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INFRASTRUCTURE
ADMIN.



Robert G. Donovan
Alderman, 8th Aldermanic District

MEMBER: 2002 JAN 14 PM 1:08
Public Safety Committee
Public Improvements Committee
Zoning, Neighborhoods
& Development Committee
Anti-Graffiti Policy Committee

ALDERMANIC SERVICE REQUEST
8-020414

Date: January 11, 2002
To: James Purko
DPW - Infrastructure Services Division
From: Ald. Robert G. Donovan
8th. Aldermanic District

On January 10, 2002 we were contacted by:

Mary Doyle
3268 S. 22nd Street
Milwaukee, WI 53215
647-8713
273-3850 x5289

Who wished to request a stop sign for north/southbound traffic on 22nd and Ohio. This is the second request & is accompanied by the attached petition. Residents are very interested in a stop sign here. This matter is being referred to you to investigate and take appropriate action. Please complete the bottom of this form within ten working days and return it to our office.

Service Performed:

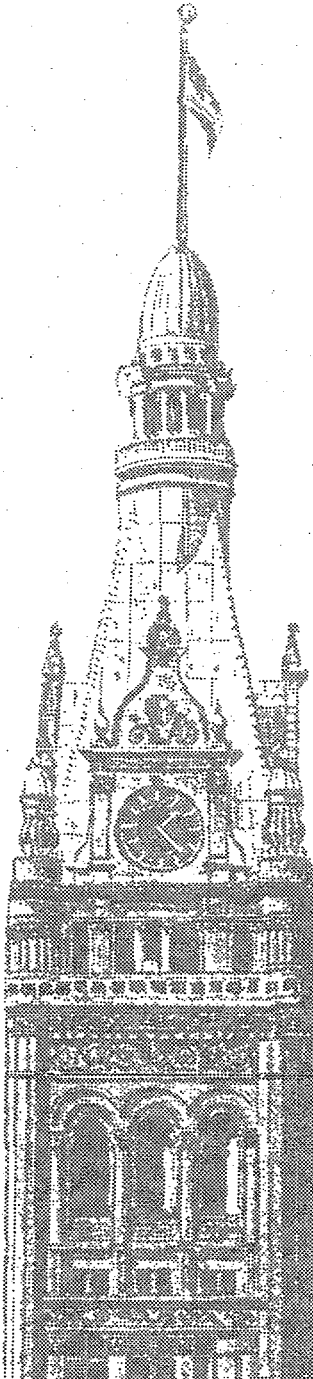
See attached response.

check with Bobl see what he does
JHS:dle

They said no. How do you want to proceed? (She's the lady that came to see you.)

Date Completed 1/17/02

Signed
James H. Ito, Traf. & Ltg. Engr.
Infrastructure



ASR# 8-020414

Currently there are Yield signs posted for eastbound/westbound traffic on W. Ohio Avenue. These signs were installed in 1988 as a result of a crash problem. As mentioned in the previous request a more restrictive traffic control device (Stop signs) is only installed as a counter-measure when a crash problem develops (three reported crashes in a twelve months period). The crash data received from the Milwaukee Police Department indicates that in 1999-0 crashes were reported, 2000-2, 2001-0 and 2002 to date 0.

We still believe that the Yield control remains the most appropriate under present traffic conditions. The ASR/petition requests the installation of a north/south stop control. This not only would require the removal of the Yield control on W. Ohio Avenue but also would probably confuse the motorists that drive this area on a regular or daily basis, since they have been orientated to the controlling device for the east/west direction for many years. In the past we have found that an increase as opposed to a decrease in crash could result in reversing the direction of a traffic control device.