





Mauro Lenci

**Engineering Division**  
Michael M. Lemens, P.E.  
Director/City Engineer  
**Fleet Maintenance**

Superintendent  
**Administrative Supervisor**  
Janice D. Schroeder

Rocky Bednar

**Street Division**  
John H. Prijic  
Superintendent  
**Waste Division**

Superintendent  
**Park Division**  
Jeff Warnock  
Superintendent

## DEPARTMENT OF PUBLIC WORKS

**Ronald L. Bursek, P.E., Director**

Municipal Building • 625 - 52<sup>nd</sup> Street • RM 305 • Kenosha, WI 53140  
Telephone (262) 653-4050 • Fax (262) 653-4056

DATE: December 21, 2009

TO: Public Safety and Welfare Committee

FROM: Kevin Risch, P.E., Assistant City Engineer KKR 12-18-09

SUBJECT: Request for Trial for "On Coming Traffic Does Not Stop" Signs to be placed on 30<sup>th</sup> Avenue SB at 87<sup>th</sup> Place. (District 9)

The traffic changes made earlier this fall on 26<sup>th</sup> Avenue and 87<sup>th</sup> Place near Tremper High School have reduced congestion and improved safety at student drop-off points, and by all accounts are performing well. However, student drivers are still having some problems at the intersection of 30<sup>th</sup> Avenue and 87<sup>th</sup> Place in the morning "rush". It appears that southbound to eastbound vehicles are not properly yielding to the northbound through movement. For the most part the intersection has operated well, but a recent jump in the number of accident occurrences (3 in the past two weeks) has prompted the principal of Tremper High School to request additional signage at this intersection.

The intersection currently has stop control in the E/W direction. Volume related warrants would not be met for a four-way stop condition, but besides that, industry standards show that all-way stops are not safe where there is more than one lane of traffic in any direction. This intersection has two lanes both north and south. Staff has reviewed the possibility of adding N/S stops, but doing so would have a number of undesirable consequences. It would require converting the curb lanes to right-turn only; would significantly reduce the capacity of the intersection during the morning "rush"; and would affect traffic at all times of the day, even though the problem is isolated to about 30 minutes during the morning student arrival time. In addition, the width of 30<sup>th</sup> Avenue would necessitate some unique signing arrangements.

Alternatively, staff would like to put another option on trial before completely changing the intersection to all stop. Strategic placement of a standard "On-Coming Traffic Does Not Stop" sign would heighten awareness of the need for turning vehicle to yield to through vehicles, and would provide reinforcement of standard rules of the road. Staff would continue to monitor the accident situation, and if it does not show improvement, the all-stop condition can always be implemented at a later date.

Staff Recommends approval of a Trial for "ON-COMING TRAFFIC DOES NOT STOP" signs to be placed for southbound traffic on 30<sup>th</sup> Avenue at 87<sup>th</sup> Place.

KKR:kkR

cc: Alderman Donald Ruef-w/a  
Ronald L. Bursek, Director of Public Works- w/a  
Michael M. Lemens, Director of Engineering/City Engineer - w/a  
Randy LeClaire - w/a  
File - w/a



ONCOMING TRAFFIC  
DOES NOT STOP

ONCOMING TRAFFIC  
DOES NOT STOP

