

Office of the City Engineer

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June 17th, 2025

MEMO

To: Ara P. Molitor P.E.

Re: Traffic Study - Intersection St. Clair St. & Lombard Ave.

From: Sandra Wilkinson

Purpose: Determine if additional control is warranted for St Clair St. & Lombard Ave.

Method: Field observation, traffic counts and an accident analysis.

ANALYSIS:

Existing Conditions

- Existing roadway conditions at the intersection:
 - The intersection is a standard four-way 90° intersection in a residential neighborhood.
 - West leg of intersection has a curve prior to the intersection.
 - St Clair Street– 32' Concrete Pavement (1997)
 - Lombard Avenue– 32' Concrete Pavement (1996)
 - St Clair St is Yield Controlled.
 - The Speed Limit for both roads is 25 MPH.

Traffic Analysis

- Average Daily Traffic: (from tube counts 6/10/2025 – 6/16/2025)
 - St Clair St. – ADT 156
 - Lombard Ave.- ADT 294
- Pedestrian Counts: were not conducted
- Accident Study 2020 - Current:
 - 3 total accidents
 - 3 possible injury 0 Deaths
 - None of the accidents were correctable
 - Speed Analysis: (from tube counts 6/10/2025 – 6/16/2025)
 - St Clair St. (Yield Controlled) – 510 total vehicles, mean speed is 20.1 mph, 1.0% speed is over 35 mph.

- On average – 1 VPD were exceeding the 35 MPH (11 MPH over posted) – 0.06%.
- Total – 5 vehicles were exceeding the 35 MPH (11 MPH over posted) – 1.0%.
- Lombard St. – 1,663 total vehicles, mean speed is 20.4 mph, 0.8% speed is over 35 mph.
 - On average – 2 VPD were exceeding the 35 MPH (11 MPH over posted) – 0.06%.
 - Total – 14 vehicles were exceeding 35 MPH (11 MPH over posted) – 0.8%.

Intersection Control Warrants

Two Way Stop Sign Control. Stop sign control may be justified under any one of several conditions as follows:

- a) To protect the right of way of vehicles using major arterial streets. They should be used at the intersection of a major arterial with a local street unless other factors such as volume, accidents or delay dictate a higher type device (four-way stop signs or traffic signals). (Not Warranted)
- b) Where the safe approach speed (safe stopping sight distance) is 10 mph or less. (Not Warranted)
- c) An accident experience of three or more right angle accidents per year over a period of years, where less restrictive measures have not been satisfactory. (Not Warranted)
- d) A total average daily traffic (ADT) in the range of 2,000 to 8,000 may be indication of the need for two-way stop sign control. This is above the volume range where yield signs may operate satisfactorily and may be below the minimum volume ranges required for four-way stop sign control or traffic signal control. If ADT volume in excess of 1,500 vehicles is evident at the intersection of two local streets, the street classification plan should be re-evaluated. (Not Warranted)
- e) If all other intersection (except “T” intersections) in the area are controlled, then controls should be considered. (Not Warranted)

CONCLUSIONS:

- It is my opinion to leave the intersection “As-Is”. The intersection does not warrant any change in “control”.

Recommendation: No change to traffic control or speed enforcement at this time.