

Office of the City Engineer

John C. Rooney, P.E.
Assistant Commissioner of Public Works/
City Engineer



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April 18, 2017

MEMO

To: John C. Rooney, P.E.

Re: Traffic Study - Intersection of Ohio St. and Ridgeway Ave.

From: Ara P. Molitor, P.E.

INTRODUCTION

Purpose: Determine if "Vision Triangle" can be improved.

Method: Field observation and an accident analysis.

FIELD OBSERVATIONS

The intersection of concern is a stop-controlled "T" intersection; with divided 4-lane roadway of Ohio St. forming the cross of the T and the east approach of Ridgeway Ave. forming the stem. Ridgeway is required to stop.

Ridgeway Ave. is the first side street to the east south of Spring Street on Ohio St. Ohio Street is a main arterial street for this portion of the city. The neighborhood consists of a mix of multi-unit housing, mostly single family housing and some commercial properties to the north.

The speed limit is posted 30 MPH on Ohio St. and by ordinance is 25 MPH on Ridgeway. Parking is allowed on either side of Ohio Street right up to the corners, and despite the existence of long driveways the street seems to accommodate most of the parking along Ohio. Parking is also allowed on Ridgeway right up to the corners without restriction, but seems to be not the preferred location to park for the single family residents to the east. Ridgeway is also slightly narrower than the City's standard residential road of 36' face to face, whereas it is 32' face to face.

ANALYSIS

Traffic counts were not taken on the roadway(s) as they have little bearing in this type of study.

The vision triangles for the east approach to the intersection are obstructed by parked vehicles, fences and trees in the terrace. The terrace at the intersection is approximately 6 feet wide, in all directions. The vision triangle to the north is not critical because the motorist has 2 driving lanes, a parking lane and a median to cross before it is in conflict with traffic which allows for wide open view of southbound traffic.



The above picture is the view from a vehicle legally stopped at the intersection on Ridgeway and looking south towards northbound traffic. At this time there is only one vehicle parked on the east side of the roadway obscuring the view of the stopped motorist, but you can see if there were more vehicle strung out behind the one, it would completely block the motorist view of oncoming northbound traffic. The fence and the tree also contribute to the lack of vision but they are not the major contributing factors. This vision triangle can be and usually is completely blocked for the view of the motorist. (Note: the 1st driveway is 75' +/- from the corner, 2nd drive – 155' +/- and the tree 180' +/-)

Accident data was requested from the Police Department for the past 5 years (2012-2016, and 2017 so far). There were 2 reported accidents reported for this time period. The first accident happened in the median and is under suspicious circumstances and does not apply to this situation. The second accident is directly affected by the vision to the south of Ridgeway and involved a motorcyclist (fatality) and a car turning from Ridgeway. This second accident is correctable. (See attached)

RECOMMENDATIONS

Instruct the sign shop personnel to install “No Parking” signs at approximately 150 feet south of the corner and eliminate parking at all times from the second driveway to the corner.