



# City of Racine

## Meeting Minutes - Draft

### Traffic Commission

City Hall  
730 Washington Ave.  
Racine, WI 53403  
www.cityofracine.org

*Chairman Martin DeFatte*  
*Commissioner Richard Jones*  
*Alderman Ronald D. Hart*  
*Asst. Chief Steven Hurley*  
*Atty. Nicole Loop*  
*Charles French*

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Monday, October 15, 2007

5:15 PM

Room 301, City Hall

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#### Call To Order

**PRESENT:** 4 - Nicole Loop, Martin DeFatte, Charles French and Richard Jones

**EXCUSED:** 2 - Ronald D. Hart and Steven Hurley

Also Present: John Rooney, Secretary; Lt. Dobbs attended on behalf of Asst. Chief Hurley; Alderman Weidner; Alderman Karas; Marlyn and Joanne Tamblingson; Sue Griego; Brad Jaech; Carol Hansen; Barry Sanders; Frank Smith; Sandy Schmitz; William and Nancy Scharding; Andy Kowske and Chris Devery (HNTB); Mike McDermott; Mark Levine; Thom Bowen; Devin Sutherland (DRC); Micah Waters

#### Approval of Minutes for the September 17, 2007 Meeting

*Motion made by Rick Jones, seconded by Charlie French to approve the minutes as printed. Passed unanimously.*

#### New Business

1. [07-0708](#) **Subject:** Communication from John Rooney, Assistant Commissioner of Public Works/Engineering submitting the recommendations from HNTB Corporation for the traffic control on the Sixth Street renovation. **Chris Devery (HNTB) invited to the meeting.**

**Recommendation of the Traffic Commission (6-18-07):** Defer

**Recommendation of the Traffic Commission (10-15-07):** Defer

*John Rooney introduced Chris Devery and Andy Kowske from HNTB Corporation to present a study of the recommendations for traffic control for the Sixth Street Renovation Project.*

*Chris Devery used a PowerPoint presentation to describe the study. He indicated that from preliminary traffic studies, it was determined that no new signals were warranted at Villa and the existing signals at Park and College Avenue did not meet the warrants for signalization as well. He noted signals at Wisconsin Avenue would be kept in place because they are part of a time-based coordinated network with signals at Sixth and Main, Seventh and Main, and Seventh and Wisconsin Avenue. Chris noted the study included looking at crashes, volumes, and other safety issues. He discussed the three*

options that were used to determine what type of traffic control could be used in lieu of the signals to be removed at Park and College. He noted the study included travel times, level of service and measuring queues for each of these three options. Chris referred to the MUTCD warrants for two-way and all-way stop conditions.

Andy Kowske described the speed study and network study for delay and level of service. He noted speeding is not a problem on the corridor in all three scenarios that were studied. He noted in the worst case scenarios, speed was the same as they were when the signals were in operation, and compared that data to a 2004 speed study performed by the City of Racine Engineering Department.

Chris Devery explained the Pedestrian Study and indicated there are enough gaps for pedestrians to cross the road safely in the design year and 20 years past the design year. Chris wrapped up the presentation by saying the results of the study were forwarded to the Wisconsin Department of Transportation and they are waiting on the State Traffic Engineer's review of the report before submitting a final recommendation.

Several people in attendance at the meeting had questions regarding the study. Sandy Schmitz indicated she didn't believe the tube locations for the speed study was representative of the speeds in different study periods. She thought the tubes were placed too close to the signalized intersection that was stop-controlled.

Chris Devery indicated two methods were used to measure speed. He noted not only the spot location was used with the tubes, but corridor travel was timed as well for speeds in the corridor, and he noted the speeds checked out consistently using both methods.

Sandy Schmitz also noted the A.M. seemed to have more street traffic and thought that was the time the traffic study should have been done.

Chris Devery explained how the peak hour is selected for traffic studies and indicated the appropriate peak hour was in the afternoon from 4 P.M. to 5 P.M.

Alderman Karas asked about public comment on Villa Street and was interested in getting traffic control at that intersection as well.

Micah Waters commented that the study should take into account public comment and what the public is interested in the corridor.

Brad Jaech noted the 3-year study for accidents indicated there is no real crash problem, therefore, why jeopardize a safe condition by removing the traffic signals.

Chris Devery explained this was a backward study to remove the signals and predictions for crashes in the future are not easily done. He noted that based on the information gathered, he felt that stop control would still provide a safe corridor.

Devin Sutherland asked the Traffic Commission to strongly consider all-way stops on the corridor regardless of the final recommendation of the Wisconsin Department of Transportation and the HNTB.

Bill Scharding noted that from the study it appears the stop signs do slow down the speed and asked if pedestrian counts were done at an appropriate time of day and in appropriate weather conditions.

Chris Devery noted that, yes, the traffic did slow down with the stop signs, but even

*without the stop signs on Sixth Street the speeds were indicative of a very safe travel corridor. He also noted that the pedestrian activity was fairly consistent even with inclement weather.*

*After further discussion, a motion was made by Jones, seconded by Loop to defer the item for the Wisconsin Department of Transportation recommendation. Passed unanimously.*

**Deferred**

2. [06-2893](#) **Subject:** Communication from the Alderman of the 6th District, on behalf of Merlyn & Joanne Tamblingson, 2207 Rupert Blvd., and Sue Griego, 2208 Rupert Blvd., to install traffic signal controls at the intersection of Chicago & Spring Streets. **Merlyn & Joanne Tamblingson, Sue Griego, and Alderman Weidner invited to the meeting.**

**Recommendation of the Traffic Commission (1-15-07):** Defer

**Recommendation of the Traffic Commission (8-20-07):** Defer

**Recommendation of the Traffic Commission (9-17-07):** Defer

**Recommendation of the Traffic Commission (10-15-07):** Receive and file.

**Fiscal Note:** N/A

*John Rooney explained the study at the intersection of Chicago and Spring Streets. He noted the eight warrants were checked for traffic control and indicated none of the warrants were met; however, he did explain warrant 3 which is, delay, because of the concerns of the residents not being able to exit onto Spring Street from Chicago in a timely manner. He noted the peak hours used for the A.M. and P.M. periods on Chicago Street. He indicated the level of service for the overall group of vehicles in the queue during the peak hours of the A.M. and P.M. was operating at a service of Level A. He noted that overall the delay on average was less than 10 seconds. He did note, however, that approximately three of every four vehicles that come to the approach at Spring Street do turn right, and that did account for the lower delay.*

*Merlyn Tamblingson asked why tubes were not used to count the cars.*

*John Rooney responded that for a study such as this, a count is taken by a technician using an electronic counter and all turning movements are recorded, and the tubes are not used.*

*Joanne Tamblingson discussed some issues regarding the southeast corner and potential vehicles or landscaping on the corner that impedes vision.*

*Alderman Weidner cited what she felt were similar intersections at Washington and Taylor Avenue, and Northwestern and High Street, that have signalized intersections, and felt Chicago and Spring Street should be signalized as well.*

*Rick Jones noted Washington and Taylor Avenue was a signal that was studied by the*

*Wisconsin Department of Transportation when the resurfacing project on Washington Avenue was done in 2001. He noted the intersection of Northwestern and High Street did not meet the warrants for signalization, but the Common Council approved it for that location notwithstanding the recommendation of the Traffic Engineer or Traffic Commission.*

*After further discussion, a motion was made by Jones, seconded by French to receive and file the communication. Passed unanimously.*

**Recommended to be Received and Filed**

3. [07-1116](#)

**Subject:** Communication from Alderman Weidner, on behalf of Holly Brown, 419 Harvey Drive, requesting a stop sign on the corner of Rupert Street and Harvey Drive. **Alderman Weidner and Holly Brown invited to the meeting.**

**Recommendation of the Traffic Commission (09-17-07):** Defer

**Recommendation of the Traffic Commission (10-15-07):** Receive and file.

**Fiscal Note:** N/A

*John Rooney noted the study was completed in late September for this intersection. He noted the T-intersection is yield controlled on the terminating leg, which is Rupert Boulevard. He noted the study showed additional traffic control was not warranted for a stop sign on the terminating leg or all-way stops on any of the approaches. He noted there was no crash history that would warrant additional traffic control and asked the item be received and filed.*

*A motion was made by Jones, seconded by French to receive and file the communication. Passed unanimously.*

**Recommended to be Received and Filed**

4. [07-0451](#)

**Subject:** Communication from the Alderman of the 5th District requesting the City of Racine work with both DRC and HSSA to install Pedestrian Right of Way signs at crosswalks throughout the Downtown area. **Alderman Maack, Devin Sutherland, and Frank Smith invited to the meeting.**

**Recommendation of the Traffic Commission (6-19-07):** Defer

**Recommendation of the Traffic Commission (9-17-07):** Defer

**Recommendation of the Traffic Commission (10-15-07):** Defer

John Rooney informed the Traffic Commission he sent a letter to Frank Smith and Devin Sutherland of the West Racine Business Association and Downtown Racine Corporation, respectively. He indicated he had not heard back from Frank Smith or Devin Sutherland regarding the business association's willingness to participate financially with installing the pedestrian right-of-way signs at approved crosswalk locations in those areas.

Frank Smith appeared before the Commission and indicated he had spoken with Devin Sutherland regarding this issue. He indicated the idea was worth considering, particularly placing them out seasonally in the spring and leaving them up until late fall before winter plowing operations. He asked the item be deferred while he discusses it with some of the West Racine Business Association board members and with Devin Sutherland.

Motion made by Jones, seconded by French to defer. Passed unanimously.

**Deferred**

5. [07-0516](#) **Subject:** Communication from the Aldermen of the 9th and 12th District requesting that some kind of "Pedestrians have Right of Way" or "Caution: Pedestrians" signage be installed on Washington Ave. on the westbound approach to the intersection of Washington and Grove. **Aldermen Wisneski and Karas, Devin Sutherland, and Frank Smith invited to the meeting.**

**Recommendation of the Traffic Commission (5-21-07):** Defer

**Recommendation of the Traffic Commission (6-18-07):** Defer

**Recommendation of the Traffic Commission (9-17-07):** Defer

**Recommendation of the Traffic Commission (10-15-07):** Defer

Motion made by Jones, seconded by French to defer. Passed unanimously.

**Deferred**

6. [07-0515](#) **Subject:** Communication from the Aldermen of the 9th and 12th District requesting the City paint bright white crosswalk stripes on each of the crosswalks at the intersections of Washington Ave. and Arthur/Blaine/Hayes/Grove. **Aldermen Wisneski and Karas invited to the meeting.**

**Recommendation of the Traffic Commission (5-21-07):** Defer

**Recommendation of the Traffic Commission (6-18-07):** Defer

**Recommendation of the Traffic Commission (9-17-07):** Defer

**Recommendation of the Traffic Commission (10-15-07):** Defer

*John Rooney explained the current pavement marking operations for the City of Racine, particularly how crosswalks are marked. He noted the crosswalks are marked using latex paint with glass beads, and this is done relatively inexpensive as compared to putting a higher quality pavement markings such as preformed plastic tape down. He cited some different examples of products that could be used, but noted those products are quite expensive and would have to be done by an outside contractor. He noted the cost is prohibitive from the standpoint of Traffic Regulations Operations and Maintenance budget, and for this work to be performed in the business districts, money would have to be provided in the CIP as a bonded capital project or additional money in the O&M budget as a capital outlay to have this work done. He noted material proposed by 3M Corporation would be a pavement marking tape of a medium grade or a high quality performance tape. He went through all the options for different styles of crosswalk markings that are approved by the MUTCD.*

*Alderman Karas indicated he would like to discuss this with some other interested parties regarding the cost associated with this work and asked the item be deferred.*

*Motion made by Jones, seconded by French to defer. Passed unanimously.*

**Deferred**

7. [07-1066](#) **Subject:** Communication from Mercedes Dzindzeleta requesting the City of Racine post all of its speed limit signs at 25 mph. **Alderman Coe and Mercedes Dzindzeleta invited to the meeting.**

**Recommendation of the Traffic Commission (09-17-07):** Defer

**Recommendation of the Traffic Commission (10-15-07):** Defer

*John Rooney noted Mercedes Dzindzeleta could not attend the meeting and asked the item be deferred again.*

*Motion made by Dobbs, seconded by Jones to defer. Passed unanimously.*

**Deferred**

### **Next Meeting Date**

*The next meeting date will be November 19, 2007, Room 301 at City Hall.*

### **Adjournment**

*The meeting adjourned at 7:13 P.M.*

**If you are disabled and have accessibility needs or need information interpreted for you, please contact the Engineering Department, 636-9166, at least 48 hours prior to this meeting.**