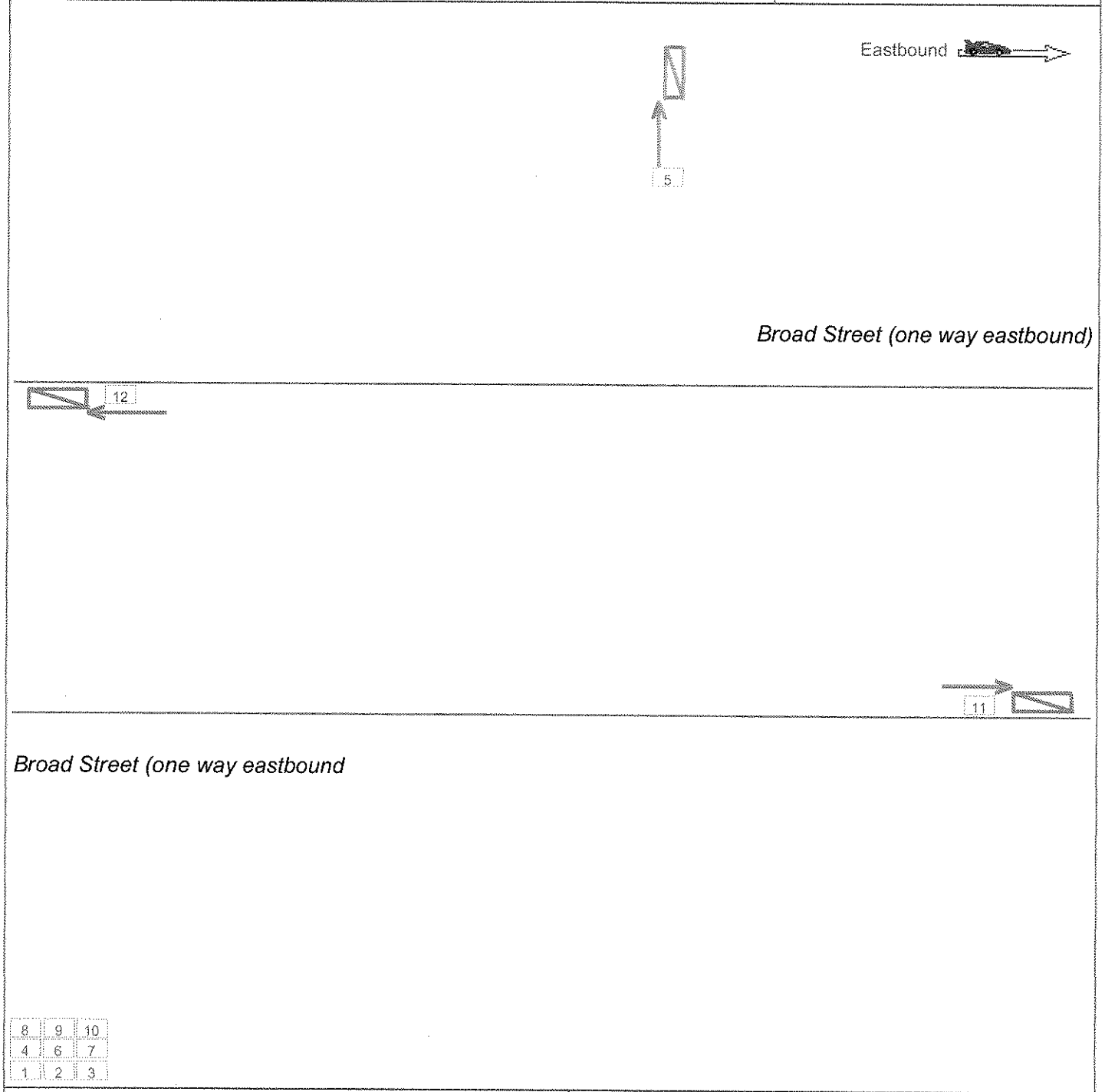
INTERSECTION: *Broad St.*

PERIOD: *0* YEARS *0* MONTHS FROM TO

FILE: *broad_500block*

CASE # :

BY: *cr* DATE: *7/24/2009*



SYMBOLS			
MOVING VEHICLE	P	PEDESTRIAN	
TURNING VEHICLE	B	BICYCLIST	
BACKING VEHICLE	A	ANIMAL	
PARKED VEHICLE		FIXED OBJECT	
999 RECORD NUMBER		Fatal	

MANNER OF COLLISION	
REAR END	HEAD ON
LEFT TURN	RIGHT TURN
LEFT TURN	RIGHT TURN
OVERTAKE	RIGHT ANGLE
OUT OF CONTROL	SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: *Broad St.* **LOCATION:** *at 500 block*

MUNICIPALITY: *Menasha* **COUNTY:** *Winnebago*

TIME PERIOD COVERED: - **REFERENCE MARKERS / NODES:** -

REMARKS: *All Accidents* **DATE:** *7/24/2009*

TIME OF DAY	# ACC	%
6 AM - 10 AM	1	8.3%
10 AM - 4 PM	5	41.7%
4 PM - 7 PM	3	25.0%
7 PM - 12 AM	1	8.3%
12 AM - 6 AM	2	16.7%
Unspecified	0	0.0%
Total	**12**	

DIRECTION	# ACC	%
North	2	18.2%
South	1	9.1%
East	4	36.4%
West	1	9.1%
Total	**11**	

DIRECTION	# ACC	
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	1	9.1%
Unspecified	2	18.2%

WEATHER	# ACC	%
Clear	2	16.7%
Cloudy	2	16.7%
Rain	1	8.3%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	7	58.3%
Total	**12**	

ACCIDENT TYPE	# ACC	%
Rear End	0	0.0%
Overtake	0	0.0%
Right Angle	0	0.0%
Left Turn	0	0.0%
Right Turn	0	0.0%
Fixed Object	2	16.7%
Head On	0	0.0%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	8	66.7%
Backing	1	8.3%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	1	8.3%
Unspecified	0	0.0%
Total	**12**	

SURFACE	# ACC	%
Dry	3	25.0%
Wet	2	16.7%
Mud/Slush	0	0.0%
Snow/Ice	1	8.3%
Unspecified	6	50.0%
Total	**12**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	0	0.0%
Property Damage	5	41.7%
Non-Reportable	7	58.3%
Total	**12**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	3	25.0%
Spring (Mar-May)	0	0.0%
Summer (Jun-Aug)	2	16.7%
Fall (Sep-Nov)	7	58.3%
Total	**12**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	18	94.7%
Commercial Vehicles	1	5.3%
Total	**19**	

DAY OF WEEK	# ACC	%
Sunday	0	0.0%
Monday	3	25.0%
Tuesday	0	0.0%
Wednesday	2	16.7%
Thursday	0	0.0%
Friday	3	25.0%
Saturday	4	33.3%
Total	**12**	

LIGHT CONDITION	# ACC	%
Daylight	4	33.3%
Dawn/Dusk	0	0.0%
Night	2	16.7%
Unspecified	6	50.0%
Total	**12**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
Total Accidents	**0**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM:
TO:
0 MONTHS

ROUTE NUMBER/STREET NAME: Broad St.
LOCATION at 500 block
MUNICIPALITY: Menasha COUNTY: Winnebago
REFERENCE MARKERS / NODES: -

CASE No.
FILE: broad_500block
BY: cr
DATE: 7/24/2009

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
1	10/1/1994	10:03		PDO			1	1		FIXO		
2	2/27/1998	3:32		PDO			2	3		FIXO		
3	9/4/1999	12:47		PDO			1	1		OTH		
6	8/2/2000	12:15	2	N/R	1	1			3	Park	unit 1 backing up in lot when it struck legally parked unit 2	
5	11/7/2001	14:03	2	PDO	1	1	2	2	3	Park	unit 1 (truck) backing into parking stall when it struck unit 2	
4	9/7/2002	2:09	2	N/R	4	1				Park	legally parked unit 1 struck by unit 2; hit and run	
7	10/20/2003	16:16	2	N/R	1	1			3	Back	unit 1 backing out of driveway, struck legally parked unit 2	
8	11/8/2004	19:20	2	N/R	4	1			4	Park	unit 1 pulled into driveway and struck legally parked unit 2	
9	11/21/2005	18:25	2	N/R						Park	veh. 2 possibly backed into veh. 1, hit & run	
10	12/30/2005	17:48	2	N/R						Park	veh. 2 spun around and struck parked veh. 1, hit and run	
11	2/3/2006	12:16	3	N/R			4		26 66	Park	veh. 1 was cut off by another veh., veh. 1 struck veh. 2 and 3	
12	7/4/2009	9:20	2	PDO	1	1	1	2	3	Park	veh 1 backed out of driveway into his own parked veh 2	

COLLISION DIAGRAM

Key Number =

MUNICIPALITY: *Menasha* COUNTY: *Winnebago*

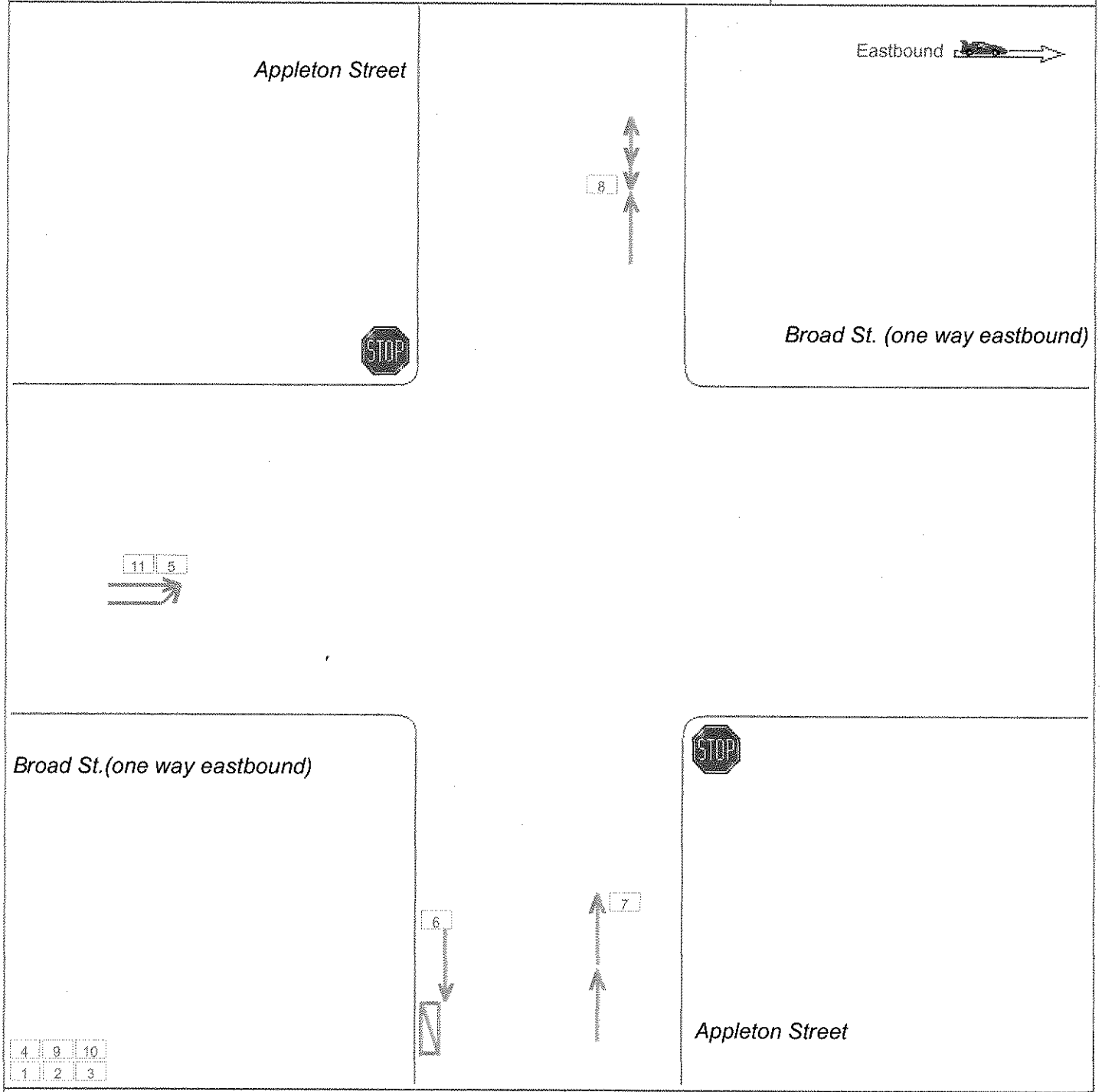
INTERSECTION: *Broad Street and Appleton Street*

PERIOD: *0* YEARS *0* MONTHS FROM TO

FILE: *broad_appleton*

CASE # :

BY: *cr* DATE: *9/18/2009*



SYMBOLS				MANNER OF COLLISION			
	MOVING VEHICLE	P	PEDESTRIAN		REAR END		HEAD ON
	TURNING VEHICLE	B	BICYCLIST		LEFT TURN		RIGHT TUR
	BACKING VEHICLE	A	ANIMAL		LEFT TURN		RIGHT TI
	PARKED VEHICLE		FIXED OBJECT		OVERTAKE		RIGHT
999	RECORD NUMBER		Fatal		OUT OF CONTROL		SIDE

ACCIDENT SUMMARY SHEET

ROUTE: *Broad St.* **LOCATION:** *at Appleton St.*

MUNICIPALITY: *Menasha* **COUNTY:** *Winnebago*

TIME PERIOD COVERED: - **REFERENCE MARKERS / NODES:** -

REMARKS: *All Accidents* **DATE:** *9/18/2009*

TIME OF DAY	# ACC	%
6 AM - 10 AM	1	9.1%
10 AM - 4 PM	6	54.5%
4 PM - 7 PM	1	9.1%
7 PM - 12 AM	2	18.2%
12 AM - 6 AM	0	0.0%
Unspecified	1	9.1%
Total	**11**	

DIRECTION	# ACC	%
North	4	20.0%
South	2	10.0%
East	10	50.0%
West	1	5.0%
Total	**20**	

DIRECTION	# ACC	
Northeast	2	10.0%
Northwest	1	5.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

WEATHER	# ACC	%
Clear	2	18.2%
Cloudy	5	45.5%
Rain	1	9.1%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	3	27.3%
Total	**11**	

ACCIDENT TYPE	# ACC	%
Rear End	1	9.1%
Overtake	2	18.2%
Right Angle	0	0.0%
Left Turn	3	27.3%
Right Turn	0	0.0%
Fixed Object	0	0.0%
Head On	0	0.0%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	1	9.1%
Backing	1	9.1%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	2	18.2%
Unspecified	1	9.1%
Total	**11**	

SURFACE	# ACC	%
Dry	6	54.5%
Wet	1	9.1%
Mud/Slush	1	9.1%
Snow/Ice	0	0.0%
Unspecified	3	27.3%
Total	**11**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	0	0.0%
Property Damage	8	72.7%
Non-Reportable	2	18.2%
Total	**11**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	2	20.0%
Spring (Mar-May)	3	30.0%
Summer (Jun-Aug)	3	30.0%
Fall (Sep-Nov)	2	20.0%
Total	**10**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	9	100.0%
Commercial Vehicles	0	0.0%
Total	**9**	

DAY OF WEEK	# ACC	%
Sunday	2	18.2%
Monday	1	9.1%
Tuesday	1	9.1%
Wednesday	0	0.0%
Thursday	2	18.2%
Friday	4	36.4%
Saturday	1	9.1%
Total	**11**	

LIGHT CONDITION	# ACC	%
Daylight	4	36.4%
Dawn/Dusk	0	0.0%
Night	1	9.1%
Unspecified	6	54.5%
Total	**11**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
Total Accidents	**0**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM:
TO:
0 MONTHS

ROUTE NUMBER/STREET NAME: *Broad St.*
LOCATION *at Appleton St.*
MUNICIPALITY: *Menasha* COUNTY: *Winnebago*
REFERENCE MARKERS / NODES: -

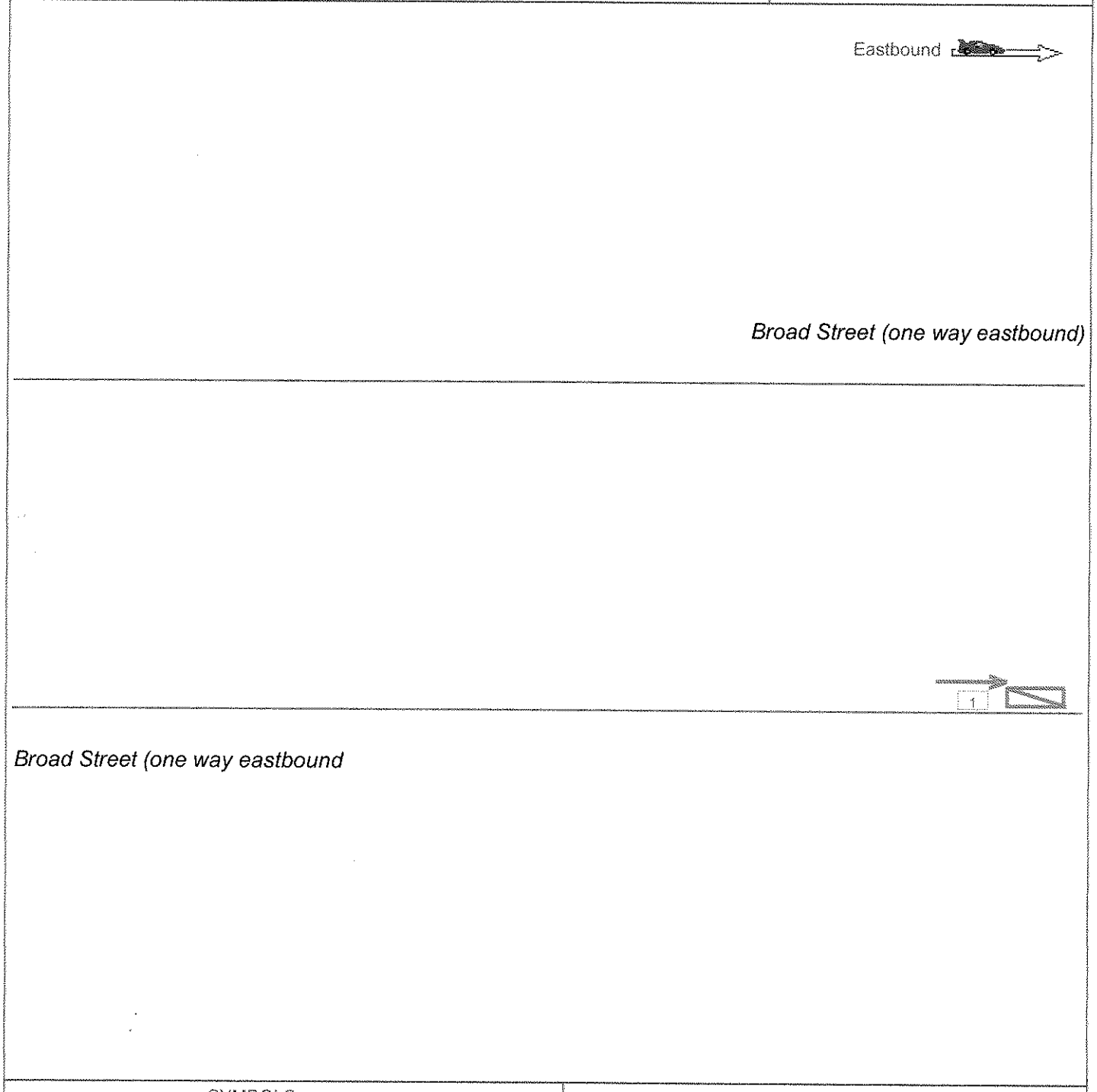
CASE No.
FILE: *broad_appleton*
BY: *cr*
DATE: *9/18/2009*

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
9												
1	6/24/1994	14:00		PDO			1	2		LTRN		
2	8/4/1996	22:25		PDO			1	1		OTH		
3	12/12/1996	11:46		PDO			5	2		OTH		
4	1/30/1998	17:02		PDO			1	2		LTRN		
5	5/16/1999	15:13		PDO			1	2		OVTK		
6	10/18/2002	12:10	2	N/R	1	1			3	Park	unit 2 was angle parked, unit 1 backed into left side of unit 2	
7	7/15/2003	15:31	1	N/R	1	1			4	Rend	unit 2 slowed rapidly for traffic, unit 1 rear ended unit 2	
8	4/25/2005	21:10	2	PDO	4	1	2	3	3	Back	unit 1 backing out of driveway, struck legally parked unit 2	
10	5/14/2009	7:20	2	PDO	1	1	1	2	18	Ltrn	veh 1 turned left from right lane in front of veh 2	
11	9/11/2009	14:42	2	PDO	1	1	1	1	18	Ovtk	unit 1 turn left nb from right lane into unit 2 eb-one way st	

COLLISION DIAGRAM

Key Number =

MUNICIPALITY: *Menasha* COUNTY: *Winnebago*	FILE: *broad_600blockB*
INTERSECTION: *Broad St.*	CASE # :
PERIOD: *0* YEARS *0* MONTHS FROM TO	BY: *cr* DATE: *7/24/2009*



SYMBOLS				MANNER OF COLLISION			
	MOVING VEHICLE	P	PEDESTRIAN		REAR END		HEAD ON
	TURNING VEHICLE	B	BICYCLIST		LEFT TURN		RIGHT TURN
	BACKING VEHICLE	A	ANIMAL		LEFT TURN		RIGHT TURN
	PARKED VEHICLE		FIXED OBJECT		OVERTAKE		RIGHT ANGLE
999	RECORD NUMBER		Fatal		OUT OF CONTROL		SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: *Broad St.* **LOCATION:** *600 block B*

MUNICIPALITY: *Menasha* **COUNTY:** *Winnebago*

TIME PERIOD COVERED: - **REFERENCE MARKERS / NODES:** -

REMARKS: *All Accidents* **DATE:** *7/24/2009*

TIME OF DAY	# ACC	%
6 AM - 10 AM	0	0.0%
10 AM - 4 PM	0	0.0%
4 PM - 7 PM	0	0.0%
7 PM - 12 AM	1	100.0%
12 AM - 6 AM	0	0.0%
Unspecified	0	0.0%
Total	**1**	

DIRECTION	# ACC	%
North	0	0.0%
South	0	0.0%
East	1	100.0%
West	0	0.0%
Total	**1**	

DIRECTION	# ACC	
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

WEATHER	# ACC	%
Clear	0	0.0%
Cloudy	1	100.0%
Rain	0	0.0%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	0	0.0%
Total	**1**	

ACCIDENT TYPE	# ACC	%
Rear End	0	0.0%
Overtake	0	0.0%
Right Angle	0	0.0%
Left Turn	0	0.0%
Right Turn	0	0.0%
Fixed Object	0	0.0%
Head On	0	0.0%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	1	100.0%
Backing	0	0.0%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	0	0.0%
Unspecified	0	0.0%
Total	**1**	

SURFACE	# ACC	%
Dry	1	100.0%
Wet	0	0.0%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	0	0.0%
Total	**1**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	0	0.0%
Property Damage	1	100.0%
Non-Reportable	0	0.0%
Total	**1**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	1	100.0%
Spring (Mar-May)	0	0.0%
Summer (Jun-Aug)	0	0.0%
Fall (Sep-Nov)	0	0.0%
Total	**1**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	2	100.0%
Commercial Vehicles	0	0.0%
Total	**2**	

DAY OF WEEK	# ACC	%
Sunday	1	100.0%
Monday	0	0.0%
Tuesday	0	0.0%
Wednesday	0	0.0%
Thursday	0	0.0%
Friday	0	0.0%
Saturday	0	0.0%
Total	**1**	

LIGHT CONDITION	# ACC	%
Daylight	0	0.0%
Dawn/Dusk	0	0.0%
Night	1	100.0%
Unspecified	0	0.0%
Total	**1**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
Total Accidents	**0**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM:
TO:
0 MONTHS

ROUTE NUMBER/STREET NAME: Broad St.
LOCATION 600 block B
MUNICIPALITY: Menasha COUNTY: Winnebago
REFERENCE MARKERS / NODES: -

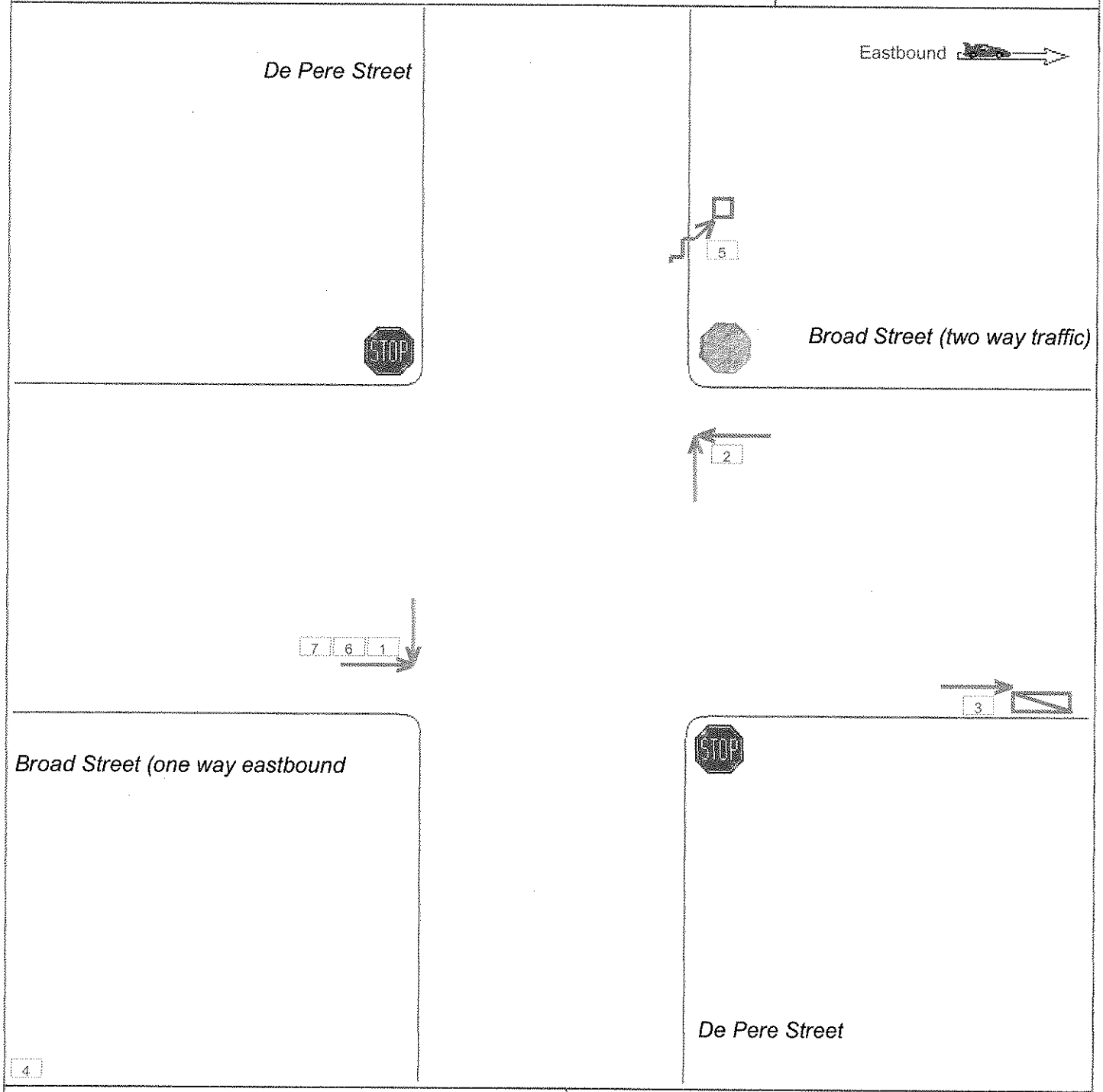
CASE No.
FILE: broad_600blockB
BY: cr
DATE: 7/24/2009

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
1	12/16/2007	19:05	2	PDO	4	1	1	2	2	Park	veh 1 rear ended parked veh 2, DUI	

COLLISION DIAGRAM

Key Number =

MUNICIPALITY: *Menasha* COUNTY: *Winnebago*	FILE: *broad_depere*
INTERSECTION: *Broad St. at De Pere St.*	CASE # :
PERIOD: *0* YEARS *0* MONTHS FROM TO	BY: *cr* DATE: *7/24/2009*



SYMBOLS			
MOVING VEHICLE	P	PEDESTRIAN	
TURNING VEHICLE	B	BICYCLIST	
BACKING VEHICLE	A	ANIMAL	
PARKED VEHICLE		FIXED OBJECT	
999 RECORD NUMBER		Fatal	

MANNER OF COLLISION	
REAR END	HEAD ON
LEFT TURN	RIGHT TURN
LEFT TURN	RIGHT TURN
OVERTAKE	RIGHT ANGLE
OUT OF CONTROL	SIDE SWIPE

ACCIDENT SUMMARY SHEET

ROUTE: *Broad St.* **LOCATION:** *at De Pere St.*

MUNICIPALITY: *Menasha* **COUNTY:** *Winnebago*

TIME PERIOD COVERED: - **REFERENCE MARKERS / NODES:** -

REMARKS: *All Accidents* **DATE:** *7/24/2009*

TIME OF DAY	# ACC	%
6 AM - 10 AM	0	0.0%
10 AM - 4 PM	2	28.6%
4 PM - 7 PM	1	14.3%
7 PM - 12 AM	3	42.9%
12 AM - 6 AM	1	14.3%
Unspecified	0	0.0%
Total	**7**	

DIRECTION	# ACC	%
North	2	18.2%
South	3	27.3%
East	5	45.5%
West	1	9.1%
Total	**11**	

DIRECTION	# ACC	
Northeast	0	0.0%
Northwest	0	0.0%
Southeast	0	0.0%
Southwest	0	0.0%
Unspecified	0	0.0%

WEATHER	# ACC	%
Clear	3	42.9%
Cloudy	2	28.6%
Rain	1	14.3%
Snow	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%
Fog/Smog/Smoke	0	0.0%
Unspecified	1	14.3%
Total	**7**	

ACCIDENT TYPE	# ACC	%
Rear End	0	0.0%
Overtake	0	0.0%
Right Angle	4	57.1%
Left Turn	0	0.0%
Right Turn	0	0.0%
Fixed Object	2	28.6%
Head On	0	0.0%
Sideswipe	0	0.0%

ACCIDENT TYPE	# ACC	
Pedestrian	0	0.0%
Bicycle	0	0.0%
Parked Vehicle	1	14.3%
Backing	0	0.0%
Run Off The Road	0	0.0%
Animal	0	0.0%
Other	0	0.0%
Unspecified	0	0.0%
Total	**7**	

SURFACE	# ACC	%
Dry	5	71.4%
Wet	1	14.3%
Mud/Slush	0	0.0%
Snow/Ice	0	0.0%
Unspecified	1	14.3%
Total	**7**	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	0	0.0%
Property Damage	6	85.7%
Non-Reportable	1	14.3%
Total	**7**	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	2	28.6%
Spring (Mar-May)	3	42.9%
Summer (Jun-Aug)	2	28.6%
Fall (Sep-Nov)	0	0.0%
Total	**7**	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	8	100.0%
Commercial Vehicles	0	0.0%
Total	**8**	

DAY OF WEEK	# ACC	%
Sunday	1	14.3%
Monday	1	14.3%
Tuesday	0	0.0%
Wednesday	1	14.3%
Thursday	0	0.0%
Friday	2	28.6%
Saturday	2	28.6%
Total	**7**	

LIGHT CONDITION	# ACC	%
Daylight	2	28.6%
Dawn/Dusk	0	0.0%
Night	3	42.9%
Unspecified	2	28.6%
Total	**7**	

SUMMARY OF ACCIDENT SEVERITY BY YEAR:

	0
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
Total Accidents	**0**

DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED:
FROM:
TO:
0 MONTHS

ROUTE NUMBER/STREET NAME: Broad St.
LOCATION at De Pere St.
MUNICIPALITY: Menasha COUNTY: Winnebago
REFERENCE MARKERS / NODES: -

CASE No.
FILE: broad_depere
BY: cr
DATE: 7/24/2009

No.	DATE	TIME	# VEHICLES	SEVERITY	LIGHT COND	ROAD CHAR	SURFACE	WEATHER	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #
1	7/30/2000	11:04		PDO			1	2		RAN		
2	2/8/2001	18:05		PDO			2	3		RAN		
3	12/31/2001	11:39	2	PDO	1	1	1	1	4	Park	unit 1 struck legally parked unit 2 while heading eastbound	
4	3/26/2005	21:57	1	N/R	4	1			40	FixO	unit 1 driver driving recklessly, lost control, struck tree	
5	4/1/2006	0:10	1	PDO	4	1	1	2	2 19	FixO	veh. 1 turned left onto de pere st and struck tree	
6	7/25/2008	19:46	2	PDO	1	1	1	1	17	Rang	veh 1 tried to turn wrong way, proceeded straight in front of 2	
7	4/10/2009	21:34	2	PDO	4	1	1	1	7 18	Rang	veh 1 turned left from left lane, veh 2 tried to turn wrong way	

Memorandum

DATE: February 24, 2010

TO: Board of Public Works

FROM: Mark Radtke, Director of Public Works MR

RE: Traffic Engineering Study to Consider the Conversion of Broad Street from One-Way to Two-Way Traffic

Alderman Zelinski requested the Engineering Department perform a study to evaluate the conversion of Broad Street, from Racine Street to DePere Street, from one-way traffic to two-way traffic. Engineering Supervisor Tim Montour has completed the study and his report is included in this packet. I agree with Tim's recommendation to maintain one-way traffic for Broad Street, but I also want to address recent concerns expressed to me from various sources.

Why use one-way streets?

One-way streets are normally created in tandem with another street and are referred to as "couplets". They are usually parallel and adjacent streets operating in opposite directions. Advantages of a one-way couplet include increased roadway capacity and improved safety. Disadvantages include longer trip distance and usually increased vehicle speeds. At one time, Broad Street did operate in tandem with First Street (one-way westbound), but First Street was converted to two-way over 25 years ago. I believe the reason Broad Street retained its one-way status is the inherent hazard existing at the Broad/Racine intersection. Due to limited sight distance for eastbound traffic and heavy peak hour traffic volumes on Racine Street, the accident rate is high at this intersection. By allowing two-way traffic, one would expect an increase in the accident rate, as supported by an increase in possible conflict points from 23 to 39 (see exhibit in Tim's report). Also traffic volumes would most likely increase if Broad Street were made two-way.

Traffic is unaware of the one-way status and often drives the wrong way on Broad Street.

Several residents have witnessed this and included it in their comments. To unknowingly travel the wrong way on Broad Street would indicate the driver is unfamiliar with this area, so there should be sufficient signage in place to alert the motorist to the one-way status. At the intersection of Broad Street with both DePere

Street and Appleton Street, there are at least six signs at each intersection directing the motorist away from traveling westbound on Broad Street. I don't think additional signage would prove beneficial, and the accident history is not indicative of a problem with this concern.

The intersection of Broad Street and Appleton Street is dangerous.

Many comments were received regarding the poor sight distance at this intersection for southbound traffic on Appleton Street looking west. I agree that limited sight distance due to angle parked vehicles on Broad Street requires motorists to pull farther into the intersection to safely view oncoming traffic, but again the accident history does not support this concern. The accidents that have occurred at this intersection have mostly involved vehicles on the same street (lane changes, rear end, etc.). It might be possible to reconfigure the northwest radius at this intersection to provide better sight lines.

Residents on Paris Street and the 500 and 600 blocks of Broad Street are unnecessarily inconvenienced by the one-way traffic pattern.

While I can not support the full conversion of Broad Street to two-way traffic, an argument can be made that two-way traffic could be allowed in the 600 block of Broad Street (east of Appleton Street), allowing for somewhat less of an inconvenience for residents on Paris Street and the 600 block of Broad Street. If this were to be pursued, I would recommend considering a four-way stop at the Broad and Appleton intersection.

Allow two-way traffic for all of Broad Street, but restrict eastbound traffic on Broad Street approaching Racine Street to right turns only.

I believe eastbound traffic on Broad Street approaching Racine Street should be restricted to a right turn only regardless of the one-way status of Broad Street east of Racine Street. In order to assure only right turns are made, channelizing traffic islands would need to be constructed as a physical barrier to traffic trying to turn left or go straight. When we attempted to lay out the proper traffic island, we were limited on the size and shape of the island in order to provide the proper turning radius for trucks. Due to the tight southwest corner and the close proximity of the building, we could not fit the required size island into this intersection. Thus, in order to accommodate all trucks, we are left with a traffic island of inadequate size to truly prohibit left turns and through movements (see graphic in Tim's report). We could consider a larger, more effective channelizing island that would safely allow right turns for trucks up to a 35 or 40 foot wheel base, but larger trucks would then be forced to override the curb or cross the Racine Street centerline in order to make a right turn. I think an evaluation needs to be made whether that would be more hazardous than continuing to allow left turns and through movements from eastbound Broad Street traffic approaching Racine Street.

Will existing parking remain if two-way traffic is allowed on Broad Street?

Broad Street currently has parking on both sides of the street from Racine Street to DePere Street. There is angle parking on the north side of the street immediately west of Appleton Street which services the commercial properties located there. The parallel parking could remain with a two-way traffic pattern although the travel lanes would be somewhat constricted, especially during the winter season if snow is not plowed to the curb. This would have the beneficial effect of slowing the average vehicle speed, but could also result in more accidents of a side swipe nature and also make it more difficult for drivers backing out of driveways. There would be a loss of one angle parking stall at the intersection of Broad Street and Appleton Street because the stall direction would need to be reversed. We would not allow the stall closest to the intersection to remain because vehicles using that stall would be backing into the intersection when exiting the stall.

The City did solicit comments from residents and property owners directly affected by the possible conversion of Broad Street to two-way traffic. We included the written comments in the packet. The comments received from the residents were generally very astute with well thought out suggestions and observations. Following is a summary of the positions supported by the residents.

		Favor one-way	Favor two-way
Broad Street -	400 block	0	1
	500 block	12	2
	600 block	2	1
Paris Street		1	4
First Street -	500 block	0	0
	600 block	0	0

We also asked for input from the Police Department and included their comments in the packet as well. I feel it is good policy to solicit input from the Police Department because they experience the traffic conditions on a regular basis and are trained to observe motorists actions and identify dangerous situations. We very much appreciated their input as we evaluated the available options.

After considering the comments and analyzing the conditions, our recommendation is to maintain the one-way traffic pattern on Broad Street, although I would consider converting the 600 block of Broad Street to two-way traffic if we did further analysis on the Appleton Street intersection and corridor. I also believe the Council should strongly consider prohibiting left turns and through movements from eastbound traffic on Broad Street approaching Racine Street. The most effective manner to accomplish that is with the construction of a channelizing traffic island as previously described.

Resident/Property Owners Comments

Menasha

February 10, 2010

RE: Proposal to Convert Broad Street to Two Way Traffic from Racine Street to DePere Street

Dear Resident/Property Owner:

The Public Works Department has been directed to study the possible conversion of Broad Street to two way traffic from Racine Street to DePere Street. As part of our study, we are seeking input from affected residents, property owners and businesses. Our study will evaluate safety, convenience, parking, and future adjacent development issues. This study will also include the Broad Street approach to Racine Street from the west due to existing sight distance concerns.

This item is expected to be discussed at the Board of Public Works March 1, 2010 meeting. If you wish to provide input as part of this study, please forward it in writing via email, drop off or mail by February 24th to the City of Menasha Engineering Department. Our address is 140 Main Street, Menasha, WI 54952. Emails may be directed to mradtke@ci.menasha.wi.us.

Questions may be directed to me via email at the above address (preferred) or by phone at 967-3611.

Sincerely,

Mark Radtke

Mark Radtke
Director of Public Works

C: Mayor Merkes
Common Council
Tim Montour, Engineering Supervisor

M:\word\Broad St 2 way notice to residents 2-9-10.doc

February 24, 2010

Charles and Grace Heinz
651 Paris Street
Menasha WI 54952

City of Menasha
Attn: Engineering Dept.
140 Main Street
Menasha WI 54952

RE: Broad Street

Dear Mr. Radtke,

We are writing to help get Broad Street turned back into a two-way street. It is very inconvenient for us for having to go blocks out of the way when trying to go somewhere, especially to the dentist on Broad Street and when we go to Neenah. We have seen people going the wrong way on Broad Street, and it is scary to try to get on Broad Street from Appleton Street in front of the Old Grog. We are concerned for our safety. We also have a lot of traffic on our street with people trying to get to Broad Street.

We see no advantage in having only one, one-way street in town, which is very confusing for people. This street was made one-way along with First Street for drivers ed. When First Street went back to two-way, Broad Street also should have been. There are blinding corners on First and Second Streets meeting on Racine, so Broad would be no different if made two-way.

Please return Broad Street to two-way.

Thank you,

Grace Heinz
Charles A. Heinz

Charles and Grace Heinz

Mark Radtke

From: jason lilly [jlilly5696@sbcglobal.net]
Sent: Wednesday, February 24, 2010 2:39 AM
To: Mark Radtke
Subject: Attention: Broad Street Reform

To whom it may concern:

The residents at 606 Broad Street Menasha Wisconsin,are in favor of making Broad street a two way street.Furthermore,we would like to see parking restricted in the bar areas by Broad an Appleton streets,and stop signs installed at Appleton,and Broad at the east and west ends of the intersection to slow the speed of traffic on this street.The average speed of vehicles on this street is 35+ mph.The posted limit is 25 mph.The police do not enforce the speed issue,and residents,ourselves included,have tried to bring light to the issue,to no avail.We feel that since quite a bit of traffic travels both ways regardless of the posted signs,the 2 way reform would be a great benefit,coupled with restricted parking to allow proper flow of traffic,and stop signs at Appleton and Broad to keep the speed in check.Thank-you in advance for any,and all efforts in this matter.

Sincerely,

The residents of 606 Broad Street Menasha Wisconsin

Jason

From: The Conn family [tconn@new.rr.com]
Sent: Tuesday, February 23, 2010 11:20 PM
To: Mark Radtke
Cc: Don Merkes; Daniel Zelinski; tconn@new.rr.com
Subject: Proposal to convert Broad St to Two Way Traffic from Racine St to Depere St

Dear Mr. Mark Radtke,

This is in response to your letter on the study being conducted on Broad St, in the city of Menasha, converting it from its current one way direction of travel from Racine Street to Depere St, which is west to east. I have been informed that ten (10) years ago a study was made by yourself Mr. Radtke, and the outcome of that study was that you recommended we convert this very same street from its current one way direction of travel to a two way traffic area. Why this was not completed at that time has put us in this situation of wasting time, effort and money by conducting this same study 10 years later. And what kind of study has been conducted? There were no counter meters put out on Broad St that determined the amount of vehicle travel, so how can we say that we need to keep this open, as a one way street, because of the traffic flow? Has anyone conducted a proper survey to see when parking has been a problem at the two bars that would prevent this conversion from happening? Has anyone conducted a proper survey to take a count of the vehicular traffic on this street at different hours of the day? I think what is happening is that we are not conducting a proper survey/plan on this and just using personal judgment, something that has caused this city to be in the situation we are now, with non thought out ideas coming back to haunt the city and tax payers of these city.
This Street presents several safety hazards;

1) At the corner of Appleton St (south bound) and Broad St, it is impossible to stop at the stop sign and see traffic coming from the west; you must pull out into the lane of traffic before you can see if it is safe to turn onto Broad St.

2) Traffic coming down Broad travels faster than the posted speed limit, and many times the rate of speed is 15 miles or more over the posted speed limit. I know that the city has concerns of this happening or the city would have never placed the radar machine on this street to warn motorists of their rate of speed.

3) There are drivers that ignore the one way signs and go east to west and this is nothing new, this has been going on for the last 16 years when I first moved into Menasha, one day there was actually an individual that pulled onto Broad Street heading west, off of Depere St, pulled right into the direction of travel of a Police car; well that was an easy ticket for the police officer to hand out.

4) I have witnessed drivers traveling at a high rate of speed heading west on Broad St, just to get to Racine St, so they do not have to back track and go to Depere St.

5) I have witnessed drivers pulling out of the condominiums, at the corner of Broad and Racine and head west to the stop sign and then turn on Racine, which actually is what I would do if I lived in one of those over priced condominiums, another thing that I think the city jumped too quickly at.

6) I have witnessed people traveling south on Racine, get backed up because of the Racine St Bridge being raised, and then travel in the north bound lane of Racine, hoping no one is coming, just to get to Broad St, because of it being one way they can not legally go around and then get to their house any other way, because Racine St is backed up.

7) I have heard of residents not wanting it changed back to two way travel because of bus routes. Well bus routes are changed always to help riders, and currently the young children getting dropped off on Broad St have to cross in front of the bus to get to their home or child care center. This would be a much safer drop off point if Broad St was changed to two way traffic and the

bus route changed to travel east to west on Broad St allowing the drop off point changed for the bus door to open next to the curb so the children would not have to cross the road.

8) This creates unnecessary travel for the drivers, that either are lost or that live on Broad St, that must go to Paris St, off of Depere St., travel west and intersect with Broad St and turn to head east just to get to their house. This creates a hazard on Paris St, because when they travel through Paris St, more times than not they are traveling at speeds well above the posted speed limit, just so they can get back to Broad St, and at the curve of Paris St, in front of 624 Paris ST, it is barely wide enough for one car to get through, much less 2 vehicles meeting and trying to get by.

9) Many time during the year we see 53' tractor trailers that are lost thinking they can get down Paris St, only to find out they must back all the way back toward Depere St, cross over Depere St and then travel back up Depere St and find another way to get to there destination.

10) Bicyclists travel west bound on Broad St, which is against the law. The law states that they must travel in the same direction as motorized vehicles and this in itself presents another safety hazard. Currently they can not ride their bikes west bound on the section of Broad St that is currently one way only, but it is constantly done.

11) The bar owners are saying they will lose a few parking spots, well I can not remember the last time I saw every parking slot at either of the bars full, so it would not hurt to move the direction of parking. I understand this is their business, but with the parking corrected for two lane traffic, the patrons would find that the parking would be better, safer and easier to maneuver.

12) People saying it would be hard for motorists to change from the one way back to two way traffic, well some times change is needed and this is one of those times. At one time Broad St may have needed to be a one way street to help with the traffic from the mills, but those times have ended and with the upgrades made to 3rd Street/Hwy 114, the time to correct this safety hazard is now.

13) Menasha has one (1), one way street that I am aware of, with the exception of the city parks. Does it make since that this is for a two block section that has reach well beyond its original purpose of diverting traffic away from the intersection of Racine and Hwy 114/ 3rd St, due to the traffic for the factories, that no longer exist?

14) Another complaint is going to be able to pull safely out onto Racine St from Broad. Well that is a non-factor. Pulling up to the intersection of Broad and Racine, traveling from the east actually presents a much clearer and safer line of sight that coming from the west side, which is one of the biggest hazards in the city.

This is a simple fix, and would take very little money and effort, paint a line down the middle of the street, make it odd/even parking just like the other streets in the city, with the exception of some angle parking stalls, put up a 4 way stop sign at the intersection of Appleton St and Broad and hey it is done. We are wasting way too much time and money doing this survey, this is a simple fix and the time to fix it is now! Mayor Merkes and aldermen, this is something that you should be strong about, you get elected to make these decisions and you are never going to please everyone. I retired from the United States Air Force and every decision we made we knew would have some ramifications, so you, as elected officials, need to see that this section of Broad Street no longer needs to be one way and you should be strong and make the decision and lets stop wasting money; money that the city does not have to throw away on fixes that should be a simple fix.

Thanks for your time,

Thomas E. Conn
640 Paris St
Menasha, Wi 54952
tconn@new.rr.com

Mark Radtke

From: Dave Weyenberg [dweyenberg4@new.rr.com]
Sent: Monday, February 22, 2010 8:46 PM
To: Mark Radtke
Cc: Daniel Zelinski
Subject: Broad Street two way

Dear Mr. Radtke,

My name is Dave Weyenberg. My wife and I live at 641 Paris Street.

I would like to thank you for extending the invitation to contribute our concerns.

We are in favor of returning Broad street to two way. The two reasons are safety and conveience.

It will be very convenient for visitors, strangers and our own use. The general question of friends and family ask- why is that street one way? They see no reason for it. I also know friends do not stop at either Hanks or the Old Grog because of the problems leaving. I realize it's only an extra block but that's the way they feel. We would also find it quite useful when going downtown.

The section of Paris street we live on, at times is very busy with little regard for speed limits. The people do not live or are visiting on the block. They keep driving past from the east-DePere Street, never the west. People are lost and/or frustrated. I strongly feel this would stop with a two way Broad street. I am amazed at the amount of traffic on Paris. I am sure this section of Paris street-as the last exit before the river-isn't designed to handle the extra traffic exiting Depere street either. I also believe converting to two way would reduce all the near misses when driving around the corner from the north traveling to the east. Paris is not a quiet little street.

I look forward to the results of the study.

Sincerely,

Dave and Sandy Weyenberg

Mark Radtke

From: kim & gary kilishek [kkilishek@new.rr.com]
Sent: Monday, February 22, 2010 5:07 PM
To: Mark Radtke

Dear Mr. Radtke,

We are writing you today concerning the proposal of changing Broad Street into a Two-Way street. We are concerned that it will be very difficult to turn left (south) onto Racine from Broad Street without the use of lights, this may casue traffic to back up on the street. We wonder why it is so difficult to drive one more block to 1st street and use the lights already available.

Traffic is already going too fast down Broad Street that maybe a four way stop may be a better solution on the Broad and Appleton intersection.

We don't feel that making the street Two-Way will benefit anybody at this point, it will just cause more traffic issues.

Kim & Gary Kilishek

547 Broad Street

SANDRA DABILL TAYLOR
545 Broad Street / Menasha, WI 54952

February 23, 2010

email: mradtke@ci.menasha.wi.us
Mr. Mark Radtke, Director Of Public Works
City Of Menasha
140 Main Street
Menasha, WI 54952

Re: Broad Street Engineering Study

Dear Mr. Radtke:

As a resident of the 500 block of Broad Street, I (personally) would be in favor of converting the current one-way traffic configuration to two-way traffic. Simply put - it just makes sense. Broad Street is the only one-way street in the City (no pair or couplet), it would be more convenient for residents' daily commutes, it would calm[1] traffic (reduce speeds/eliminate passing lanes without the use of speed bumps or islands), and would improve the overall safety and aesthetics of the neighborhood.

While the Engineering Report may recommend the best way to 'move traffic', as a resident, my main concern is what is best for this neighborhood. Over the past 10 to 15-years, many of the commercial and rental properties have either been razed or remodeled. The 500 block of Broad Street is increasingly an owner-occupied residential neighborhood - where the owners have a vested interest. While some of my neighbors (and friends) may disagree with me, I believe the benefits of a two-way street would only enhance the efforts made thus far to rehabilitate this neighborhood.

Allowing a both a left-hand and right-hand turn onto Racine Street from the ***east side*** of Broad Street would shorten daily commutes, thereby reducing travel time and gas consumption (sustainability). Granted, during peak traffic hours, it may be safer/easier to cross at the signalized intersection of Racine and First streets, but that would be an option - not a 'requirement'.

Furthermore, two-way traffic on Broad Street would allow vehicles coming from the northern and eastern portions of the City to enter Broad Street via any number of intersecting streets (Appleton, DePere, Manitowoc, etc.), rather than being required to only enter from Racine Street. This would shorten travel time, and eliminate back-ups on Racine Street during peak traffic times when waiting to turn left onto Broad.

From information I have gathered [2], the primary reasoning for one-way streets is to improve traffic capacity and flow; primarily for use on narrow streets that lack adequate width to contain two lanes of traffic, or through the use of couplets (pairs) of one-way streets - neither of which apply to Broad Street.

An excerpt from 'Advantages and Disadvantages of One-Way Streets', *Table 24-4*, [3] includes:

Advantages: ***Increased average speed****/decreased travel time.*
More opportunities to ***maneuver around double-parked or slow vehicles.***
Less conflicts due to the elimination of left-turn cross-traffic.

Disadvantages: ***Increased trip lengths*** *for some/most/all vehicles, pedestrians, transit routes.*
Businesses located on 'wrong corner' could be adversely affected.
For transit routes, 50% reduction in number of right-side passenger loading.
Concern by businesses that shopping will decrease due to increased traffic flow.

It is not uncommon to witness cars traveling three-abreast down Broad Street in an effort to avoid the signals at Racine/First Streets and Racine/Third Streets, occasionally being forced into a bottleneck near the vicinity of Broad and Appleton Streets due to parked vehicles. For many, this portion of Broad Street is simply a short-cut; encouraging higher speeds and dangerous intersections.

Additionally, since the opening of the Trestle Trail, there has been an increase in bicyclists (including families with young children) traveling against the traffic flow. Furthermore, motorists not familiar with the area frequently travel the wrong way, even though signs are posted.

According to a How One-Way Thinking is Hurting Historic Downtown Neighborhoods [4], *"One-way streets pose many threats for pedestrian and motorist safety, make city streets less safe, disproportionately impact poor and minority neighborhoods, hurt downtown businesses, reduce the property values of homes, and negatively impact the environment and contribute to global warming. Conversions to two-way have already happened in more than 100 cities around the United States."*

While the above statement may be subject to location and population (and interpretation), I do feel that a one-way street is detrimental to the stabilization/revitalization of an older residential neighborhood. Therefore, I would support the conversion of Broad Street to two-way traffic. I would also encourage an improved pedestrian crossing at the corner of Broad and Racine Streets.

Finally, an in-depth traffic study of the Racine Street corridor (Third Street south to the Bridge) should be initiated, along with input from the Redevelopment Authority, in anticipation of future redevelopments that may occur along this very visible corridor.

Thank you for allowing me to express my opinion.

Sandra Dabill Taylor

Sandra Dabill Taylor
545 Broad Street
Menasha, WI 54952

cc: Mayor Don Merkes / dmerkes@ci.menasha.wi.us
Alderman Dan Zelinski / dzelinski@ci.menasha.wi.us

References:

[1] http://en.wikipedia.org/wiki/Traffic_calming

[1] Traffic Engineering Second Edition, McShane, Roess, Prassa *(pgs 661-669, One-Way Streets & Networks*

[1] Traffic Engineering Second Edition, McShane, Roess, Prassa *Table 24-4*

[1] *How One-Way Thinking is Hurting Historic Downtown Neighborhoods;* Matt Hanka, ABD and John Gilderbloom, PhD, http://sun.louisville.edu/preservation/one-waystreetver12-012908-5B1-5D%20.pdf

Mark Radtke

From: Sadie_Schroeder@vfc.com
Sent: Friday, February 19, 2010 9:07 AM
To: Mark Radtke
Subject: Broad Street

Dear Mr. Radtke,

You may recall that we met at the East Central Regional Wisconsin Planning Commission regarding the rain garden?

I am writing in regard to the proposal to convert Broad Street to two way traffic. I own the property at 634 Broad Street and I am strongly opposed to this idea. Alderman Zeliniski approached me last summer on this topic. I do not see any reason how it would be advantageous. His selling point was that it would slow traffic down if there was two way traffic. I doubt that. I also do not see an issue with traffic going too fast down Broad Street. Honestly my biggest issue with Broad Street is the noise level of the traffic. I would much rather see my tax dollars go to having the police department crack down on loud exhausts on vehicles and motorcycles.

Back to Broad Street. I also have tenants living downstairs. They have been there many years and have no intention of leaving. I am devoted to them because they are fantastic tenants. I discussed this with them last year after the visit from Mr. Zelinski and they are also opposed to this change.

During the warmer months, tons of people use Broad Street for bicycling. I can't believe how many bicycles I see on Broad Street. I believe that it has to do with the fact that the traffic is only one way. It is easier to keep an eye on traffic coming at you when you only have to watch from one direction.

In addition to the potential issues with Racine Street, I see problems at the Appleton Road intersection as well. I have a small car and it is difficult to see traffic coming down Broad Street because of the parking in front of the Old Grog and the automobile repair shop. Many times I have to pull out in to the middle of the road before I can see what is coming. If the road had two way traffic, I would not be able to do this because that lane would be west bound traffic.

Please do not hesitate to contact me. I would be happy to discuss these topics further.

Thank you,

Sadie Schroeder
VF Outdoor, Inc.
Credit Department
Vans-Reef-Jansport-Eagle Creek
800-558-3600 ex 8449
920-735-8449
fax 920-735-1929
sadie_schroeder@vfc.com

Mark Radtke

From: Addis Hilliker [a@hilliker.us]
Sent: Thursday, February 18, 2010 9:59 AM
To: Mark Radtke
Subject: Broad St. Two Way Conversion

I'd like to go on record as supporting the conversion of Broad St. into a two-way traffic pattern.

The current traffic pattern results in inconvenience for the residents of Menasha and creates numerous safety hazards that the city needs to eliminate.
The most serious safety hazard results from east-bound Broad St. traffic making a left turn onto Appleton. To make this turn leagally, one must approach the intersection from the left lane. Cars are often approaching the intersection from the north on Appleton. Because of the limited visibility caused by the business on the corner, the parked cars on both Broad and Appleton, and because they are not accustomed to one-way streets in Menasha, they often pull into the north lane of Broad street before looking for traffic from the west. This causes a conflict with cars approaching the intersection from the north lane, planning on turning left onto Appleton.

Since all the residents of the 500 block of Broad Street find it necessary to drive around the block to travel nearly anywhere, this occurrence happens regularly. As the Headwaters condominium fills up, it is nearly doubling the number of residences in the 500 block of Broad Street experiencing this issue. I personally find it necessary to avoid a collision at this intersection several times each week. Fortunately, I am aware of the hazard created by the traffic patterns and am watching for this. Either Broad street needs to be converted to two-way or the parking on the north side of Broad as well as the west side of Appleton needs to be removed. If Broad street is converted to two-way traffic, on-street parking is less of a problem since visibility is less critical.

Another hazard with this traffic pattern is that there are regularly vehicles traveling the wrong way on this one-way street. This is usually caused by people unfamiliar with the area attempting to find their way in the downtown area. They turn east onto Broad, realize it doesn't go where they want to go so they pull into a driveway and turn around, driving back to Racine Street in the wrong direction. I witness people doing this virtually every day. It is innocent but dangerous.

In addition to the safety issues, this traffic pattern causes significant inconvenience to the residents of Broad Street and increases the traffic on Appleton and First Streets as the traffic regularly drives around the block.

There seems to be no legitimate reason to continue with this one-way traffic and numerous safety and convenience reason to eliminate it. The City will find itself derelict in its safety responsibility if it fails to make this correction.

Addis Hilliker
The Headwaters Suite 301
515 Broad St.
Menasha, WI 54952
a@hilliker.us
920-725-0122

Menasha

February 10, 2010

RE: Proposal to Convert Broad Street to Two Way Traffic from Racine Street to DePere Street

Dear Resident/Property Owner:

The Public Works Department has been directed to study the possible conversion of Broad Street to two way traffic from Racine Street to DePere Street. As part of our study, we are seeking input from affected residents, property owners and businesses. Our study will evaluate safety, convenience, parking, and future adjacent development issues. This study will also include the Broad Street approach to Racine Street from the west due to existing sight distance concerns.

This item is expected to be discussed at the Board of Public Works March 1, 2010 meeting. If you wish to provide input as part of this study, please forward it in writing via email, drop off or mail by February 24th to the City of Menasha Engineering Department. Our address is 140 Main Street, Menasha, WI 54952. Emails may be directed to mradtke@ci.menasha.wi.us.

Questions may be directed to me via email at the above address (preferred) or by phone at 967-3611.

Sincerely,

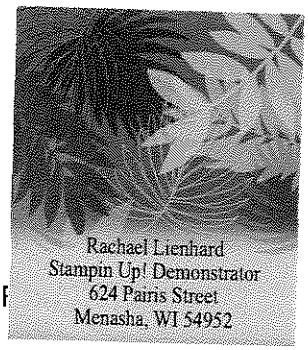
Mark Radtke

Mark Radtke
Director of Public Works

C: Mayor Merkes
Common Council
Tim Montour, Engineering Supervisor

Hallelujah!

M:\word\Broad St 2 way notice to residents 2-9-10.doc



620 BROAD STREET

TO: MR MARK RADTKE

I HAVE RESIDED AT 620 BROAD ST SINCE JUNE 1ST of 09. IN REGARDS TO THE PROPOSED TWO WAY CONVERSION of BROAD ST FROM RACINE ST TO DEPERE ST FROM ONE WAY TO TWO WAY. IT would CAUSE MORE PROBLEMS THAN POSITIVE RESULTS. FOR ONE it would INCRESE TRAFFIC, HAZZARD TO ALL CHILDREN AND RESIDENDS, ALSO WITH THE RACINE ST BRIDGE BEING ONLY ONE HUNDRED YARDS OR SO AROUND BROAD ST AND RACINE ACCIDENTS would INCRESE SUBSTANTIALY. IT would ALSO EFECT THE BUSINESSES ON THE CORNER of BROAD & APPLETON STS AS it IS NOW ITS HARD TO SEE PAST THE ANGLE PARKING IN FRONT of THE YE OLE GROCE ECT. THIS would CREATE A GRATER HASSARD! THERES PLENTY of TWO WAY ACCESE IN THE SURROUNDING AREA NO STRESS AND NO GOOD REASON TO DISRUPT TWO BLOCKS OF BROAD AT A COST TO THE TAXPAYERS OF MENASHA FOR NEW SIGNS POSSABLE LIGHTS AT BROAD AND RACINE AFTER MUTABLE ACCIDENTS THAT I'M SURE would OCURE. THANK YOU FOR TAKING THE TIME TO REVIEW MY INPUT. YOURS TRULY LAWRENCE O KEPLINSKI SR

To Whom It My Concern
Mark Rattke
Mayor Merkes
Tim Montour

I Dennis De Bruin Oppose The Change OF Traffic On Broad St. To Two Way, Because OF Several Reasons, Such As The Day Care. More Congestion OF Traffic At Pick up And Drop OFF Times. Saftey For Children Should Be Concidered, Where Would Traffic Go When Jefferson Park Activities Let Out When Bridge Not up, Much Less Bieg up For Boat Traffic, This Will Create A Dangerous And Blind Intersection At Broad/Racine + Maine. This Would Also Create Traffic Problems At Appleton + Broad.

The Nieghbors I've Talked To Seam To Agree And Would like the Street Broad st To Remain One Way.

Also I would ~~Wonder~~ Wonder How My Buisness Is To Survive If My Parking Should Be Lessened or Elimanated.

Sinearly
Dennis J De Bruin

DeBruins Auto Body
Restorations
540 Broad St.
Menasha, WI 54952
920-858-9343

June 16, 2009

To: The City of Menasha
From: Residents from the 500 block of Broad St.

We would like to request a Two-way Traffic Flow study of Broad Street from Appleton to DePere Intersections, excluding the 500 Block portion of Broad Street.

Broad Street was made a One-way because of the traffic flow coming out of downtown and off the bridge. Time is too limited for traffic to enter Racine from Broad Street. Any changes to the 500 Block of Broad Street would contribute to more dangers in our neighborhood. Bus Companies have stated that they will not alter their bus routes for the six stops it makes at the Licensed Daycare, therefore a two-way flow would cause more danger for children crossing the street. Doc Larsens' traffic heading West out of his parking lot, would contribute to a more dangerous situation at the Racine/Broad Street intersection.

Due to the multi-family housing (Headwaters Condo residents), Doc. Larsen's Clinic and the State Licensed Daycare and other businesses, parking is essential and with On-Street Parking with a two-way street, our visibility is even more compromised.

If the Paris Street neighborhood wants a Traffic Study done on Broad Street, they should limit it to Appleton to DePere intersections and not include the 500 Block of Broad Street. By doing this, traffic may be slowed on all of Broad Street.

Regarding bike traffic issues, the Friendship Trail is one block away and should be utilized by all bikers.

Kevin LeNoble 533 Broad St. Menasha WI
Julia LeNoble 533 Broad St Menasha WI
JEFF HARVEY Jeff Harvey 514 Broad St. Menasha, WI
Cathy Pavich Cathy Pavich 529 Broad St Menasha, Wi
MARTY PAVICH M Pavich 529 Broad St Menasha Wi
CHARLES MEYERS Charles F Meyers 522 Broad St Menasha, Wi
MARY MEYERS Mary Meyers 522 Broad St Menasha, WI
Jerry Van Lieshout 518 Broad St. Menasha Wi 54952
Lou Akshulewicz 524 Broad St. Menasha WI 54952
Alice Chricke - 546 Broad St - Menasha WI 54952
Gary Kilishek 547 Broad St Menasha WI 54952
Jo Ann Hanna John Hanna 514 Broad St. Menasha 54952

Mark Radtke

From: cpavich529@aol.com
Sent: Friday, February 19, 2010 11:42 AM
To: Mark Radtke
Subject: RE: Proposal to convert Broad St. to Two Way Traffic from Racine St. to DePere St

February 19, 2010

RE: Proposal to convert Broad St. to Two Way Traffic from Racine St. to DePere St

Dear Mr. Radtke,

I am against the two-way traffic on Broad Street.

First of all, I can't see whom this would benefit. After watching the Council meeting the night Alderman Zelinski asked for this study, I was surprised that no one from Broad St. was there to voice their concerns. From what I can remember from the first meeting, there were 2 people from Paris St. who stood up and stated their concerns. I personally talked with at least 2 different people who live in the 700 block of Paris, and they had no problem with the traffic in their neighborhood. What I got out of that meeting was that some of the people on Paris St. don't like the traffic on their street, so they want to add more traffic to Broad St.

Meeting number 2, Jeff Harvey, and Mary Meyer stated that they wanted to keep it a one-way street. I believe there were a few e-mail from the 500 block the said they would like a 2 way street, but I don't seem to remember anyone from the 600 block getting up and speaking, or seeing any e-mails.

I hope we will be notified as to the results of the study before things change. Here are a few of the questions and concerns.

Who will benefit from this change?
Will we be able to turn left at the corner of Racine and Broad?
Take into consideration the boating season. Will a two-way street be a problem when the bridge is open?
Who will be paying for this study?
How much will it cost?
Shouldn't' the study be done on Paris Street seeing they are the complainants?
Other then a full operational intersection at Racine and Broad, anything less should not be implemented.
School bus drop off and pick up on the north side of Broad for the day care center.
Traffic entering and departing condo complex.
Parking for body shop and corner taverns.
What's the FINAL cost of implementation to a two-way street?

I believe we have enough traffic on Broad St. People use it as a by-pass to Third and DePere. I know this, because I see it every day. Some of the council knows this because they themselves use it as a short cut. Maybe what the city needs to do is leave it alone, and ticket all the violators that travel over the speed, and drive the wrong way. Think of the money we could make. I believe that just about everyone who bought or are renting on Broad St. knew that they were going living on a one way street. This is low hanging fruit. You, the city have bigger problems to worry about. And as for the people on Paris St, last I heard, that's a Public St, anyone can drive on it.

Sincerely,

Cathy and Marty Pavich

February 16, 2010

To: City of Menasha
Public Works Dept.

Re: 500 to 700 block of Broad St. One Way/Two Way Traffic Issue

To Whom It May Concern:

This letter is in response to the notice that we received soliciting input on the possible conversion of the 500 through 700 blocks of Broad Street from the current one way to possible two way traffic.

My wife and I live at 523 Broad St. We have resided here for 12+ years.

I offer these as our comments on the options.

1. Convert Broad Street to Two Way Traffic

If this is the option selected, we believe that there would have to be restriction on the traffic on Broad Street at the intersection with Racine. This would be true for both Eastbound and Westbound traffic. The Eastbound traffic on Broad and Racine is severely hampered already by the vision obstruction inherent in the curve of Racine for traffic turning left and even for the traffic just going straight across Racine. If you add Westbound traffic on Broad Street at this intersection, we believe that left turns should be prohibited for both directions of travel on Broad onto Racine. If there are problems at the intersection, right turn only might be considered for Broad St. traffic in one or both directions.

2. Convert Broad Street to Two Way Traffic and Block the Southern Lane access onto Eastbound Broad St. at the beginning of the 500 block

This option would allow two way traffic to service all properties on Broad St., but it would prevent traffic from Racine Street from turning Eastbound onto the 500 block of Broad. Westbound traffic on Broad would be able to turn right onto Racine or perhaps also cross Racine to the 400 block of Broad. This option would eliminate the current flow of Northbound traffic off Racine Eastbound on Broad as an alternative to 3rd St. At certain times of the day, this traffic can be excessive, loud and occasionally dangerous for the residents trying to back onto Broad Street from their residences. There really wouldn't be any inconvenience to the residents in the 500 block, as we already have to head East to go anywhere from our residences and it wouldn't be difficult to reach our residences from Depere Street. I think a physical barrier would be best, perhaps a raised flower bed. One downside ~~that I see to this option is that~~ restriction of this lane of travel might interfere with snow removal, garbage pick up and street cleaning. With adequate turnaround space, I think this could be minimized. This option also limits traffic from the South trying to get to Jefferson Park, certainly an occasional problem.

3. Convert Broad St. to Two Way Traffic and block Eastbound access to the 500 block of Broad Street from Racine completely, except for bicycles and pedestrians.

As with the prior option, this really has minimal impact on the 500 block property owners, except that they wouldn't have the ability to access Northbound onto Racine Street. On the other hand, the 500 block would essentially become a dead end street, with the advantages and disadvantages that would entail. For the residents in the 500 block, it would eliminate all but occasional local traffic. This might be advantageous at such time at the Headwaters Condominiums are fully occupied, and there are children in this neighborhood who would be safer. It would force Eastbound traffic now on Broad St. from Racine onto First, Second or Third Streets, at least until that traffic reached the 600 block. Again, adequate planning for a turnaround at the end of the street, perhaps utilitizing a portion of the city owned lots on Racine could reduce the impediments for snow removal, street cleaning and garbage pick up. If bicycles and pedestrians could still get through, this might be a good alternative route for the bike trail. I doubt that it would impact the marathon route which is currently on Broad St.. Again, if this option was chosen, it would be possible to block the street with attractive trees or plantings.

4. Status Quo

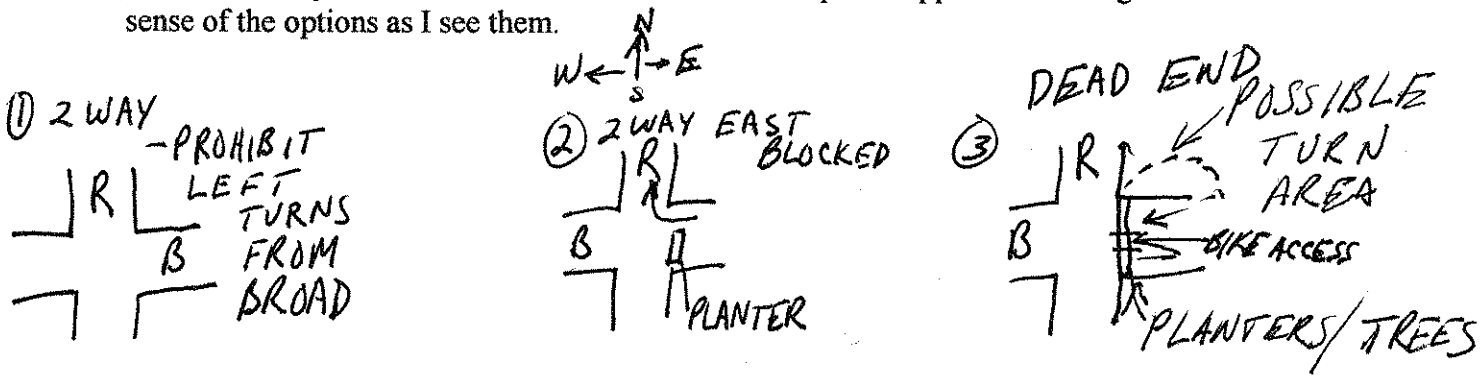
The upside to this option is it costs nothing and the residents are used to the current situation. However, as a resident, I can tell you that there are daily instances of people unfamiliar with the one way nature of our street heading Westbound in the 500 block of Broad St. to the intersection with Racine. There is no stop sign for this wayward traffic and it is a continuing problem. Perhaps additional signage would be helpful. In addition, we do have significant traffic that takes advantage of the lack of stop signs from the intersection with Racine until Jefferson Park. Most are interested in avoiding the lights getting to Third Street, but some use Broad Street as a place to greatly exceed the speed limit (a particular motorcyclist with a penchant for 6:00 a.m. cruises comes to mind.).

At any rate these are my thoughts on the options, as I see them. I thank you for your solicitation of our input. I would be happy to discuss these observations and opinions with you at any time. I can be reached at home at 920-725-5913 or during the day at 920-731-5201. I also think a traffic study might be useful, especially now that 3rd St. is reconstructed.

Respectfully,

Christopher H. Evenson

P.S. Some very crude illustrations of the conversion options appear below to give a better of sense of the options as I see them.



From: Mark Radtke

Sent: Thursday, February 11, 2010 2:27 PM

To: 'meatski tds.net'

Cc: Tim Montour

Subject: RE: Broad Street conversion

Lori,

The proposal to convert Broad Street to a two way traffic pattern was made by Ald. Dan Zelinski. He had heard from some of his constituents who felt Broad Street should be two way so the Council directed the Engineering Department to perform a study of the two way traffic proposal. As part of our study we wanted to receive input from those residents most affected by this. I agree with you regarding the traffic issues at the intersection of Broad and Racine which, in my opinion, would only get worse if Broad Street were a two way street. I appreciate receiving your comments and will include your email in the packet that goes to the Board of Public Works members as they consider action on this proposal.

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: meatski tds.net [mailto:meatski@tds.net] 524 Broad St.
Sent: Thursday, February 11, 2010 1:52 PM
To: Mark Radtke
Subject: Broad Street conversion

I would like to inform you that, as a resident and homeowner, I am vehemently opposed to the conversion of Broad Street. We already have concerns about the speed of traffic coming from the corner of Racine. People treat this street as if it were a raceway, completely void of any stop signs from here to Jefferson Park. Another concern is the already hazzardous intersection of Broad and Racine. There is a steady flow of traffic that comes off of the bridge, and there is an obstructed view of traffic coming from Main Street. How do you propose to remedy that problem? Will it be a right turn only situation? In that case, I see no reason to even convert the street. Will it be another set of lights? That will be three lights within three blocks. Will it be a stop sign? That is sure to cause a back up from here to Jefferson. What happens when it is boating season and the bridge is in use? How will anyone be able to cross Racine at those times when the backed up traffic makes its way across the bridge onto Racine?
This is utterly ridiculous. What is the point of this? We purchased this property because it was a neighborhood with a fairly quiet traffic pattern, and we felt that it was safe for our children (other than the aforementioned speed concerns). I would like to know the reason for converting this to a two way street. Your letter states that the study will evaluate " safety, convenience, parking and future adjacent development issues". I am going to need a little more explanation than that. Who wants it for who's benefit? It is certainly not for the residents of this street. I forsee a lot of backed up traffic trying to cross a dangerous intersection. That is not what I want to see out my front door.
In closing, I will say that I am in opposition to your proposal. I find it senseless,dangerous, and destructive to this neighborhood. I would like for you to explain the benefits, because I am truly at a loss. I would also like to know how much this study is going to cost this community. From what I understand, this community cannot afford anymore foolishness.Is it really necessary to convert these two blocks to a two-way? It seems like an awful lot of cost for very little benefit. I would appreciate it if you would take the concerns of residents into consideration. This neighborhood is our home, and we chose this property for good reasons.

Sincerely,
Lori Akstulewicz

Tim Montour

From: Mark Radtke
Sent: Thursday, February 11, 2010 2:33 PM
To: Tim Montour
Subject: FW: Broad Street conversion

fyi

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: Paul Brunette [mailto:wreathfactoryfox@hotmail.com]
Sent: Thursday, February 11, 2010 2:32 PM
To: Mark Radtke
Subject: RE: Broad Street conversion

Hi Mark,
the confusion i have seen is in people wanting to leave the doctors office etc...going the wrong direction. i would say that the visibility to cross traffic from either direction onto racine st. is bad because of the curve on racine towards the bridge.
my pleasure to try to assist.

Paul P. Brunette

The Wreath Factory and
Otter Creek
220-226 Main St.
Menasha, WI 54952
920-886-9989
Fax: 920-886-9259

Subject: RE: Broad Street conversion
Date: Thu, 11 Feb 2010 13:27:32 -0600
From: mradtke@ci.menasha.wi.us
To: wreathfactoryfox@hotmail.com
CC: tmontour@ci.menasha.wi.us

Hi Paul,

Thanks for your comments regarding Broad Street. I have a question relating to the confusion you have seen. Do you think making Broad Street east of Racine Street a two way street would alleviate the confusion? I think it would make it more difficult to cross Racine Street from the west if you also had to contend with traffic entering the intersection from the east, especially with the limited sight distance for traffic from the west. I just want to make sure I understand your basis for the confusion.

Thanks Paul,

Mark

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: Paul Brunette [mailto:wreathfactoryfox@hotmail.com]
Sent: Thursday, February 11, 2010 11:00 AM
To: Mark Radtke
Subject: Broad Street conversion

Hi Mr. Radtke,
I received your notice today about the conversion of Broad St. to a two way street. I am in favor of this due to what I see exiting from (west) Broad Street onto Racine St. on a regular basis.
I have seen much confusion about this road over the past 4 years, and I would think the residents of this road would probably feel the same.
I also believe the City should explore purchasing some "pedestrain crossing" "it's a law" signs for the crosswalks in the area.

thank you for the opportunity to give my thoughts.

Paul P. Brunette

The Wreath Factory and
Otter Creek
220-226 Main St.
Menasha, WI 54952
920-886-9989
Fax: 920-886-9259

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Mark Radtke

From: Sandra Dabill [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.

2) 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.

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.

3) 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)...

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

RECEIVED
JUN 02 2009

518 Broad Street
Menasha Wi 54952
May 31, 2009

Mark Radtke
Director of Public Works
140 Main Street

Dear Sir:

I live at 518 Broad Street and I disagree with changing Broad street to a two way street. With all the traffic parking on my street in front of my home, its bad enough watching traffic coming from one way. Two way is an accident waiting to happen. Please don't change it.

Sincerely

Arry Van Lieshout
518 Broad Street
Menasha, Wi 54952

Phone 722-5663

Mark Radtke

From: Christopher Evenson [CHE@sigmanlegal.com]
Sent: Monday, June 15, 2009 10:26 AM
To: Mark Radtke
Subject: RE: Question, Comment, or Request from Website Visitor

Thanks Mark. Another option, albeit a bit more more extreme would be to physically block traffic on Racine from turning onto Broad St. Probably by extending a peninsula from the sidewalk. The traffic on Broad would change to two way and those of us in the 500 block would have to get there other than from Racine St. Not really much of a problem, except perhaps for Doctor Larsen's property, and he could probably have a curb cut to access Racine from his property. If and when the Headwaters are filled up, the prospect of vehicle collisions as people back out of their driveways and traffic turns onto Broad from Racine will increase. It's already a concern for us right now, especially with the Third St. construction. The flow of right turn traffic onto Broad is already significant and they know there's no stop sign for blocks, so many of them just zoom down our street. The closer your property to Racine St., the less time there is for either driver to react. Maybe the one-way is still the best option, but just like to make sure all options are considered.

-----Original Message-----
From: Mark Radtke [mailto:mradtke@ci.menasha.wi.us]
Sent: Friday, June 12, 2009 2:04 PM
To: Christopher Evenson
Cc: Tim Montour
Subject: RE: Question, Comment, or Request from Website Visitor

Thanks Chris. I will include your comments in our traffic study.

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: che@sigmanlegal.com [mailto:che@sigmanlegal.com]
Sent: Friday, June 12, 2009 1:24 PM
To: Mark Radtke; Patrick James
Subject: Question, Comment, or Request from Website Visitor

Name: christopher h. evenson
Company: sigman, et. al
Phone: 920-72505913
EmailConfirm: che@sigmanlegal.com
Method: Email
Comments: Regarding the Broad St. question of one way or two way:

If it is to go two way, I'd suggest restricting westbound traffic on broad to a right turn only on Racine. At least during buisy traffic times. Probably easiest to just make it all the time. To let traffic go straight, let alone turn left would just be dangerous. I'd also suggest that we consider putting a traffic markers at the racine st, broad street intersection like I've seen in Wautoma that remind motorists that pedestrians in the crosswalk have the right of way. It is done with greater pavement marking so it draws the driver's attention. Not sure how you could lessen the right turns onto broad from northbound racine traffic, atleast until third st is done. But we really are a bypass for alot of traffic and we now have more kids on our street.

Police Department Comments

Tim Montour

From: Mark Radtke
Sent: Wednesday, January 13, 2010 9:07 AM
To: Robert Stanke
Cc: Michael Brunn; Tim Montour
Subject: RE: Broad Street one way status

Thanks Bob and Mike. I think we will still be able to accommodate parking, but it will be tight, similar to First Street east of Racine Street. I appreciate the insight and will include these comments in the report.

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: Robert Stanke
Sent: Wednesday, January 13, 2010 8:39 AM
To: Mark Radtke
Subject: Fw: Broad Street one way status

----- Original Message -----
From: Michael Brunn
To: Robert Stanke
Sent: Wed Jan 13 08:36:08 2010
Subject: RE: Broad Street one way status

Left turn from westbound to south on Racine will generate lots of accidents and near misses.

Broad Street as a one way lessens the busy 3rd St corridor which helps lessen accident in the very busy 3rd /Racine St intersection. Many people crossing the Racine St Bridge take Broad St to avoid 3rd /Racine,

It will take parking away from the two blocks in question when it becomes a 2 way street. .

It will make pedestrian traffic less safe at the Broad /Racine intersection which is already somewhat hazardous

The change itself will cause accidents as the street as been a one way for at least 40 years if not longer.

No hard facts just 30 years MPD experience and 36 years of driving down Broad Street as a one way

-----Original Message-----
From: Robert Stanke
Sent: Tuesday, January 12, 2010 3:51 PM
To: Police Dept - Everyone
Subject: FW: Broad Street one way status

If anyone has an opinion with supporting documentation I will pass it on to the council.

Bob

-----Original Message-----
From: Mark Radtke
Sent: Tuesday, January 12, 2010 3:49 PM
To: Robert Stanke
Cc: Tim Montour
Subject: Broad Street one way status

Bob,

The Council has directed staff to investigate and report on the issue of converting Broad Street (Racine Street to DePere Street) to a two way street. As part of our report, I think it is important to include any comments or analysis from the Police Department. If you or your department have anything to offer, please send it to me by the end of next week. I'm hoping to schedule this for the February 1st Board of Public Works meeting. We will be doing an accident history along this corridor, so you shouldn't need to have anyone research that, but contact us if you want to review the accident history.

Thanks, Mark

Mark Radtke

Director of Public Works

City of Menasha

Tel. (920) 967-3610

Fax (920) 967-5272

mradtke@ci.menasha.wi.us

Tim Montour

From: Mark Radtke
Sent: Friday, January 15, 2010 9:32 AM
To: Angela Hanchek
Cc: Robert Stanke; Tim Montour
Subject: RE: Broad Street one way status

Angela - Thanks for your input. This will be included in the report to the Board of Public Works.

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: Robert Stanke
Sent: Thursday, January 14, 2010 10:52 AM
To: Mark Radtke
Subject: Fw: Broad Street one way status

----- Original Message -----
From: Angela Hanchek
To: Robert Stanke
Sent: Thu Jan 14 10:47:39 2010
Subject: RE: Broad Street one way status

Hi Bob,

I think changing the one way street to two way is a bad decision. It is already very congested in that area during the heavy traffic hours. Now if traffic is allowed to be on Broad Street facing w/b turning left to continue south on Racine St or continue travelling w/b on Broad St passing over Racine St we are going to see an increase in traffic accidents. Drivers visibility in that area(Broad Street on both sides of Racine) is limited due to the curve on Racine near Main. I think now adding more traffic on Broad Street east of Racine is going to make it worse. I hope Broad street remains a one way street.

My thoughts,
Angie

From: Robert Stanke
Sent: Wed 1/13/2010 2:27 PM
To: Police Dept - Everyone
Subject: FW: Broad Street one way status

As far as the documentation what we are looking for is the reasoning behind your suggestion.

-----Original Message-----
From: Robert Stanke
Sent: Tuesday, January 12, 2010 3:51 PM
To: Police Dept - Everyone
Subject: FW: Broad Street one way status

Tim Montour

From: Mark Radtke
Sent: Friday, January 15, 2010 9:30 AM
To: Tim Styka
Cc: Robert Stanke; Tim Montour
Subject: RE: Broad Street one way status

Thanks for your comments Tim. We will include them in our report.

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: Robert Stanke
Sent: Friday, January 15, 2010 6:11 AM
To: Mark Radtke
Subject: Fw: Broad Street one way status

----- Original Message -----
From: Tim Styka
To: Robert Stanke
Sent: Fri Jan 15 01:06:15 2010
Subject: RE: Broad Street one way status

There are a variety of issues which should be considered when deciding whether or not to remove the one way control of Broad St.

The first consideration is based upon an area which may be addressed in the engineering report. The "Human Factor" is on the top of this list. By changing the traffic patterns in this area, motorists accustomed to the one way traffic flow will have to be educated to the new pattern. Because this traffic pattern has been in place for many years and the high flow of traffic accustomed to driving in this area will take time to adjust to this change. The new traffic pattern will have to be displayed to the public through signage. The volume and design of Racine St. in this area will provide some challenges to adequately inform the motoring public of these changes. This will not be as much of an issue at Appleton St. or DePere St. as both of these intersections are controlled with stop signs at the intersecting streets. At the stop sign intersections this will allow a motorist to have the opportunity to stop and view the new signage informing of the change. However, is not the case at Racine St. and as a result will be more difficult to accomplish. We did see the impact on a neighborhood of changing traffic patterns when Third St was closed. There was an increase in traffic crashes in the area as a result. It will be very likely this change will increase crashes in the short to medium time frame.

The next issue to be considered is the design of Racine St. as it flows south toward Main St. During peak travel times traffic does back up on southbound on Racine St. Between the back up of traffic and the buildings this already creates a visibility issue for vehicles traveling east on Broad at Racine. If Broad St. would become two way, an eastbound motorist will not only still have to deal with issue visibility of traffic on Racine St., but also then have to contend with any traffic waiting on Broad St. westbound. In other words, the eastbound traffic now only has to watch for north and south traffic on Racine St., but will also now have to contend with westbound Broad St. traffic. This additional direction of travel does have the high potential for additional risk of traffic crashes in the area.

If the decision is made to have Broad St. have two way traffic there are solutions available. The most expensive, but safest way would be to signalize the intersection. The signals would likely need to be coordinated with the lights at First St./Racine St. and Main St./Racine St. Another option would be to consider limiting the options for traffic on Broad St. For example, because the sight issue is primarily with eastbound Broad St. traffic, this traffic flow could be limited to a right turn only. This would eliminate the cross traffic on Racine St. where the sight issue becomes a problem. However, this option may not be desirable to the businesses in the area.

Another consideration to consider is the impact for traffic volume on Broad St. Residents on Broad St. would likely see an increase in traffic on their street as a result of this change. This change may have an undesirable impact on what many residents may feel should have been positive to their neighborhood. Should the residents' concerns and spike in traffic crashes in the area cause the City to reverse the two way traffic flow back to a one way street, this will cause additional confusion to motorists.

Another possible solution would be to only allow two way traffic from DePere St to Appleton St. This will allow residents in the area to enjoy the convenience of two way traffic for part of the street which is currently one way, but remove the largest area of concern, two way traffic at Racine St. Vehicles wishing to continue to Racine St. would then have the ability and benefit of turning northbound on Appleton St. and then west on First St. These vehicles can then utilize the existing traffic control signals at First St. and Racine St.

Overall, I believe that two way traffic in this entire area will cause additional problems of congestion and traffic crashes. However, the problems may not be insurmountable and some of the solutions provided could provide relief. I am also concerned that despite the views that this may be a positive change, the unintended impacts of this may be become a negative to the neighborhood. In any event, I believe great caution should be exercised before committing to this possible change.

Thank you for your time,

Lt. Tim Styka

Menasha Police Department

430 First St.

Menasha, WI 54952

920.967.3514

-----Original Message-----
From: Robert Stanke
Sent: Tuesday, January 12, 2010 3:51 PM
To: Police Dept - Everyone
Subject: FW: Broad Street one way status

If anyone has an opinion with supporting documentation I will pass it on to the council.

Tim Montour

From: Mark Radtke
Sent: Friday, January 15, 2010 8:47 AM
To: Tim Montour
Subject: FW: Broad Street one way status

fyi

Mark Radtke
Director of Public Works
City of Menasha
Tel. (920) 967-3610
Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: Robert Stanke
Sent: Wednesday, January 13, 2010 7:56 PM
To: Mark Radtke
Subject: Fw: Broad Street one way status

----- Original Message -----
From: Jeff Jorgenson
To: Robert Stanke
Sent: Wed Jan 13 19:25:20 2010
Subject: RE: Broad Street one way status

In my opinion I think this is a hazardous intersection to cross (from Broad street) based on the vision obstructions from the buildings which are so close to the roadway, the slight bend on Racine Street and the 4 lanes of traffic on Racine Street. I am not entirely opposed to changing Broad Street to a two way BUT if this is a serious consideration I would like to see a triangle curbed pedestrian island which would force all traffic on Broad Street both west and east bound to only turn right thereby accomplishing the same reduction of traffic injury that a roundabout design accomplishes without the roundabout. It would be similar to what was installed near Manderfields at Third and Manitowoc and Plank. I would be happy to provide a drawing if this is not clear.

Other considerations to this design proposal would be to modify the truck routes to allow delivery trucks servicing businesses in the Broad Street lot to travel NB via Milwaukee St and First Street with the traffic control signals. Lastly, I noticed another potential vision obstruction in the winter (depending on where the stop line is painted) since the snow from the Investment firm is placed near the intersection of Broad and Racine and they do not have many other options for placement.

Jeff

From: Robert Stanke
Sent: Wed 1/13/2010 2:27 PM
To: Police Dept - Everyone
Subject: FW: Broad Street one way status

As far as the documentation what we are looking for is the reasoning behind your suggestion.

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

Tim Montour

From: Mark Radtke
Sent: Monday, January 18, 2010 10:19 AM
To: Christopher Groeschel
Cc: Robert Stanke; Tim Montour
Subject: RE: Broad Street one way status

Chris,

I appreciate your comments. We will include these in our report to the Board of Public Works.

Mark

Mark Radtke
Director of Public Works
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Fax (920) 967-5272
mradtke@ci.menasha.wi.us

-----Original Message-----
From: Robert Stanke
Sent: Monday, January 18, 2010 9:17 AM
To: Mark Radtke
Subject: FW: Broad Street one way status

-----Original Message-----
From: Christopher Groeschel
Sent: Friday, January 15, 2010 4:32 PM
To: Robert Stanke
Subject: RE: Broad Street one way status

Bob,

There are pros and cons about changing Broad St. into a two-way roadway.

I know residents of area would be pleased with a two-way street. Easier travel for out of town who are SB from STH 47 and forget to turn on STH 114.

One problem, which appears to be the most concerning with me, would be the intersection of Racine St.
1. Would be difficult to make a left turn from WB Broad to SB Racine St., as traffic is heavy at times. I find it hard to make a left turn EB on Broad to NB Racine - with corner building being an obstruction.

If two way would be allowed, have a no left turn for WB Broad at Racine with an island curving to the North for deviation of traffic for NB turn only.. Might even have to put up some type of rail system to keep vehicles from trying to go to the south of the island into oncoming traffic to attempt the left turn. Would be much easier to make a right turn from WB Broad St. onto

Racine St. without interfering with traffic too much.

Thank you,

Officer Chris Groeschel
City of Menasha Police Department
Patrol Division
(920) 967-3500 - PD Voice Line
(920) 967-3571 - Voice Mail

"Be aware of your surroundings and keep your eyes open to the future; as we all need to be safe out there!"

From: Robert Stanke
Sent: Wed 1/13/2010 2:27 PM
To: Police Dept - Everyone
Subject: FW: Broad Street one way status

As far as the documentation what we are looking for is the reasoning behind your suggestion.

-----Original Message-----
From: Robert Stanke
Sent: Tuesday, January 12, 2010 3:51 PM
To: Police Dept - Everyone
Subject: FW: Broad Street one way status

If anyone has an opinion with supporting documentation I will pass it on to the council.

Bob

-----Original Message-----
From: Mark Radtke
Sent: Tuesday, January 12, 2010 3:49 PM
To: Robert Stanke
Cc: Tim Montour
Subject: Broad Street one way status

Bob,

The Council has directed staff to investigate and report on the issue of converting Broad Street (Racine Street to DePere Street) to a two way street. As part of our report, I think it is important to include any comments or analysis from the Police Department. If you or your department have anything to offer, please send it to me by the end of next week. I'm hoping to schedule this for the February 1st Board of Public Works meeting. We will be doing an accident history along this corridor, so you shouldn't need to have anyone research that, but contact us if you want to review the accident history.

Thanks, Mark

Mark Radtke
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