

# ADVISORY PARKING & TRAFFIC BOARD AGENDA

May 15, 2014  
1:30 P.M.

Meeting Rooms D&E  
City-County Government Center

160 South Macy Street  
Fond du Lac, Wisconsin

## I. CALL TO ORDER

- A. Roll Call
- B. Declaration a Quorum is Present

## II. ELECTION OF OFFICERS

- A. Chairperson
- B. Vice-Chairperson

## III. APPROVAL OF MINUTES

- A. March 20, 2014

## IV. REPORTS OF OFFICERS

- A. Paul De Vries, City Engineer, dated May 15, 2014  
Introduction Summary: This proposed Ordinance change would add an All-Way Stop at the intersection of Peters Avenue and Thomas Street.  
Subject: Request to add a Stop Sign in accordance Code of Ordinances 630-3: Through Highways and Controlled Intersections, Paragraph A and B and in Section 630-35, Schedule A and Section 630-36, Schedule B.  
Location: Peters Avenue at its intersection with Thomas Street  
Initiator: Treanna Breckheimer
- B. Paul De Vries, City Engineer, dated May 15, 2014  
Introduction Summary: This proposed Ordinance change would replace the current Yield Signs with Stop Signs on northbound Marr Street at Fifth Street.  
Subject: Request to add a Stop Sign in accordance Code of Ordinances 630-3: Through Highways and Controlled Intersections, Paragraph A and B and

**ADVISORY PARKING & TRAFFIC BOARD AGENDA**

May 15, 2014

Page 2

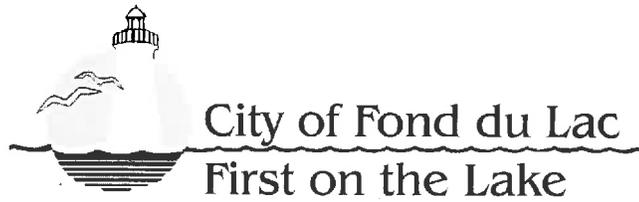
in Section 630-35, Schedule A and Section 630-36, Schedule B.

Location: **Marr Street at Fifth Street**

Initiator: Glen Krueger

- C. Paul De Vries, City Engineer, dated May 15, 2014  
Introduction Summary: This proposed Ordinance change would restrict parking on South Main Street near the intersection of Howard Street.  
Subject: Request to restrict parking "Parking Prohibited at All Times" in accordance with Code of Ordinances Section 630-6 and 630-39, Schedule E.  
Location: **Main Street**, South; West Side; from a point 70' south of the south right-of-way of Howard Avenue, 230' north.  
Initiator: Maria Schumacher

**V. ADJOURN**



# Advisory Parking & Traffic Board Agenda



May 15, 2014  
1:30 pm

## ADVISORY PARKING & TRAFFIC BOARD MINUTES

March 20, 2014

1:30 P.M.

Meeting Rooms D&E  
City-County Government Center

160 South Macy Street  
Fond du Lac, Wisconsin

### CALL TO ORDER

ROLL CALL: Present - Gerald Bonlander  
Jerald Fricken  
Andrew Klemp  
Gary Miller  
Renee Wagner  
John Williams

Absent - William Carey

Administrative Staff - Jordan Skiff, Dir of Public Works  
Paul De Vries, City Engineer  
Mat Mueller, Police Captain  
Wayne Rollin, Dir of Comm Devel

Chairman Bonlander declared a quorum present.

### APPROVAL OF MINUTES

#### January 16, 2014

Motion made by Fricken to approve the minutes of the  
January 16, 2014 regular Advisory Parking & Traffic  
Board meeting as presented.

Seconded by Williams.

ROLL CALL VOTE: Aye - Bonlander, Fricken, Miller,  
Wagner, Williams

Nay - None

Abstain - Klemp

Carried.

**ADVISORY PARKING & TRAFFIC BOARD MINUTES**

March 20, 2014

Page 2

**REPORTS OF OFFICERS**

*Board was advised to hear presentation of all items prior to making a motion.*

Appeared in Opposition:

Rick Parks, Society Insurance, 150 Camelot Dr., Fond du Lac

Appeared to Gather Information:

Ryan Cropper, Grande Cheese Company, 95 Belle Terre Dr.,  
Fond du Lac

Paul De Vries, City Engineer, dated March 6, 2014

Introduction Summary: This proposed parking Ordinance change would restrict parking on Camelot Drive from USH 151 to 3250 feet to the north.

Subject: Request to restrict parking "Parking Prohibited at All Times" in accordance with Code of Ordinances Section 7.05(1) and Schedule "E".

Location: Camelot Dr., Both sides, from USH 151, 3250 feet north.

Initiator: Paul De Vries, P.E., City Engineer

**No specific action was taken.**

Paul De Vries, City Engineer, dated March 6, 2014

Introduction Summary: This proposed parking Ordinance change would restrict parking as "Limited Time Parking - 2 Hours, between 7 a.m. to 5 p.m., except Saturdays and Sundays", on both sides of Camelot Drive from 3250 feet north of USH 151 to S. Main Street.

Subject: Request to restrict parking "Limited Time Parking" in accordance with Code of Ordinances Section 7.05(5) and Schedule "J" (d) Two Hours, 16. Between 7 a.m. and 5 p.m., except Saturdays and Sundays.

Location: Camelot Dr., Both sides, from 3250 feet north of USH 151 to S. Main Street.

Initiator: Paul De Vries, P.E., City Engineer

**No specific action was taken.**

**ADVISORY PARKING & TRAFFIC BOARD MINUTES**

March 20, 2014

Page 3

Paul De Vries, City Engineer, dated March 6, 2014

Introduction Summary: This proposed parking Ordinance change would restrict parking as "Limited Time Parking - 2 Hours, between 7 a.m. to 5 p.m., except Saturdays and Sundays", on the east side of Camelot Drive from 3250 feet north of USH 151 to S. Main Street.

Subject: Request to restrict parking "Limited Time Parking" in accordance with Code of Ordinances Section 7.05(5) and Schedule "J" (d) Two Hours, 16. Between 7 a.m. and 5 p.m., except Saturdays and Sundays.

Location: Camelot Dr., East side, from 3250 feet north of USH 151 to S. Main Street.

Initiator: Paul De Vries, P.E., City Engineer

**No specific action was taken.**

Paul De Vries, City Engineer, dated March 6, 2014

Introduction Summary: This proposed parking Ordinance change would restrict parking as "Limited Time Parking - 2 Hours, between 7 a.m. to 5 p.m., except Saturdays and Sundays", on both sides of Knight's Way from Camelot Drive to the east termini.

Subject: Request to Restrict parking "Limited Time Parking" in accordance with Code of Ordinances Section 7.05(5) and Schedule "J" (d) Two Hours, 16. Between 7 a.m. and 5 p.m., except Saturdays and Sundays.

Location: Knights Way, Both sides, from Camelot Drive to east termini.

Initiator: Paul De Vries, P.E., City Engineer

**No specific action was taken.**

Motion made by Williams to recommend to the City Council approval of Ordinance No. 3540 as **amended** to reflect the following:

- Add a 2-hour Limited Time Parking on the east side of Camelot Drive, from 755' south of Main Street, south 760'.
- Allow parking on the west side of Camelot, from 3,250' north of USH 151, to the south right-of-way of Knights Way.



# ***CITY OF FOND DU LAC - Memorandum***

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Engineering and Traffic Division

**Date:** May 15, 2014

**To:** Advisory Parking and Traffic Board

**From:** Paul De Vries, P.E., City Engineer *PDV*

**Re:** **Request to have an All Way Stop at the intersection of Peters Avenue and Thomas Street**

This memo and attached Exhibit "A" map cover agenda Item A for the May 15, 2014 Advisory Parking and Traffic Board:

Request to add a Stop Sign in accordance Code of Ordinances 630-3: Through Highways and Controlled Intersections, Paragraphs A and B and in Section 630-35, Schedule A, and Section 630-36, Schedule B.

Location: Peters Avenue at its intersection with Thomas Street

This request was initiated by a student, Treanna Breckheimer, at Sabish Middle School, which is located at the corner of Peters Avenue and Thomas Street. The letter was part of a school project and in that letter, Ms. Breckheimer suggests that a stop sign be installed on Peters Avenue. Her family experiences delays when on Thomas Street, trying to turn right on Peters Avenue. This situation is after school lets out in the afternoon, there is an increase of volume on Peters Avenue that delays a right turn movement from Thomas Street.

My review of this request started with a discussion at a School Crisis Team meeting, where traffic and safety measures involving schools are typically reviewed. Our approach was to engage the student and teacher in assisting with the recording of traffic counts and discussing a brief summary of criteria by which stop signs are located. We gathered some specific data on that particular afternoon and I combined that with the other traffic counts that City staff performed and gathered from tube counters on each street. In addition to traffic counts, I had the Police Department provide me with the number of accidents at this intersection over the past 5 years.

According to the Manual on Uniform Traffic Control Devices (MUCTD), which is the national standard for traffic signing and marking, and is generally the references used in court decisions regarding traffic issues, stop signs are to be used strictly to assign right-of-way to vehicles approaching an intersection and not for speed control. National engineering studies have shown that unwarranted stop signs tend to increase

vehicle pollution, to increase speeds as vehicles leave the stop sign, and have shown to increase non-compliance. So, the City has an Intersection Control Policy that pulls criteria from the MUTCD for placement of an all-way stop, they are as follows:

1. Total Peak Hour Entering Volume: *500 vehicles per hour*
2. Average Daily Traffic: *5,000 vehicles per day*
3. Safe Approach Speed (sight distance) in M.P.H.: *Blind*
4. Accidents per Year (right-angle): *5 or more*
5. Street Classification: *Major-Major or Collector-Collector*

Peters Avenues is classified as a Collector street in the City. It had a weekday Average Daily Traffic (ADT) count of 4468 vehicles from the data obtained on the tube counters. Thomas Street is classified as a Local street and had 1068 ADT over the same time period. These two volumes combined does meet Criteria #2 for ADT over 5000 but do not meet Criteria #5 for street classification. For Criteria #1, the 500 vehicles per hour is a minimum volume needed to be met over any 8 hour period of the day. There are only 2 hours a day where the 500 vehicles per hour threshold are met, as we would expect, it is in the afternoon generally around 3 PM. During other times of the day, there is significant drop off in hourly volumes on both streets.

The reported accident records from the Police Department show one accident at this intersection of the past 5 years, so Criteria #4 is not met. Criteria #3 deals with vision sight distance and this intersection is not considered “blind” in either direction.

We also observed pedestrian traffic leaving school. Over 85% of the students heading to this intersection crossed Thomas Street heading south. That leaves about 10-15 students, on average, that cross Peters Avenue and it appeared that they were able to make that movement without much difficulty.

One last item to note is that the School and City recently installed solar speed feedback signs on Peters Avenue as vehicles enter the School Zone. These signs display vehicle speeds and looks to have made an impact right away as speeds have decreased. It is possible that these lower speeds could help create gaps in traffic for movements from Thomas Street turning on to Peters Avenue.

Based upon one of the five criteria from the City’s Intersection Control Policy being met, and upon direction from the MUTCD regarding use of stop signs, the Engineering & Traffic Division does not support this request. While we understand that delays in travel can be frustrating, there may be some alternatives to traveling this route, such as using the main parking lot off Peters Avenue or possibly going west on Thomas Street and around the block to Forest Avenue and Peters Avenue, which already has an all-way stop sign.



**SABISH  
MIDDLE  
SCHOOL**

**PROPOSED  
ALL-WAY STOP**

**EXISTING  
ALL-WAY STOP**



1 IN = 361 FT

**AGENDA ITEM A**

DRAWN BY: PDEVRIES DATE: 4/28/2014

**ADVISORY PARKING & TRAFFIC BOARD**

PETERS & THOMAS ALL-WAY STOP - MAY 2014



Sabish Middle School  
100 North Peters Avenue room 110  
Fond du Lac WI 54935

Samuel Meyer, President of Fond du Lac City Council  
160 South Macy Street  
Fond du Lac, WI 54935

Dear Mr. Samuel Meyer :

It is true that in the city of Fond du Lac the street signs and street lights off Fond du Lac streets are safe when it comes to traffic flow.

However, there have been problems concerning the safety of the children and parents not being able to go where they need to because the people on Peters Ave. are not giving the people on Thomas St. a chance to turn or go straight. I am a student at Sabish Middle School and after school when I am picked up by my mother we have to wait for nearly ten minutes at the intersection just to get to Evan Elementry down the street. My mother gets frustrated and sometimes very angry which can result in a bad day for my family.

Therefore in order to solve this problem, I am urging you to take this into consideration to reform and put in a four-way stop because it is currently a two-way stop. I suggest that you put in a four-way stop to ensure that the safety of the students and the families is great. There has been problems concerning the safety of the children and parents not being able to go where they need to because the people on Peters Ave. are being impertinent and not giving the people on Thomas St. a chance to turn or go straight. That is why I'm suggesting that you put in the four-way stop to ensure the safety and time management of parents and other people in the Sabish neighborhood. Thank You and please write back with you're responses to this argument.

Sincerely,

Treanna Breckheimer



# ***CITY OF FOND DU LAC - Memorandum***

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Engineering and Traffic Division

**Date:** May 15, 2014

**To:** Advisory Parking and Traffic Board

**From:** Paul De Vries, P.E., City Engineer *PDV*

**Re:** **Request to replace the Yield Sign with a Stop Sign on northbound Marr Street at Fifth Street**

This memo and attached Exhibit "B" map cover agenda Item B for the May 15, 2014 Advisory Parking and Traffic Board:

Request to add a Stop Sign in accordance Code of Ordinances 630-3: Through Highways and Controlled Intersections, Paragraphs A and B and in Section 630-35, Schedule A, and Section 630-36, Schedule B.

Location: Marr Street at Fifth Street

This request was initiated by Glen Krueger of 81 Adams Street. Mr. Krueger notes that when he and his wife have been traveling eastbound on Fifth Street and continuing north on Marr Street, where it joins the one-way street. They have experienced vehicles on Marr Street that approach the one-way from south not properly yielding as it is currently signed. Their vehicle mirror was hit in one instance. The request is for a stop sign to replace the yield sign.

According to the Manual on Uniform Traffic Control Devices (MUTCD), which is the national standard for traffic signing and marking, and is generally the references used in court decisions regarding traffic issues, stop signs are to be used strictly to assign right-of-way to vehicles approaching an intersection and not for speed control. National engineering studies have shown that unwarranted stop signs tend to increase vehicle pollution, to increase speeds as vehicles leave the stop sign, and have shown to increase non-compliance. So, the City has an Intersection Control Policy that pulls criteria from the MUTCD for placement of an all-way stop, they are as follows:

1. Total Peak Hour Entering Volume: *500 vehicles per hour*
2. Average Daily Traffic: *5,000 vehicles per day*

3. Safe Approach Speed (sight distance) in M.P.H.: *Blind*
4. Accidents per Year (right-angle): *5 or more*
5. Street Classification: *Major-Major or Collector-Collector*

For Criteria #1 and #2, the traffic count data was not met for either, total ADT was about 3500 vehicles and the highest peak hour was 327 with many hours being substantially less. While the traffic from northbound Marr Street has a different angle than most intersections, there is nothing at the intersection to consider it “blind” for any vehicle. So, Criteria #3 is not met.

The Police Department provided the reportable accidents at the intersection of the past 5 years, there have been 4 total (and none in the last 3 years), so Criteria #4 is not met. For reference, I also have the Police Department provide accident reports at other corner entrances to the one-way downtown loop. At Merrill and Marr Streets, there have been 2 accidents in the past 5 years and at Macy and Merrill Streets, there have been 3 accidents in the past 5 years. The Merrill/Marr Street entrance has yield signs and Macy/Merrill Street has stop signs.

Criteria #5 is met since both approaches are considered Major, due mostly to these streets being STH 45 and not traffic volumes.

While these guidelines are typically used for placing stop signs, this intersection is unique in its configuration. The volume splits for approaching the north end of this intersection show about 1300 on Fifth Street and about 2200 northbound on Marr Street. Also, given the low accident count at this intersection, it would appear that the yield sign is working, however, this is not the case all the time, nor is it the case for any traffic sign or signal. Due to the configuration entering the one-way and typical driver behavior habits, it is likely that the installation of a stop sign will produce results similar to the yield sign and not increase compliance.

One thing that will be done regardless of the final decision by the Council is to add a One Way sign for drivers about to join the one-way street. It was noted in the review that one does not currently exist at this intersection. This may not reduce driver habits of non-compliance of yielding but should make them and non-local drivers aware of the street configuration.

Based upon only one of the five criteria from the City’s Intersection Control Policy being met, and upon direction from the MUTCD regarding use of stop signs, the Engineering & Traffic Division does not support this request.



AGENDA ITEM B

DRAWN BY: PEVRIES DATE: 4/28/2014

ADVISORY PARKING & TRAFFIC BOARD

MARR & FIFTH STOP SIGN - MAY 2014



## De Vries, Paul

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**From:** glen k. <gkbird01@hotmail.com>  
**Sent:** Monday, March 17, 2014 3:49 PM  
**To:** De Vries, Paul  
**Subject:** traffic (Yield) sign at 5th and Marr

Sir,

Today we were traveling home from work at about 3:15 pm. We were traveling down 5th street going into the one way of Marr Street. In the path we were traveling we did not have a yield sign, the people coming down Marr though do have that sign. A vehicle failed to yield at their marked sign and grazed our vehicle knocking the mirror. As we approached that intersection my wife had mentioned that earlier that morning she had almost gotten hit again there from people not yielding. I had spoke to your office at about 3:30 today and explained this to the woman in the office and she had recommended to send you an email and your office can look into it. I would recommend a stop sign at that intersection for the vehicles on Marr Street entering the one way area. I have been in the vehicle numerous times where people do not yield and it is getting rather out of hand with blatant disregard to the traffic sign. If you should need to have any correspondence back you may do so via this email or my cell number is 920-263-8412.

Thank you very much for your time,

Glen Krueger

81 Adams Street Apt.1

# ***CITY OF FOND DU LAC - Memorandum***

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Engineering and Traffic Division

**Date:** May 15, 2014

**To:** Advisory Parking and Traffic Board

**From:** Paul De Vries, P.E., City Engineer *PDU*

**Re:** **Request to restrict parking on the west side of South Main Street at its intersection with Howard Avenue**

This memo and attached Exhibit "C" map cover agenda Item C for the May 15, 2014 Advisory Parking and Traffic Board:

Request to restrict parking "Parking Prohibited at All Times" in accordance Code of Ordinances 630-6 and in Schedule E (630-39).

Location: Main Street, South; West Side; From a point 70' south of the south right-of-way of Howard Avenue, 230' north

This request was initiated by Maria Schumacher at 18 Howard Avenue. As Ms. Schumacher explains in her request, vehicles (larger ones) tend to park on the west side of South Main Street very close to the intersection of Howard Avenue. These vehicles block her ability to see oncoming traffic on South Main Street. In her request, a distance to a tree was referenced as a possible location for the parking restriction. I took the WDOT's guidance on Intersection Sight Distance and applied it to this intersection to come up with the actual distances listed in the agenda.

In my review of this request, I looked up any existing parking restrictions on South Main Street, of which there are none in this area. On the side streets, Howard Avenue has no parking on the north side and 14<sup>th</sup> Street has no parking on the north side (after a short stretch of parallel limited time parking allowed) with a short stretch of no parking on the south side near the intersection with South Main Street.

On the various times that I observed this area, I too found trucks or large vehicles parked close to the intersection of Howard Avenue. The vision of drivers trying to access South Main Street from Howard Avenue is limited

when vehicles are as close to the intersection as they have been. I also requested the reportable accidents over the past 5 years for streets in that area from the Police Departments: Howard Avenue had 3, 14<sup>th</sup> Street had 1, 15<sup>th</sup> Street had 2, and Carpenter Street had 0. This shows that although the vision is limited, it has not resulted in significant number of accidents.

The Engineering & Traffic Division does not object to this request but suggests that a first step may be to paint the curb as “no parking” for 15’ from the crosswalk as the City is able to do under State Statues. This would improve visibility and keep some parking in the area and further monitoring could be done if conditions change.



**EXISTING NO PARKING**

**REQUEST TO RESTRICT PARKING ON WEST SIDE OF MAIN STREET FROM 70' SOUTH OF HOWARD AVENUE 230' NORTH**

**EXISTING LIMITED PARKING**

**EXISTING NO PARKING**



1 IN = 136 FT

AGENDA ITEM C

ADVISORY PARKING & TRAFFIC BOARD

S. MAIN & HOWARD No PARKING - MAY 2014



DRAWN BY: FDEVRIES DATE: 5/7/2014

## De Vries, Paul

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**From:** Schumacher, Marie A <marie.schumacher@charter.com>  
**Sent:** Tuesday, April 08, 2014 5:13 PM  
**To:** De Vries, Paul  
**Subject:** Howard Ave & Main Street

Hi Paul,

I am writing to you as I am concerned about the parking on the corner of Howard Ave and Main Street. A utility truck or a large pickup truck tends to park at the corner facing down south Main Street. The problem is this obstructs the view when traveling from Howard Ave onto Main Street. I live on Howard Ave, so I know when traveling onto Main Street I always turn right and don't chance what I can't see. However, an accident is bound to happen as I see several close calls in a given week. I feel if no parking was allowed from the corner to the tree this would resolve the issue.

Below is my information if you would need to contact me further.

Marie Schumacher  
18 Howard Ave  
(920) 251-7644