

Bryson, Robert

From: Bryson, Robert **Sent:** Mon 5/24/2010 11:16 AM
To: Dantzier, Akuwa
Cc: Antczak, Kevin; Schlabowske, David; Wantoch, Clark
Subject: FW: Study for Wright St. & 1st.
Attachments:

For your information concerning Wright and 1st.

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From: Antczak, Kevin
Sent: Mon 5/24/2010 10:59 AM
To: Bryson, Robert
Subject: Study for Wright St. & 1st.

Speeding on any street is a serious problem. However, it should be noted that stop signs only designate which motorist has the right-of-way at an intersection, and are installed where physical and operational characteristics warrant a need to assign right of way. They are not an effective deterrent to speeding, and should not be installed for that purpose.

Since East/West Wright Street is a stop protected, through highway, an investigation for an all-way stop was conducted at the intersection of East/West Wright Street and North 1st Street. Our Division follows guidelines to determine the need to install traffic control as set forth in the Federal Manual on Uniform Traffic Control Devices. The City is required by State statutes to conform to Manual provisions. As dictated by traffic conditions, we install the least restrictive control, which will safely and effectively regulate traffic flow. The minimum warrants, as set forth by the manual, for an all-way stop control require a minimum of five reported crashes to the Milwaukee Police Department in a 12 month period, and a total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any 8 hours of an average day.

The crash data received from the Milwaukee Police Department indicates that in 2007-1 crashes were reported, 2008-0, 2009-0 and 2010 to date 0. Our study indicated that East/West Wright Street carries 2000 vehicles in a 24 hour period which is approximately four times that of North 1st Street. Our experience has shown that for effective operation of an all-way stop control, the traffic volumes on all the approaches to the intersection should be approximately equal. At all-way stop locations with large differences in traffic volume, motorists on the major volume roadway often learn to disregard the stops since the volume is light on the intersecting roadway. Rear-end, along with angle crashes, are typically the result of installing an unwarranted control.

Many people are under the misconception that the presence of a more restrictive traffic control will make the intersection safer. We have found that this is not always the case.

Therefore, based on our findings, we conclude that the present stop controls are working and believe that the installation of an unwarranted control may not improve the safety of the intersection, but would require all motorists to stop, even in the absence of cross street traffic. We will, however, keep the intersection under surveillance and if any significant changes occur, take the appropriate action.

In regards to speeding we have found that the only effective way to address the speeding problem on a street is by strict enforcement by the Police Department. Therefore, a work order has been issued to install speed limit signs on East/West Wright Street between North Dr. Martin L. King Jr. Dr. and North Holton Street to inform motorists of the maximum speed allowed on this street. We realize that the Milwaukee Police cannot be stationed on a particular street, however, periodic but continuing surveillance of the neighborhood has addressed this type of problem in the past at other locations in the City. If vehicles continue to speed after the installation of the speed limit signs, the Milwaukee Police Department should be contacted to provide enforcement.

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