

Rooney, John

From: Rooney, John
Sent: Tuesday, June 26, 2018 9:26 AM
To: 'chelelusk1970@gmail.com'
Cc: Payne, Nancy; Molitor, Ara
Subject: RE: Website Contact Form Submission

Michele:

In response to your website submission below we will look into the matter. We will check with RPD regarding the accident history you have described, and see if there's anything in the accident reports that indicate a traffic control problem we can correct signs. It doesn't appear there are any issues with sightlines at the intersection whereby motorists cannot see down the roadways. We'll also take a look at traffic volumes to see if a yield or stop sign is needed on the east and west approaches of the intersection.



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From: Payne, Nancy
Sent: Monday, June 25, 2018 7:54 AM
To: Rooney, John
Subject: FW: Website Contact Form Submission

FYI

From: Ferderer, Michael
Sent: Monday, June 25, 2018 7:23 AM
To: Payne, Nancy <Nancy.Payne@cityofracine.org>
Subject: FW: Website Contact Form Submission

From: chelelusk1970@gmail.com [<mailto:chelelusk1970@gmail.com>]
Sent: Sunday, June 24, 2018 8:06 AM
To: Ferderer, Michael <Michael.Ferderer@cityofracine.org>
Subject: Website Contact Form Submission

Data from form "Contact Us Form" was received on Sunday, June 24, 2018 8:05:47 AM.

Field	Value
Name	Michele Lusk
Email	chelelusk1970@gmail.com
MessageType	Question
Message	Type your message here...I live @ Summit & St Patrick Street Racine,Wi.. And in the pass 3 weeks alone we have had almost 7 car accidents due to there is not a stop sign a yield sign at the end of St Patrick going into Summit or dead end sign at end of St Patrick Street yesterday it is this is the reason why I am writing this two kids riding their bike almost got hit buy a gentleman turning from Summit on St Patrick and he almost hit them something really needs to be done at this intersection. Thank you for your time Michele Lusk

Email "Website Contact Form Submission" originally sent to michael.ferderer@cityofracine.org from chelelusk1970@gmail.com on Sunday, June 24, 2018 8:05:47 AM.

Office of the City Engineer

John C. Rooney, P.E.
Assistant Commissioner of Public Works/
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August 23, 2018

MEMO

To: John C. Rooney, P.E.

Re: Traffic Study - Intersection Control Analysis of St. Patrick and Summit Ave.

From: Ara P. Molitor, P.E.

Purpose: Determine if there is a warranted change in the “control” at the intersection.

Method: Field observation and an accident analysis.

ANALYSIS:

Existing Conditions

- Existing roadway conditions at the intersection:
 - The intersection is a standard local street intersection at 90 degrees.
 - The west approach is a very short section of road that enters into and private industrial property. (In affect making this a “T” intersection.)
 - Three of four quadrants pose no real issues regarding vision.
 - There is a house on the NE corner of the intersection that block vision from southbound traffic (Summit) and westbound traffic (St. Pats) until the vehicles are almost entering the intersection.
 - The intersection is “uncontrolled”.
 - Both roadways are the standard 36’ face to face cross-section - concrete.
 - The Speed Limit for both roads are – 25 MPH.
 - On the field visit – I did witness excessive speed from several vehicle traveling on Summit.

Accident Analysis

- Accident Study 2013-current Findings
 - 4 total accidents: **15** Injuries 0 Deaths
 - All accidents involved 2 cars
 - All accidents involved injuries – some were listed as severe
 - All accidents involved a SB and a WB vehicle in a T-bone fashion collision.
 - All accidents happened in the daylight and only one on wet pavement.
 - All of the accidents were correctable with the addition of “control”.

Yield Sign Warrants

- Total average daily traffic (ADT) entering the intersection is above 1,000 vehicles. Volumes were not taken however, I would have to believe that this intersection would be close to that number – in comparison to other intersections being studied. (warranted)
- The safe approach speed (SSSD) is equal to or greater than 15 mph. Considering that the intersection is currently uncontrolled and the vision triangle for the NE quadrant does not warrant 15 mph (more than exceeded warrants)
- A history of three or more right angle accidents per year. Three of the four accidents reported happened in 2014. (warranted)

CONCLUSIONS:

- It is my opinion to add Yield Signs (2) (R1-2) to both approaches of St. Patrick Street.