

We, the undersigned, are employed by business near Broad St. and support the return of traffic in the 500 and 600 block of Broad St. Menasha to two way traffic:

1. Brian Becker - Mayer & Associates

2. Molly Becker

3. René Laflamme - North Star Asset Mgt.

4. Carl Vandenberg - North Star Asset Mgt.

5. Karen Jordan - North Star Asset Mgt.

6. Harlinda Shuposky - North Star Asset Mgt.

7. Brad Buchanan - North Star Asset Mgmt

8. ~~Michael D. [unclear] - North Star Asset Mgmt~~

9. ~~[unclear] - North Star Asset Mgmt~~

10. ~~[unclear] - North Star Asset Mgmt~~

11. Michael D. [unclear] - North Star Asset Mgt.

12. [unclear] - North Star Asset Management

13. ~~[unclear] - North Star Asset Mgmt~~

14. ~~[unclear] - North Star Asset Mgmt~~

15. [unclear] - North Star Asset Mgmt.

16.

17.

18.

We, the undersigned, support the return of traffic in the 500 and 600 block of Broad St. Menasha to two way traffic:

1. Ashley Franklin 511 Broad
2. Marshall Frankl. 511 Broad
3. Ally H. H. H. 515 Broad St
4. R. H. H. 515 Broad St.
5. Richard A. H. 515 BROAD ST
6. Dwight Chestnut 515 BROAD ST
7. Wm. M. S. 511 BROAD ST.
8. John S. 511 BROAD ST.
9. Laura C. Abernathy 511 Broad St.
10. Robert A. H. 511 Broad St.
11. David Zelinski 57 Appleton St
12. \_\_\_\_\_
13. \_\_\_\_\_
14. \_\_\_\_\_
15. \_\_\_\_\_



*Menasha*

May 17, 2010

Board of Public Works  
City of Menasha  
Menasha, WI 54952

RE: Summary of Broad Street Traffic Studies

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 between Racine Street and De Pere Street to two-way traffic. This Traffic Study Report is dated February 25, 2010. The Board also directed the Department to study the feasibility of changing the 600 block of Broad Street from one-way (eastbound) traffic to two-way traffic. This Traffic Study Report is dated March 11, 2010. Lastly, the Department was directed to study the west side of the intersection of Broad Street and Racine Street and how to address the accident history of the left-turn (northbound) traffic and the through (eastbound) traffic. This Traffic Study Report is dated April 13, 2010.

The Engineering Department stands by the recommendations made previously in these respective Traffic Study Reports. The following is a summary of costs if the Council plans to go ahead with any traffic modifications.

To change the entire one-way corridor of Broad Street, between Racine Street and De Pere Street, would cost approximately \$12,983.87. With this option the Council needs to be aware of the elimination of at least one and possibly two parking stalls in front of the Old Grog.

If the one-way traffic in the 600 block of Broad Street is changed to two-way traffic the cost of the modifications would be approximately \$1,976.57.

If the Council chooses to address the accident history at the intersection of Broad Street and Racine Street, the cost would be approximately \$5,586.37.

If the Council chooses to leave the entire one-way corridor as it presently exists, but installs a "three-way" stop at Broad Street and Appleton Street, the cost would be approximately \$375.98.

The above referenced costs are for the Public Works Department doing all of the associated work and constructed as proposed. As with any construction project, field modifications may be necessary at the time of construction and additional or reduced costs may be realized.

Sincerely,

Tim J. Montour  
Engineering Supervisor

Attachments  
C: Street file

S:\PUBLICWORKS\PUBLICWORKS\Broad Street 2010\Traffic Study Summary with costs\5\_11\_2010.doc



*Menasha*

April 13, 2010

Board of Public Works  
City of Menasha  
Menasha, WI 54952

RE: Traffic Study Report – West Side - Broad Street at Racine Street

Members of the Board:

The Engineering Department performed a traffic study to determine the feasibility of changing the existing eastbound traffic pattern on Broad Street at Racine Street to "Right Turn Only" southbound onto Racine Street from eastbound Broad Street.

The attached accident report for the intersection of Racine Street and Broad Street shows that the majority of the accidents are southbound vehicles being rear-ended at the intersection while waiting to turn left (eastbound). There are also a considerable number of right angle accidents to vehicles pulling off of Broad Street and being struck from the left by southbound vehicles on Racine Street. Even though I believe the limited sight distance to the south toward the bridge is an issue as it relates to vehicles trying to safely enter the intersection, the accident history from the northbound vehicles is not proportionate to the overall number of accidents.

This Department sent out 45 letters to businesses and property owners in the affected area of Broad Street from Milwaukee Street to Appleton Street, including all the businesses on Main Street in the vicinity of the Broad Street parking lot. I received two responses from businesses via email (see attached) and spoke with two business owners on the telephone. All of the respondents are opposed to the raised traffic island west of Racine Street on Broad Street that would force eastbound traffic on Broad Street to turn right (southbound) on Racine Street. The respondents are concerned that the limited traffic movements at the intersection would limit access for their customers and suppliers which would adversely affect their business. A business located on Broad Street east of the intersection, would prefer the one-way street remain as-is and no changes made to the intersection of Broad Street and Racine Street.

The cost to build the traffic island with 30" concrete curb and gutter, 6" thick concrete on top of the island and to restore the asphalt pavement in the area would be approximately \$5,586.37. This cost includes all material and labor including three new traffic signs on the island.

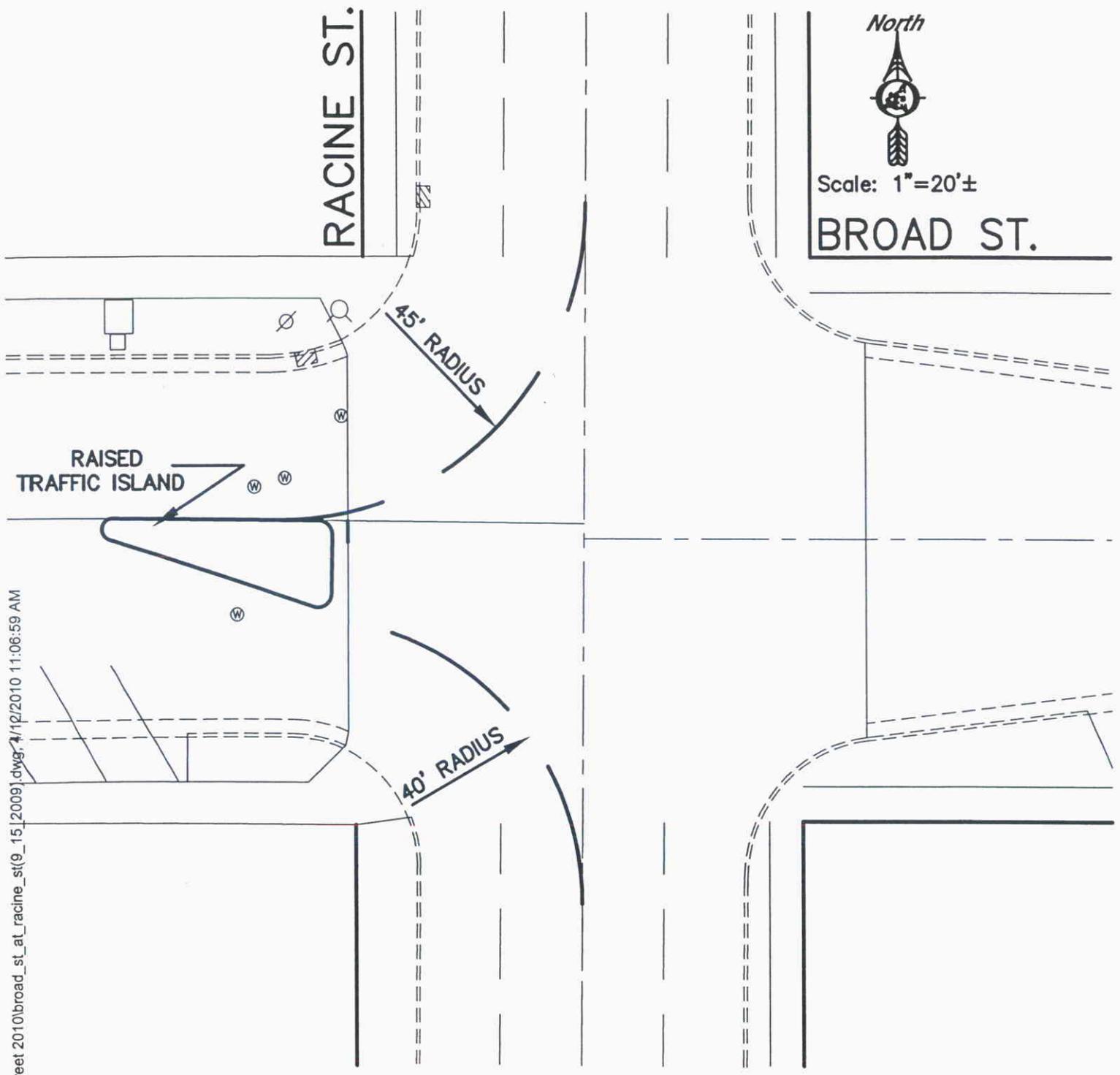
If the Council chooses to address the accident history at the intersection of Broad Street and Racine Street, I would recommend eastbound traffic on Broad Street at Racine Street to be "Right Turn Only" with the raised traffic island accommodating a WB-40 turn radius. This movement would reduce the number of accidents at Broad Street and Racine Street. To make a smooth transition to this new traffic pattern, the City could assist businesses with identifying alternate routes for their suppliers and patrons.

Sincerely,

Tim J. Montour  
Engineering Supervisor

Attachments  
C: Street file

S:\PUBLIC\WORKS\PUBLIC\WORKS\Broad Street\2010\Traffic Study\Broad St Racine\_west\_side\_13\_2010.doc



I:\PUBLICWORKS PUBLICWORKS\Broad Street 2010\Broad St at Racine St(9\_15\_2009).dwg 4/12/2010 11:06:59 AM

*WB-40 Turning Radius  
and Traffic Island*



March 23, 2010

RE: Proposal to Restrict Eastbound Traffic in the 400 block of Broad Street to "Right Turn Only" (southbound) on Racine Street

Dear Business/Property Owner:

The Public Works Department has been directed to study the possible conversion of eastbound traffic in the 400 block of Broad Street to "Right Turn Only" southbound on Racine Street. As part of our study, we are seeking input from affected property owners and businesses. Due to existing sight distance concerns and accident history at the intersection of Broad Street and Racine Street, an option to eliminate left turns and through movements was brought forward. By eliminating these two movements the number of accidents should be reduced.

With the elimination of the two traffic movements (left turn-northbound, onto Racine Street and through traffic-eastbound, on Broad Street) any delivery truck traffic not going southbound on Racine Street would need to drive north on Milwaukee Street to First Street or Third Street. It would be beneficial to know the wheelbase of any vehicles that make deliveries to your business and if it is a tractor-trailer type delivery vehicle. This information will allow us to design the largest restrictive turning island for the intersection and still accommodate the existing delivery vehicles (see enclosed drawing). If you receive deliveries via truck, please provide this information to us or the contact information for your delivery company.

This item is expected to be discussed at the Board of Public Works April 5, 2010 meeting. If you wish to provide input as part of this study, please forward it in writing via email, drop off or mail to the City of Menasha Engineering Department. Our address is 140 Main Street, Menasha, WI 54952. Emails may be directed to [tmontour@ci.menasha.wi.us](mailto:tmontour@ci.menasha.wi.us).

Questions may be directed to me via email at the above address (preferred) or by phone at 967-3612.

Sincerely,

Tim Montour  
Engineering Supervisor

Enclosure

C: Mayor Merkes  
Ald. Taylor  
Ald. Zelinski  
Mark Radtke, Public Works Director

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## Tim Montour

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**From:** Tim Montour  
**Sent:** Thursday, March 25, 2010 10:04 AM  
**To:** 'Todd Herman'  
**Cc:** Don Merkes; Michael Taylor.; Tim Montour; Mark Radtke  
**Subject:** RE: Proposal to restrict eastbound traffic on Broad Street

Mr. Herman,

Thank you for your input regarding the eastbound traffic in the 400 block of Broad Street. Your comments will be included in the packet for the Board of Public Works.

Tim Montour  
Engineering Supervisor  
City of Menasha  
920-967-3610  
920-967-5272 fax

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

**From:** Todd Herman [mailto:todd@printedproductions.com]  
**Sent:** Thursday, March 25, 2010 8:42 AM  
**To:** Tim Montour  
**Cc:** Don Merkes; Michael Taylor.  
**Subject:** Proposal to restrict eastbound traffic on Broad Street

Dear Mr. Montour,

I received a letter regarding the proposal to restrict eastbound traffic on Broad St. In response to the question, I get deliveries and make shipments via semi trucks that have trailers as long as 53'. I contacted N&M Transfer and was told their trucks that have 53' trailers have a wheelbase of 44'. I get deliveries in from a wide array of trucking companies and it is not practical for me to query each company as to the longest wheelbase truck they run.

I am against this proposal. I own Printed Productions at 422 Broad St. I received a letter mid February regarding changing Broad from a one way to a two way street east of Racine St. This proposal didn't appear to affect me as the change was happening away from my business. I sent an email to Mark Radkte (attached) suggesting limiting left hand turns on Broad Street for Westbound traffic. This proposal is completely different as now people will not be allowed to turn left or cross Racine when traveling Eastbound from my business.

I am against this as this change will restrict the access for my customers visiting my business. In this economy, our business does everything we can to make it easy for our customers. This change makes it harder on my customers leaving my facility.

What this change is doing is simply making it easier for traffic east of Racine on Broad at the expense of people traveling west of Racine on Broad. I fail to see the benefit. In addition, it now looks like the proposal is for a raised traffic island instead of what would have been just a few signs. To me, this is a foolish waste of my tax dollars on something that is restricting my business and of no value to me.

Again, I am against the proposal to restrict eastbound traffic on Broad St.

Regards,

Todd Herman

3/25/2010

Printed Productions  
422 Broad Street  
Menasha, WI 54952  
(920) 722-6336

Mr. Herman,  
Thanks very much for your comments. We will include them in the packet 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:** Todd Herman [mailto:todd@printedproductions.com]

**Sent:** Thursday, February 11, 2010 3:41 PM

**To:** Mark Radtke

**Subject:** Broad Street Conversion

Mr. Radtke,

The conversion of Broad St. to two way traffic will not directly affect me as my business is west of the change.

If the conversion does take place, I strongly recommend not allowing westbound traffic on Broad to make left hand turns to Racine. The building on the corner of Broad and Racine is located very close to both streets. People traveling east on Broad at the intersection of Racine have a very difficult time crossing or turning left onto Racine as the sight lines for oncoming northbound traffic are obstructed.

Regards,

Todd Herman

Printed Productions  
422 Broad Street  
Menasha, WI 54952  
(920) 722-6336

**Tim Montour**

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**From:** Tim Montour  
**Sent:** Wednesday, March 31, 2010 12:58 PM  
**To:** 'Paul Brunette'  
**Cc:** Mark Radtke; Tim Montour  
**Subject:** RE: WB-40 Racine St.

Good afternoon Paul

Thank you for your input regarding the eastbound traffic in the 400 block of Broad Street. Your comments will be included in the packet for the Board of Public Works.

Tim Montour  
Engineering Supervisor  
City of Menasha  
920-967-3610  
920-967-5272 fax

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

**From:** Paul Brunette [mailto:wreathfactoryfox@hotmail.com]  
**Sent:** Wednesday, March 31, 2010 12:37 PM  
**To:** Tim Montour; Don Merkes  
**Subject:** WB-40 Racine St.

Hello.

I received the letter regarding the turning median in Broad St at the corner of Racine/Broad. I am uncertain that this median will do anything to correct the traffic problem at that corner. It is an intersection that has a few problems. I had thought that initially the primary idea was to convert Broad St. into a two-way street, and now we are receiving this document to change the opposite side of the intersection. In any case, I don't believe that changing the traffic flow with a median is the correct answer on one of the corners.  
Thank you.

**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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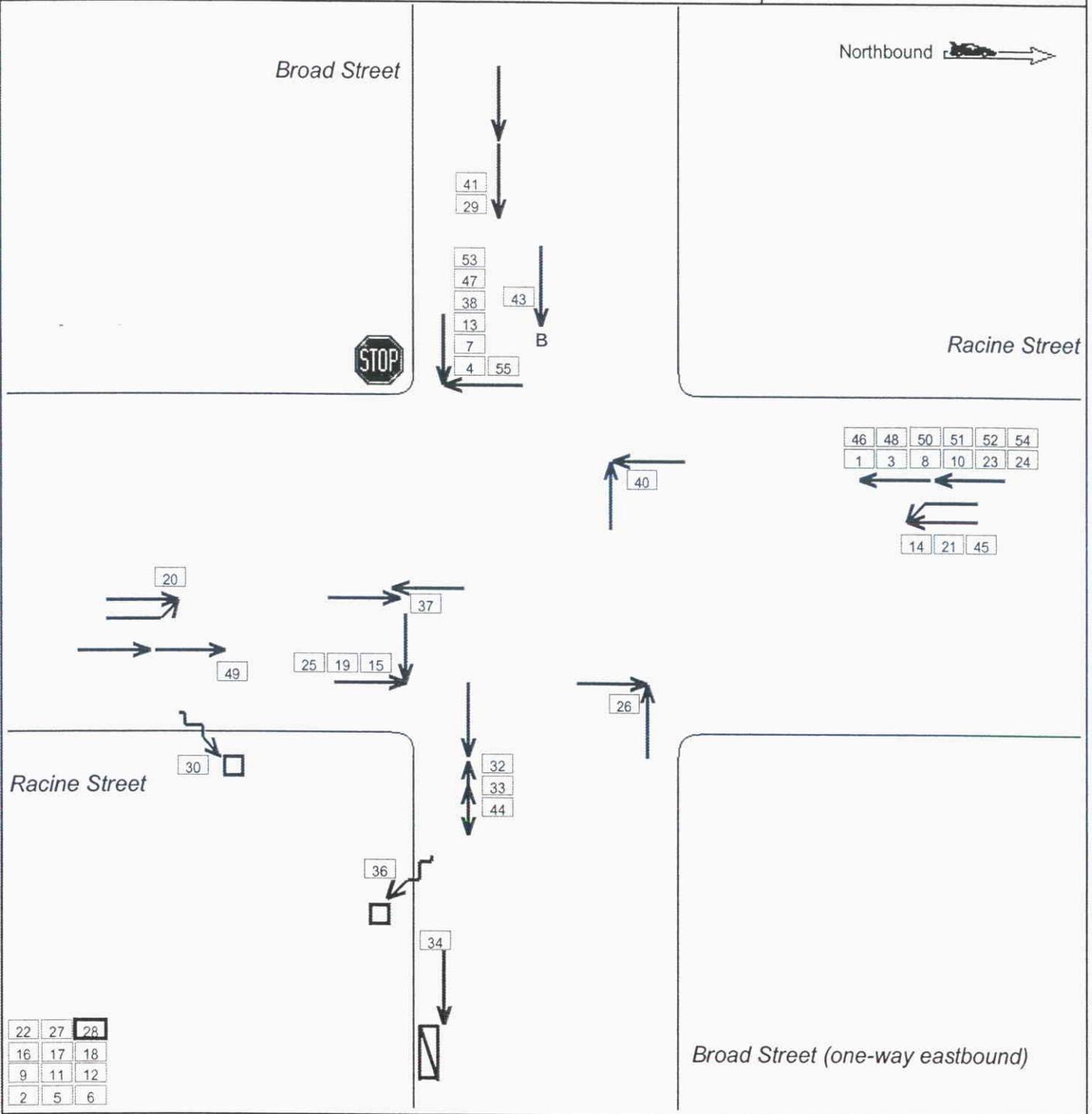
Hotmail: Trusted email with powerful SPAM protection. [Sign up now.](#)

# 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: 3/30/2010



### SYMBOLS

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li> MOVING VEHICLE</li> <li> TURNING VEHICLE</li> <li> BACKING VEHICLE</li> <li> PARKED VEHICLE</li> <li> RECORD NUMBER</li> </ul> | <ul style="list-style-type: none"> <li>P PEDESTRIAN</li> <li>B BICYCLIST</li> <li>A ANIMAL</li> <li>□ FIXED OBJECT</li> <li>□ Fatal</li> </ul> |
|--|--|

### MANNER OF COLLISION

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li> REAR END</li> <li> LEFT TURN</li> <li> LEFT TURN</li> <li> OVERTAKE</li> <li> OUT OF CONTROL</li> </ul> | <ul style="list-style-type: none"> <li> HEAD ON</li> <li> RIGHT TURN</li> <li> RIGHT TURN</li> <li> RIGHT ANGLE</li> <li> SIDE SWIPE</li> </ul> |
|---|---|

# 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:** *3/30/2010*

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	
6 AM - 10 AM	7	12.7%	North	18	17.8%	Northeast	1	1.0%
10 AM - 4 PM	28	50.9%	South	46	45.5%	Northwest	2	2.0%
4 PM - 7 PM	13	23.6%	East	25	24.8%	Southeast	1	1.0%
7 PM - 12 AM	3	5.5%	West	3	3.0%	Southwest	1	1.0%
12 AM - 6 AM	3	5.5%	<b>Total</b>	<b>101</b>		Unspecified	4	4.0%
Unspecified	1	1.8%						
<b>Total</b>	<b>55</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	
Clear	24	43.6%	Rear End	17	30.9%	Pedestrian	1	1.8%
Cloudy	14	25.5%	Overtake	4	7.3%	Bicycle	4	7.3%
Rain	3	5.5%	Right Angle	14	25.5%	Parked Vehicle	1	1.8%
Snow	3	5.5%	Left Turn	3	5.5%	Backing	3	5.5%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	2	3.6%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	3	5.5%	Animal	0	0.0%
Unspecified	11	20.0%	Head On	0	0.0%	Other	1	1.8%
			Sideswipe	1	1.8%	Unspecified	1	1.8%
<b>Total</b>	<b>55</b>		<b>Total</b>	<b>55</b>				

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

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

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%
<b>Total</b>	<b>54</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	64	97.0%
Commercial Vehicles	2	3.0%
<b>Total</b>	<b>66</b>	

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%
<b>Total</b>	<b>54</b>	

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

SUMMARY OF ACCIDENT SEVERITY BY YEAR:	
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
<b>Total Accidents</b>	<b>0</b>

# DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: _____ TO: _____ 0 MONTHS		No.	DATE	TIME	# VEHICLES	SEVERITY	L I G H T C O N D	R O A D C H A N R	S U R F A C E	W E A T H E R	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:		ROUTE NUMBER/STREET NAME: <u>Broad Street</u>										CASE No.		
FROM:	TO:	# VEHICLES	S E V E R I T Y	L I G H T C O N D	L I R O A D C H A R	S U R F A C E	W E A T H E R	CONTRIB. FACTORS	ACC. TYPE	ACCIDENT DESCRIPTION	KEY #	FILE:	BY:	DATE:
No.	DATE	TIME										broad_racine	tjm	3/30/2010
20	9/3/2001	11:12		PDO						OVTK				
21	10/26/2001	13:29		INJ						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	3		Back	unit 1 mistakenly backed onto racine, colliding with unit 2			
30	5/13/2002	7:53	1	PDO	1	4	1	15		FixO	unit 1 lost control and struck curb while taking curve			
27	7/10/2002	17:46	1	INJ	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	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	17		Rang	unit 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		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	20		Side	unit 1 attempted to change lanes, sideswiped unit 2 in process			
36	11/20/2004	1:00	1	PDO	4	1	2	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	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	2	19	Rend	veh. 2 rear ended veh. 1, then physical altercation occurred			
42	3/7/2006	18:01	2	INJ	4	1	1	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	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	Back	unit1-eb attempted to clear intersection- backed into unit 2-eb			

## DETAILS OF ACCIDENT HISTORY

PERIOD STUDIED: FROM: _____ TO: _____ 0 MONTHS		# VEHICLES		S E V E R I T Y	L I G H T C O N D	R O A D C H A R	S U R F A C E	W E A T H E R	ROUTE NUMBER/STREET NAME: <u>Broad Street</u> LOCATION <u>at Racine Street</u> MUNICIPALITY: <u>City of Menasha</u> COUNTY: <u>Winnebago</u> REFERENCE MARKERS / NODES: _____		CASE No. _____ FILE: <u>broad_racine</u> BY: <u>tjm</u> DATE: <u>3/30/2010</u>	
No.	DATE	TIME							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	



## Memorandum

DATE: March 11, 2010

TO: Board of Public Works

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

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

At its March 1, 2010 meeting, the Board of Public Works took no formal action on this item. Therefore, it has been placed back on the agenda along with the item regarding the conversion of the 600 block of Broad Street from one-way to two-way traffic.

Engineering Supervisor Tim Montour has completed his report for the 600 block of Broad Street. He and I both feel it would be best to convert both blocks of Broad Street to two-way if any changes are going to be made at all. His report does a good job of explaining that situation so I will not repeat his content here. I do want to reiterate our recommendation for the construction of channelizing traffic islands in conjunction with the conversion of Broad Street to two-way traffic, if that option is chosen. These islands would allow only right turns from Broad Street onto Racine Street for both east and west approaching traffic. The islands should be designed for the WB 40 size truck, meaning all but the semi-tractor size trucks will be able to negotiate the turn without crossing the center line or overrunning the curb and sidewalk.

Our Public Works crews would be able to construct the islands at an estimated material cost of \$4,000. If the Board wishes to pursue this option, affected property owners, residents and businesses should be notified to provide their input in advance of the final decision.

\\j:\pdr\BPW\jrd\re-Broad Street-one-way study 3-11-10.doc



*Menasha*

March 11, 2010

Board of Public Works  
City of Menasha  
Menasha, WI 54952

RE: Traffic Study Report – Broad Street from Appleton 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 Appleton Street to De Pere Street, to two-way traffic.

The attached accident report for the intersection of Appleton Street and Broad Street shows that the accidents do not involve limited sight distance issues at the intersection but from making a left turn movement out of the right lane crossing the left lane of the one-way street, backing into parked vehicles and a rear end accident involving slowed traffic. Even though the number and type accidents don't substantiate the need to eliminate parking; to be in compliance of minimum sight triangles (see attached) in AASHTO (American Association of State Highway and Transportation Officials) Geometric Design of Highways and Streets, you would need to remove all of the existing angle parking and possibly the first fifty feet of parallel parking allowed on the north side of the street west of the intersection. This would have a negative impact on the tavern/restaurant on the northwest corner of the intersection (546 Broad Street) as well as the auto body shop (540 Broad Street) to the west of the tavern. To eliminate the angle parking in this area, the mountable curb and gutter section would need to be removed and replaced with full head curb and gutter, as well as posting "No Parking" signs within the entire clear sight triangle area.

There was one reportable accident on the 600 block of Broad Street (see attached). One of the major concerns brought forward previously was the cars going the wrong way on the one-way street. This may occur, but the accident history only shows one rear end collision in this block. It was noted in numerous responses that the traffic going the wrong way in this area are drivers not familiar with the one-way street or the area in general. One local resident said that a number of the people driving the wrong way on this one-way street are local residents.

A number of responses from property owners and residents in the Traffic Study dated February 25, 2010 point to the inconvenience to drive east to De Pere Street and then proceed north to First Street turning left, westbound to the traffic signals. If you change the 600 block of Broad Street to two-way traffic, the residents of this block and the 600 block of Paris Street would be able to drive westbound to Appleton Street and then turn right, northbound to First Street. From there they would more than likely turn left, westbound on First Street to the traffic signals at Racine Street. This would not eliminate any traffic turns but would eliminate the one block drive to the east to De Pere Street and the need to "back track" in the 600 block of First Street.

This Department was made aware of the frustration of residents and property owners on First Street regarding the increased amount of traffic they experience because Broad Street is one-way, eastbound. This is why we included those properties in the mass mailing (approximately 260 letters total) seeking input. We did not receive a letter, phone call or email from a resident or property owner on First Street regarding this issue. I believe more drivers utilize First Street because of the convenience of the existing traffic signals at Racine Street. If the 600 block of Broad Street is changed to two-way traffic, there will be additional vehicles driving on Appleton Street, between Broad Street and First Street. A certain number of vehicles will turn left, westbound on First Street, but there will also be additional vehicles proceeding north on Appleton Street to Second Street or Third Street. These vehicles more than likely used De Pere Street in the past. Will this additional traffic on Appleton Street be frowned upon by the residents living on Appleton Street? Will those additional vehicles cause problems in the vicinity of St. Mary's Church and School?

The City received three responses from residents on the 600 block of Broad Street; those most directly affected by the proposed modification. Of those responding, two were opposed to the two-way traffic and one supported the change. These responses were to the proposed two-way traffic for the entire corridor from Racine Street to De Pere Street.

I feel to make the 600 block of Broad Street a two-way street will not be in the best interest of the City at this time. The majority of the responses for the entire corridor oppose the move. The Police Department opposes the move. Converting this one block section to two-way traffic would make it more convenient for some of the affected residents in the area, but it will also adversely affect the residents on Appleton Street with additional traffic movements. As pointed out previously, the "Human Factor" will play a big roll in the adjustment to two-way traffic. I would recommend however, that if the Council decides to leave this one-way, to make the intersection of Appleton Street and Broad Street a three way stop. This will improve the safety of the intersection without eliminating parking and still meet the recommended sight triangles (see attached) for "Intersections with All Way Stop Control". If the Council decides to make the 600 block of Broad Street two-way traffic, I would recommend to make the intersection of Appleton Street and Broad Street a four way stop with additional signage and pavement marking as shown on the attached drawing. The existing "Left Turn Only" pavement marking at De Pere Street would also need to be removed. I would recommend that the new configuration at Broad Street and De Pere Street to be controlled by stop signs on De Pere Street.

By eliminating one block of the entire one-way corridor, the City is still not addressing the ultimate issue of "it is the only one-way street in Menasha". If it is the City's intent to eliminate the one-way street in its entirety, it should be addressed at one time and not the 600 block this year and the 500 block of Broad Street sometime in the future. As was pointed out in previous Traffic Studies, to make a safe transition to a two-way street for the entire corridor, it is recommended that a "Right Turn Only" movement be allowed from westbound Broad Street to northbound Racine Street and do not allow any straight or left turn movements from westbound Broad Street to Racine Street. With this option you would need to place a restrictive raised traffic island to force this movement. Because of a large utility pole on the northeast corner of the intersection of Racine Street and Broad Street you cannot move the curb in the turn radius north into City owned property. A WB-40 turning movement would work with a small restrictive island, but the Council needs to be aware that the WB-40 turning movement is less of a turn radius than the WB-50 which is typically used. With a larger truck, or if a smaller truck does not position itself properly, there would be tracking over the existing centerline or crowding of the sidewalk/terrace area during a turn movement. This turning movement would be hazardous to pedestrian and vehicular traffic. I would recommend that the eastbound traffic on Broad Street at Racine Street also be "Right Turn Only" with a matching restrictive island for a WB-40 turn radius. This would require any delivery trucks in the Main Street business district planning to leave to the north, to go on Milwaukee Street north to First Street or Third Street. This would increase truck traffic in a residential area on Milwaukee Street and First Street. The existing turn radii more than likely would not support large truck turning movements at the intersections, but opposing traffic would likely be less than on Racine Street.

If the Council decides to leave the existing Broad Street corridor between Racine Street and De Pere Street one-way, I would still recommend that eastbound traffic on Broad Street at Racine Street to be "Right Turn Only" with the raised traffic island accommodating a WB-40 turn radius. This movement would greatly reduce the number of accidents at Broad Street and Racine Street. The City would have to work with the downtown businesses and their respective delivery companies to provide a smooth transition.

Sincerely,



Tim J. Montour  
Engineering Supervisor

Attachments  
C: Street file

# ACCIDENT SUMMARY SHEET

ROUTE: Broad St. LOCATION: at Appleton St.  
 MUNICIPALITY: Menasha COUNTY: Winnebago  
 TIME PERIOD COVERED: - REFERENCE MARKERS / NODES: -  
 REMARKS: All Accidents DATE: 3/8/2010

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	1	8.3%	North	4	18.2%	Northeast	2	9.1%
10 AM - 4 PM	7	58.3%	South	2	9.1%	Northwest	1	4.5%
4 PM - 7 PM	1	8.3%	East	12	54.5%	Southeast	0	0.0%
7 PM - 12 AM	2	16.7%	West	1	4.5%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%				Unspecified	0	0.0%
Unspecified	1	8.3%	<b>Total</b>	<b>22</b>				
<b>Total</b>	<b>12</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	3	25.0%	Rear End	1	8.3%	Pedestrian	0	0.0%
Cloudy	5	41.7%	Overtake	2	16.7%	Bicycle	0	0.0%
Rain	1	8.3%	Right Angle	0	0.0%	Parked Vehicle	1	8.3%
Snow	0	0.0%	Left Turn	4	33.3%	Backing	1	8.3%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	3	25.0%	Head On	0	0.0%	Other	2	16.7%
			Sideswipe	0	0.0%	Unspecified	1	8.3%
<b>Total</b>	<b>12</b>		<b>Total</b>	<b>12</b>				

SURFACE	# ACC	%
Dry	7	58.3%
Wet	1	8.3%
Mud/Slush	1	8.3%
Snow/Ice	0	0.0%
Unspecified	3	25.0%
<b>Total</b>	<b>12</b>	

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	0	0.0%
Property Damage	9	75.0%
Non-Reportable	2	16.7%
<b>Total</b>	<b>12</b>	

TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	2	18.2%
Spring (Mar-May)	3	27.3%
Summer (Jun-Aug)	3	27.3%
Fall (Sep-Nov)	3	27.3%
<b>Total</b>	<b>11</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	11	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>11</b>	

DAY OF WEEK	# ACC	%
Sunday	2	16.7%
Monday	1	8.3%
Tuesday	1	8.3%
Wednesday	0	0.0%
Thursday	2	16.7%
Friday	5	41.7%
Saturday	1	8.3%
<b>Total</b>	<b>12</b>	

LIGHT CONDITION	# ACC	%
Daylight	5	41.7%
Dawn/Dusk	0	0.0%
Night	1	8.3%
Unspecified	6	50.0%
<b>Total</b>	<b>12</b>	

**SUMMARY OF ACCIDENT SEVERITY BY YEAR:**

Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
<b>Total Accidents</b>	<b>0</b>

# ACCIDENT SUMMARY SHEET

ROUTE: Broad St. LOCATION: 600 block B  
MUNICIPALITY: Menasha COUNTY: Winnebago  
TIME PERIOD COVERED: - REFERENCE MARKERS / NODES: -  
REMARKS: All Accidents DATE: 3/9/2010

TIME OF DAY	# ACC	%	DIRECTION	# ACC	%	DIRECTION	# ACC	%
6 AM - 10 AM	0	0.0%	North	0	0.0%	Northeast	0	0.0%
10 AM - 4 PM	0	0.0%	South	0	0.0%	Northwest	0	0.0%
4 PM - 7 PM	0	0.0%	East	1	100.0%	Southeast	0	0.0%
7 PM - 12 AM	1	100.0%	West	0	0.0%	Southwest	0	0.0%
12 AM - 6 AM	0	0.0%	<b>Total</b>	<b>1</b>		Unspecified	0	0.0%
Unspecified	0	0.0%						
<b>Total</b>	<b>1</b>							

WEATHER	# ACC	%	ACCIDENT TYPE	# ACC	%	ACCIDENT TYPE	# ACC	%
Clear	0	0.0%	Rear End	0	0.0%	Pedestrian	0	0.0%
Cloudy	1	100.0%	Overtake	0	0.0%	Bicycle	0	0.0%
Rain	0	0.0%	Right Angle	0	0.0%	Parked Vehicle	1	100.0%
Snow	0	0.0%	Left Turn	0	0.0%	Backing	0	0.0%
Sleet/Hail/Freezing Rain	0	0.0%	Right Turn	0	0.0%	Run Off The Road	0	0.0%
Fog/Smog/Smoke	0	0.0%	Fixed Object	0	0.0%	Animal	0	0.0%
Unspecified	0	0.0%	Head On	0	0.0%	Other	0	0.0%
			Sideswipe	0	0.0%	Unspecified	0	0.0%
<b>Total</b>	<b>1</b>		<b>Total</b>	<b>1</b>				

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

ACCIDENT SEVERITY	# ACC	%
Fatal	0	0.0%
Injury	0	0.0%
Property Damage	1	100.0%
Non-Reportable	0	0.0%
<b>Total</b>	<b>1</b>	

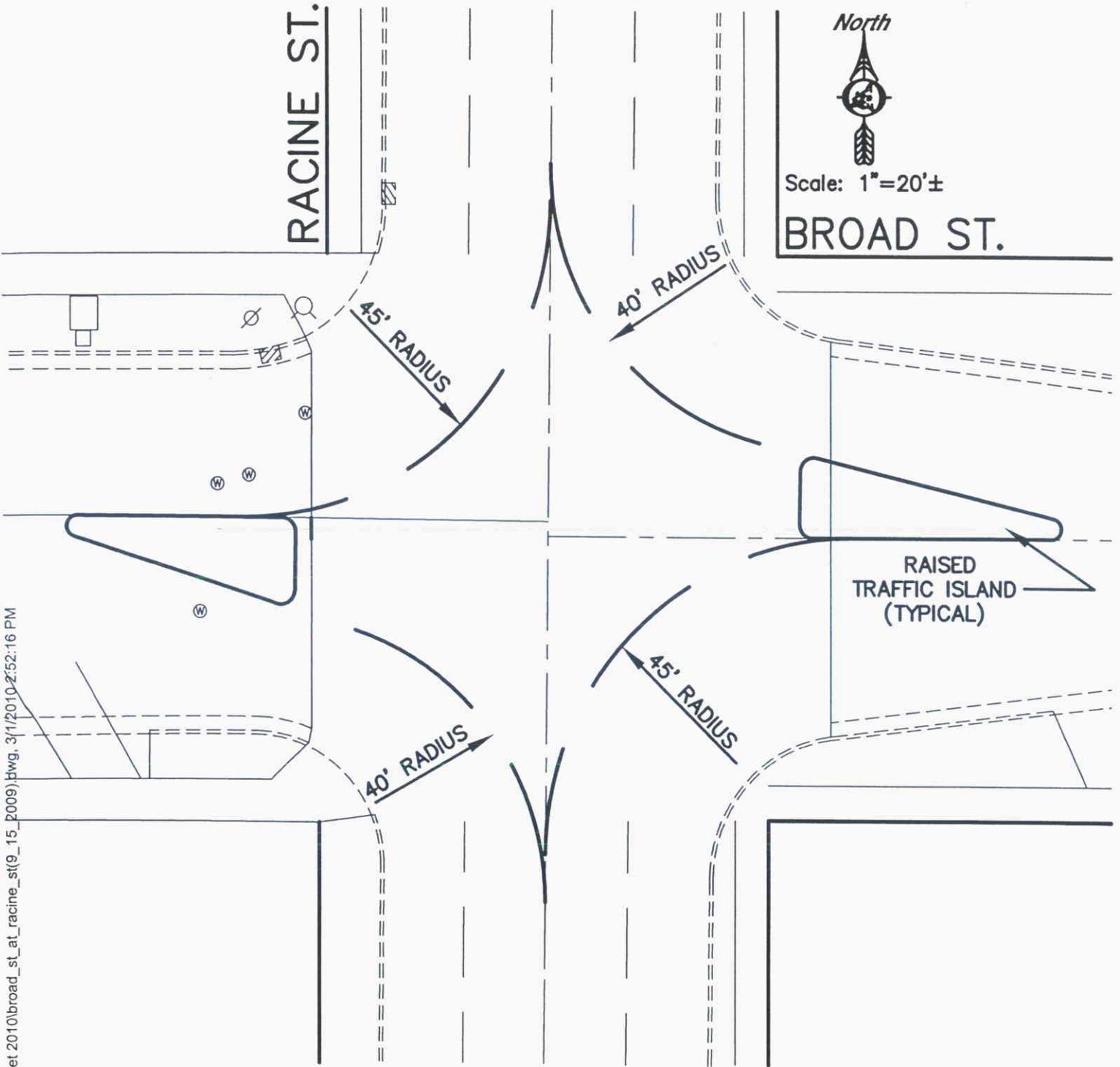
TIME OF YEAR	# ACC	%
Winter (Dec-Feb)	1	100.0%
Spring (Mar-May)	0	0.0%
Summer (Jun-Aug)	0	0.0%
Fall (Sep-Nov)	0	0.0%
<b>Total</b>	<b>1</b>	

TYPE OF VEHICLE	# ACC	%
Passenger Cars	2	100.0%
Commercial Vehicles	0	0.0%
<b>Total</b>	<b>2</b>	

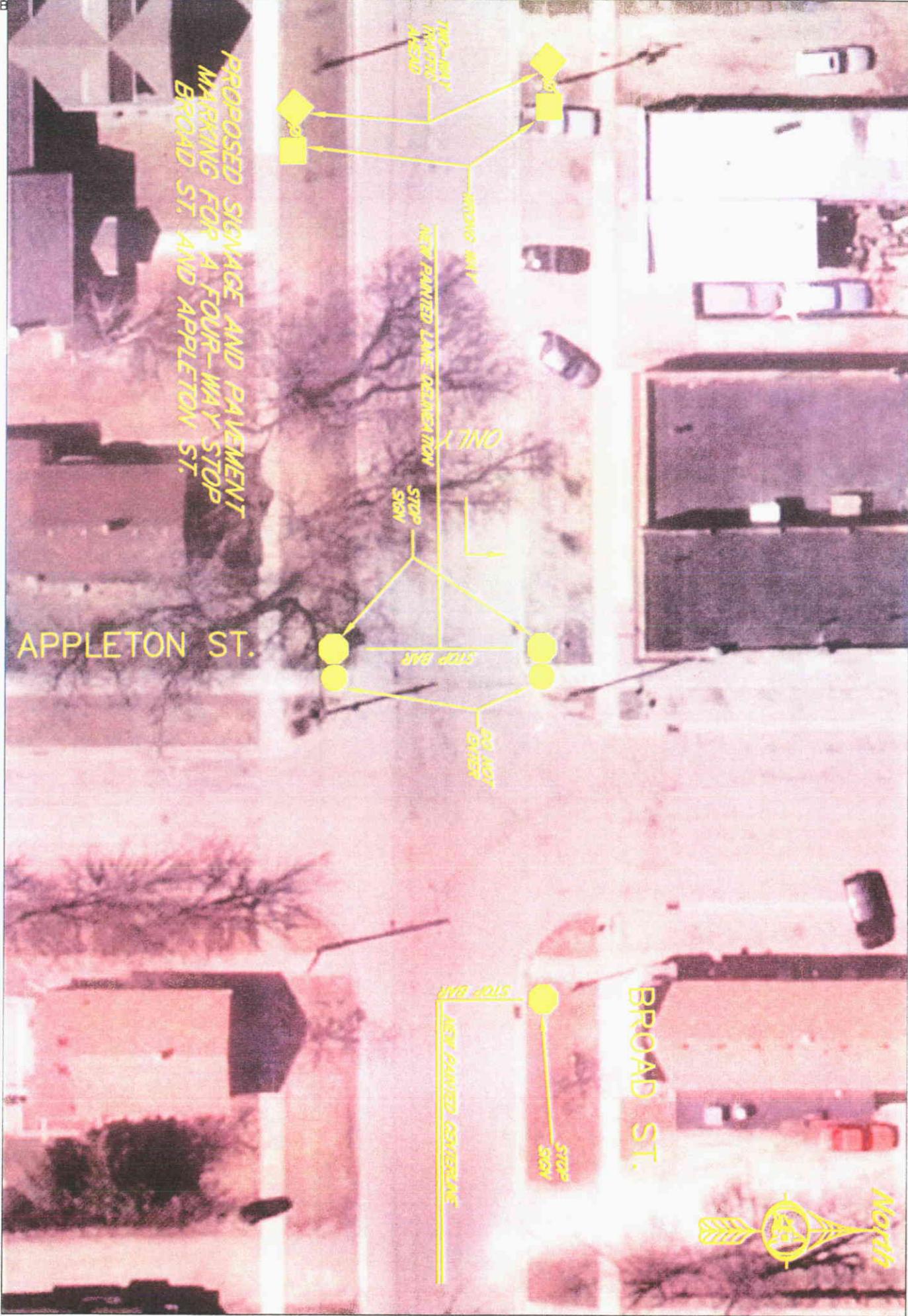
DAY OF WEEK	# ACC	%
Sunday	1	100.0%
Monday	0	0.0%
Tuesday	0	0.0%
Wednesday	0	0.0%
Thursday	0	0.0%
Friday	0	0.0%
Saturday	0	0.0%
<b>Total</b>	<b>1</b>	

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

SUMMARY OF ACCIDENT SEVERITY BY YEAR:	
Fatal Accidents	0
Injury Accidents	0
Property Damage Accidents	0
Non-Reportable Accidents	0
<b>Total Accidents</b>	<b>0</b>



*WB-40 Turning Radius  
and Traffic Islands*



PROPOSED SIGNAGE AND PAVEMENT MARKING FOR A FOUR-WAY STOP BROAD ST. AND APPLETON ST.

THRU-WAY (REQUIRED) ASIDE

WIDEN ONLY

NEW PAINTED LANE (CONVERSION ONLY)

STOP SIGN

STOP BAR

DO NOT ENTER

STOP BAR

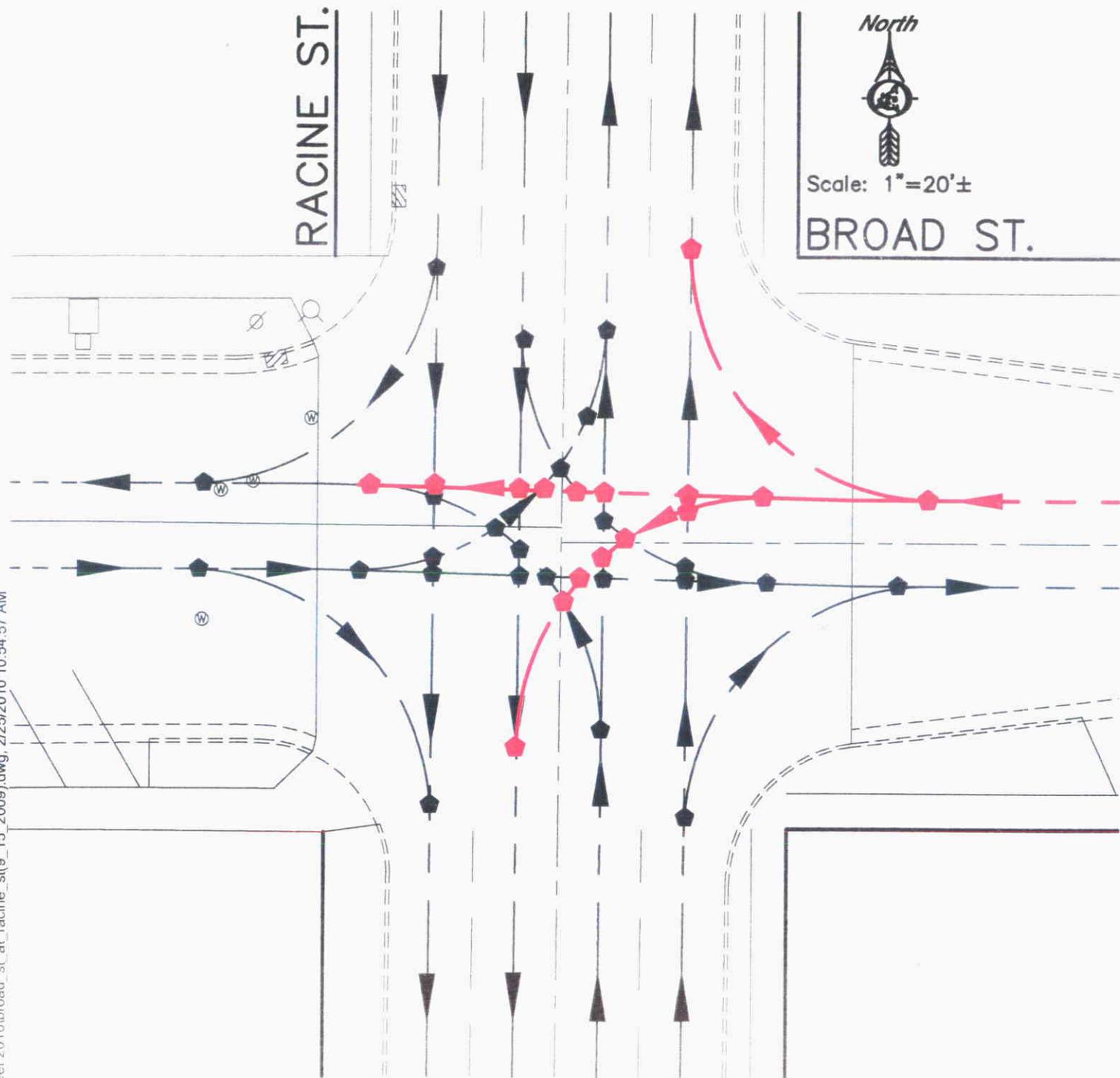
NEW PAINTED CONVERSION

APPLETON ST.

BROAD ST.



S:\PUBLICWORKS PUBLICWORKS\Broad Street 2010\Broad St at Racine St.dwg, 2/25/2010 10:54:57 AM



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

4. Establish Excavation Permit Fee Per O-3-10

DPW Radtke explained a recent ordinance change gave the Board of Public Works the authority to set fees for excavation permits. The Common Council had previously set the fee at \$25. Staff is recommending the Board of Public Works establish the excavation permit fee at \$25.

Moved by Alderman Hendricks, seconded by Alderman Wisneski to set the excavation permit fee at \$25.

Motion carried on voice vote.

5. Traffic Study – Conversion of the 600 Block of Broad Street from One-Way Traffic to Two-Way Traffic

Engineer Supervisor Montour reported on the traffic study on Broad Street from Appleton Street to De Pere Street converting it from a one-way to a two-way. It is the recommendation of the engineering staff to keep this section of Broad Street as one-way traffic based on the the responses received from residents in that area. The Police Dept. and a majority of the residents that responded to the survey oppose changing the section of Broad Street from Racine Street to De Pere Street to two-way traffic.

Discussion ensued on installing stop signs at the intersection of Appleton Street and De Pere Street; the cost of installing traffic islands; how businesses in that area will be affected; safety issues; changing one block and not the other is a concern.

Moved by Alderman Roush, seconded by Alderman Pack to postpone the conversion of the 600 block of Broad Street from a one-way traffic to two-way until final disposition of item #6 (Conversion of Broad Street from one-way to two-way traffic)

Motion carried on voice vote.

6. Traffic Study to Consider the Conversion of Broad Street from One Way to Two Way Traffic (Ald. Zelinski) (No Action Taken at March 1, 2010 Meeting)

Engineer Supervisor Montour explained staff recommends that if any changes are going to be made it would be best to convert both blocks of Broad Street, from Racine Street to De Pere Street to two-way traffic. If this is done, then traffic islands should be installed at the intersection of Racine Street and Broad Street to allow only right turns onto Racine Street. The islands should be constructed to allow for semi-tractor size trucks to negotiate the turn without crossing the center line or overrunning the curb and sidewalk. Most of the residents that responded to the survey want to keep that corridor as one-way traffic.

Discussion ensued on safety issues for pedestrians; truck traffic in that area; increased traffic on Racine Street; should look at area of Broad Street, (Racine to De Pere) as a whole, not in pieces.

Moved by Alderman Zelinski, seconded by Alderman Pack to table conversion of Broad Street from one-way to two-way traffic until staff hears from downtown businesses about the installation of traffic islands and the costs.

Motion carried on voice vote.

E. ADJOURNMENT

Moved by Alderman Roush, seconded by Alderman Pack to adjourn at 7:52 p.m.

Motion carried on voice vote

Respectfully submitted by  
Deborah A. Galeazzi, WCMC, City Clerk



## 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.

	<u>Favor one-way</u>	<u>Favor two-way</u>
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.



Menasha

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.

- 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,

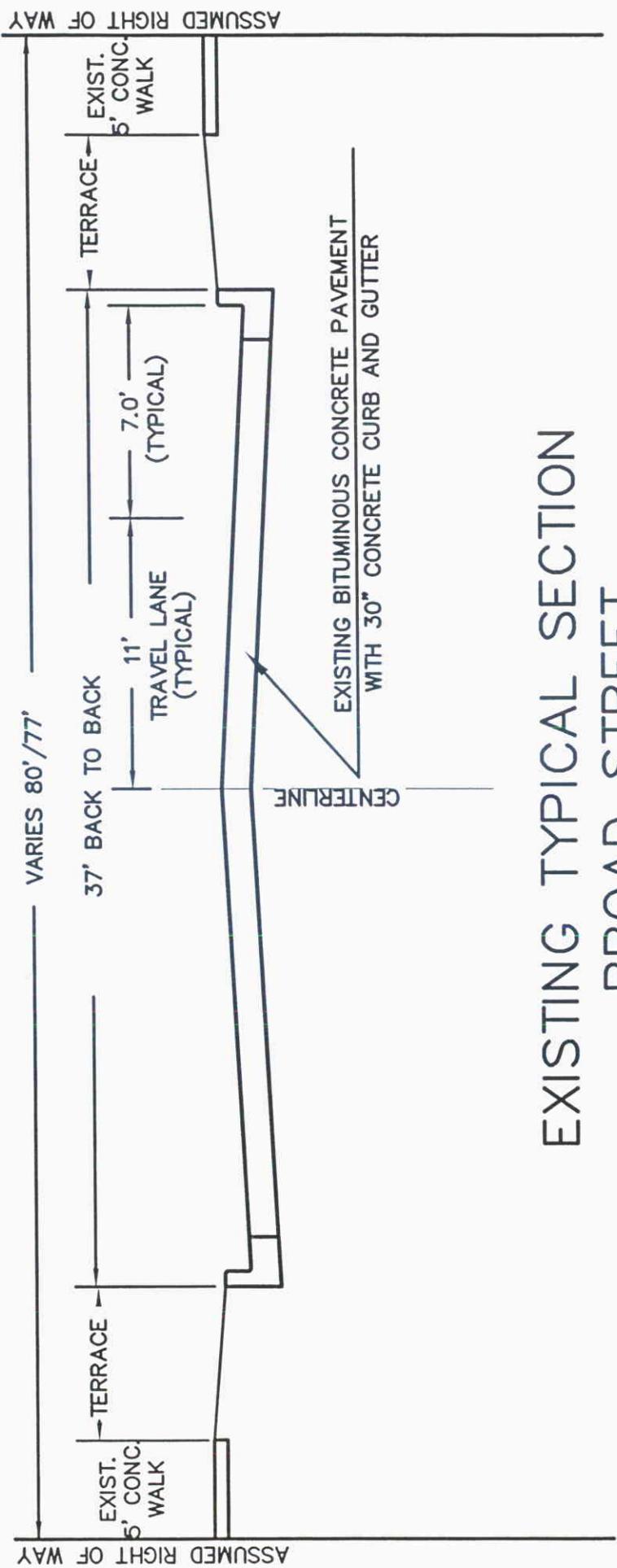
Here is the summary of the report from the radar trailer.

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

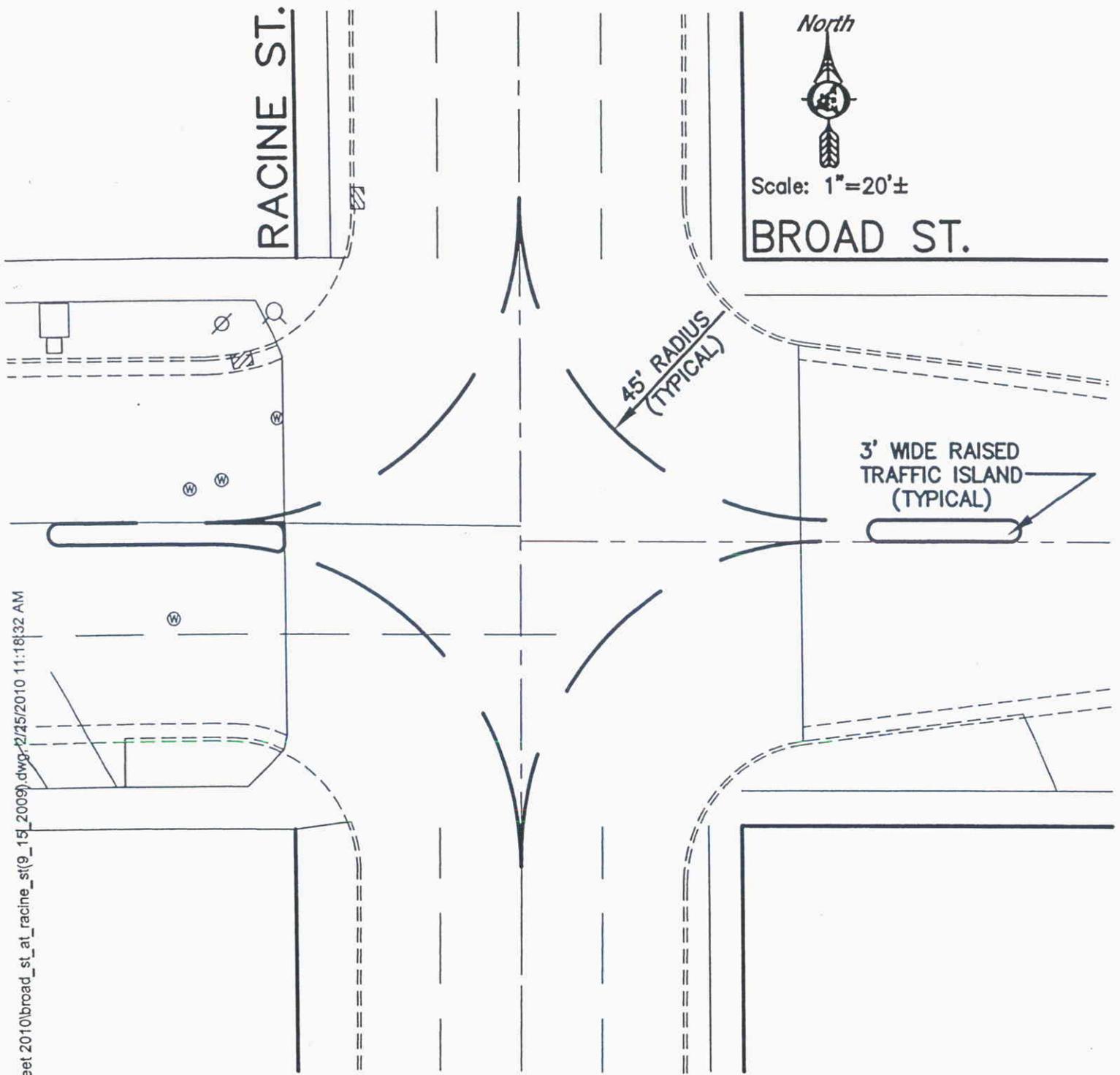
Hopefully this is what you were looking for. If you have questions, please let me know.

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

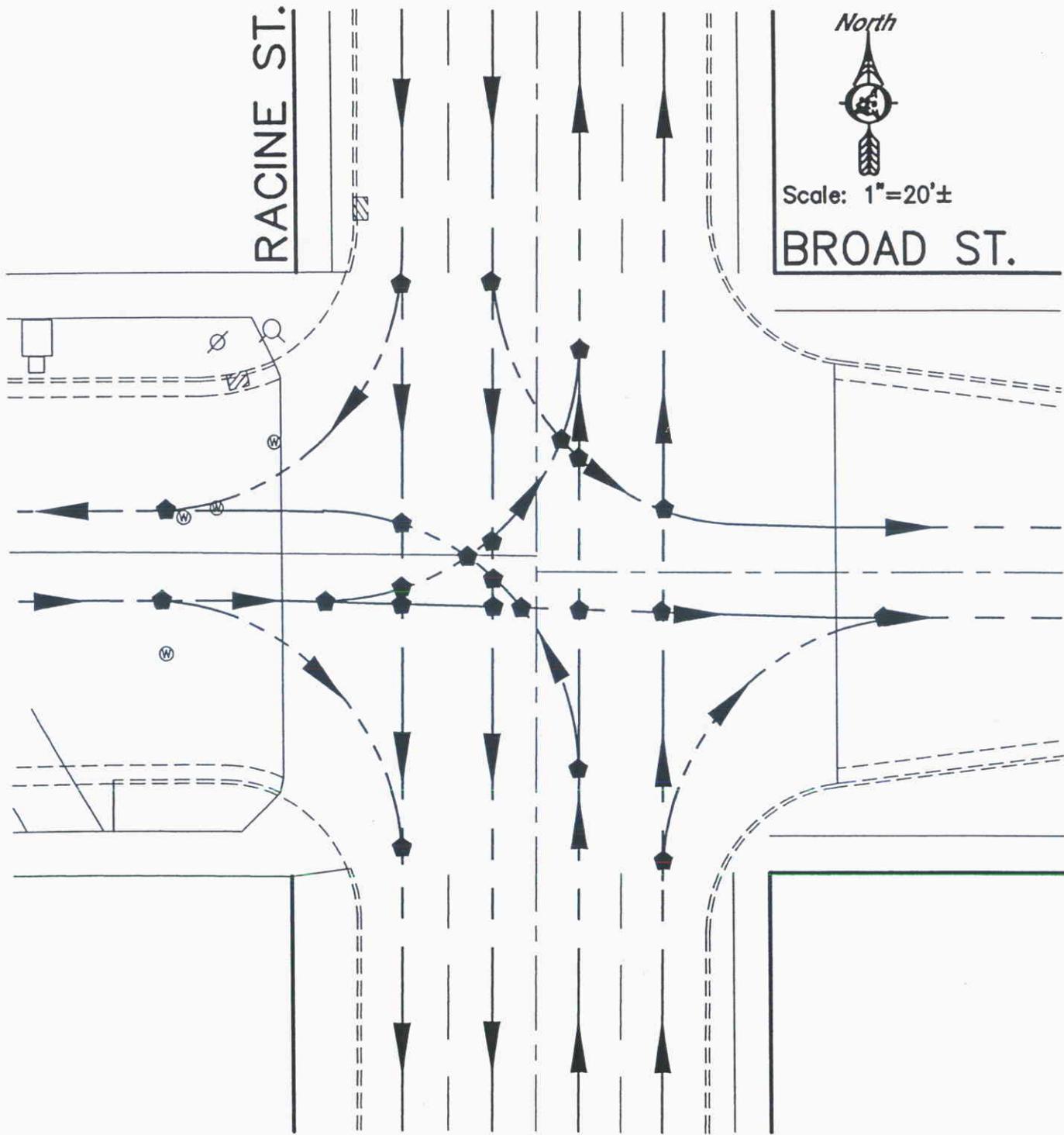


# EXISTING TYPICAL SECTION BROAD STREET

NO SCALE



*WB-50 Turning Radius and Traffic Islands*



*Existing  
Conflict Points (23)*



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 24<sup>th</sup> 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](mailto: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  
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

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 Marty Pavich 529 Broad St Menasha WI  
 CHARLES MEYERS Charles Meyers 522 Broad St Menasha, WI  
 MARY MEYERS Mary Meyer 522 Broad St Menasha, WI  
 Gary Van Driehout 518 Broad St Menasha WI  
 Len Alshulevitz 524 Broad St. Menasha WI 54952  
 Alice Chricke 546 BROAD ST - Menasha WI 54952  
 Ray Kalesch 547 BROAD ST MENASHA WI 54952  
 Ti Ann Hanon 514 Broad St. Menasha 54952

CITY OF MENASHA  
Board of Public Works  
Third Floor Council Chambers  
140 Main Street, Menasha  
March 1, 2010  
MINUTES

A. CALL TO ORDER

Meeting called to order by Chairman Taylor at 6:32 p.m.

B. ROLL CALL/EXCUSED ABSENCES

PRESENT: Alderman Wisneski, Pack, Hendricks, Zelinski, Englebert, Benner, Roush, Taylor  
ALSO PRESENT: Mayor Merkes, Attorney Jim Godlewski, Lt. Brunn, DPW Radtke, CDD Keil,  
Engineer Suprv. Montour, Clerk Galeazzi and the Press.

C. MINUTES TO APPROVE

1. February 15, 2010

Moved by Alderman Zelinski, seconded by Alderman Wisneski to approve minutes.  
Motion carried on voice vote.

D. ACTION ITEMS

1. Traffic Engineering Study to Consider the Conversion of Broad Street from One Way to Two Way Traffic (Ald. Zelinski)

DPW Radtke explained Engineering staff performed a traffic study to evaluate the conversion of Broad Street from Racine Street to DePere Street from one-way traffic to two-way traffic. The study included comments from residents/property owners directly affected by the possible conversion of Broad Street and the Police Dept. DPW Radtke stated he would support converting to two-way traffic only if Broad Street traffic from both directions is restricted to right turns only at the Racine/Broad Street intersection. A similar study was done in 1996 and the same recommendation was made at that time.

Engineer Suprv. Montour explained the parameters of the engineering study. Excessive speed did not appear to be a major concern. Accident reports were reviewed and the reports show the majority of the accidents occurred at the Racine/Broad Street intersection. It is the recommendation of staff that Broad Street from Racine Street to DePere Street remain one-way to eastbound traffic.

Discussion from the Board members ensued including options for traffic control at the Racine Street intersection, the need to re-educate drivers who have been accustomed to one-way; inconvenience of the current one way traffic pattern, safety vs. inconvenience, and the frequency of traffic violating the one-way system. A majority of residents from the 500 and 600 blocks of Broad Street that responded to the survey favor keeping as one-way, Paris Street residents favor two-way. Consider converting Broad Street from Appleton Street to DePere Street to two-way traffic.

Staff was directed to conduct a traffic engineering study for the conversion of Broad Street to two-way traffic from Appleton Street to DePere Street, including the need for a four-way stop traffic control at the intersection of Broad Street and Appleton Street.

E. ADJOURNMENT

Moved by Alderman Wisneski, seconded by Alderman Pack to adjourn at 7:34 p.m.  
Motion carried on voice vote.

Respectfully submitted by  
Deborah A. Galeazzi, WCMC, City Clerk



City of Menasha • Department of Public Works

May 20, 1996

*Mayor and Common Council  
City of Menasha  
Menasha, WI 54952*

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

*Mayor and Members of the Council:*

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

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

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

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

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

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

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

## PARKING ISSUES

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

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

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

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

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

## BROAD STREET PARKING LOT

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

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

## FOUR-WAY STOP SIGN REQUESTS

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

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

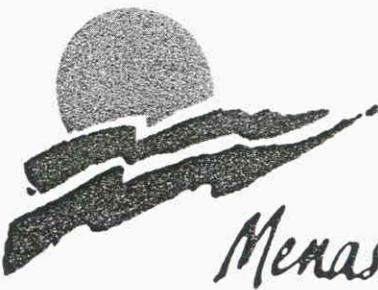
*Sincerely,*

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

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

*MR:jk*

*Attachment*



City of Menasha • Department of Public Works

## Memorandum

*DATE: January 11, 1996*

*TO: Residents & Property Owners in  
500 & 600 Blocks of Broad Street*

*FROM: Mark Radtke, Director of Public Works* 

*RE: Broad Street Traffic Study*

*Attached, please find a copy of the Board of Public Works agenda for its January 15 meeting, which includes "Request for Broad Street Traffic Changes" as an agenda item. Also attached is a copy of a report to the Board of Public Works explaining how we intend to proceed in evaluating this issue.*

*The report essentially indicates the need for additional time to properly analyze contributing factors in this matter. While you are welcome to attend the meeting Monday night, there likely will be no action taken on this matter that night. You will be apprised of future meetings involving Broad Street.*

*As always, your input is welcome throughout this process.*

*jk*

*attachments*

October 28, 1995

To: City of Menasha Officials  
From: Broad Street Residents  
Re: Traffic

We, the undersigned residents of Broad Street, wish to have the one-way traffic on our street changed to a two-way pattern of traffic.

It is our rationale that this will be safer for the many young children who reside here, particularly in the more easterly of the two blocks that are designated one-way. The one-way street status definitely encourages speeding.

We also feel that there is no purpose being served by continuing to have this street designated as one-way only.

Neil & Sheprow 3 kids  
Steve Mousik  
Alison M. Moss 1 child  
Michael Abtold 2 children  
Lucy Adams 3 children  
Nicki Innes  
Susan & Peter Kemp 3 children  
Kay Bliss 1 child  
Paul Blair 1 child  
Marion Fredericks  
Sue Pages 2 children  
Scott Page  
Fred K. Clay 2 children  
Karla Galubinski 2 children  
Beth Kett - Doherty & Fritz's - DD clients  
Dennis Flantz



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

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

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

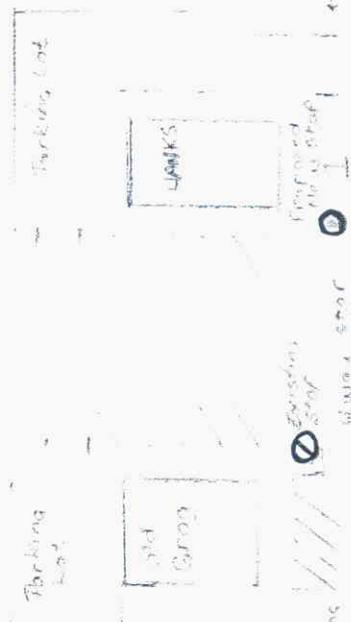
Thank You

Bonnie Dugan  
Janice Batley  
Paul Batley  
Arny Van Dierhout  
Chuck Mesers  
Lia Maironeo  
Dag Kilobul

500 NE ST

Afferton St

The S. side



Proposed New Stop

Parallel Parking

Proposed New Stop

500 Block Broad

Existing Stop

Way stop  
door vehicle  
area also to  
be used for  
bicycle parking  
bicycle parking  
bicycle parking  
bicycle parking

Proposed New Stop

Parallel Parking

Proposed New Stop

600 Block Broad

Proposed New Stop

Existing Stop

Parallel Parking

Proposed New Stop

Proposed New Stop

Proposed New Stop



SENT-001  
12-28-95  
LET ATTACHED!

COPY

City of Menasha • Department of Public Works

December 28, 1995

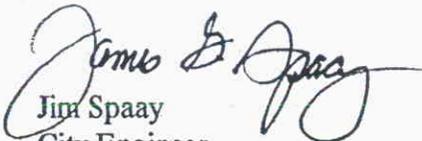
Dear Broad Street/Appleton Street Resident:

At the December 13th Common Council meeting the proposal to change the segment of Broad Street east of Racine Street to two-way status was discussed. Numerous issues emerged during the course of the discussion and the Council decided to hold the matter over until the January 2, 1996 meeting to gather information.

It was subsequently determined that this delay did not provide adequate time to gather the necessary information. Therefore, this matter will not be addressed at the January 2nd Council meeting. We will notify you of the future meetings when the Broad Street routing issue will be considered.

Thank you for your attention to this matter.

Sincerely,

  
Jim Spaay  
City Engineer

October 28, 1995

To: City of Menasha Officials  
From: Broad Street Residents  
Re: Traffic

We, the undersigned residents of Broad Street, wish to have the one-way traffic on our street changed to a two-way pattern of traffic.

It is our rationale that this will be safer for the many young children who reside here, particularly in the more easterly of the two blocks that are designated one-way. The one-way street status definitely encourages speeding.

We also feel that there is no purpose being served by continuing to have this street designated as one-way only.

- John (Jack) Whippick 523 Broad St.
- Bonnie Mummel 533 Broad St
- Jean Kulishuk 547 Broad St.
- John E. Sawyer 537 BROADST MENASHA
- E. Maderson 541 Broad Menasha
- Al Yavich 529 Broad
- Joseph Batley 525 Broad St
- Robert Buttz 525 Broad St.
- Arny Van Lushout 518 Broad St.
- CHUCK MEYERS Chuck Meyers 522 Broad St Menasha 2 children
- Lisa Marinaccio 508 1/2 broad St Menasha, WI 54952
- Joan Miller 524 Broad St. menasha 54952
- Don Kulsh 546 1/2 BROAD ST MENASHA 54952

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Thank You

Bonnie Dugmel  
Janice Batley  
Hal Batley  
Gary Van Dierhout  
Chuck Mesler  
Linda M...  
Dag K...  
Kilshel

RACINE ST.

APPLETON ST.

De Fere St.

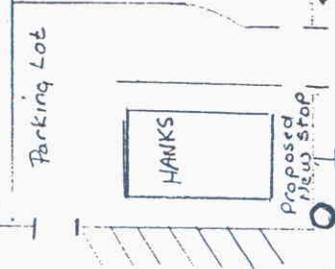


Proposed New Stop

Right Turn ONLY

Existing Stop

4 way stop needed.  
 Poor Vision area due to many parked cars, Heavy Traffic & Pedestrian use at this intersection



Proposed New Stop

Existing Stop

Parallel parking

Parallel parking →  
 Proposed New Stop

500 Block Broad.

Parallel Parking →  
 Existing Stop  
 Proposed New Stop

600 Block Broad.

Parallel Parking →  
 Existing Stop

Existing Stop

00 Block road