



**TRANSPORTATION & TRAFFIC REVIEW COMMITTEE MEETING  
IN PERSON AND VIA ZOOM  
THURSDAY, MARCH 26, 2026 – 2:00 PM  
CITY HALL – SECOND FLOOR**

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**MINUTES**

**1. Call meeting to order**

Chairperson Navin called the meeting to order at 2:00 p.m.

**2. Roll call**

Members Present: Chairperson Navin, Superintendent Williamson, Council Representative Jaeckel, Police Chief Bump, Citizen Member Gray, City Electrician Nick Armstrong and School District Representative Moehling. Absent: City Engineer Andy Burt. Also present: Manager Houseman and Public Relations Executive Assistant Weihert.

**3. Approval of Minutes**

*a. Review and possible action relating to the **minutes of the December 11, 2025, Transportation and Traffic Review Committee***

Motion to approve the minutes of the December 11, 2025, meeting made by Bump and seconded by Williamson. Motion carried.

**4. Parking Requests**

**5. Speed Limit Reviews**

**6. Traffic Signal Reviews**

*a. Review and possible action regarding the traffic analysis completed at the intersection of Robert Street and Third Street (Navin, Director of Public Works)*

Chairperson Director Navin stated between November 24 and November 25, 2025, staff received three formal Traffic Review Requests from residents expressing urgent safety concerns regarding the pedestrian crossing at the Robert Street and Third Street intersection. These requests were prompted by a pedestrian being struck and injured by a vehicle on October 20, 2025, as well as multiple observed near-misses involving vehicles

failing to yield to pedestrians on the Glacial River Trail. Notable concerns included insufficient pedestrian crossing time, vehicles on southbound Robert Street failing to stop, and dangerous right-turn movements.

On December 11, 2025, the Transportation and Traffic Review Committee directed staff to conduct a formal analysis of the intersection and provide recommendations for improvements. Staff solicited proposals and engaged JT Engineering, Inc. to complete a comprehensive study.

The study identified 11 crashes at this intersection between 2017 and 2025, four of which involved pedestrians or bicyclists. All four of these incidents resulted in injuries. Key contributing factors identified include:

- **Visibility Obstructions:** Southbound drivers' view of the traffic signal and the "Yield to Pedestrian" sign is frequently blocked by untrimmed tree branches and a side-by-side directional sign for EAST USH 12/BUSINESS STH 26
- **Driver Behavior:** Video data revealed that many southbound drivers do not make a complete stop on red before rolling through the crosswalk
- **Geometric Challenges:** The intersection is located on a horizontal curve, and the southbound right turn is geometrically similar to a through movement, which discourages drivers from slowing down.

**Proposed Incremental Improvements:** The study recommends an incremental approach, beginning with low-cost signage and pavement marking modifications to address these safety gaps immediately.

**Signage Updates:** Remove the "Right Turn on Red After Stop" signs for southbound Robert Street and replace them with "No Right Turn on Red" signs.

- **Visibility Improvements:** Trim obstructing tree branches and convert the directional signage back to a "stacked" version to clear the view of the traffic signal.
- **Pedestrian Education:** Install educational signage at the push buttons to help residents understand pedestrian signal phasing.
- **Pavement Marking Upgrades:** Refresh worn markings and move the stop bars back from the crosswalks to increase the visibility of pedestrians for approaching vehicles.

Should these initial measures not significantly improve safety, the study provides a path for secondary phases, such as modifying pedestrian signal phasing or relocating the crosswalk to the north approach at an estimated cost of \$46,200.

The cost estimate for the recommended improvements totals \$9,105. Staff intends to wrap the paint removal and reinstallation in with the larger Janesville Avenue project if approved, or complete in-house at a much lower cost with City staff and City equipment.

Sign removals will also be completed in-house to ensure additional cost savings. In total, staff should be able to complete the recommended upgrades for under \$5,000.

Staff recommends that the Transportation and Traffic Review Committee approve the implementation of the low-cost signing and pavement marking improvements as outlined in the JT Engineering study, including the following:

- 1) Trimming branches and converting the directional sign back to the stacked version;
- 2) Removing the southbound "right turn on red after stop" signs and replacing them with flagged "no right turn on red" signs;
- 3) Installing educational signs for pedestrians;
- 4) Upgrading (repainting) the pavement markings; and
- 5) Removing the old stop bar paint and moving the stop bars back from the crosswalk.

Additionally, staff recommends that the Department of Public Works be directed to monitor the intersection following these changes to evaluate the necessity of future infrastructure modifications. The Police Department will also assist in the re-education of drivers, pedestrians, and bicyclists as necessary.

Citizen Member Gray stated the recommended improvements are a great addition, as he uses the intersection regularly. He suggested adding an extra 4 seconds as suggested by the consultant in the report. He also suggested the removal of several small trees that block the view of pedestrians from cars. There is limited visibility coming down Third Street to make a right turn, he stated. Signage on Third Street to alert drivers that ahead of them is a crossing of the bike trail, and to expect pedestrians was also suggested.

Gray asked City Electrician Armstrong what was involved in changing the time. Armstrong said it was possible to do, and a three-second per foot crossing time can be completed.

Gray also asked Williamson if Public Works can make standard street signs, and he stated they can make most and order others.

Navin stated some of the items could be looked at going forward. The City received funding for countdown timers that will be installed at this intersection.

Gray moved to approve the five recommendations be completed by City staff, with the addition of increasing crossing time by 4 seconds going westbound and a review of proper signage on Third Street westbound. Bump seconded the motion.

Motion carried.

## **7. Miscellaneous**

- a. Review and possible action relating to a request for two way traffic on S. High Street*

*(Navin, Director of Public Works)*

Chariperson Director Navin stated South High Street is currently designated for one-way northbound traffic between Craig Street and East Milwaukee Avenue. Historically, this traffic pattern was established because the Middle School served as the primary transfer point for district buses. During pick-up and drop-off periods, buses would line up along South High Street, completely blocking the right lane and making two-way traffic flow impossible. Consequently, the one-way designation was necessary to allow northbound traffic to continue moving. The district's bus transfer point has since been moved to the High School, and buses no longer block the travel lanes on South High Street.

A formal request has been submitted by Police Captain Dan Hefty, on behalf of the Police Department, to restore two-way traffic on South High Street from Milwaukee Avenue to Whitewater Avenue. The proposal highlights that the current one-way restriction forces all traffic to travel north, causing motorists who wish to travel south to divert to South 3rd Street East or South 4th Street East. This creates significant congestion at those intersections, particularly when drivers attempt left-hand turns during school peak hours. Middle School Principal Matt Wolf has expressed support for the proposal, indicating that a two-way traffic pattern would likely simplify the drop-off and pick-up process for parents and staff.

While the conceptual change appears straightforward, a formal engineering and traffic impact analysis is required to evaluate how reverting to two-way traffic would affect the broader neighborhood network and intersection capacities. Staff has determined that the cost to complete such an analysis is approximately \$15,000.00 based on estimates from known traffic engineering firms. These funds are not currently allocated in the 2026 budget.

Staff does not recommend moving forward with a traffic study at this time. While the proposed change in the traffic pattern may offer some convenience for school-related traffic, there are no immediate safety concerns or accident patterns that necessitate an urgent modification of the existing traffic flow. Given the \$15,000 cost for the required analysis, staff recommends the Committee take no further action on this request until such time as a clear safety need is identified, funding becomes available, or area land uses change.

Williamson moved to deny the request, seconded by Bump. Motion carried.

## **8. Transit Items**

## **9. Safe Routes to School**

**10. Adjournment**

Jaeckel moved to adjourn, seconded by Gray. Motion carried.

Meeting adjourned at 2:17 p.m.

Respectfully submitted by  
Sarah Weihert, Public Relations Executive Assistant