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**To:** Municipal Services Committee  
**From:** Michael Hardy, Assistant City Traffic Engineer  
**Date:** April 21, 2015  
**Re:** Intersection traffic control at the Browning Street / Whittier Drive intersection

At the request of a concerned citizen, the Traffic Section has reviewed the traffic control at the intersection of Browning Street and Whittier Drive (it is currently uncontrolled). This individual had general safety concerns regarding this intersection and felt that changes should be made. This is a four-legged intersection that is located about two blocks south of Northland Avenue, and approximately three blocks west of Richmond Street. The land use in the area of this intersection is residential. One approach on Whittier Drive is a cul-de-sac.

In a typical intersection control study, we consider traffic volumes, crash history, safe approach speeds, etc. Browning Street has a measured traffic count of 360 vehicles per day. Whittier Drive does not have any traffic count on record, but considering the street layout and cul-de-sac we comfortably estimate the traffic count to be below 200 vehicles per day. No crash records were found for the recent five year period of 2009 through 2013. The approach speeds were checked on the Whittier Drive, and are estimated at 10 mph. Both streets are classified as *local*.

More relevant, however, is that the *Manual on Uniform Traffic Control Devices*, for the sake of consistency, states that intersection control should be installed at uncontrolled intersections which are located in predominantly controlled areas (stops, yields, signals). We have interpreted this to mean that if more than 75% of the four-legged intersections in a particular area (whose boundaries are typically defined by collector or arterial roadways) are controlled, the remaining uncontrolled four-legged intersections should have an appropriate form of control added. While there are several uncontrolled T-intersections in the vicinity, this subject intersection is the only four-legged intersection in this area that remains uncontrolled.

Based on the above, I recommend *yield* control be implemented at this location. Based on traffic counts and street layout, I recommend Whittier Drive *yield* to Browning Street.

**To accomplish this, the following ordinance action is required:**

1. **Create:** "Install yield signs on Whittier Drive at Browning Street."