



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262/242-3100

www.cityofmequonwi.gov

Police and Fire Departments

PUBLIC SAFETY COMMITTEE
Regular Meeting
Tuesday, May 12, 2026 - 5:00 PM
North Conference Room

Agenda

- 1) Call to Order and Roll Call**
- 2) Election of Chair**
- 3) Approval of Meeting Minutes**
 - a) Meeting Minutes December 9, 2025
- 4) Ordinances**
 - a) An Ordinance Creating Section 46-4 of the Mequon Municipal Code, Related to the Regulation of Camping Within the City
- 5) Discussion Items**
 - a) Mequon Speed Deterrence Guidelines
- 6) Adjourn**

DATED: May 07, 2026

/s/ Gregg Bach, Chair

Notice is hereby given that a quorum of other governmental bodies may be present at this meeting to present, discuss and/or gather information about a subject over which they have decision-making responsibility, although they will not take formal action thereto at this meeting. Persons with disabilities requiring accommodation for attendance at this meeting should contact the City Clerk's Office at 262-236-2914, twenty-four (24) hours in advance of the meeting. Any questions regarding this agenda may be directed to the City Clerk's Office at 262-236-2914, Monday through Friday, 8:00 AM – 4:30 PM.



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262/242-3100

www.cityofmequonwi.gov

Police and Fire Departments

PUBLIC SAFETY COMMITTEE
Regular Meeting
Tuesday, December 9, 2025 - 5:00 PM
South Conference Room

Minutes

1) Call to Order and Roll Call

The meeting was called to order at 5:00 p.m.

Also present: Police Chief Mark Riley, Fire Chief Dave Bialk, City Attorney Brian Sajdak, and Administrative Coordinator Bowen.

2) Approval of Meeting Minutes

- a) Meeting minutes of October 14, 2025

MOTION:	Motion to Approve Public Safety Committee Meeting Minutes from October 14, 2025
MOVER:	Alderman Kelly Tolocko
SECONDER:	Alderman Dale Mayr
AYES:	Alderman Kelly Tolocko, Alderman Dale Mayr
NAYS:	None
RESULT:	Approved by Voice Acclamation

3) Resolutions

- a) **RESOLUTION 4250** - A Resolution Authorizing the Acquisition of One (1) Dodge Durango Sport Utility Vehicle from Ewald Automotive Group, Hartford, Wisconsin, and the Procurement and Installation of Related Equipment from Taft Outfitting, Oshkosh, Wisconsin for a Total Cost Not to Exceed \$47,741

Police Chief Riley discussed the proposed purchase of a new administrative squad car.

MOTION:	Motion to Approve Resolution 4250
----------------	-----------------------------------

MOVER:	Alderman Kelly Tolocko
SECONDER:	Alderman Dale Mayr
AYES:	Alderman Kelly Tolocko, Alderman Dale Mayr
NAYS:	None
RESULT:	Approved by Roll Call Vote

- b) **RESOLUTION 4251** - A Resolution Approving a Change to the Southern Ozaukee Fire and EMS Department's Capital Improvement Program to Authorize the Purchase of One (1) Ambulance from American Response Vehicles of Columbia, Missouri for \$333,110

Fire Chief Bialk discussed the proposed purchase of a new ambulance.

MOTION:	Motion to Approve Resolution 4251
MOVER:	Alderman Kelly Tolocko
SECONDER:	Alderman Dale Mayr
AYES:	Alderman Kelly Tolocko, Alderman Dale Mayr
NAYS:	None
RESULT:	Approved by Voice Acclamation

4) Adjourn

MOTION:	Motion to Adjourn at 5:09 PM.
MOVER:	Alderman Kelly Tolocko
SECONDER:	Alderman Dale Mayr
AYES:	Alderman Kelly Tolocko, Alderman Dale Mayr
NAYS:	None
	Approved by Voice Acclamation

Respectfully Submitted,
Melina Bowen, Administrative Coordinator



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262/236-2914
Fax: 262/242-9655

www.cityofmequonwi.gov

Police

TO: Public Safety Committee
FROM: Mark Riley, Chief of Police
DATE: May 12, 2026
SUBJECT: An Ordinance Creating Section 46-4 of the Mequon Municipal Code Related to the Regulation of Camping Within the City.

Background

In the summer of 2025, a small camping unit was observed occupied for several consecutive days in the municipal lot adjacent to City Hall. This event prompted a review of applicable ordinances related to camping behavior and whether current ordinance language accurately reflected community interest in regulating this activity.

Analysis

Current City ordinances related to camping include:

Within Chapter 54, related to Parks and Recreation, Section 54-19 currently defines park as a *park, nature preserve, reservation, playground, recreation center or any other area in the city, owned or used by the city, and devoted to active or passive recreation*. Section 54-24(5) states that *no person in a park shall: Camp in the parks*.

The City's Zoning Code regulates parking of campers, recreational vehicles and the like within residential districts in section 58-441(11).

Within the Floodplain Section of the Zoning Code, Section 58-745 currently defines Campground to be *Any parcel of land which is designed, maintained, intended, or used for the purpose of providing sites for nonpermanent overnight use by four or more camping units, or which is advertised or represented as a camping area*. A camping unit is defined as *any portable device, no more than 400 square feet in area, used as a temporary shelter, including, but not limited to a camping trailer, motor home, bus, van, pick-up truck, or tent that is fully licensed, if required, and ready for highway use*.

Ordinance 82-63 (*Parking prohibited*) states, in part, that *it shall be unlawful for any person to: park, stop or leave standing any vehicle, whether attended or unattended, upon any street or highway of this city; park on private property without the expressed consent or permission of the property owner*.

As it stands, there appears to be no prohibition related to parking a vehicle overnight or camping in or on municipal parking lots and City-owned land that is not designated as a “park.”

To address this gap, staff recommends adoption of a new ordinance, Sec. 46-4 – Camping Prohibited, which establishes clear definitions of camping, camping facilities, and camping paraphernalia, and creates enforceable restrictions on camping activities across all city-owned property, green spaces, retail and commercial business locations, and along highways where prohibited by state statute. The proposed ordinance also accounts for modern and non-traditional camping practices, including occupancy of motor vehicles and the accumulation of personal belongings indicative of habitation.

The ordinance further provides reasonable exceptions for permitted special events and officially designated campgrounds, ensuring flexibility while maintaining regulatory clarity.

Given the identified gaps in current code and the need for consistent, enforceable standards, staff recommends adoption of Sec. 46-4 as presented to provide comprehensive regulation of camping activities throughout the city.

Given the potential gaps in regulation related to how camping activities are controlled in all City-owned spaces, staff researched ordinances from several other communities that contained various language styles and prohibitions. The following chart outlines the restrictions in those communities:

Community	Restrictions
Town of Brookfield	Camping is prohibited on all town-owned property, retail and commercial business locations.
City of Mukwonago	The use of municipal or city owned parking lots for overnight camping is prohibited. Verbiage in a separate section (parking lot zoning) notes that general parking lots may not be used for overnight camping or recreational vehicles.
Village of Germantown	No person shall sleep, camp or lodge in any park or parkway, except in places designated for such and with a permit.
City of Waukesha	It is unlawful for any person to lodge, camp or use as a temporary place of residence or habitation a city park, plaza area, or municipal parking lot or ramp. Camping is prohibited in any village park.
Village of Grafton	Camping is prohibited in village parks. A “nighttime curfew” states that no person shall, upon any public grounds owned or leased by the Village, park any vehicle or loiter or lounge in or upon such grounds between 10:00pm and 6:00am except by permit (effectively preventing camping in these locations).
City of Cedarburg	Parking of a recreational or utility vehicle on any city street,

	alley, highway, right of way or city off-street parking lot in a residential area is prohibited unless a permit is obtained. Inhabiting a recreational or utility vehicle in a city park is prohibited, as is overnight camping.
State of Wisconsin	Camping is prohibited on state lands except in specified or designated areas.

Fiscal Impact

None.

Recommendation

A recommendation is forthcoming from the Public Safety Committee on May 12, 2026.

Attachments:

None

COMMON COUNCIL
OF THE
CITY OF MEQUON

An Ordinance Creating Section 46-4 of the Mequon Municipal Code, Related to the Regulation
of Camping Within the City

RECITALS

A. The Common Council finds that the regulation camping activities within the City is a critical and necessary component of preserving the health, safety, and welfare of the community.

B. The Common Council wishes to regulate camping activities within the City.

BASED UPON THE FOREGOING RECITALS, the Common Council of the City of Mequon, Wisconsin, do ordain as follows:

SECTION I

Section 46-4 of the Mequon Municipal Code is created to read as follows:

Sec. 46-4. – Camping Prohibited.

(a) *Definitions.* The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this subsection, except where the context clearly indicates a different meaning:

(1) "Camp" or "camping" means to place, pitch or occupy camp facilities, to live temporarily in a camp facility or outdoors, and/or to use camp paraphernalia. This definition includes, but is not limited to, the following:

- a. Making preparations to construct a temporary shelter, such as the setting up of a tent, laying down of bedding, or the construction of a temporary shelter with other materials such as cardboard or newspapers.
- b. Parking of a motor vehicle, motor home, or trailer for the apparent purpose of overnight occupancy.
- c. Using a motor vehicle for living accommodations, including activities such as sleeping, cooking, or storing personal belongings in a manner consistent with temporary or permanent habitation.
- d. Storing or accumulating clothing, food, beverages or other personal belongings in or out

of a camp facility or camp paraphernalia.

e. Making of a campfire.

(2) "Camp facilities" include, but are not limited to, tents, huts, temporary shelters (e.g. not permanently affixed to the ground) or motor vehicles, camping trailers, "pop-up" campers, motorhomes, bus, car, pick-up truck, or other similar recreational vehicles.

(3) "Camp paraphernalia" shall mean, but is not limited to, bedrolls, tarpaulins, cots, beds, sleeping bags, hammocks or cooking facilities and similar equipment.

(b) Violations.

(1) Except as provided in sub. (2), no person shall camp or engage in camping activities on any city-owned property, green spaces within the city, retail or commercial business locations, or along any county or state highway as prohibited under Wis. Stat. § 86.025.

(2) This paragraph shall not apply to any of the following:

a. Camping that takes place as part of any special event located in a retail or commercial business or other location that has been approved by the city.

b. Camping at any officially designated and city approved campground with sanitary and water provisions.

SECTION II

The terms and provision of this ordinance are severable. Should any term of provision of this ordinance be found to be invalid by a court of competent jurisdiction, the remaining terms and provisions shall remain in full force and effect.

SECTION III

All ordinances and parts of ordinances in contravention to this ordinance are hereby repealed.

SECTION IV

This ordinance shall be in full force and effect upon its passage and on the day after its publication.

Adopted: April 14, 2026

>

Approved by: Andrew Nerbun, Mayor

Date Approved: May 12, 2026

I certify that the foregoing Ordinance was adopted by the Common Council of the City of Mequon, Wisconsin, at a meeting held on May 12, 2026.

Caroline Fochs, City Clerk

Published: _____



11333 N. Cedarburg Road
Mequon, WI 53092-1930
Phone: 262/236-2914
Fax: 262/242-9655

www.cityofmequonwi.gov

Police

TO: Public Safety Committee
FROM: Mark Riley, Chief of Police
DATE: May 12, 2026
SUBJECT: Mequon Speed Deterrence Guidelines

Background

The City of Mequon Speed Deterrence Guidelines establish a structured process for addressing traffic concerns on residential (neighborhood) streets under City jurisdiction. The program is intended to improve public safety, reduce speeding and cut-through traffic, and enhance the overall quality of life for residents, pedestrians, and bicyclists.

The Speed Deterrence Guidelines emphasizes community involvement and follows the widely accepted “3 E’s” approach, consisting of education through public awareness and neighborhood outreach, enforcement through targeted police traffic enforcement, and engineering through physical roadway improvements when necessary.

Residents often request stop signs or “Children at Play” signs to address speeding concerns; however, national research and federal guidance indicate these measures are not effective for traffic calming and are only appropriate under specific conditions.

Analysis

The Mequon Speed Deterrence Guidelines provide a data-driven, step-by-step process that begins with a resident concern and includes eligibility review, community engagement, and traffic data collection such as speed, volume, and crash history. Only after education activities and when established thresholds are met does the City move forward with evaluating potential solutions.

Stop signs are intended to control right-of-way at intersections and should only be installed when warranted under the Manual on Uniform Traffic Control Devices. Studies have shown that installing stop signs where they are not warranted can increase crash frequency, increase speeds between stop-controlled intersections, result in poor driver compliance, and create a false sense of safety for pedestrians and residents.

“Children at Play” signs are also discouraged, as they do not effectively influence driver behavior, may confuse motorists, and can create unrealistic expectations about safety.

When education and enforcement efforts are insufficient, the City may consider engineering solutions that physically or visually influence driver behavior. These could include vertical or horizontal deflection measures.

These engineering measures are generally more effective than signage alone because they are self-enforcing and directly impact driver behavior. Projects are evaluated and prioritized using objective criteria, including vehicle speeds, traffic volumes, crash history, proximity to schools and parks, and neighborhood support. Community approval through a formal process is required prior to implementation.

Fiscal Impact

Traffic calming improvements typically involve moderate costs, with many individual devices costing less than \$10,000. However, effective traffic calming often requires a series of devices installed along a corridor, increasing overall project costs.

Funding sources may include City of Mequon Public Works budget allocations, special assessments or neighborhood cost-sharing, and voluntary neighborhood contributions. Due to limited resources, projects are prioritized annually. Additional costs include ongoing maintenance of infrastructure and landscaping, as well as post-installation traffic studies to evaluate effectiveness.

Recommendation

It is recommended that the City utilize the Speed Deterrence Guidelines as a consistent and data-driven approach to addressing residential traffic concerns within the City of Mequon.

This approach prioritizes proven traffic calming strategies over ineffective signage requests, uses a phased method beginning with education and enforcement before advancing to capital improvements, encourages strong neighborhood involvement and consensus, and promotes responsible use of City resources through prioritization and cost-sharing options.

Maintaining this framework will support safer neighborhood streets while ensuring that traffic management decisions are effective, equitable, and fiscally responsible.

The Committee of the Whole recommended that the guidelines be reviewed by the Public Safety Committee. Accordingly, once the Public Safety Committee reviews the included guidelines, the guideline document will be posted on the City website.

Attachments:
Speed Deterrence Guideline DRAFT



Speed Deterrence Guidelines

City of Mequon, Wisconsin

Mequon Police Department and Department of Public Works

May 2026

Table of Contents

Introduction.....	2
Purpose	2
Sign Usage	2
Speed Deterrence Process	3
Education	3
Enforcement	3
Engineering	3
Resident Actions and Initial Steps.....	4
Neighborhood Coordination	4
Education and Awareness.....	4
Reporting and Outreach.....	4
Next Steps for Residents	4
Evaluation Period	4
Contacting the Police Department	5
Temporary Speed Radar Feedback Sign Request.....	5
Directed Enforcement	5
Engineering Data Collection and Evaluation	6
Data Collection	6
Decision Criteria – Speed and Behavior	6
Decision Criteria – Roadway Characteristics.....	6
Traffic Calming Measures (Final Consideration).....	7
Initial Treatment Options for Consideration	7
Physical Traffic Calming Measures	7
Implementation Considerations.....	8
Process to Request Traffic Calming Measures	8
Petition Requirement.....	8
Recommendation of Measures	9
Funding Considerations.....	9
Prioritization of Requests	9

Introduction

Speeding is commonly identified as vehicles traveling above the posted speed limit; however, the broader concern is unsafe driving behavior. This includes operating a vehicle too fast for roadway, traffic, or environmental conditions, even if the posted speed limit is not exceeded. As a result, the City's focus is not only on posted speeds, but on overall safety and driver behavior.

When addressing traffic concerns, it is important to recognize the trade-offs involved. Efforts may focus on improving safety outcomes, reducing vehicle speeds, or addressing resident complaints, and these goals do not always align. The City prioritizes strategies that improve overall roadway safety while considering the practical impacts to traffic flow and neighborhood access.

Requests for traffic improvements may also reflect broader concerns beyond speeding, such as the need for bicycle or pedestrian accommodations. These requests are evaluated separately, as they may require different solutions than traditional speed deterrence measures.

Purpose

The Speed Deterrence Guidelines document the process and procedures addressing speeding concerns within the City of Mequon. These guidelines only apply to neighborhood streets under direct control of the City.

The goal of these guidelines is to display a transparent process for speeding concerns and improve safety in the community.

This document is intended to be used on existing City streets. Changes to roadway design, particularly in new street construction or reconstruction projects, are the most effective long-term method of influencing driver behavior and vehicle speeds.

Sign Usage



Traffic signs are used in accordance with established standards and only where appropriate. Overuse or improper placement of signs can reduce their effectiveness and lead to noncompliance.

Specifically, it is important to note that stop signs are not used as a method of speed control, as they are intended to assign right-of-way at intersections. Similarly, speed limit

signs alone are not considered traffic calming measures. The [Manual on Uniform Traffic Control Devices \(MUTCD\)](#), published by the Federal Highway Administration, guides sign placement in the City.

Additional signage is only considered in limited situations where it provides clear benefit, such as warning signs or temporary speed display signs used for educational purposes.

Speed Deterrence Process

The City utilizes a structured approach to address speeding concerns within neighborhoods and along city streets. This process is designed to evaluate complaints, apply appropriate responses, and ensure that any measures taken are effective, reasonable, and consistent with best practices in traffic safety.

These guidelines follow the ‘3E’ principals, focusing first on education, then enforcement, then engineering. This tiered approach ensures that lower-impact and more cost-effective solutions are considered before more permanent measures are implemented.

Education

Education is the first step in addressing speeding concerns and is often effective in changing driver behavior. Efforts may include placing portable radar speed display signs, sharing information with residents about speed awareness, and conducting community outreach regarding traffic safety. These measures serve as a reminder to drivers and help build awareness without requiring enforcement or physical roadway changes.

Enforcement

If education efforts do not sufficiently address the concern, targeted enforcement may be implemented. This may include increased patrol presence, directed traffic enforcement, and the use of speed detection equipment. Enforcement efforts are typically conducted for a defined period of time and are focused on achieving voluntary compliance through visible police presence and traffic stops when necessary.

Engineering

If education and enforcement measures are not effective, engineering solutions may be considered. Data will be collected before additional measures are considered. These may include traffic calming measures, roadway design modifications, or signage improvements. Engineering changes require more City resources and may require additional study, funding, and approval. Any such measures will be evaluated carefully to ensure they are appropriate for the roadway and do not create unintended consequences.



Resident Actions and Initial Steps

Residents are encouraged to take proactive, neighborhood-level steps when traffic concerns first arise. Many speeding issues can be influenced by increased awareness and communication within the community.

Neighborhood Coordination

Residents should first communicate concerns with their Homeowner's Association (HOA), if applicable, and neighboring residents. Sharing information within the neighborhood can help identify whether the concern is isolated or more widespread and encourages collective awareness of driving behavior.

HOAs or neighborhood groups may choose to contact residents directly regarding concerns or organize a neighborhood meeting or workshop to discuss traffic safety and potential solutions.

Education and Awareness

Education is often the most immediate and effective tool in addressing speeding concerns. Residents and neighborhood groups are encouraged to utilize City-provided educational materials and resources related to safe driving practices and traffic awareness.

Community-driven efforts, such as neighborhood reminders or organized discussions, can help reinforce safe driving habits without the need for enforcement or physical changes to the roadway.

Reporting and Outreach

Residents may also take steps to address specific or recurring issues by contacting service providers whose vehicles frequently travel through the neighborhood. This may include delivery companies, waste haulers, or other commercial services. Reporting concerns directly to these organizations can often result in internal follow-up with drivers.

In situations involving repeat or egregious behavior, residents may document and report license plate information to the Police Department. This information can assist with targeted enforcement or follow-up as appropriate.

Next Steps for Residents

If initial neighborhood-level efforts do not sufficiently address the concern, residents may proceed with additional steps in coordination with the City.

Evaluation Period

Residents should allow approximately three (3) months for education and neighborhood-based efforts to take effect. During this time, any actions taken—such as outreach to neighbors, HOA communications, or contact with service providers—should be documented.

Providing a summary of these efforts to the City helps demonstrate the scope of the concern and supports the need for further evaluation or action.

Contacting the Police Department

After the evaluation period, residents may contact the Police Department to formally report ongoing speeding concerns. An officer will respond and speak with the resident and obtain information regarding concerns, including violation time frames and frequency, and actions taken to that point. At that time, the City may review available information, including any documentation provided by residents, along with existing traffic data, crash history, and officer observations.

This step helps determine whether additional measures, such as enforcement or data collection, are appropriate.

Temporary Speed Radar Feedback Sign Request



Residents may request the placement of a temporary speed radar feedback sign. These signs display a driver's speed in real time and are used as an educational tool to encourage voluntary compliance with posted speed limits.

Placement is subject to availability and will be prioritized based on identified need and overall demand. Temporary speed radar feedback signs may be requested through the online process in

the below link (please note, telephone requests for sign placement are not accepted).

<https://www.cityofmequonwi.gov/police/page/implementation-temporary-speed-radar-signs-speeding-concerns-residential-areas>

Directed Enforcement

If concerns persist, the Police Department, including the responding officer, may initiate directed enforcement in the area. The responding officer may also request a Police Department "special attention" be made to provide department wide notification of the concern in the specified area. Directed enforcement actions may include increased patrol presence, targeted speed enforcement, and the use of speed detection equipment.

Directed enforcement efforts are typically conducted for a defined period and are intended to reinforce compliance and address



specific problem areas identified through resident concerns and collected data.

Engineering Data Collection and Evaluation



If education and enforcement efforts do not adequately address speeding concerns, the City may initiate an engineering review. This process relies on objective data to determine whether additional measures are warranted.

Data Collection

If needed, the City will collect and review relevant traffic data to better understand roadway conditions and driver behavior. This may include:

- Speed studies to determine average speeds and the 85th percentile speed
- Traffic volume counts
- Crash and incident data obtained from the Police Department, including the number and type of incidents where speed was a contributing factor
- Roadway characteristics such as width, alignment, sight distance, and surrounding land use

This data provides a factual basis to confirm that a speeding issue exists and a means to evaluate the severity of the concern and identify appropriate next steps.

Decision Criteria – Speed and Behavior

Engineering decisions will be guided by established traffic engineering principles and the data collected. In general:

- No further action may be taken if the 85th percentile speed is within approximately 5 mph of the posted speed limit
- Consideration for additional measures may occur if a significant percentage of vehicles exceed the posted speed limit by 10 mph or more
- Crash history, particularly incidents where speed is identified as a contributing factor, will be considered in determining the need for mitigation

These thresholds help ensure that resources are focused on locations with demonstrated and measurable concerns.

Decision Criteria – Roadway Characteristics

Not all streets are appropriate candidates for engineering-based traffic calming measures. The following general criteria may apply:

- Traffic calming measures will typically not be implemented on streets with posted speed limits of 35 mph or greater
- Streets shorter than approximately 1,000 feet in length may not be suitable for certain measures
- Minimum traffic volume thresholds may be required to justify installation of traffic calming features
- Roadways serving as primary emergency response routes or major collectors may have additional limitations

Each location will be evaluated individually to ensure that any proposed measures are appropriate, effective, and do not create unintended impacts to traffic flow, safety, or emergency services.

Traffic Calming Measures (Final Consideration)

If education, enforcement, and engineering evaluation do not adequately resolve the identified concern, the City may consider implementing traffic calming measures. These are typically longer-term solutions intended to physically influence driver behavior and reduce vehicle speeds.

Traffic calming measures are not guaranteed and will only be considered where supported by collected data, roadway characteristics, and overall safety needs.

Initial Treatment Options for Consideration

Depending on the results of the engineering review, a range of treatments may be evaluated. These may include:

- Permanent speed radar feedback signs
- Pavement marking modifications, such as edge lines or visual narrowing treatments
- Other low-impact measures designed to increase driver awareness and encourage speed compliance

These options are generally considered or implemented before more intrusive physical changes are implemented.

Physical Traffic Calming Measures

Where appropriate, the City may evaluate physical design changes that influence driver behavior through roadway geometry. Such measures must be evaluated carefully and applied selectively, as they can introduce unintended safety and operational consequences. Features intended to reduce speeds may, for example, create hazards for inattentive drivers, increase response times for emergency services, complicate snow and ice control operations, and increase long term maintenance obligations. Accordingly, any proposed geometric treatment should be supported by traffic data, engineering analysis, and a review of roadway context. The City will consider physical

measures only where the demonstrated safety benefits clearly outweigh potential risks and operational impacts.

Physical measures fall into two general categories:

Horizontal Deflection – measures that require drivers to alter their path of travel, such as:

- Curb extensions (bump-outs)
- Chicanes or roadway narrowing
- Median islands
- Mini roundabouts / neighborhood traffic circle (pictured on right)



Vertical Deflection – measures that require drivers to slow due to changes in elevation, such as:

- Speed humps or speed tables
- Raised crosswalks

The consideration of any physical traffic calming measure will depend on site-specific conditions.

Implementation Considerations

All proposed traffic calming measures will be carefully reviewed to ensure they:

- Address a demonstrated safety concern
- Are appropriate for the specific roadway and surrounding land use
- Do not create unintended impacts to adjacent streets or neighborhoods
- Maintain access for emergency services and public works operations

Public input, cost, and long-term maintenance requirements may also be considered as part of the decision-making process.

Process to Request Traffic Calming Measures

Requests for traffic calming measures must follow a formal process to ensure that improvements are supported by the neighborhood, based on objective data, and prioritized appropriately.

Permanent traffic calming measures will only be considered after the education and enforcement steps, as well as after traffic data has been collected.

Petition Requirement

A signed petition from adjacent property owners and/or affected residents is required to initiate consideration of traffic calming measures. This petition demonstrates neighborhood support and helps confirm that the concern is broadly shared.

The City may establish a minimum percentage of support required based on properties directly impacted by the proposed improvement.

Recommendation of Measures

Following receipt of a valid petition and completion of data collection, the City will evaluate the location and determine whether traffic calming measures are appropriate.

If warranted, City staff will recommend potential treatments based on roadway characteristics, traffic data, and safety considerations. The final selection of any measure will be determined by the City to ensure consistency with engineering standards and operational needs.

Funding Considerations

Implementation of traffic calming measures is subject to available funding and may be approached in different ways depending on the type and scale of the improvement.

Potential funding options may include:

- City-funded projects through a designated or general budget
- A cost-sharing model involving an HOA or benefiting property owners
- Special assessments or other funding mechanisms, if applicable

The specific funding approach will be determined on a case-by-case basis and may depend on the level of benefit to the neighborhood versus the broader community.

Prioritization of Requests

Traffic calming requests will be prioritized to ensure that resources are allocated to areas with the greatest need. Factors considered may include:

- Documented crash history, particularly incidents where speed is a contributing factor
- Verified speed data and traffic volumes
- Number and frequency of documented complaints or concerns
- Proximity to schools, parks, or pedestrian activity areas
- Overall impact on public safety

Projects demonstrating higher safety risks and documented issues will generally receive higher priority for evaluation and potential implementation.