

Amber Noworatzky

From: Greg Minikel
Sent: Wednesday, September 17, 2025 10:20 AM
To: Eric Nycz; PI and PS Concerns
Cc: Jill Erickson
Subject: RE: Item for an upcoming Public Safety Committee Meeting - Signage at Intersections
Attachments: Inventory of City Intersections (Controlled & Uncontrolled).pdf; Intersections SE.PDF; Realistic Speed Limits and Stop Signs, Etc..pdf

Eric,

I would say yes or agree with your statement below related to the MUTCD and uncontrolled intersections.

I have attached a brochure that I have emailed numerous times over the years to the Committee Members, etc.. It is old but is still valid information.

The City of Manitowoc already has more than 60% of the intersections controlled by either a traffic signal, stop sign or yield sign.

We have pretty much stopped using Yield signs over the past 15 years at intersections as motorists do not follow them anyway. In my opinion, you either put up a stop sign or leave it uncontrolled.

Here is a map showing the intersections that are controlled or uncontrolled. This was last updated in 2020. I will see if I can get it updated again before the meeting.

However, we have only had a handful of new stop signs since 2020 which are as follows:

1. S. 8th and Columbus – Two-Way went to Three-Way
2. S. 18th and Summit St. – New Street - Popp Subd.
3. S. 21st and Summit St. – New Street – Popp Subd.
4. S. 15th and Division St. – Requested by MPSD
5. S. 15th and Manila St. – Requested by MPSD
6. S. 33rd and Dale St. – 2 way stop made into a 4 way stop.

We currently have 38 intersections controlled by traffic signals. The 3 signals on the west end of Calumet Ave. (the 2 – I-43 ramps and the Calumet and Dufek Intersection are now back under the control of the Wisconsin Dept. of Transportation (WisDOT). So, the City really has 41 intersections controlled with traffic signals.

The down side of controlling every intersection is that once motorists know this to be the case the speeds will increase.

Perfect example is Hamilton St. from S. 10th to S. 26th St. All side streets coming into Hamilton St. have to stop, except for S. 14th and S. 21st St. Therefore, the average speeds on Hamilton St. are no doubt higher than if these were all uncontrolled intersections.

We do not want to install stop signs where they are not warranted. This will cause motorists to either roll or blow through the intersection if they feel the stop is not necessary. Rapid Accelerations occur off of stop signs, so that additional noise is added to the neighborhood.

Remember that Stop Signs shall be used to determine or designate which direction of travel has the right of way and not to control speeds or to try to solve other problems.

Stop signs and traffic signals do to prevent accidents. You still have plenty of accidents at these controlled intersections as well.

I guess that is it for now.

Nick,

I assume that PD will get the last 3-5 years of accident data for the intersection of S. 12th and Columbus St. at a minimum. In this most recent crash did the radio say that one of the drivers was impaired??

How time consuming would it be to look at accident data for the other uncontrolled intersections in this south side area?? What about getting accident data on a stop sign controlled intersection just for comparison sake.

From: Eric Nycz <ENycz@manitowoc.org>

Sent: Tuesday, September 16, 2025 3:20 PM

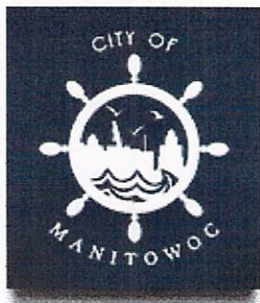
To: PI and PS Concerns <PlandPSconcerns@manitowoc.org>

Subject: FW: Item for an upcoming Public Safety Committee Meeting - Signage at Intersections

In Wisconsin, a city may have an uncontrolled intersection where traffic is low, visibility is good, and no crash or engineering data indicate the need for stop or yield control. This is all governed by the Manual on Uniform Traffic Control Devices (MUTCD), which Wisconsin has adopted. Correct Greg? [Chapter 2B - MUTCD 2009 Edition - FHWA](#)

Anyway, we should be ready for this, as it will appear on the Agenda.

Eric Nycz
City Attorney
City of Manitowoc
(920) 686-6990



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From: Todd Reckelberg <treckelberg@manitowoc.org>

Sent: Tuesday, September 16, 2025 11:12 AM

To: Chad Beeman <cbeeman@manitowoc.org>; Amber Noworatzky <anoworatzky@manitowoc.org>

Subject: Item for an upcoming Public Safety Committee Meeting - Signage at Intersections

Alder Beeman, Chair Public Safety Committee:

Not to far back I suggested a speed change for a couple sections of two different streets. That brought about the formation of a subcommittee of the Public Safety Committee that was headed by Alder Vanderkin. I believe a number of staff and the Police Chief joined to not only review my request, but to look at the whole city to make sure we were being consistent. It took a bit but the finished product was brought to the council and passed unanimously.

On Facebook a couple weeks back, there was quite some activity and discussion regarding the number of unmarked (uncontrolled) intersections the City has. If I remember correctly what started this action of Facebook was a 2 car accident on the corner of 12th and Columbus. Seeing all the comments I personally drove a section of town ranging from Franklin to Viebahn and 8th to 35th streets. I could not believe the number of intersections that didn't even have a Yield sign. One of the comments on Facebook was the City of Sheboygan and Green Bay don't have any uncontrolled intersections. I was wondering if that was true so I spent quite a few hours using Google Maps street view going through the City of Sheboygan and Green Bay to see if what they said was true. From my review, it sure looks like that's the case. In fact, twice now when in Green Bay visiting my mom, I drove various areas of Green Bay I thought for sure would have some uncontrolled intersections. I didn't. Or if I did it was in brand new areas where there is T sections but not X sections.

I would request we put an item on the **Public Safety's agenda so we could discuss this issue**. Something along the lines of, "Review the City's signage and controls at its various intersections". We could also put together another team (sub committee if you will) to do the hard work and then bring back their findings to the Public Safety Committee.

Thanks,
Todd

Todd Reckelberg
Alder District 10
1914 Sharon Ln.
Manitowoc, WI 54220

920-973-6365
treckelberg@manitowoc.org