

## OFFICIAL NOTICE AND AGENDA

Notice is hereby given that the Public Works Committee of the City of Stoughton, Wisconsin will hold a regular Public Works Meeting as indicated on the date, time and location given below.

Meeting of the: **Public Works Committee of the City of Stoughton**  
Date /Time: **Tuesday, March 18, 2014 @ 6:00 PM**  
Location: **Hall of Fame Room, City Hall (lower level) – 381 E. Main St, Stoughton, WI 53589**  
Members: **Michael Engelberger - Chair, Tom Majewski, Tom Selsor - Vice Chair, Sonny Swangstu, May Donna Olson**

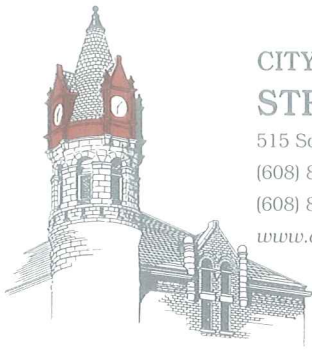
<b>Item #</b>	<b>CALL TO ORDER</b>
1	Communications
2	Reports: Activity, Street Openings
<b>Item #</b>	<b>OLD BUSINESS</b>
3	Discussion on Survey Results for Reducing Single Use Plastic Bags in City
<b>Item #</b>	<b>NEW BUSINESS</b>
4	Approve January 21, 2014 Meeting Minutes
5	Discussion Regarding Installing Recycling Receptacles in Downtown District on Main Street.
6	Request from Public Safety Committee to Approve Residential Traffic Management Program.
7.	Future Agenda Items; Joint Public Safety & Public Works Committee Meeting to Discuss Snow Emergency Policy, Building Salvage and Site Plan for Listol Property.

### ADJOURNMENT

**cc:** Council Members, City Leadership Team, City Attorney Matthew P. Dregne, Library Administrative Assistant Sarah Monette, Acting Clerk Pili Hougan, Tim Onsager Stoughton School District, Deb Blaney, Bill Livick Oregon Observer, Stoughton Newspaper/WI State Journal/Capital Times, Jill Izydor – 124 N. Morris Street

**NOTE:** AN EXPANDED MEETING MAY CONSTITUTE A QUORUM OF THE CITY COUNCIL

**NOTE:** For security reasons, the front doors of the City Hall Building (including the elevator door) will be locked after 4:30 p.m. If you need to enter City Hall after that time, please use the Fifth Street entrance or if you are physically challenged and are in need of assistance, please call 873-6677 prior to 4:30 p.m.



**CITY OF STOUGHTON**  
**STREET DEPARTMENT**

515 South Fourth Street, Stoughton, WI 53589  
(608) 873-6303 Ext. 622  
(608) 877-8387 Fax  
[www.cityofstoughton.com](http://www.cityofstoughton.com)

KARL D. MANTHE  
*Street Superintendent*  
[kmanthe@ci.stoughton.wi.us](mailto:kmanthe@ci.stoughton.wi.us)

**Activity Report**  
**Street & Parks Department**  
February 15 – March 15, 2014



Time to fire up those grills, I believe spring is trying to breakthrough. A promising sign is the thermostat hit 50 plus degrees on Monday March 10<sup>th</sup> for the first time this year, although we still have a long way to go before we get too excited.

A couple 4 inch snow events kept crews busy plowing snow along with some lesser amounts that needed salting to clear streets. Dealing with the freezing/thawing that occurs during the spring time where melting snow freezes at night causing slippery spots throughout the city.

Patching potholes is top priority now with the warmer temps. Two crews have been out almost daily dealing with potholes. Thawing temperatures in the spring is the worst time to deal with potholes.

Crews continue to trim trees during the winter tree pruning maintenance program. Crew have been out almost daily and trimmed 158 trees during February.

Once spring arrives, crews will be ready to treat 125 trees for EAB. This will be the first round of injections that will occur on a 2 year cycle.

Crews repaired some damaged signs due to motor vehicle accidents. Usually, the city is able to recover the costs to repair signs from responsible party.

Opening of yardwaste site will most likely be delayed due to extended winter. Once all the snow is melted and it dries up so residents can work in their yards, the site will open.



The Fleet Maintenance Manager continues to keep fleet in working condition to allow crews to deal with snow events. Fleet Manager has also been performing preventive maintenance, perform repairs, and fabricate improvements to city wide fleet.

Parks Department continues to perform sidewalk snow removal and ice rink activities, although ice rink is now officially closed for season as of March 10<sup>th</sup> due to warm weather.

Other tasks completed during the last month include; dumping trash barrels downtown, check sand barrels, cleaning fleet and garage, monitor water levels at dam, garage safety inspections (fire extinguishers, eye wash stations, exit lights, fall protection) repair downtown street lights and traffic signals.

Waiting for construction season, it's been a long winter

Respectfully Submitted,

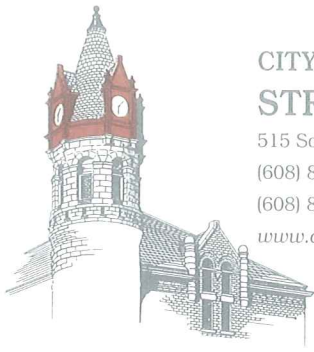
*Karl D. Manthe*

Karl D. Manthe  
Street Superintendent

## 2014 Street Opening Permits

[illegible]





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KARL D. MANTHE  
Street Superintendent  
[kmanthe@ci.stoughton.wi.us](mailto:kmanthe@ci.stoughton.wi.us)

Date: March 11, 2014  
To: Public Works Committee  
From: Karl D. Manthe – Street Superintendent  
Subject: Plastic Single Bags Use – Survey Results

The City received 127 responses (included in packet) on the questions for reducing plastic single bags and I also questioned 4 of the major retailers for their feedback as to how it would affect their business operations.

A summary of the discussions with the businesses include;

- Higher cost for paper bags versus plastic bags.
- Two businesses already have in store recycling containers where shoppers can return plastic or paper bags.
- Other businesses would be willing to have recycling container in store if no cost to them. Already accept other recyclables (bulbs, batteries, aluminum cans, etc)
- One store has already made move to go to more paper than plastic.
- Some items are too large or heavy for paper.
- Like to have consumer make the choice between plastic and paper.
- Not supportive of charging fee.

I look forward to discussing the results to see if we can raise awareness to shoppers to bring their own cloth/paper bags or recycle plastic bags in recycling containers at stores.

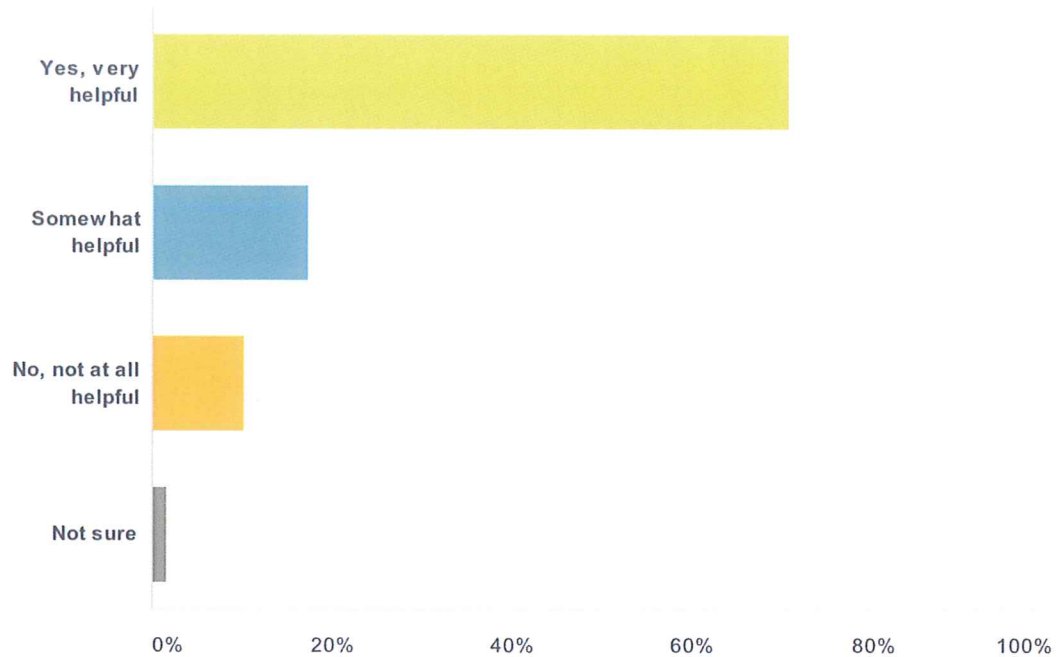
Let me know if you have any questions



## Single Use Bag Survey

### Q1 Do you think that reducing the use of plastic bags would be beneficial to the environment (rivers, lakes, soil, wild animals)

Answered: 127 Skipped: 0

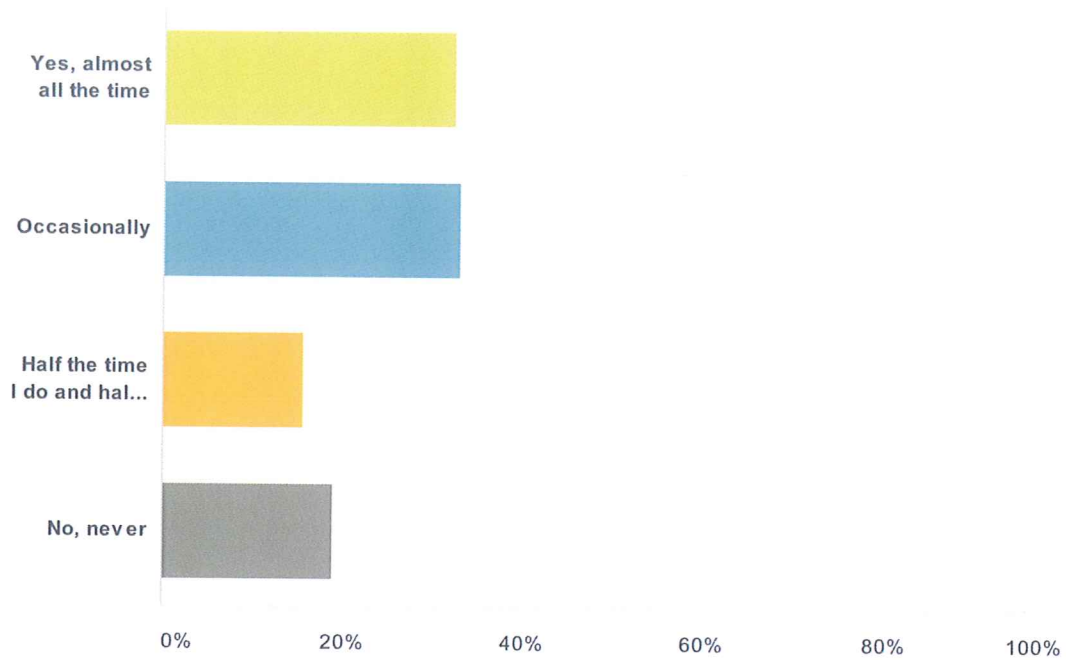


Answer Choices	Responses	
Yes, very helpful	70.87%	90
Somewhat helpful	17.32%	22
No, not at all helpful	10.24%	13
Not sure	1.57%	2
Total		127

## Single Use Bag Survey

### Q2 Do you already take your own bags when you go shopping?

Answered: 127 Skipped: 0

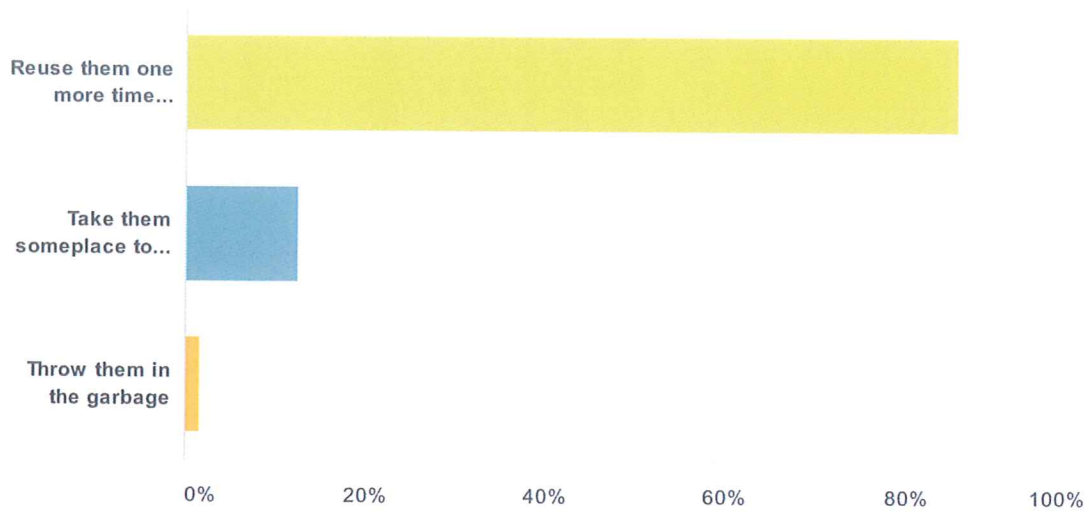


Answer Choices	Responses	
Yes, almost all the time	32.28%	41
Occasionally	33.07%	42
Half the time I do and half the time I don't	15.75%	20
No, never	18.90%	24
Total		127

## Single Use Bag Survey

### Q3 What do you do with the majority of your plastic bags after you use them once?

Answered: 127 Skipped: 0

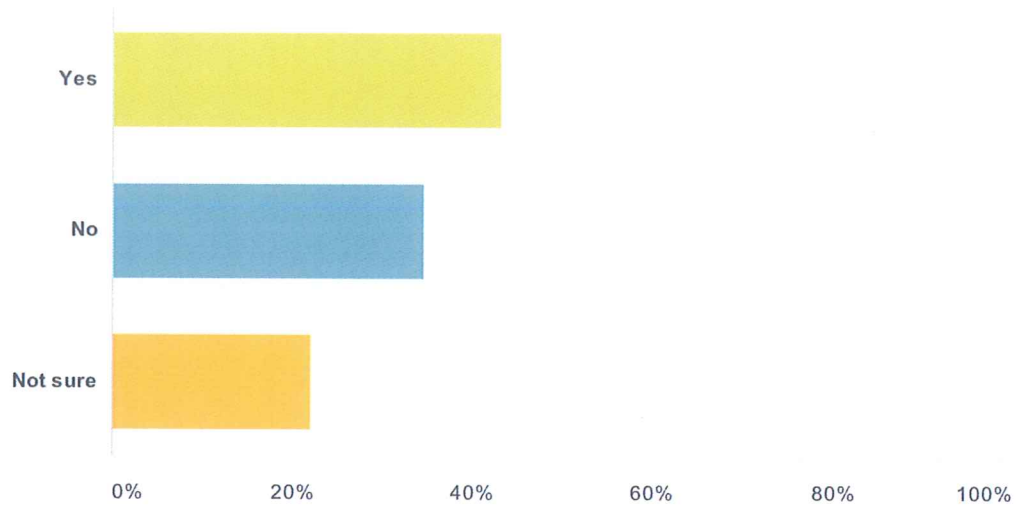


Answer Choices	Responses	
Reuse them one more time (animal waste, trash can liner, etc.)	85.83%	109
Take them someplace to be recycled	12.60%	16
Throw them in the garbage	1.57%	2
Total		127

## Single Use Bag Survey

### Q4 Do you think that a mandatory fee on single use bags would be an effective way to reduce consumption of single use bags in Stoughton?

Answered: 127 Skipped: 0



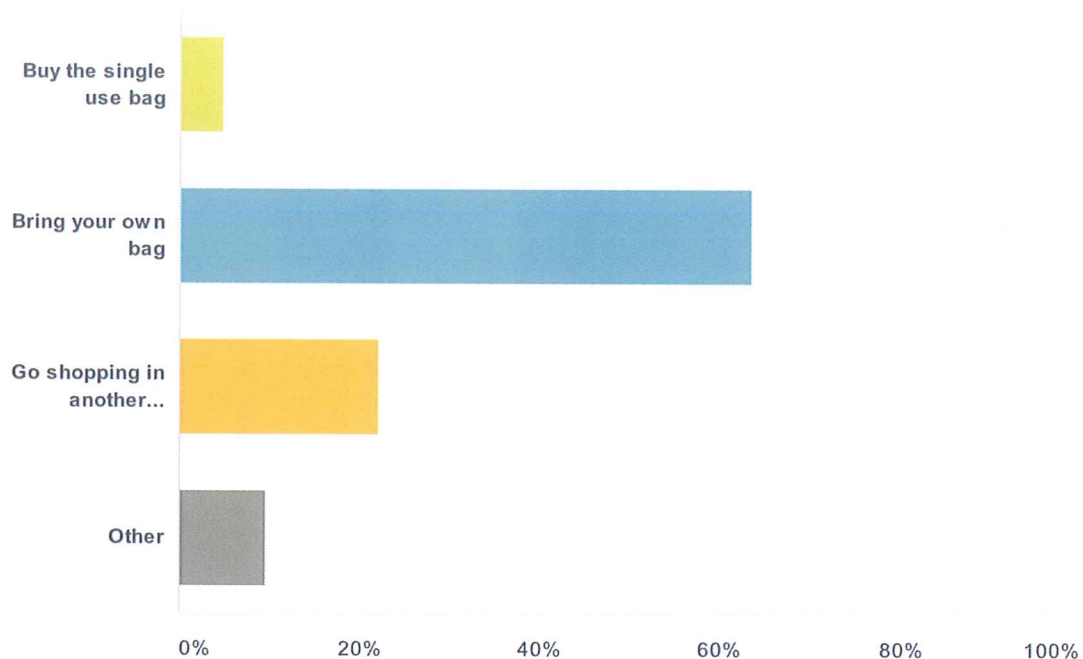
Answer Choices	Responses	
Yes	43.31%	55
No	34.65%	44
Not sure	22.05%	28
Total		127



## Single Use Bag Survey

### Q5 If there was a fee (5 cents per bag with maximum of 25 cents for entire order) on single use bags (paper or plastic) would you...

Answered: 126 Skipped: 1



Answer Choices	Responses
Buy the single use bag	4.76% 6
Bring your own bag	63.49% 80
Go shopping in another community that didn't have a fee	22.22% 28
Other	9.52% 12
<b>Total</b>	<b>126</b>

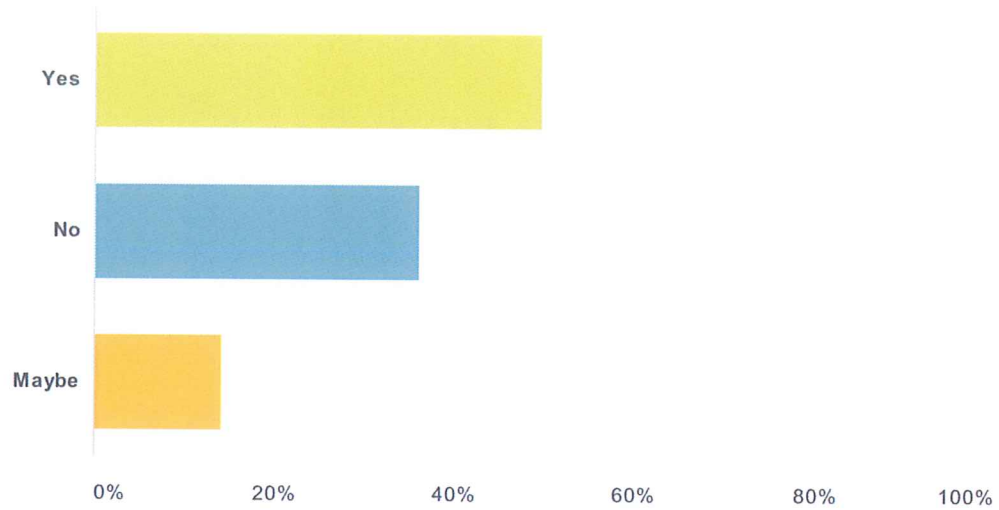
#	Other (please specify)	Date
1	FUCK YOU TAX AND BAG LOSERS-- ITS ALL ABOUT TAX	2/23/2014 7:29 AM
2	I also think the carrot is better than the stick. Giving people 5 cents for every bag they re-use is a better approach than charging a fee for every bag. Many stores give you a credit if you bring your own bag -- I like that a lot better than a tax!!	2/10/2014 5:19 PM
3	I would be disappointed in my government for addressing a symptom of the problem rather than the cause of the problem.	2/10/2014 7:26 AM
4	When it is convenient, I would bring my own bag, but 25 cents would not deter purchasing a bag when needed. Efforts need to be focused on business, not consumers.	2/8/2014 11:13 AM
5	I would be willing to pay this small tax for plastic bags, but i don't think you should be limited to the number of bags you can purchase. I also don't think paper bags are that bad for the environment and don't agree that those should taxed.	2/7/2014 4:42 PM
6	I use the single use plastic bags for animal waste, so I would probably buy the plastic ones occasionally, but would normally bring my own bags.	2/6/2014 1:04 PM

## Single Use Bag Survey

7	Ask for paper bag	2/6/2014 12:30 PM
8	If I worked at a store (Pick n Save is especially guilty) I would instruct baggers to fill the bags as much as possible. Way too often I see one or two items in a bag or double bags.	2/5/2014 8:33 PM
9	Would do a combination of things: bring own bags and request paper.	2/5/2014 8:09 PM
10	I support a complete ban, if possible, instead of a fee or tax.	2/5/2014 8:07 PM
11	Add it to the list to recycle in the biweekly bin	2/5/2014 7:45 PM
12	Why can't we simply recycle plastics? You have us treat them as GARBAGE. We RECYCLE paper bags.	2/5/2014 7:43 PM
13	I always request paper. But I think stores should start charging for paper bags too.	2/5/2014 4:59 PM
14	Probably a mix. To be honest I'm not sure there should be a per order max. Also paper bags are less of a concern so I'm not sure no buy a fee on those at all.	2/5/2014 4:51 PM
15	Probably 33%each way: pay for the bags, bring my own, and go shopping in another community.	2/5/2014 4:17 PM

**Q6 Would you be in support of a tax or fee on single use bags in Stoughton in an effort to improve the environment?**

Answered: 127 Skipped: 0



Answer Choices	Responses	
Yes	49.61%	63
No	36.22%	46
Maybe	14.17%	18
Total		127

Public Works Committee  
Tuesday January 21, 2014 at 6:00 PM  
Hall of Fame Room, 381 E Main St

**Members Present:** Alderpersons; Tom Selsor, Michael Engelberger, and Tom Majewski

**Absent/ Excused:** Sonny Swangstu

**Staff:** Street Superintendent Karl Manthe, Street Department Secretary Vickie Erdahl, Planning Director Rodney Scheel

**Guests:** City Forester Randy Nelson and Tree Commission Chair –Jay Schotzko

**Call to Order:** Engelberger called the Public Works Meeting to order at 6:00 PM

1) **Communications:** *Manthe* stated that there is a salt shortage and that streets has been mixing salt & sand which works better with all this cold weather. The city has a contract with the state for salt and will be getting more but will also watch the usage closely.

2) **Activity Reports:** (*Manthe* reported)

- Crews have stayed busy dealing with the snow, ice, sleet
- During the extreme cold days, crews took time to cleanup snow removal equipment, with washing and waxing plow trucks and other vehicles in the fleet.
- Crews have started Christmas tree collection. Crews are chipping trees and will be out for the entire month of January. As of January 14th, 734 trees had been collected.
- Crews took down Christmas decoration and seasonal banners from downtown light poles.
- Crews have started trimming trees during the winter tree pruning maintenance program. Crew will be out daily except for snow events until the end of March. Crews will also remove trees while out pruning if tree condition meets criteria.
- Tree Commission continues to work with McKay Nursery to finalize brochure for Heggestad Arboretum located in Racetrack Park and is also working on completing Emerald Ash Borer (EAB) Plan. Staff is also working on updating Tree Inventory now that some minor web hosting issues have been taken care of.
- The Fleet Maintenance Manager continues to perform preventive maintenance, perform repairs, and fabricate improvements to city wide fleet. Monitor winter snow removal equipment for repairs.
- Parks Department continues to perform sidewalk snow removal and ice rink activities.
- Other tasks completed during the last month include; dumping trash barrels downtown, check sand barrels, cleaning fleet and garage, monitor water levels at dam, garage safety inspections (fire extinguishers, eye wash stations, exit lights, fall protection) repair downtown street lights and traffic signals.

*Manthe* also commented that on the street opening permit report that the last couple permits from 2013 and the first permit of 2014 were the A T & T project to bring in their new services.

3) **Update on Reducing Single Use Plastic Bags in City:** *Manthe* informed the committee that the survey had been sent to 400+ residents (the snow emergency email list was used) but only received 53 responses. The Recreation Department has an email list that is going to be used in hopes of getting more responses and local businesses will be contacted.

## New Business:

- 4) **Approve December 17, 2013 Meeting Minutes:** Motion by Selsor seconded by Majewski to approve minutes. Motion carried 3-0.

- 5) **Request from Tree Commission for Budget Adjustment to Support 6 Year Plan to Treat & Remove Ash Trees for Emerald Ash Borer (EAB):** *Manthe* states this item was sent to Public Works from the Tree Commission which *Selsor* is a member of and created the six year plan. The plan was developed to be proactive instead of reactive with the Emerald Ash Borer since it now surrounds us. The request is for \$72,000 for 2014. These monies would remove and treat 25% of the ash trees on public lands in Stoughton. The remaining five years would be budgeted for during the budget process of each year.

The requested monies for 2014 will need to go to the Finance Committee to see where this money could be drawn from.

*Manthe* stated that the current budget increase in tree removals was for the non-ash "high priority" trees that were identified in the latest inventory. *Majewski* thought it was a good plan, however, what about replacements? *Majewski* stated that the plan needs to be comprehensive and should include an amount for replanting. *Manthe* suggested that it be presented as Option 1 (removal & treatment) or Option 2 (removal, treatment & planting). The Public Works Committee feels this is an unusual situation and something needs to happen.

The Committee ask that monies be requested for the EAB project as follow: Removal \$60,000, Treatment \$12,000 and Replacement \$12,000 for a total of \$84,000.

**Motion by Majewski, seconded by Engelberger to forward this request to the Finance Department to find where funds could be taken from to support the six year EAB Plan for the treatment/removal & replacement of 25% of the ash trees in the amount of \$84,000. The committee would like the Finance Department to forward the request to the Common Council. Motion carried 3-0.**

*Selsor* will revise the plan and submit to the Street Department.

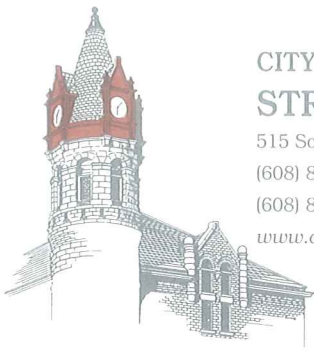
- 6) **Request from Tree Commission to approve changes to Ordinance 64-14 Street Trees (member terms and number of members):** *Manthe* informed the committee how many members were on the Tree Commission and the problems maintaining a quorum and filling the vacancies so with an abundance of members it was decided to decrease the members by one found in Ord 64-14 under Authority & Power. If changed it would be as follow: Five (5) city residents, Two (2) Township residents and a member from Stoughton Utilities. In regards to the terms, multiple people have left and with replacements the terms were then grouped as leaving in one or two years which is not good if there is work in progress, so the committee would like to have the terms rearranged and more staggered.

**Motion by Majewski, seconded by Selsor to recommend to the Common Council to approve the changes to Ordinance 64-14 Street Trees (b) Authority & Power & (d) Term of Office. Motion carried 3-0.**

- 7) **Future Agenda Items:** Recycling for Downtown & Parks, Single Use Plastic Bags, 2014 Construction Projects

Moved by Selsor, seconded by Majewski to adjourn meeting at 7:00 pm. Motion carried 3-0.





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KARL D. MANTHE  
Street Superintendent  
[kmanthe@ci.stoughton.wi.us](mailto:kmanthe@ci.stoughton.wi.us)

Date: March 12, 2014  
To: Public Works Committee  
From: Karl D. Manthe – Street Superintendent  
Subject: Recycling Container Downtown

It has been requested to look into options for recycling containers downtown to complement the refuse containers along Main Street in the downtown district.

The current refuse containers were installed during Main Street Streetscape Enhancement Program and were purchased from DuMor.

I have included some pictures and pricing as there are many options and quite a cost difference between the different types of recycling receptacles.

Please let me know if you have any questions.





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# RECEPTACLE 437

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RECYCL

## About this Product

Product Specifications: [437-32](#) | [437-32SH](#) | [437-40](#) | [437-40SH](#)

### Options

View in Google SketchUp: [437-40-0001](#)

View in CAD Details

### WEIGHTS

437-32 One 32 gallon liner side deposit, 268 lbs.

437-32SH One 32 gallon liner side deposit with shields, 303 lbs.

437-40 Two 20 gallon liners side deposit, 275 lbs.

437-40SH Two 20 gallon liners side deposit with shields, 310 lbs.

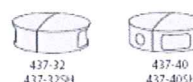


RECYCLE COVER COLOR OPTIONS

E BLUE, RED, GREEN)



### HOLE OPTIONS



### DEPOSIT OPTIONS

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# RECEPTACLE 436

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RECYCL

## About this Product

Product Specifications: [436-32](#) | [436-32SH](#) | [436-40](#) | [436-40SH](#) | [40-RC](#) | [436-40SH-RC](#)

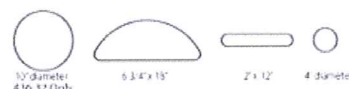
## Options

[View in Google SketchUp: 436-40-0001](#)

[View in CAD Details](#)

## WEIGHTS

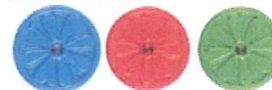
- 436-32 One 32 gallon liner top deposit, 225 lbs.
- 436-32SH One 32 gallon liner top deposit with shields, 260 lbs.
- 436-40-RC Two 20 gallon liners top deposit, 232 lbs
- 436-40SH-RC Two 20 gallon liners top deposit with shields, 267
- 436-40 Two 20 gallon liners top deposit color coded, 232 lbs.
- 436-40SH Two 20 gallon liners top deposit color coded with shields, 267 lbs.



## HOLE OPTIONS



## DEPOSIT OPTIONS



RECYCLE COVER COLOR OPTIONS

(E BLUE, RED, GREEN)

## Request a DuMor Catalog

See this product along with others in DuMor's product catalog.

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## RECEPTACLES



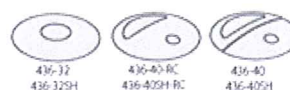
436

## Top Deposit Receptacle

436-32	One 32-gal. liner, 225 lbs.	<b>\$1,180.00</b>
436-32SH	One 32-gal. liner, w/shields, 260 lbs.	<b>\$1,390.00</b>
436-40-RC	Two 20-gal. liners, 232 lbs.	<b>\$1,355.00</b>
436-40SH-RC	Two 20-gal. liners, w/shields, 267 lbs.	<b>\$1,555.00</b>
436-40	Two 20-gal. liners, color coded, 232 lbs.	<b>\$1,380.00</b>
436-40SH	Two 20-gal. liners, color coded w/shields, 267 lbs.	<b>\$1,555.00</b>

- Recycling basket offering various color, liner, and hole shape combinations
- Side opening door

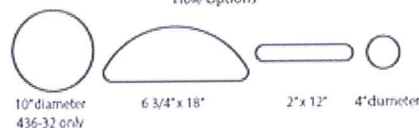
## Deposit Options



## RECYCLE COVER COLOR OPTIONS



## Hole Options



437

## Side Deposit Receptacle

437-32	One 32-gal. liner, 268 lbs.	<b>\$1,555.00</b>
437-32SH	One 32-gal. liner, w/shields, 303 lbs.	<b>\$1,730.00</b>
437-40	Two 20-gal. liners, 275 lbs.	<b>\$1,625.00</b>
437-40SH	Two 20-gal. liners, w/shields, 310 lbs.	<b>\$1,810.00</b>

- Recycling basket offering various color, liner, and hole shape combinations
- Side opening door

## Deposit Options



## Hole Options



## RECYCLE COVER COLOR OPTIONS



## RECEPTACLES



438

438-32 32-gallon All-Steel Receptacle, 239 lbs. **\$1,245.00**

- Small footprint
- Side door opening

Shown in Bronze



442

442-32-0001 32-gallon

All-Steel Receptacle, Trash, 184 lbs. **\$1,215.00**

442-32-0002 32-gallon

All-Steel Receptacle, Btls/Cans, 185 lbs. **\$1,215.00**

442-32-0003 32-gallon

All Steel Receptacle, News, 184 lbs. **\$1,215.00**

- Sleek design
- Single or multiple units

Shown in Argento



465

**NEW**465-32VS 32-gallon Steel Receptacle,  
Vertical Strap, 96 lbs.**\$1,260.00**465-32RB 32-gallon Steel Receptacle,  
Round Bar, 192 lbs.**\$1,325.00**465-32I 32-gallon Steel Receptacle,  
Ipe, 238 lbs.**\$1,660.00**465-32D 32-gallon Steel Receptacle,  
Douglas Fir, 201 lbs.**\$1,420.00**465-32PL 32-gallon Steel Receptacle,  
Recycled Plastic, 209 lbs.**\$1,525.00**

- Versatile design
- Curved accent

Shown in Green

WWW.DUMOR.COM | 800-598-4018

33



## RECEPTACLES

196



**196-32** 32-gallon All-Steel Receptacle, 259 lbs. **\$1,760.00**

- Contemporary design
- Graceful lines

428



**428-32-FTO** 32-gallon All-Steel Receptacle, 192 lbs.  
Flat Cover **\$1,145.00**

- Elegant design
- Steel rod body

**Cover Options**

S01 Side deposit one opening **\$1,270.00**  
S02 Side deposit two openings **\$1,325.00**  
S03 Side deposit three openings **\$1,375.00**

429



**429-32-FTO** 32-gallon All-Steel Receptacle, 191 lbs.  
Flat Cover **\$1,125.00**

- Elegant design
- Steel flat bar body

**Cover Options**

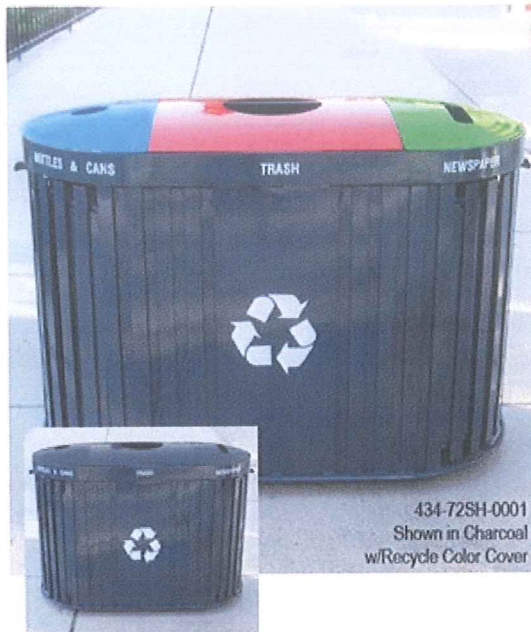
S01 Side deposit one opening **\$1,190.00**  
S02 Side deposit two openings **\$1,245.00**  
S03 Side deposit three openings **\$1,300.00**

432



**432-22** 22-gallon All-Steel Receptacle, 103 lbs.  
(Shown in Carlsbad) **\$795.00**  
**432-32** 32-gallon All-Steel Receptacle, 127 lbs.  
(Shown in Sudan) **\$825.00**  
**432-40-RC** 40-gallon Recycle Receptacle, 148 lbs. **\$975.00**  
**432-55** 55-gallon All-Steel Receptacle, 147 lbs.  
(Shown in Heritage Brown) **\$970.00**

- Simple design
- Tapered body



## RECYCLE COVER COLOR OPTIONS



434

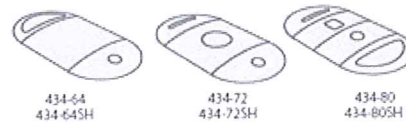
## RECEPTACLES

## Top Deposit Receptacle

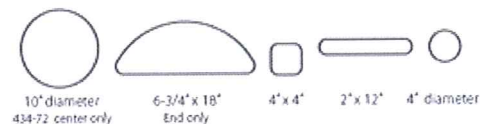
434-64	Two 32-gal. liners, 470 lbs.	\$2,385.00
434-64SH	Two 32-gal. liners, w/shields, 528 lbs.	\$2,830.00
434-72	One 32-gal. & two 20-gal. liners, 474 lbs.	\$2,400.00
434-72SH	One 32-gal. & two 20-gal. liners, w/shields, 532 lbs.	\$2,850.00
434-80	Four 20-gal. liners, 479 lbs.	\$2,560.00
434-80SH	Four 20-gal. liners, w/shields, 536 lbs.	\$3,020.00

- Recycling basket offering various color, liner, and hole shape combinations
- Two side opening doors

## Deposit Options



## Hole Options



## RECYCLE COVER COLOR OPTIONS



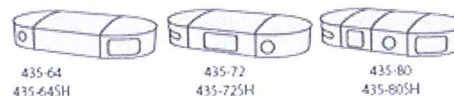
435

## Side Deposit Receptacle

435-64	Two 32-gal. liners, 532 lbs.	\$2,790.00
435-64SH	Two 32-gal. liners, w/shields, 590 lbs.	\$3,240.00
435-72	One 32-gal. & two 20-gal. liners, 536 lbs.	\$2,820.00
435-72SH	One 32-gal. & two 20-gal. liners, w/shields, 594 lbs.	\$3,280.00
435-80	Four 20-gal. liners, 541 lbs.	\$3,110.00
435-80SH	Four 20-gal. liners, w/shields, 598 lbs.	\$3,570.00

- Recycling basket offering various color, liner and hole shape combinations
- Two side opening doors

## Deposit Options



## Hole Options







Three 38-gal. recycling containers, 08BN74610

## Your Way Recycling Containers

- Customize these 38-gallon rugged, recycled plastic recycling containers to fit your recycling program
- Each unit includes seven labels and four recycling logos to choose from
- Double-sided, dome lids offer easy access from two sides
- Also available with decorative fiberglass-reinforced earthtone panels



38-gal recycling container with panels, 08BN72231

MODEL #	DESCRIPTION	DIMENSIONS	WEIGHT	PRICE
08BN74610	38-gal. recycling container	19" sq. x 38" h	21 lbs.	\$292.85 ea.
08BN72231	38-gal. recycling container with panels	19" sq. x 38" h	64 lbs.	\$736.85 ea.

+ shipping





Three 33-gal. recycling containers, KRC0924

## Two-Tone Panel Design Recycling Containers

- Attractive two-tone recycling containers – choose one frame color and one panel color – 36 different color combinations!
- Grooved raised panel design with lift-out liners
- Triple 33-gallon 100% recycled plastic recycling containers
- Choose an engraved, resin-filled message for each recycling container: TRASH, RECYCLE, CANS, PLASTIC, PAPER, GLASS

Panel/Frame Colors



MODEL #	DESCRIPTION	DIMENSIONS	WEIGHT	PRICE	SALE PRICE	6+ PRICE
KRC0904	Three 33-gal. top load & liners*	55.5" l x 19.5" w x 35" h	156 lbs.	<del>\$1,782.00 ea.</del>	<b>\$1,476.00 ea.</b>	<b>\$1,291.00 ea.</b>
KRC0914	Three 33-gal. side load & liners*	55.5" l x 19.5" w x 40" h	167 lbs.	<del>\$1,873.00 ea.</del>	<b>\$1,551.00 ea.</b>	<b>\$1,357.00 ea.</b>
KRC0924	Three 33-gal., two top/one side load & liners	55.5" l x 19.5" w x 40" h	161 lbs.	<del>\$1,804.00 ea.</del>	<b>\$1,494.00 ea.</b>	<b>\$1,307.00 ea.</b>
*not shown				+ shipping	+ shipping	+ shipping

Order By Fax: 630-879-8687

Order Online: [www.BarcoProducts.com](http://www.BarcoProducts.com)





18-gal. receptacle, lid & liner, 08CA1789



33-gal. recycling container, lid & liner, 08CA1788

## Viva Receptacle & Recycling Containers

Brushed stainless steel trash containers do not show fingerprints, protective rubber trim prevents floor marks

Contemporary café-style domed tops with black textured finish, 8" dia. openings

LLDPE plastic liners with handy lift holes

Recycling container includes universal recycling symbol and free labels: PAPER, CANS, PLASTIC and GLASS

Containers made from over 60% post-industrial recycled material

## Viva Receptacle & Recycling Containers

- Brushed 18-gauge stainless steel with contemporary perforated styling
- 8" dia. waste openings with fingerprint-proof, powder-coated textured finish
- 33-gallon capacity LLDPE plastic liners with handy lift holes
- TRASH or RECYCLE is laser-cut into center of receptacles
- 60% post-industrial recycled steel

### 18-GAL. RECEPTACLE & RECYCLING CONTAINERS

#	DESCRIPTION	DIMENSIONS	WEIGHT	PRICE
789	18-gal. receptacle, lid & liner	15" dia. x 31" h	32 lbs.	<b>\$418.00 ea.</b>
790	18-gal. recycling container, lid & liner*	15" dia. x 31" h	32 lbs.	<b>\$439.00 ea.</b> + shipping

### 33-GAL. RECEPTACLE & RECYCLING CONTAINERS

787	33-gal. receptacle, black lid & liner*	18" dia. x 32" h	38 lbs.	<b>\$563.00 ea.</b>
788	33-gal. recycling container, blue lid & liner	18" dia. x 32" h	38 lbs.	<b>\$563.00 ea.</b> + shipping

\*not shown

By Fax: 630-879-8687

Order Online: [www.BarcoProducts.com](http://www.BarcoProducts.com)





M

## Convenient recycling center with two recyclers in one.

This high-density indoor/outdoor recycling center consists of two 27½-gallon sections that tilt into one.

Variable polyethylene construction. Individual openings keep recyclables separate. Features lift-off top for easy emptying. Grab Bag System holds trash bag in place. Includes top and reusable plastic liners.

Choose from PLASTIC & ALUMINUM, PAPER & TRASH or MIXED RECYCLABLES & TRASH. Available in beige.



### 55 Gallon Recycling Centers

Plastic/Aluminum • 41"H x 26"W x 25"D • 35 lbs

SL-745310 \$240

Paper/Trash • 41"H x 26"W x 25"D • 35 lbs

SL-745410 \$240

Trash • 41"H x 26"W x 25"D • 35 lbs

SL-745510 \$240



N

## Complement your site with upscale recyclers.

Classic styling makes these indoor/outdoor recyclers work well in a variety of venues.

- Weather-resistant powder coated steel construction with polyethylene dome tops
- Available in single or double configurations
- Double recycler has built-in dividers to keep contents separated
- Each 25-gallon galvanized liner features a handle and includes the Grab Bag System to secure trash bags in place
- Includes top with attachment kit, galvanized liner, built-in feet and bracket anchoring system



Assembly required. Decal set includes two recycling logos, plus TRASH, ALUMINUM, GLASS, PLASTIC, PAPER, MIXED RECYCLABLES decals. Available in black.

### Steel Slat Recyclers w/Tops and Liners

25 Gallon Recycler/Waste • 40"H x 17"W x 22"D • 50 lbs

32CSL-ATPV-25 \$430

N. 50 Gallon Double Recycler/Waste • 40"H x 30"W x 22"D • 100 lbs

32CSL-ATPV-50 \$600

## One container with two recycling functions.

Double your recycling capabilities with one dual purpose container.

- Perforated metal receptacle allows for disposal of two separate recyclables
- Available with two 25-gallon liners or one 55-gallon liner
- Choose hooded or flat top
- Includes top, durable plastic liner, and decals

Choose two decals BOTTLES & CANS, BOTTLES ONLY, CANS ONLY, NEWSPAPER, PAPER ONLY, WASTE ONLY, GLASS ONLY or PLASTIC ONLY. Available in black, silver, blue streak or evergreen shown below.



O  
Shown in blue streak.

### Handy separated liner available.



Dual purpose recycling top.

### Perforated Metal Recycling Unit

O. 49"H x 24"Dia. • 86 lbs • 32WIT-SC55-02 \$685



## Contemporary slim recycler.

This recycler delivers modern styling and durability.

- Rust-resistant powder coated galvanized steel
- Plastic top lifts off for easy servicing yet stays attached to receptacle
- Two top opening styles: slotted or round
- Includes top, durable plastic liner, decals and anchor kit

Decal choices: BOTTLES & CANS, BOTTLES ONLY, CANS ONLY, NEWSPAPER, PAPER ONLY, WASTE ONLY, GLASS ONLY or PLASTIC ONLY. Available in blue.



R

### 20 Gallon Recycler

R. 32"H x 15"Dia. • 26 lbs • 32WIT-SC20-02 \$340

## Economical weather-resistant containers.

Designed snap-fit top keeps rain and snow out, while discouraging placement of garbage on top.

Constructed from molded polyethylene. Recycling containers won't rust, chip or dent. Each container has 30-gallon capacity and uses standard trash bags.



Includes set of seven decals: PLASTIC BOTTLES, ALUMINUM, GLASS, PLASTIC BAGS, PAPER, MIXED RECYCLABLES & TRASH. Available in beige.

### 55 Gallon Littermate™ Recycler and Trash Receptacle

Trash Receptacle • 45"H x 17"Dia. • 12 lbs • 32CSL-710202 \$120

Recycler • 45"H x 17"Dia. • 12 lbs • 32CSL-746002 \$125



P

Q





M

Shown in black.

## Heavy-duty side opening recycler.

Corrosion-resistant powder coated steel or perforated stainless steel with a powder coated aluminum top

Side opening service door with durable stainless steel hinge allows for easy maintenance

See trash receptacles on page 147

ADA-compliant

Includes reusable plastic liner and your choice of decals PLASTIC, GLASS, or ALUMINUM. Side panels available in perforated stainless steel or powder coated

black, forest brown, sky blue, olive green or fir green — see color chart below.

## Curry Square Recyclers w/Tops and Liners

32-Gallon • Powder Coated Panels • 45"H x 20"Sq. • 146 lbs • C-45SSOR **\$850**

32-Gallon • Perforated Stainless Steel Panels • 45"H x 20"Sq. • 146 lbs • C-45SSOR **\$960**

Black

Forest Brown

Sky Blue

Olive Green

Fir Green

And hundreds of environmentally friendly products at [upbeat.com](http://upbeat.com).

## Rendezvous provides attractive and convenient recycling.

These dual and triple recyclers deliver superior performance and durability.

### • 20-year limited structural warranty with 7-year finish warranty

**FA** Heavy-gauge slotted steel construction is protected by the patented **Fusion Advantage** finish that won't rust, fade, peel, chip, crack, mold or mildew

• Fade-resistant powder coated steel tops feature a state-of-the art primer proven to prevent rusting

• See more receptacles on page 158

• Includes top and reusable plastic liner

• ADA-compliant



Assembly required. See chart on page 93 for available colors (more optional colors shown at [upbeat.com](http://upbeat.com)).



N

## Rendezvous Recyclers w/Tops and Liners

**N. Dual Recycler:**

Top has two round openings • Labels: Bottles/Cans; Paper

Liners: two 16 Gallon • 32"H x 28"Dia. • 89 lbs • 32FSC-L1381 **\$825**

**Triple Recycler:**

Top has two round openings and one slot opening

Labels: Bottles/Cans; Trash; Paper

Liners: two 16 Gallon; one 37 Gallon

32"H x 50"W x 28"D • 138 lbs • 32FSC-L1382 **\$1245**

**O. Triple Recycler w/Steel Bonnet Top:**

Top has two round openings and one slot opening

Labels: Bottles/Cans; Trash; Paper

Liners: two 16 Gallon; one 37 Gallon

40"H x 50"W x 28"D • 171 lbs • 32FSC-L1382BT **\$1345**



Shown in black.

## High visibility 96-gallon recycling center tells people you care about the environment.

### • 20-year limited structural warranty with 7-year finish warranty

**FA** Perforated steel construction is protected by the patented **Fusion Advantage** finish that won't rust, fade, peel, chip, crack, mold or mildew

• Fade-resistant powder coated steel tops feature a state-of-the art primer proven to prevent rusting

• Triple recycling center includes three 32-gallon containers joined with double brackets: includes choice of decals and optional message pole

• Recyclers include top, decals and a reusable plastic liner

• Purchase a recycler top for your existing 32-gallon Anova receptacle

• ADA-compliant



Assembly required. Choice of decals: PLASTIC ONLY, CANS ONLY, GLASS ONLY, TRASH ONLY or PAPER ONLY. Available in colors shown on page 95 (more optional colors shown at [upbeat.com](http://upbeat.com)).



Q



P

## Recycling Top

P. 4"H x 24"Dia. • 8 lbs • 32FSC-F3014 **\$130**

## Recycler w/Top and Liner

Q. 32 Gallon • 32"H x 24"Dia. • 67 lbs • 32FSC-D6005R **\$445**

## Recycling Centers w/Tops and Liners

R. 96-Gallon w/o Pole • 32"H x 50"Dia. • 169 lbs • 32FSC-D6015 **\$1245**

R. 96-Gallon with Pole • 61"H x 50"Dia. • 185 lbs • 32FSC-D6014 **\$1345**



Shown in blue and black.

R

Recycling center available with or without center message post.



## Encourage recycling with these easily identifiable containers.

**New!**

Perfect for high traffic areas, these sturdy containers feature three distinct openings to make recycling compliance easy.

Durable polyethylene construction

Granite-look tops are clearly labeled with scratch-resistant decals indicating their specific purpose

Top slides securely onto base and features molded-in finger grips for easy servicing

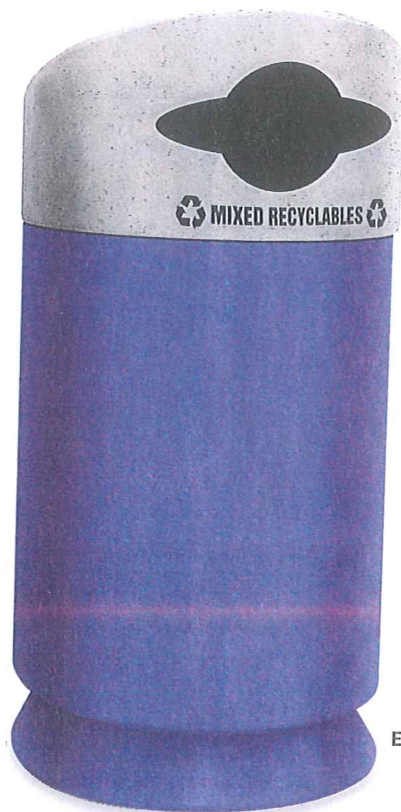
Removable liner includes Grab Bag system to keep bags in place

See matching trash receptacles available on page 110

ADA-compliant



Available in brown or blue. Tops styles available for paper, plastic or mixed recyclables.



E

Brown Blue

Shown in blue.

### Galaxy Recyclers w/Tops and Liners

30 Gallon • 42"H x 22"Dia. • 44 lbs • 32CSL-753GAL30 \$375

30 Gallon • 45"H x 22"Dia. • 45 lbs • 32CSL-753GAL35 \$380

30 Gallon • 48"H x 22"Dia. • 46 lbs • 32CSL-753GAL40 \$385



F

Shown in painted bronze frame.

## Earth-friendly message encourages recycling.

High-impact styrene panelled receptacle is printed with UV-resistant inks and has a non-rusting aluminum frame in painted bronze.

- 5-year limited structural warranty
- Molded polyethylene top features a 6" opening
- Panel can be customized to your preference: see panel design options at [upbeat.com](http://upbeat.com)

Includes top and reusable plastic liner.

Recycler w/Top and Liner — 30 Gallon  
F. 31"H x 18"Sq. • 41 lbs • 32CCS-E30RCPOT \$495

## Space-saving recycling containers are fire-safe.

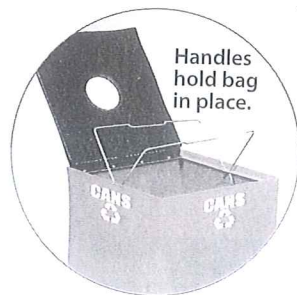
Cube compact recycling containers are constructed of fire-safe steel and enable you to conveniently sort all of your recyclable materials. Available in three sizes — all have a small footprint to easily fit into your space.

ADA and ADA compliant

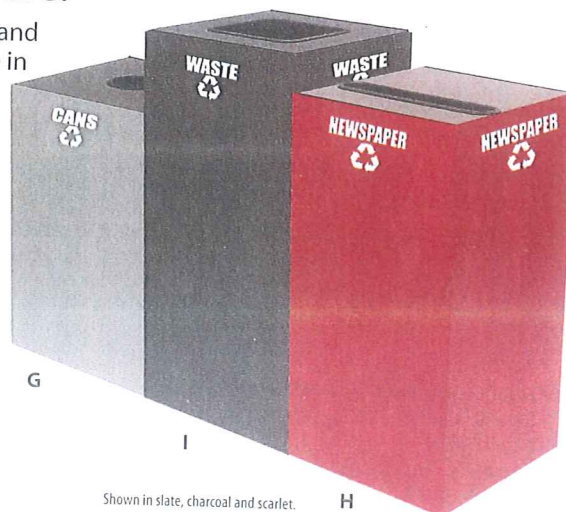
Three lid styles accommodate most recycling needs



Available with round opening with decals for cans or glass; slot opening with decals for newspaper or paper; square opening with decals for plastic or waste. Available in slate, charcoal or scarlet.



Handles hold bag in place.



G

I

H

Shown in slate, charcoal and scarlet.

### Cube Recyclers w/Tops and Bag Holders

24 Gallon • 24"H x 15"Sq. • 24 lbs • 32WIT-24GC \$185

24 Gallon • 28"H x 15"Sq. • 27 lbs • 32WIT-28GC \$195

24 Gallon • 32"H x 15"Sq. • 31 lbs • 32WIT-32GC \$205

**From:** Maria Hougan  
**Sent:** Monday, March 03, 2014 9:12 AM  
**To:** Karl Manthe  
**Cc:** Vickie Erdahl  
**Subject:** FW: Information from Public Safety committee for Public Works REVISED R-21-2014  
**Attachments:** j-Snow Emergency Alternate side parking 2014 (2).pdf; g-R-21-2014 Residential Traffic Management Plan.pdf

**Importance:** High

Hi,

Please use the revised R-21-2014 attached (I added the Mayor's vote) Thanks!

---

**From:** Maria Hougan  
**Sent:** Monday, March 03, 2014 8:57 AM  
**To:** Karl Manthe  
**Cc:** Vickie Erdahl  
**Subject:** Information from Public Safety committee for Public Works

Good morning,

Please see the excerpt minutes from Public Safety committee, along with the related attachments that were referred to Public Works from Public Safety. Please let me know if you need anything further.

**7. Discussion and possible action on the Residential Traffic Management Program:**

Chief Leck presented this item. Moved by Lawrence, second by Majewski, to amend the resolution to add Public Works committee, and to recommend approval and referral to the Public Works committee. Motion carried 4-0 with Mayor Olson voting.

**9. Discussion on revisions to the Snow Emergency Ordinance and Alternate Side**

**Parking.** Chief Leck presented his reasons for requesting a change. This is more about compliance and consistency. Further discussion followed. *Moved by Lawrence, second by Majewski, to hold a joint Public Works and Public Safety meeting to discuss this item. Motion carried 4-0 with Mayor Olson voting.*

Maria (Pili) Hougan, WMCA, WCMC  
City Clerk/City of Stoughton  
Staff Representative to Public Safety Committee  
Staff Representative to Community Affairs/Council Policy  
608-646-0423



## RESOLUTION OF THE COMMON COUNCIL

Authorizing and directing the proper city official(s) to approve the City of Stoughton Residential Traffic Management Program (RTMP).

Committee Action: Public Safety approved 4-0 with Mayor Olson voting, Public Works approved 0-0

Fiscal Impact: 0

**File Number:** R-21-2014

**Date Introduced:**

**WHEREAS**, it is in the best interest of the City to approve the City of Stoughton Traffic Management Program (RTMP), and

**WHEREAS**, your Public Safety Committee met on February 26, 2014, and your Public Works Committee met on \_\_\_\_\_, 2014 to consider the plan and recommends approval, now therefore

**BE IT RESOLVED** by the Common Council of the City of Stoughton that the proper city official(s) be hereby directed and authorized to approve the City of Stoughton Residential Traffic Management Program (RTMP).

**Council Action:** ☐ Adopted ☐ Failed **Vote** \_\_\_\_\_

**Mayoral Action:** ☐ Accept ☐ Veto

\_\_\_\_\_  
Donna Olson, Mayor

\_\_\_\_\_  
Date

**Council Action:** \_\_\_\_\_ ☐ Override **Vote** \_\_\_\_\_



# CITY OF STOUGHTON RESIDENTIAL TRAFFIC MANAGEMENT PROGRAM (RTMP)

## OBJECTIVES, POLICIES AND PROCEDURE

### *Stoughton*

This draft used the Neighborhood Traffic Management Programs (NTMP) adopted in the Cities Fitchburg, Monona and Middleton.

Draft by Greg Leck, February 2014.

Reviewed by Public Safety on February 26, 2014

Reviewed by Public Works on \*

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### *APPENDICES*

*Appendix A –Application and Petition Template*

*Appendix B – Point Assignment for Objective Identification of Residential Traffic Problems*

*Appendix C – Traffic Management Devices-Phase 1 Treatments*

*Appendix D – Traffic Management Devices-Phase 2 Treatments*

*Appendix E – Glossary*      *WILL BE PROVIDED LATER*

*Appendix F – Draft Resolution(s) to Implement RTMP – WILL BE PROVIDED LATER*

*Appendix G - List of collector streets in Stoughton– WILL BE PROVIDED LATER*

## **INTRODUCTION**

Traffic conditions have a significant impact on the residential quality of life. Traffic management tools can enable people to travel in and between neighborhoods safely, efficiently, and economically as a pedestrian, bicyclist, motorist or transit rider with minimal conflict or disruption to the residents or other travelers.

Neighborhoods and individuals often seek to restrain traffic through their neighborhood or street. The needs of the neighborhood also must be balanced with the needs of the city as a whole. Motorists should respect the quality of life aspect in the neighborhoods they drive through and behave accordingly.

There are three primary forms of “unwanted traffic” recognized on residential streets:

1. Traffic using the street as a shortcut, detour or overflow from a congested arterial.
2. Excessive traffic speeds and poor driver behaviors.
3. Parking congestion or lack of adequate off street parking.

Police enforcement is and will always remain an effective tool to reinforce motorist behavior. However, it is recognized that providing an enforcement level that is effective in modifying driver behavior will require a significant commitment of police resources.

The City of Stoughton is committed to developing an effective approach to managing residential traffic. Neighborhood involvement is an important component of this approach.

## **Objectives**

The objectives of the Residential Traffic Management Program are to:

1. Improve residential livability by mitigating the negative impact of vehicular traffic on residential neighborhoods.
2. Promote safe, reasonably convenient, accessible and pleasant conditions for bicyclists, pedestrians, motorists, and residents on neighborhood streets.
3. Encourage citizen involvement in all phases of Residential Traffic Management activities.
4. Make efficient use of City resources by prioritizing Traffic Management requests.

The purpose of the RTMP is to provide a framework for the identification, evaluation, and amelioration of negative traffic impacts on residential quality of life in Stoughton. The RTMP is intended provide guidance without rigidity. The policy applies in residential areas of the city on streets under the city’s control.

## ***Policies***

The following policies shall guide staff and citizen participants as they implement the Stoughton Residential Traffic Management Program. The RTMP applies only to residential streets under

the control of the City of Stoughton. The RTMP does not apply to streets in predominantly commercial areas or roadways under the control of other jurisdictions (state or county). Thus, the RTMP does not apply to Main Street/US HWY 51, HWY 138, Veterans Road (CTH N), or those portions of CTH B & A because they are not under the control of the city of Stoughton. On those roadways not covered by the RTMP, the city will work jointly with those agencies that control traffic and pedestrian movement.

1. Neighborhood cut-through traffic should be routed to collector and arterial streets.
2. Emergency and service vehicle access and circulation must be preserved.
3. RTMP projects should maintain adequate local street automobile access, encourage and enhance pedestrian and bicycle mobility and access within and through the city's residential areas, and facilitate access to public transit.
4. The City shall employ traffic management and traffic control devices to achieve the RTMP's objectives. Traffic management devices including street and lane narrowing, bicycle lanes, full or partial road closures [semi-diverters/diverters/cul-de-sac], traffic circles, speed humps, speed tables, diverters, medians, curb extensions, and other traffic calming devices.
5. All traffic management and traffic control devices shall be planned, designed, implemented, and maintained in keeping with sound engineering and planning practices. The City Streets Department shall direct the installation of traffic control devices (signs, signals, and pavement markings) as needed to accomplish the project. [Refer to Appendix C for a detailed description of traffic management devices.]
6. To implement the RTMP, city staff will follow the procedures set forth in the next section (*'Procedures'*). Implementation of recommended solutions will be limited by available and budgeted funding and staff time.
7. City streets are functionally classified based upon the volume of traffic it serves and most importantly by the connection it makes within the City's transportation system. Streets are classified as either: Arterials, Collectors or Local Streets. The RTMP is intended to reduce traffic problems on streets in residential areas, especially excessive cut-through traffic on Local Streets and excessive speed on Local Streets or Collector Streets. The RTMP may be applied to either 'local' streets or 'collector' streets. Application of the RTMP to Collector Streets must carefully consider the potential to divert traffic to other adjacent streets.
8. Evaluating the use of traffic calming devices that involve physical restrictions, especially the use of speed humps or tables, must take into consideration the impact the installation will have on long-wheel-based vehicles (fire apparatus, ambulances, snow plows and garbage trucks) and the potential to divert traffic to other adjacent streets.



## Step 1 Problem Identification

A specific traffic or safety issue may be raised by a neighborhood association, an Alderperson, an individual, a business, or any other concerned person. These issues will be recorded on a Community Action Request (CAR) Form, see Appendix A. The CAR form will require a petition of the residents within the affected area. The affected area will be determined by the City Engineer, based on the existing street layout and input provided from the concerned resident. Once a CAR form is submitted, City staff will collect preliminary background information of the existing conditions. This data collection may include but is not limited to visiting the location of concern to review road geometry, describing the problem, reviewing crash history data, reviewing available sight distance, collecting traffic volume and speed data if necessary, and monitoring pedestrian and bicycle activity. For low volume streets, the City Engineer will determine traffic volumes by using traffic counters, using a formula based on the number of households in the affected area and the number of trips generated by those households, or by making an estimate based on counts that were completed on similar streets in the City.

From the information gathered and recorded on the form, a determination will be made whether to proceed further with this request. There are two categories within the RTMP process, Phase 1 Treatments and Phase 2 Treatments. Phase 1 Treatments focus on the Education and Enforcement components. Phase 2 Treatments will incorporate Engineering as well as the Education and Enforcement components. Appendices C and D indicate some of the Phase 1 and Phase 2 Treatments that will be considered by the City.

To determine if a street is eligible for further inclusion in the RTMP, it must meet the following minimum criteria for Phase 1 or Phase 2 Treatments.

### **Phase 1 Treatment Criteria:**

- ADT (Annual Daily Traffic) > 200 vpd (vehicles per day)
- Posted speed of 25 mph or less
- Functional Classification: Local or minor collector through street

### **Phase 2 Treatment Criteria:**

- Phase 1 Treatments were determined ineffective
- ADT > 200 vpd
- Posted speed of 25 mph or less
- Functional Classification: Local or minor collector through street
- 85th Percentile Speed must be
- 35 mph or greater for local or minor collector streets
- 30 mph or greater in marked school zone
- 33 mph or greater adjacent to parks

Score 30 points or more on the Ranking Request Point Assignment list, see Step 4 for details. If traffic volumes exceed 3,000 vpd, the City will consider the need for additional enforcement in those areas.

## **Step 2 Obtain Neighborhood Input**

If the street is eligible for further inclusion in the RTMP, the Public Works and Police Departments will facilitate a public meeting with the neighborhood and alderpersons for the project area. This meeting will inform residents of the pending analysis, describe the process and gather additional information about traffic problems and related neighborhood needs. This process relies on soliciting input from neighborhoods. This step will also develop a Neighborhood Traffic Calming Committee (TCC).

The TCC shall be comprised of three to five residents who will serve as a liaison between Public Works and the residents. Members of the TCC will be involved with the development of a neighborhood Traffic Calming Plan and the presentation of the plan to the neighborhood. It is expected that the TCC will meet approximately five to eight times throughout the process, with or without City Staff.

Plan development consists of the following:

1. Assessment of problems and needs
2. Identification of project goals and objectives
3. Development of alternative plans/solutions
4. Selection of a proposed plan/solution

## **Step 3 Develop Plan**

For streets that meet the criteria for Phase 1 Treatments, the Neighborhood TCC will work with the Police Department and the Public Works Department to discuss the Education and Enforcement needs within the affected area. A plan and schedule will be developed for proceeding with the Education and Enforcement improvements.

For streets that meet the criteria for Phase 2 Treatments, the Neighborhood TCC will work through Phase 1 Treatments initially. If the Phase 1 Treatments are determined to be ineffective, Phase 2 Treatments will be considered. The TCC will work with the Police Department and the Public Works Department to develop a Traffic Calming Plan for the affected area. The recommended Traffic Calming Plan will be presented to the neighborhood through a second public meeting. The City and TCC will present solutions based on citizen input and sound engineering principles.

A survey will be sent to the residents of the affected area to measure support for the plan. The residents will have an opportunity to vote on the Traffic Calming Plan to determine if the measures recommended by the TCC and the City will be implemented. In order to pass, a minimum of 50% of all ballots must be returned with a simple majority of the returned ballots in favor of the plan.

If enough votes are in favor, the Traffic Calming Plan will be submitted to the Public

Works Committee for consideration and adoption. The Committee will consider this with respect to public safety, pedestrian, bicyclist and transit access as well as to the positive and negative consequences of traffic diversion, emergency and service vehicle access and service delivery.

If, at this time, the plan receives preliminary approval, it will move forward to Step 4, involving priority ranking of the project for funding and potential implementation.

If the plan does not receive preliminary approval, it will be referred back to staff, the TCC, and the neighborhoods for further study. A final neighborhood meeting, including City staff and the alderpersons, will be held at this time in an effort to understand and resolve the concerns that may exist among residents of the affected area. A Revised Traffic Calming Plan will be developed; if feasible, that addresses the concerns of the residents. A second survey will be mailed out to the same affected area to provide an opportunity to vote on the Revised Traffic Calming Plan. If the Revised plan does not pass, no improvements will be implemented. The City's efforts will be stopped at this time. However, the TCC can continue to work with the neighborhood to come up with an acceptable solution that can be presented to City staff for acceptance.

#### **Step 4 Priority Rank Projects**

To marshal the allocation of scarce construction resources, each plan will be priority ranked.

Using data collected in the planning stage of the process (crash history, proximity of pedestrian attractions, traffic speed and traffic volume), the individual project will be assigned points, as detailed in Appendix B "Point Assignment for Ranking Requests." A minimum of thirty (30) points is required for a project to be considered eligible to compete with other requests for funding.

Projects will be ranked citywide, based on point score. The highest ranking projects will be undertaken first. The number of projects initiated each year will depend on City resources. If current funding is not sufficient to implement the highest ranked project, the second highest ranked project will be implemented, again considering the current funding limitations. If funding is not sufficient to implement the second highest ranked project, the third highest ranked project will be considered, etc.

The City will notify the TCC of the status of their request after this step. Additional funding sources will be sought for the highest ranked projects that do not have sufficient funding. Once ranked, a project is considered in the annual priority ranking for up to three years. If, after three years, a project has not received a high enough priority to proceed, it is no longer eligible for consideration. This time limitation ensures that the project request has not become obsolete because of changing traffic conditions and/or changes in local interest in the project.

The TCC will be notified when the three-year limit expires. At that time, a new request may be made to re-enter the project in the program. Current data is then collected to recalculate the assignment of points.

## **Step 5 Implement Traffic Management Project/Plan Test**

Once a plan reaches the top of the priority list and funding is available, the City will proceed with construction of the improvements. Depending on the project, the City may choose to provide a temporary test installation prior to moving forward with the permanent treatments. The temporary test installation will allow the TCC and the City to monitor the area to the effectiveness of the treatment. The test will be installed for not less than three months. If the City Engineer or Police Chief finds that an unforeseen hazard exists, the test may, at any time, be revised or discontinued. City staff will inform the TCC and/or adjacent neighbors of any actions taken to modify or terminate a test.

Following the test period, data will be collected to evaluate how well the test has performed in terms of the previously defined problems and objectives. The evaluation includes the subject street and other streets impacted by the project and is based on before-and-after speeds and volumes, impacts on emergency and service vehicles or commercial uses, and other evaluation criteria. The City will follow-up with the TCC to discuss whether the permanent treatments should be constructed based on the effectiveness of the temporary test installation. If the evaluation criteria are not met to the satisfaction of the neighborhood association and City staff, the traffic plan may be modified and additional testing conducted.

## **Step 6 Construct Permanent Traffic Management Devices**

Detailed project plans, specifications and estimates will be prepared by the Public Works Department. The project will be bid out by the City.

Before the project(s) can be let for bidding by construction companies, the project plans and construction fund expenditures must be approved by the Board of Public Works.

Construction is administered by the City and is generally completed during the following construction season.

## **Step 9 Maintenance**

The Public Works Department is responsible for the construction and maintenance of any traffic calming device, traffic signing and pavement marking or delineation, implemented as part of this program. Any trees planted within the right-of-way are the responsibility of the Parks Department and any landscaping (not including trees) is the responsibility of the neighborhood association.

**City of Stoughton**  
**Community Action Request (CAR) Form**

Return form to: Stoughton Police Department  
321 S. Fourth Street  
Stoughton, WI 53589

Contact Name \_\_\_\_\_ Date \_\_\_\_\_

Day/Message Phone # \_\_\_\_\_ Address \_\_\_\_\_

E-mail address \_\_\_\_\_

Please indicate traffic issues that concern residents in your neighborhood:

- ☐ Speeding    ☐ Pedestrian/Bicycle Safety    ☐ Collisions    ☐ Increased Traffic  
☐ Traffic Control Concern    ☐ Other \_\_\_\_\_

Please describe what you would consider as the boundaries of the affected area.

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Is this problem affecting the entire neighborhood or a specific area? Is there a specific timeframe that the problem is occurring? \_\_\_\_\_

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Are you aware of any neighborhood associations that represent your area? If so, please provide contact information. \_\_\_\_\_

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The petition below must be completed prior to submitting this form. A minimum of 50% of the households in the affected area must sign this petition. Each of the residents signing this petition must be at least 18 years of age and from separate households within the affected area. Contact Public Works at 270-4260 for assistance in identifying the boundaries of the affected area. **By signing, the residents below are requesting that this neighborhood be included in the Neighborhood Traffic Management Process.**

	Signature	Printed Name	Add	Phone
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				



## POINT ASSIGNMENT FOR RANKING REQUESTS

- A project must score 30 or more points to be considered eligible for further inclusion.
- Calculated points are summed and competing projects' points are compared. The project with the greater point total moves ahead of those projects with less total points.

### 1. **Average Daily Traffic Volume**

(On segment of the project street having the highest volume) divided by 100

- 20 points maximum score

Example:

2000 vehicles per day use the street I live on

$2000/100 = 20$  points

### 2. **Speed**

Percent of vehicles over the posted or statutory speed limit or 30 mph for collectors divided by 4.

- 20 points maximum score

Example:

65% of traffic on my street exceeds the speed limit

$65/4 = 16.25$  points

### 3. **Crash Record (Police Reported)**

Crash record over the last three consecutive years measured by crashes per million vehicle miles traveled or crashes per million vehicles entering intersection.

A property damage only counts as 1 crash, a crash with injuries is double counted and a crash with a fatality is triple counted.

- 30 points maximum score

Example #1

○ My street is 700 feet long (0.13 miles)

○ There have been 5 crashes on my street during the last 3 years

○ ADT: 2000 vpd

$$\frac{5 \text{ crashes}}{(2000 \text{ vehicles}) (365 \text{ days}) (3 \text{ years}) (0.13 \text{ miles})} * (1 \times 10^6) = 17.6 \text{ crashes/million vehicle miles traveled}$$

17.6 crashes per million vehicle miles traveled equates to 17.6 points

Example #2

○ There have been 5 crashes at the intersection at the end of my block during the last three years

○ The total volume of traffic entering the intersection from all legs of the intersections is 2000 vehicles per day

$$\frac{5 \text{ crashes}}{(2000 \text{ vehicles}) (365 \text{ days}) (3 \text{ years})} * (1 \times 10^6) = 2.3 \text{ crashes/million vehicle entering the intersection}$$

2.3 crashes per million vehicles entering my intersection equates to 2.3 points

4. **Geometry**
  - 5 points for inadequate sight distances for driveways based on posted speed limits
  - 5 points for inadequate sight distances at intersections based on posted speed limits
  - 5 points is the maximum score
5. **Elementary and Middle Schools**
  - 5 points for each public or private elementary or middle school (K-8) on the subject street
6. **Other Pedestrian Areas**
  - Up to 5 points for each individual pedestrian oriented facility, such as elderly housing or a City park on the street
  - For each pedestrian oriented facilities grouped together on the subject street, up to 5 points for the group
  - 10 points maximum score
7. **School Walk Route / Designated School Bus Stops**
  - 10 points for a subject street designated as a Recommended School Walk Route or Designated School Bus Stop
8. **Designated Bike Route**
  - 5 points for a subject street designated as a bicycle route
9. **Scheduled Road Reconstruction**
  - To take advantage of a pending street reconstruction project, a traffic calming project planned for this street will be moved to the top of the priority ranking.

Appendix C  
**Phase 1 Treatments**

**Traffic Safety Newsletter**

Heighten awareness of traffic safety concerns in the neighborhood. Educate the residents on the speeds and volumes specific to their neighborhood. Include traffic safety tips to reduce speeds and educate the drivers.

Requirements:

- CAR form completed
- 85th percentile speed exceeds 29 mph
- Neighborhood association or TCC to assist in distribution of newsletter

**Speed Monitoring Trailers**

Portable trailer, equipped with posted speed limit sign, detects the speed of passing vehicles and displays the traveling speed. This will heighten driver awareness of the posted speed limit compared to the speed they are traveling.

Requirements:

- CAR form completed
- Request forwarded to Traffic Safety team for placement
- First-come, first-serve basis

**Neighborhood Speed Watch**

Provides residents an opportunity to reduce vehicular speeds by training them to use a radar unit to clock speeds on their street. Local residents monitor speed of vehicles traveling through their neighborhood with radar equipment on loan from the Traffic Safety Team. Residents are trained to use the radar unit and are given instructions for collecting data. Participants record license plate numbers of those motorists driving in excess of the posted speed limit. This information is given to the Traffic Safety Team, and a letter is sent to the vehicle's registered owner. The letter informs the owner of the violation and encourages them, or drivers of their vehicles, to drive at or below the posted speed limit. Since this is a community awareness program, no formal violations or fines are issued.

Requirements:

- CAR form completed
- Need minimum of 2 citizen volunteers
- 20 minute training session and signed agreements

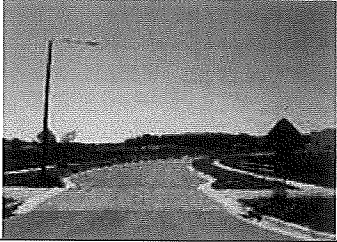
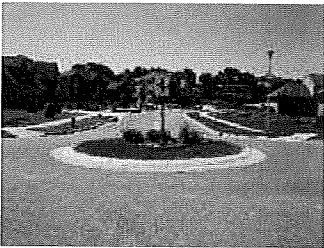



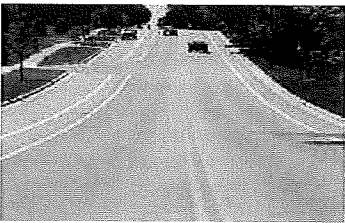
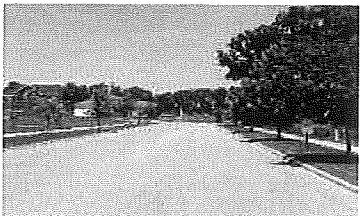
**Enforcement**

If excessive speeds are noted, the Police may focus a speed enforcement effort at this location.

Requirements:

- CAR form completed
- Request forwarded to Traffic Safety Team for monitoring
- First-come, first-serve basis

Appendix D  
Phase 2 Treatments

Physical Treatment		Specific Requirements
	Speed Humps or Speed Tables	<ul style="list-style-type: none"> <li>• Traffic volumes &lt; 3,000 vpd</li> <li>• 8% or less street grades</li> <li>• Horizontal curves &lt; 300' centerline radius</li> </ul>
	Traffic Circles	<ul style="list-style-type: none"> <li>• Placed at an intersection</li> <li>• Size of intersection must allow circle</li> <li>• Circulating lane should not encroach on the crosswalk</li> </ul>
	Chicanes	<ul style="list-style-type: none"> <li>• 2% or more street grades or existing storm sewer system to connect to</li> </ul>
	Chokers	<ul style="list-style-type: none"> <li>• 2% or more street grades or existing storm sewer system to connect to</li> </ul>
	Median s and Islands	<ul style="list-style-type: none"> <li>• No specific requirements</li> </ul>
	Pavement Markings	<ul style="list-style-type: none"> <li>• No specific requirements</li> </ul>
	Sidewalk s and Streetscaping	<ul style="list-style-type: none"> <li>• No specific requirements</li> </ul>