

-----Original Message-----

From: lehnertz@terracon.net [mailto:lehnertz@terracon.net]
Sent: Tuesday, June 28, 2011 1:20 PM
To: Tolley, Sabrina
Cc: Rummel, Marsha
Subject: Proposed all-way stop at Paterson/Jenifer

I am writing with respect to the proposed all-way stop control at the intersection of S. Paterson and Jenifer.

The Neighborhood Traffic Management Program (NTMP) Manual provides that, in general, stop signs are not used to divert traffic or reduce speeding. It also states "the use of stop signs solely to regulate speed typically causes negative traffic safety impacts..."

"Stop Signs

In some instances stop signs can be used as an effective traffic management and safety device. However, in most instances stop signs are not used as a traffic management device within the NTMP.

Stop signs are used to assign the right-of-way at an intersection. They are installed at intersections where a crash problem is identified, where unremovable visibility restrictions exist (such as buildings or topography), and/or where volumes are high enough that the normal right-of-way rule is unduly hazardous.

Stop signs are generally not installed to divert traffic or reduce speeding. Studies from other jurisdictions show that such use of stop signs seldom has the desired effect. In fact, the use of stop signs solely to regulate speed typically causes negative traffic safety impacts (noncompliance with the signs and increased crashes as well as mid-block speeding)."

<http://www.cityofmadison.com/trafficEngineering/documents/NTMP/NTMP-Manual.pdf>

Section 12.50 of the Madison General Ordinances provides three criteria under which stop signs may be erected. Does the proposed all-way stop meet any of the criteria? This ordinance also states that the "erection of a stop sign by the City Traffic Engineer upon any street shall constitute a declaration that the intersecting street or part thereof is a through highway..." What implications does that designation have for S. Paterson?

Creating an all-way stop could increase the traffic on S. Paterson. Drivers that avoid this street due to the need to wait for traffic on Jenifer could find that an all-way stop makes this route more convenient.

Creating an all-way stop is also unlikely to reduce traffic speeds or divert traffic. S. Paterson is the most westerly cross street where traffic can access a street light at Williamson. Most traffic at this intersection is turning off of or onto Jenifer, thus their speed is already reduced. Further, when there is a four-block stretch of Jenifer without a stop sign (from Paterson to Balwin), traffic can easily speed.

Linda Lehnertz

-----Original Message-----

From: lehnertz@terracon.net [mailto:lehnertz@terracon.net]
Sent: Tuesday, June 28, 2011 1:27 PM
To: Tolley, Sabrina
Subject: all-way stop jenifer/paterson

I neglected to provide my street address on the comment letter I just sent to you. In case it is needed

Linda Lehnertz
512 S Paterson St
Madison