



Meeting: Village Board
Meeting Date: 02/27/2012
Agenda Item: 6a

Mission Statement

Delivering quality services in a courteous, cost-effective and efficient manner.

VILLAGE BOARD MEETING STAFF REPORT

REPORT TO: Burt R. McIntyre, President
Village Board of Trustees

REPORT FROM: Geoffrey S. Farr, PE, Director of Public Works

AGENDA ITEM: Review and discuss traffic concerns expressed in the petition from the Woodfield Drive Homeowners Association

POLICY ISSUE

Should the Village Board implement any of the many ideas proposed by residents on Woodfield Drive, or from residents on adjacent streets or in the nearby area?

BACKGROUND INFORMATION

At the October 24, 2011 Village Board Meeting the Woodfield Drive Home Owners Association presented a petition to resolve concerns related to:

- High traffic volumes on Woodfield Drive
- High traffic speed beyond 25 mph

Typically local roads vary in width depending on design features included as part of the roadway. Most of the older residential local roads in the Village (roads that are not collectors or arterials) are 31' to 37' wide. The vast majority are 37' wide and do not have sidewalks. In recent years the trend has been to build narrower roadways to save on installation and future maintenance costs, to be greener, and to slow traffic. The majority of new residential local roads are built 31' wide. Sidewalks are also now included when streets are installed or reconstructed to accommodate pedestrians. This is particularly important when traffic volumes are high or when road widths are narrow.

Characteristics of Woodfield Drive and Woodfield Court include:

- Road width
 - Woodfield Drive is 31' wide and is slightly curved
 - Woodfield Court is 31' wide and straight
- Right of way widths and building setbacks.
 - Typical right of way widths on local roads are 60' to 70' wide. Building setbacks, from the right of way, are normally 30'.
 - Woodfield Court has a 70' right of way and 20' building setback
 - Woodfield Drive has a 54' right of way and 13' building setback.
- Zero lot line buildings on both streets create dense driveway spacing.

- Woodfield Drive has low traffic volumes, 400 to 700 vehicles per day, and provides vehicular access to Cardinal Lane for the larger residential subdivision to the west. This is typical of subdivision entrance streets throughout the Village. The attached traffic counts are provided from October 2011, and more counts are provided in Deputy Gleason's report from January. The traffic data was collected on Woodfield Drive just east of Riverwood Lane.
- A map of traffic volumes on collector and arterial streets throughout the Village has been attached for your reference. You will note that traffic volumes are not typically counted on low volume local roads.
- A report from Deputy Gleason is attached that discusses the lack of speeding and also confirms low traffic volumes on Woodfield Drive. The report acknowledges that traffic does come from the neighboring subdivision and is typical of other subdivision entrance streets throughout the Village.

Village policies and design principals discourage street disconnections and specifically encourage street connectivity to distribute traffic evenly on all streets that would otherwise negatively impact other residents on adjacent streets.

Resident Comments and staff responses are listed below and have been organized into:

- Roadway Construction Options,
- Non Roadway Construction Options, and
- Other Options

Roadway Construction Options

1. ***Close or install a barrier on Woodfield Court immediately east of the Woodfield Court and Woodfield Drive intersection. This would connect the west end of Woodfield Court to Woodfield Drive making a very long cul-de-sac. A significant number of residents also spoke in opposition to this closure.***
 - This would impede adjacent subdivision access to Cardinal Lane.
 - This would be inconsistent with good traffic planning principals by eliminating reasonable access, ingress, and egress.
 - The closure would require a new cul-de-sac and right of way is insufficient.
 - Not having a cul-de-sac would create a snow removal issue and not be compliant with Village ordinances.
 - Emergency service access for Police, Fire and EMS may be delayed.
 - The additional length of travel would be inconvenient and lengthen trips to the south on Cardinal Lane.
 - The additional length of travel would be a waste of energy (environmental concerns) and time.
 - The roadway length would not be compliant with Brown County's 1000' maximum cul-de-sac length ordinance.
 - Construction and right of way acquisition costs would be significant.
 - Woodfield Drive would experience reduced traffic volumes but would increase traffic volumes on adjacent subdivision streets.

- Future development on south side of Woodfield Court will increase traffic volumes and may require opening the cul-de-sac at Riverwood Lane at some point in the future any way.
 - Some drivers may attempt to drive over the closure or barrier.
 - ***Concluding comment: The length of the resulting cul-de-sac would violate County Ordinances. The lack of a cul-de-sac would violate Village Ordinances. These factors prohibit the implementation of this option.***
- 2. Close or install a barrier on Woodfield Drive immediately north of the Woodfield Court and Woodfield Drive intersection to prevent use as a subdivision street connection. A significant number of residents also spoke in opposition to this closure.**
- This would impede adjacent subdivision access to Cardinal Lane.
 - This would be inconsistent with good traffic planning principals eliminating reasonable access, ingress, and egress.
 - The closure would require a new cul-de-sac and right of way is insufficient.
 - Not having a cul-de-sac would create a snow removal issue and not be compliant with Village ordinances.
 - Construction and right of way acquisition costs would be significant.
 - The longer route and travel time would be an inconvenience for Woodfield Drive residents.
 - Woodfield Drive would experience reduced traffic volumes but would increase traffic volumes on adjacent subdivision streets.
 - Some drivers may attempt to drive over the closure or barrier.
 - ***Concluding comment: The lack of a cul-de-sac would violate Village Ordinances. This factor prohibits the implementation of this option.***
- 3. Open the cul-de-sac at the west end of Woodfield Court. A significant number of residents also spoke in opposition to this opening.**
- This would be consistent with good traffic planning principals providing adequate access, ingress, and egress.
 - Right of way acquisition would be required to connect the roadway.
 - Construction and right of way acquisition costs would be significant.
 - Increased traffic would be experienced on Woodfield Court and Dewey Decker, which would likely decrease traffic on Woodfield Drive.
 - The eventual future development of the south side of Woodfield Court will increase traffic volumes, and may require opening the cul-de-sac in the future anyway.
 - ***Concluding comment: There are no prohibiting factors with this option.***
- 4. Close the east end of Drake Street.**
- This would impede adjacent subdivision access to Shawano Avenue and Riverdale Drive.
 - This would be inconsistent with good traffic planning principals by eliminating reasonable access, ingress, and egress.
 - The closure would require a new cul-de-sac and right of way is insufficient.
 - Construction and right of way acquisition costs would be significant.

- **Concluding comment: The lack of a cul-de-sac would violate Village Ordinances. This factor prohibits the implementation of this option.**

5. Add speed bumps, speed tables or other traffic calming devices on Woodfield Drive.

- Speeding is not a documented problem.
- High maintenance and construction costs make speed bumps unsustainable.
- Speed bumps would create snow removal and drainage issues.
- The devices would be inconvenient for local residents living on street that would have to negotiate the devices.
- Would increase the level of difficulty for walkers using the street.
- Would affect people living on Woodfield Drive more than the external subdivision traffic.
- **Concluding comment: There are no prohibiting factors with this option; however it would create undesirable road conditions for maintenance and pedestrians.**

Non Roadway Construction Options

6. Traffic is too fast and is a safety issue. The speed limit needs to be reduced.

- Roads are installed to move traffic efficiently and effectively not impede it. The speed limit on Woodfield Drive is 25 mph.
- January speed enforcement patrols have found that compliance to the speed limit is not an issue. The nine-hour patrol resulted in two stops for speeding.
- November speed enforcement patrols resulted in a few tickets being issued. They were primarily for failure to stop violations, not speeding.
- Based upon police officer surveillance, the claim that speeding on Woodfield Drive is a problem is not valid.
- Reducing the speed limit would impede access to the subdivision to the west.
- When considering speed changes, the warrants should be considered and evaluated including:
 - 85th percentile speed. Officers have stated that speeding is not an issue and that most tickets issued were for failure to stop at stop signs.
 - Accident history. **No accidents have occurred on Woodfield Court in the last two years.**
 - Roadway geometry / visibility. Safe sight stopping distance is reasonable at the posted speed.
 - Driveway density / visibility. Driveways are closely spaced but visibility is generally good.
- **Concluding comment: Current facts do not support that there is a speeding problem on Woodfield Drive.**

7. Traffic is too fast and increased enforcement efforts are needed.

- See above
- **Concluding comment: Increased enforcement would prove futile as there would be relatively few speed violations to enforce.**

8. Woodfield Drive is too narrow

- Currently 30' wide roadways are standard for local residential roads and contribute to maintaining low speeds. Residential roadways in Howard range from 30' wide to 37' wide.
- Construction and right of way acquisition costs would be significant.
- **Concluding comment: Widening the roadway would further reduce substandard driveway lengths and building setbacks. It would also contribute to increased traffic speeds.**

9. Restrict left turns from the Thornberry Creek parking lot onto Woodfield Court.

- This restriction would be most inconvenient for local residents.
- Traffic from Thornberry Cottage represents only a fraction of the traffic using Woodfield Drive.
- **Concluding comment: The restriction would have no measurable effect on traffic speed or volumes on Woodfield Drive.**

10. Make Woodfield Drive a one-way street

- May potentially reduce half of the traffic volume and create additional traffic impacts, such as increased speeds or the volume of one way traffic.
- Residents on Woodfield Drive would be forced to comply also, lengthening travel time and potentially decreasing emergency response from providers.
- **Concluding comment: Results could be positive or negative.**

Other Options

11. No sidewalks

- Inadequate space for sidewalks due to existing driveway lengths and building setbacks
- Sidewalk construction costs would be significant.
- There would be possible landscape impacts that would be significant.
- Residents would be responsible for snow removal, which could result in higher maintenance costs.
- **Concluding comment: Impractical and undesirable side effects.**

12. Poor lighting

- Cost issues to install additional lighting.
- Existing lighting is decorative for the most part.
- **Concluding comment: Lighting would have limited support from residents and not result in speed or traffic volume reductions.**

13. This is a retirement area

- Woodfield Drive is a public street and is not privately owned or maintained.
- The majority of residents are over 55 but it is not a requirement for residency and does not affect public street status.

- **Concluding comment: The area is not designated as a retirement area by any ordinance.**

PRIOR ACTION/REVIEW

The Village Board has reviewed the petition and has listened to the comments and suggestions made by residents.

FISCAL IMPACT:

- | | |
|------------------------------|-----------------------|
| 1. Is There A Fiscal Impact? | <u>Yes</u> |
| 2. Is it Currently Budgeted? | <u>No</u> |
| 3. If Budgeted, Which Line? | <u>Street Capital</u> |
| 4. Amount? | <u>Unknown</u> |

RECOMMENDED ACTION

Facts collected by staff indicate that there is not a speeding problem, and traffic volumes that are out of the ordinary on Woodfield Drive. Many of the proposed options from residents are not feasible due to the identified prohibiting factors. None of the proposed options seems to resolve residents' concerns on Woodfield Drive without creating negative impacts for other residents on adjacent or nearby streets. This is evident by the widely varying options proposed and disagreement as to the appropriate option that is desired.

Staff believes the stated problem is not supported by facts actually observed. The street was developed in the current configuration and to change that would negatively affect others.

POLICY ALTERNATIVE(S)

The Village Board could take the following actions:

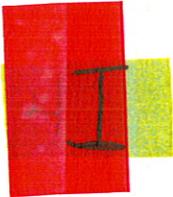
- Do nothing
- Accept the petition and place on file
- Implement any non-prohibitive option discussed above
- Request additional information and discuss the options again at a later date

ATTACHED INFORMATION

- I. Woodfield Drive Residents Petition
- II. Traffic Counts
- III. Map of Village wide traffic volumes
- IV. Deputy Gleason Report

COPIES FORWARDED TO:

- I. None



Woodfield Homeowners Association Howard Wisconsin 54313

Petition for Speeding beyond 25 MPH and Increased traffic on Woodfield Drive

The following signatures represent the 40 homeowner/residents that live on Woodfield Drive from 386 to 452 including the corner residence at 2646 Woodfield Court. We are ALL in complete agreement with Robert N. Johnson's two attached letters (August 1, 2005 and August 24, 2011) stating the problems of speeding, increased traffic, and how these problems are continuing to grow.

As full time residents, we know from living on Woodfield Drive 24/7 that major changes on Hwy's 29, & 41, Cardinal Lane plus other changes that may still is coming. The future construction, developments, and traffic patterns may get **WORSE NOT BETTER!**

From 2005 to 2011, the narrowest street in Howard (31 feet from curb to curb) now handles ITT Students, United Health Employees, residents of both Senior Buildings, Library Patrons, YMCA Members, patients at the Dental Office, The Bellin Clinic, the new Dermatology Clinic, Legends Restaurant, new Bank, plus other proposed projects.

Please do not wait 6 more years before you make decisions that will remove a very major traffic problem(s) as well as creating growing future problems that may result in severe accidents and possibly deaths on Woodfield Drive. A major closing and or redirection may be the **ONLY WAY** to eliminate the **WOODFIELD DRIVE PROBLEM)!!!**

*Paris
Raymond
J.F.
Sennet*

*Robert N.
Johnson
434-0644*

Woodfield Village Directory September 2011-12

	ADDRESS	FIRST NAME(S)	LAST NAME		Signature
264 6	Woodfield Ct.	Lilly	Strungs	8/29/2011	Lilly Strungs
386	Woodfield Dr	Dorothy	Pecht		
388 388	Woodfield Dr Woodfield Dr	Sharon Patricia	Sloan Lindsley	8/29/11 8/29/11	Sharon Sloan Pat Lindsley
390	Woodfield Dr	James	Bourke		moved
394	Woodfield Dr	Carrie	Tallier	8/30/11	Carrie Tallier
396	Woodfield Dr	Gerry	Wesolowski	8/29/11	Gerry Wesolowski
397	Woodfield Dr	Warner / Ruth	Christian	8/29/11	Ruth Christian
398	Woodfield Dr	Lindsey & John	Kuhn	8/30/11	J. Kuhn
399	Woodfield Dr	Diane	Dybdahl	8-29-2011	Diane Dybdahl
400	Woodfield Dr	Tom / Char	Klenz	8-29-11	Char Klenz
401	Woodfield Dr	Carl / Patricia	Farah	8/29/2011	Patricia Farah
403	Woodfield Dr	Georgia	Schroeder	8/30/11	G. Schroeder
404	Woodfield Dr	Mary Ann	Koeller	8/29/2011	Mary Ann Koeller
406	Woodfield Dr	Joseph & Meredith	Verrier	8/29/11	Joseph Verrier
407	Woodfield Dr	Joan	Beck	8/29/11	Joan E. Beck
408	Woodfield Dr	John / Joyce	Goetsch	8/30/11	Joyce A Goetsch
409	Woodfield Dr	Judy	Sulzmann	8/29/11	Judy Sulzmann
410	Woodfield Dr	Vern / JoAnn	Reynolds	8/29/11	Lavonne J Reynolds
411	Woodfield Dr	Betty	Vander Heyden	8/29/11	Betty Van der Heyden
413	Woodfield Dr	Sandy	Verstoppen	8/30/11	Sandy Verstoppen

Woodfield Village Directory September 2011-12

	419	Woodfield Dr	Kathy	Christoffers on	8-29-11	Kathy Christoffers on
X	420	Woodfield Dr	Charlie / Mary / JP	Ingold	8-30-11	Mary Ingold
	421	Woodfield Dr	Joyce	Sharkey	8/29/11	Joyce Sharkey
X	422	Woodfield Dr	Don / Georgia	Regner	8/30/11	Georgia Regner
	423	Woodfield Dr	June Lauren	Ingold Oryall	8/29/11	June Ingold
X	424	Woodfield Dr	Peter / Donna	Phillips	8/29/11	Donna E Phillips
	425	Woodfield Dr.	Olga	Cwik	8/30/2011	Olga Cwik
X	426	Woodfield Dr.	Dennis / Karen	Wojahn		
	435	Woodfield Dr	John / Betty	Martinez	8/29/2011	John Martinez
	436	Woodfield Dr	Lois	Paradise	8/29/2011	Lois Paradise
	437	Woodfield Dr	Jeanine	Gerczak	8/30/11	Jeanine M. Gerczak
	438	Woodfield Dr	Karen	Will	8/29/2011	Karen Will
	439	Woodfield Dr	Joan	Niquette	8-29-2011	Joan Niquette
	440	Woodfield Dr	James/Linda	Morrison	8-30-2011	James Morrison
	441	Woodfield Dr	Robert N.	Johnson	8/29/2011	Robert N. Johnson
	442	Woodfield Dr	Roger/Sharon	Daanen	8/29/11	Roger & Sharon Daanen
	448	Woodfield Dr	Raymond / Jannice	Dehn	8/29/2011	Raymond & Jannice Dehn
	450	Woodfield Dr	Rebecca	Atwood	8/29/2011	Rebecca Atwood
	452	Woodfield Dr	John / Sharon	Hemmen	8/30/2011	John Hemmen



Site ID: WOODFIELD DR
 Station Num: E_RIVERWOOD_
 Description: 24 hour traffic counts
 Village: Howard
 County: Brown
 Start Date/Time: 10-21-2011 00:00
 End Date/Time: 10-22-2011 00:00

10-21-2011		Lane 1 (South)										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	0	0	0	6	6	12	7	10
30	0	1	0	0	1	1	2	2	6	12	11	11
45	1	3	0	0	0	2	7	10	8	4	6	13
00	0	0	0	0	0	3	7	13	8	9	7	9
Hr Total	1	4	1	1	1	6	22	35	37	32	34	45
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	12	14	17	17	19	8	9	3	7	0	5
30	13	10	16	12	21	22	4	15	4	5	6	4
45	11	12	5	11	23	13	6	6	6	1	5	2
00	13	10	11	11	26	17	6	7	6	6	3	3
Hr Total	53	44	46	51	87	71	24	37	19	19	14	14
24 Hour Total:	698											
AM Peak Hour Begins:	07:30											
AM Peak Hour Volume:	44											
AM Peak Hour Factor:	0.85											
PM Peak Hour Begins:	16:30											
PM Peak Hour Volume:	90											
PM Peak Hour Factor:	0.87											
Start Date/Time: 10-22-2011 00:00												
End Date/Time: 10-23-2011 00:00												

#####		Lane 1 (South)										
End Time	0	1	2	3	4	5	6	7	8	9	10	11
15	3	0	1	0	0	0	2	2	5	8	7	9
30	2	0	0	0	2	0	1	1	2	2	7	6
45	0	0	1	0	0	1	1	3	4	11	7	14
0	1	0	0	0	6	2	4	5	7	11	9	12
Hr Total	6	0	2	0	8	3	8	11	18	37	29	47
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	5	11	6	6	14	4	3	4	1	3	4
30	14	10	6	18	4	5	5	4	2	2	5	1
45	10	13	11	5	4	9	10	5	0	1	3	3
0	7	11	9	5	7	9	7	6	2	3	1	5
Hr Total	42	37	34	21	37	37	26	18	8	10	8	13
24 Hour Total:	462											
AM Peak Hour Begins:	10:45											
AM Peak Hour Volume:	44											
AM Peak Hour Factor:	0.79											
PM Peak Hour Begins:	13:15											
PM Peak Hour Volume:	45											
PM Peak Hour Factor:	0.63											

Start Date/Time:10-23-2011 00:00
 End Date/Time:10-24-2011 00:00

##### Lane 1 (South)												
End Time	0	1	2	3	4	5	6	7	8	9	10	11
15	2	2	0	0	0	2	0	2	4	2	9	2
30	0	0	0	2	0	1	2	3	5	3	4	10
45	1	3	0	0	2	0	1	4	4	9	14	9
0	0	1	0	0	2	1	0	3	5	7	11	12
Hr Total	3	6	0	2	4	4	3	12	18	21	38	33
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	6	8	10	8	4	5	6	5	1	0	0
30	13	7	12	6	6	4	2	3	2	3	2	0
45	6	7	9	3	3	1	6	3	3	3	1	1
0	10	9	13	6	5	5	6	5	1	3	0	0
Hr Total	48	29	42	25	22	14	19	17	11	10	3	1
24 Hour Total :	385											
AM Peak Hour Begins :	10:00 AM Peak Volume :											
PM Peak Hour Begins :	12:00 PM Peak Volume :											
	38 AM Peak Hour Factor :											
	48 PM Peak Hour Factor :											
	0.68											
	0.63											

Start Date/Time:10-24-2011 00:00
 End Date/Time:10-25-2011 00:00

##### Lane 1 (South)												
End Time	0	1	2	3	4	5	6	7	8	9	10	11
15	1	0	0	0	0	0	2	9	13	9	12	12
30	1	1	0	0	2	0	5	7	8	8	14	11
45	0	0	0	0	0	6	3	14	8	13	10	8
0	0	0	1	0	1	1	5	14	7	12	7	9
Hr Total	2	1	1	0	3	7	15	44	36	42	43	40
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	10	8	10	13	22	15	8	3	3	0	0
30	10	12	5	6	19	21	11	9	4	1	3	1
45	12	5	7	16	9	12	12	5	2	3	0	4
0	3	16	9	15	10	12	9	3	6	2	0	1
Hr Total	31	43	29	47	51	67	47	25	15	8	3	6
24 Hour Total :	606											
AM Peak Hour Begins :	9:30 AM Peak Volume :											
PM Peak Hour Begins :	17:00 PM Peak Volume :											
	51 AM Peak Hour Factor :											
	67 PM Peak Hour Factor :											
	0.91											
	0.76											



Woodfield Drive Traffic Report

January 17, 2012

Deputy Gleason

Village of Howard, DEO

920-819-6705

ggleason@villageofhoward.com

Complaint

Speeding vehicles on Woodfield Drive; 25 MPH zone.

Objective

The purpose of this traffic report is to track and record the results from the extra patrol I performed in response to speeding complaints from residents living on Woodfield Drive. The objective of this report is to outline exactly what traffic problems exist and what some possible solutions might be.

Action Taken

I performed extra patrol during peak morning and evening traffic flow hours, monitoring and recording the number of vehicles traveling Woodfield Drive and their speeds. In addition to recording the traffic data, I performed traffic stops and issued warnings and/or citations as warranted.

My normal criterion for making traffic stops on vehicles due to speeding violations is 13 MPH over the posted limit. During this extra patrol assignment, I lowered that criterion for executing traffic stops to only 11 MPH over the posted limit to increase the effect of police presence.

I have recorded the data and results of this extra patrol assignment and have detailed this information in chart format below. In addition, in the Summary I have outlined the traffic problems in that area that I feel are responsible for the complaints received by the local residents. Following the Summary, I have listed some possible solutions to the outlined traffic problems in that area.

Woodfield Drive DEO Traffic Summary

<i>Patrol: Date / Time</i>	<i>Number of Vehicles</i>	<i>(Speed Limit: 25 MPH)</i>			<i>Police Action Required:</i>			
		<i>High</i>	<i>Low</i>	<i>Average</i>	<i>Stops</i>	<i>Cite</i>	<i>Warn</i>	
<u>Morning Hours</u>								
1/12/12 7:00-8:30 AM	27	36	21	26.4	1	3	0	
1/16/12 7:30-9:00 AM	44	34	17	25.5	0	0	0	
1/17/12 7:30-9:00 AM	31	38	22	26.0	1	1	1	
Average:	34	36	20	25.9	Sub Total:	2	4	1
<u>Evening Hours</u>								
1/11/12 4:00-5:30 PM	76	30	14	22.9	0	0	0	
1/16/12 4:00-5:30 PM	74	34	13	24.3	0	0	0	
1/17/12 3:00-4:30 PM	53	28	13	20.4	0	0	0	
Average:	67	30.6	13.3	22.53	Sub Total:	0	0	0
Peak Time	Veh. hourly	Average Speed		(9 hours) Total	Stop	Cite	Warn	
Average:	50.5	24.21 MPH		Enforcement:	2	4	1	

Summary

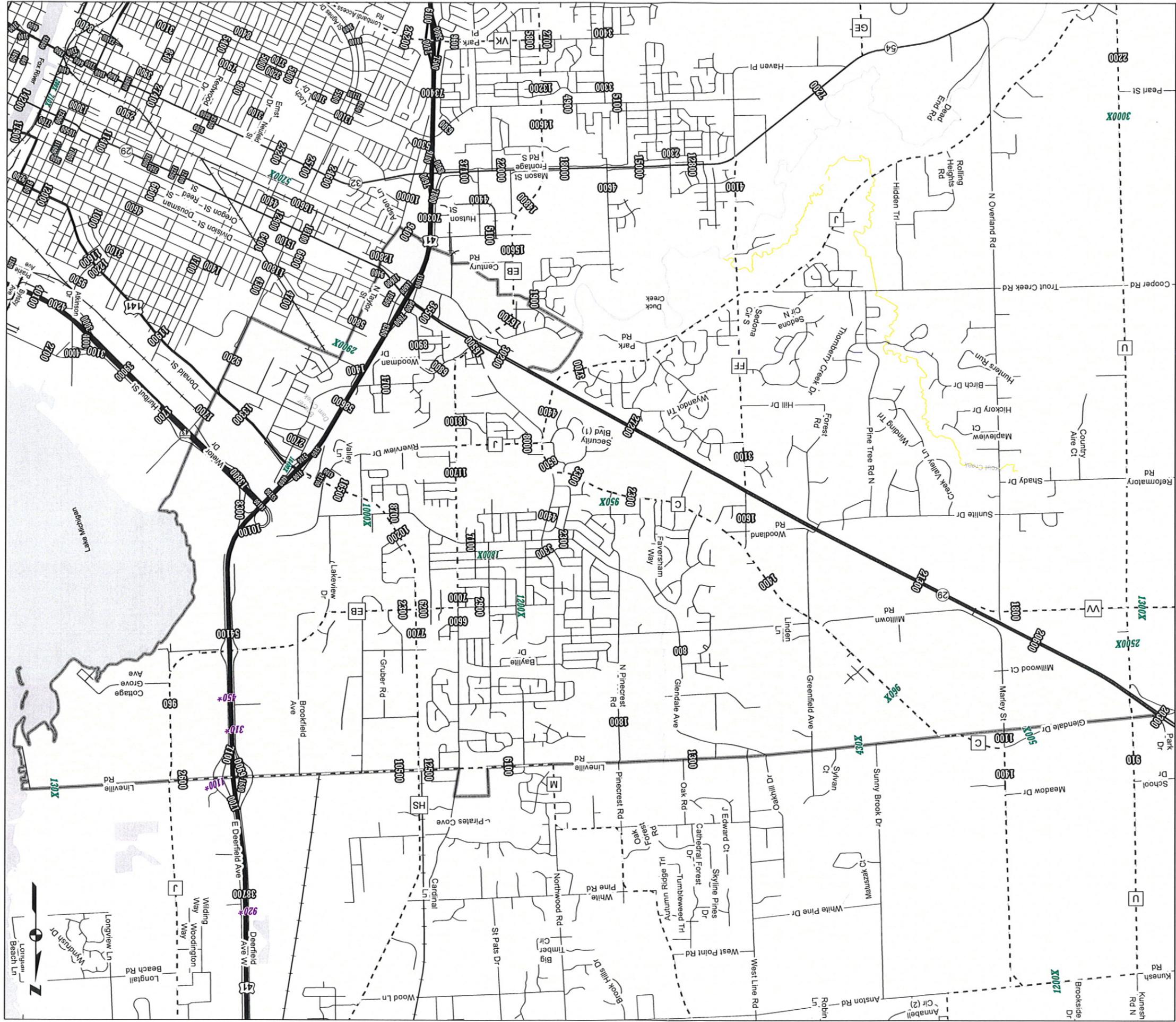
The data that I collected shows that *there is no speeding problem* on Woodfield Drive as it now stands. Speeding vehicles are few and far between. Increased enforcement on this street would prove useless because there are relatively few speeding violations to enforce.

I did, however, observe what I feel is the real problem on Woodfield Drive. There is a perception of speeding on Woodfield Drive due to the design of the road and the lot sizes on that street. The road is narrow and winds through a small residential area with the residences relatively close to the road. The width of Woodfield Drive is approximately 28 feet. This compares to the width of the nearest residential road which is 36 feet. Also, the average distance from the road to the front of the residences on Woodfield Drive is 25 feet. The average distance from road to residence on the nearest residential road is 51 feet. The 22% narrower road and the residences being 49% closer to the road significantly add to the perception by residents that vehicles are speeding when, in fact, they are not. In addition, parking is permitted on this street which complicates the flow of traffic even further and makes the road appear even narrower.

Another factor that greatly exacerbates the traffic problem on Woodfield Drive is that roughly 90 percent of the traffic I observed is not traffic from residents on this street. The majority of traffic on Woodfield Drive is using that street for a shortcut between Riverwood Lane and Cardinal Lane (via Woodfield Court). The heavy traffic flow at peak times is coming from the subdivision immediately to the west of this area. I have broken that subdivision down by street and the number of homes on those streets to better show the volume and potential volume of traffic on Woodfield Drive from that area.

Subdivision Breakdown

Riveridge Lane	25 homes
Dewey Decker Drive	44 homes
Riverwood Lane	16 homes
Friendly Circle	18 homes
Rockwood Heights	<u>18 homes</u>
Total:	121 homes



Legend

- IH
- USH
- STH
- CTH
- Local Roads
- Railroads

9999# = 2008
 9999# = 2009
 9999# = 2006
 9999# = 2007
 9999x = 2003 or older
 - Character following count value designates the year the count was taken
 - Ramp counts lie parallel to road
 - AADT for Roads lie perpendicular to road

2009
 Village of HOWARD
 BROWN County

