

Brief Outline of the Neighborhood Traffic Management Program (NTMP)

Typically, this is the process after Department of Public Works (DPW) receives a request for speed humps, complaints about speeding, or other traffic safety concerns on a local street:

1. DPW mails or emails a copy of the Neighborhood Traffic Management Program documents.
2. The residents mail back the request form and signature sheet with signatures from other residents of the block who are interested in participating in the NTMP.
3. DPW conducts a 24 hour radar speed study or a multi-day radar speed study over the weekend as needed.
4. DPW gets the results of that study back (this takes approx. six weeks). City staff can then meet with or call the residents to discuss the results. If the study indicates a real problem, and the problem is not speeding by the residents of the neighborhood themselves, our assessment department prepares estimates of the cost to each property owner on the block to install a speed hump(s) or other countermeasures.
5. The Alderman's Office or the City Assessment Department then mails a letter or schedules a meeting for the residents to vote whether they want the speed hump(s) or other countermeasures. If the majority votes yes, then DPW prepares plans and advertises the project for bid. The low-bidder is selected and a contract to have the work done is written with a date by which the speed hump must be completed.
6. The assessment rate for traffic calming is \$6/frontage foot. A typical Milwaukee 40ft wide lot would be assessed \$240, which can be paid over a six year period.

CITY OF MILWAUKEE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

PURPOSE

The Neighborhood Traffic Management Program (NTMP) is intended to slow motor vehicle traffic in a particular neighborhood or on a particular street in order to improve the safety and comfort of residents, businesses, pedestrians and bicyclists.

In order to be effective, neighborhood traffic management must include all four E's:

- I. Education (neighborhood newsletter, flyers, posters)
- II. Enforcement (speed board, strategic enforcement, "step out" programs)
- III. Encouragement (yard signs, flyers, newsletter, demonstrations)
- IV. Engineering (Traffic Calming, vertical or horizontal deflection devices, such as speed humps, traffic circles, narrowing streets, one-way street reconfiguration, curb extensions, etc. *Note the cost of these projects may involve a special assessment for a defined area of residents to recover 90% of the cost to construct.*

The City of Milwaukee's NTMP has two phases. During **Phase One** we focus on non-construction efforts and changing motorists driving behavior to increase compliance with applicable laws through education, enforcement, encouragement, and the use of passive traffic control devices such as pavement markings and signage. These relative low cost Phase One options can be quite effective in many neighborhoods and are described in greater detail below and on the attached Phase One Guidelines sheet. If the Phase One measures prove to be ineffective, we proceed to **Phase Two** where active traffic management techniques (traffic calming measures) such as traffic circles, curb extensions, and speed humps are considered.

TRAFFIC CALMING POLICY

As a general policy, the City of Milwaukee Department of Public Works (DPW) incorporates the needs of all users (bicyclists, pedestrians, public transit, and motorists) when designing a new road or reconstructing an existing one. In the same way we consider adding bike lanes on all road projects, the Milwaukee DPW will consider adding appropriate traffic calming devices during the design phase of all paving projects. Traffic calming measures can also be considered through the NTMP or in accordance with City Ordinance 115-42.5 Traffic Calming Installations.

Traffic calming measures are typically implemented on residential streets or in business districts where speeding vehicles or cut-through traffic is a problem. We avoid putting traffic calming on streets designated as through highways. However there are circumstances when certain traffic calming measures, such as, curb extensions and median islands may be appropriate on through highways, collector or arterial streets.

The following procedure will be used to identify, evaluate, and implement a Neighborhood Traffic Management Plan in the City of Milwaukee.

1. A citizen or organization requesting neighborhood traffic management improvements fills out a “City of Milwaukee Request for Neighborhood Traffic Management Form” and obtain signatures from residents of the affected block or area on the “Neighborhood Traffic Management Project Signature Sheet” that is included in this packet. These forms need to be submitted to DPW and the local Alderman will be notified of the request.
2. Upon receipt of these forms and preliminary approval from the local Alderman, DPW will conduct a radar speed study, collect traffic counts (if necessary) and crash data, and provide those results to the requestor with the department’s recommendations. This typically takes up to 6 weeks.
3. If the residents want, DPW will assist the interested community members in implementing the Phase One non-construction related elements of the NTMP. This may include coordinating a neighborhood speed watch effort, requesting added enforcement, installing a speed board, or assistance with writing a flyer/newsletter.
4. Once the requestor has reviewed the results and DPW’s recommendations, he or she may request that permanent traffic calming be installed in accordance with City of Milwaukee Traffic Calming Countermeasure Guidelines. DPW will consider Phase Two engineering solutions such as bump outs, chokers, traffic circles, chicanes, speed humps, diverters, closings, etc. DPW will analyze the options and make a recommendation for the appropriate engineering countermeasure. DPW will take into consideration such items as snow removal, street sweeping, and the impacts to ambulances, fire and police when determining these solutions. The Alderman or City Assessments Office will contact the residents and schedule a meeting to vote whether they want Phase 2 countermeasures or not.
5. All cost estimates and special assessments will follow the public hearing process in accordance with City Ordinance 115-42.5 Traffic Calming Installations.
6. Once project funding is approved by the Common Council, DPW will finalize construction plans and project specifications and solicit bids from contractors to construct the traffic calming devices.

Phase One Countermeasures	Description/Purpose	Recommended Guidelines
High Visibility Pedestrian Crossing Signs	<ul style="list-style-type: none"> -Install the appropriate high visibility signs to tell drivers the law requires them to yield the right of way to pedestrians. Can be next to the road, in-street, or overhead depending on the circumstances. -Re-educates motorists about crosswalks and right-of-way laws 	<ul style="list-style-type: none"> -Best near schools, parks, or areas with high pedestrian volumes -Install in-street signs only on two lane roads -Only at uncontrolled crosswalks with higher vehicular traffic volumes -Speeds below 35 mph
Speed limit signs	<ul style="list-style-type: none"> -Check to make sure the street is signed appropriately. -Heightens driver awareness of posted speed limit 	<ul style="list-style-type: none"> -Sign appropriately as needed
Neighborhood Speed Watch	<ul style="list-style-type: none"> -Train residents to use a radar gun and note description, time, and license no. of speeding cars. Police Dept. sends out letters signed by neighbors asking cooperation in keeping neighborhood safe by driving the limit. -Encourage sense of responsibility in residents and cut-through drivers not to speed 	<ul style="list-style-type: none"> -Posted speed limits of 25 mph -Minimum of two volunteers -20 minute training session and signed agreements -Can be especially effective near high schools where vehicles are registered to parents
Promote Neighborhood Awareness	<ul style="list-style-type: none"> -Encourage neighbors to drive the speed limit in their own neighborhood -Reduce speeds by heightening awareness to traffic safety concerns among residents in neighborhood 	<ul style="list-style-type: none"> -Posted speed limits of 25 mph -Only works in residential areas -Include parents of students at nearby schools
Speed Board	<ul style="list-style-type: none"> -Post a police radar speed board in various places in the neighborhood. -Increases awareness of speeding by residents 	<ul style="list-style-type: none"> -More effective if used in conjunction with strategic enforcement efforts, yard signs and other Phase One efforts
Strategic Enforcement	<ul style="list-style-type: none"> -Police put radar squads/motorcycle units on streets and issue tickets during peak hour periods for a couple days 	

Phase Two Countermeasures	Description/Purpose	Recommended Guidelines	Cost (90% assessed)
 <p>Speed Humps</p>	<ul style="list-style-type: none"> -Sinusoidal curved hump full width of road -Reduce speeding -Reduce non- local traffic 	<ul style="list-style-type: none"> -Two lane roads with 200-2,000 ADT -15% of motorists exceed 35mph -1 hump/600ft block -Acceleration/Deceleration noise 	<p>\$6/frontage foot on the affected block</p>
 <p>Traffic Circles</p>	<ul style="list-style-type: none"> -Small circle installed in intersection instead of stop sign -Reduce speeding and non-local traffic -Reduce right angle crashes -Bike friendly 	<ul style="list-style-type: none"> -Residential streets with posted speed of 25 mph -15%of motorists exceeding 28 mph -Emergency response delay 1-9 seconds -May require removal of some on-street parking -Collisions with circle may occur 	<p>\$3/frontage foot in both directions from the intersection</p>
 <p>Mini-roundabout</p>	<ul style="list-style-type: none"> -Small circle installed in intersection instead of stop sign -Reduce speeding and non-local traffic -Reduce right angle crashes -Bike friendly 	<ul style="list-style-type: none"> -For wider than typical residential streets with posted speed of 25 mph -15%of motorists exceeding 28 mph -Emergency response delay 1-9 seconds -May require removal of some on-street parking -Collisions with circle may occur 	<p>\$25K/intersection</p>
 <p>Curb Extensions</p>	<ul style="list-style-type: none"> -Curb bumped out 8 feet into parking lane at crosswalks -Shorten pedestrian crossing distance -Better pedestrian visibility -Reduce driving in parking lane where parking is light 	<ul style="list-style-type: none"> -Only on streets with parking lane -Reduces turning radius for right turning trucks 	<p>\$6/frontage foot</p>
 <p>Partial Closure</p>	<ul style="list-style-type: none"> -Close off entrance lane with a curb extension that leaves the exit lane open -Designed to reduce non-local traffic, but allow residents to exit 	<ul style="list-style-type: none"> -Only on streets with parking lane -Requires different emergency response route -Can be used on one-way streets to reduce wrong way driving 	<p>\$6/frontage foot</p>
 <p>Full Closure</p>	<ul style="list-style-type: none"> -Completely close off street with a full curb -Designed to eliminate non-local and local traffic 	<ul style="list-style-type: none"> -For use on streets with a very large amount of non-local or "cut-through" traffic -Requires different emergency response route 	<p>\$6/frontage foot</p>

Entry Median	<ul style="list-style-type: none"> -Install a raised curb median at entrance to residential street that meets a higher volume street -Reduce non-local traffic, slow speeds, improve pedestrian crossing 	<ul style="list-style-type: none"> -Can be used as neighborhood gateway on wider streets 	\$5K-\$15K
Street Narrowing	<ul style="list-style-type: none"> -Narrowing a street with a mid-block choker or the entire length during reconstruction -Reduce non-local traffic, slow speeds, improve pedestrian crossing 	<ul style="list-style-type: none"> -May slow emergency response -May require elimination of some on-street parking 	\$10K and up
One-Way Street Reconfiguration	<ul style="list-style-type: none"> -Converting a one-way street to two-way or converting a two-way street to one way. -Reduce non-local traffic, slow speeds, improve pedestrian crossing, improve traffic circulation 	<ul style="list-style-type: none"> -May increase congestion and reduce pedestrian gaps. 	

Questions to Consider Before Traffic Calming:

- Is this a school bus or regular transit bus route?
- Are there adjacent arterials to divert traffic to or will it move to the next residential street?
- What will be the effect on emergency response vehicles?
- Are there horizontal or vertical curves on the road that will make the traffic calming element a hazard?
- Where are the driveways located?
- Will additional street lights be needed?
- Are there significant numbers of larger vehicles whose turning movements will be affected?
- Are there drainage issues?
- Are there maintenance issues/costs?
- Will parking be affected?
- Will there be increased noise?

SPEED HUMP DESCRIPTION:

Speed humps are raised sections of pavement across the travel way. These devices are 13-22 feet in length and approximately 3 1/8 inches high. The design consists of a sinusoidal curve that is less abrupt and more friendly to plows and bicycles.

The purpose of a speed hump is to reduce speeds by vertically deflecting the wheels and frame of a vehicle. The occupants experience an uncomfortable sensation if the vehicle travels at speeds greater than the design speed (25mph) of the speed hump. This is quite different from a speed “bump” typically found in parking lots. Speed bumps typically have design speeds of 5mph.

At the request of residents, the City has installed the first pilot speed humps on West McKinley Boulevard between North 28th Street and North 29th Street. Try driving over these to see how they feel before you decide if speed humps would be right for your block.

ADVANTAGES:

- Reduces vehicle speed.
- Can reduce non-local or cut-through traffic.
- No restrictions to on-street parking.
- Requires minimum maintenance.

DISADVANTAGES:

- May divert traffic to parallel streets that do not have traffic calming measures.
- Increases emergency response times 2-10 seconds.
- Not esthetically pleasing.
- Can increase road noise.

City of Milwaukee Neighborhood Speed Watch Program

Speeding drivers on residential streets is one of the most common complaints received by the Milwaukee Police Department and the Milwaukee Department of Public Works. The City's Neighborhood Speed Watch Program encourages neighborhood residents to become involved in addressing this problem, and is a part of Milwaukee's new Neighborhood Traffic Management Program.

Neighborhood Speed Watch is a public awareness program in which concerned citizens can take an active role in solving the problem of speeders in their own neighborhoods. City residents record speeds and license numbers of cars traveling in excess of speed designations on neighborhood streets. Notification is sent from the City to the registered owners of those vehicles.

Often, drivers who speed through neighborhoods are unaware of the effect their actions have on the peace and safety of neighborhood streets. Notification from the City encourages drivers to slow down.

Major Benefits:

- **Public, Community, and Driver Awareness**
Participants and drivers become more aware of the actual speeds motorists are traveling at in their neighborhoods.
- **Neighborhood Action**
Residents will play an active roll in assessing and correcting speed problems in their neighborhood. Participation in the program provides a sense of pride and involvement in their community.
- **Gathering Speed Related Data**
City Public Works staff can use gathered data to develop statistics on street usage. The data will help determine problem locations and speed patterns.
- **Increased Police Effectiveness**
The collected speed data will help better define the extent of the speeding problem and will allow Police to prioritize enforcement efforts for maximum effect.
- **A Safer Community**
Lower traffic speeds in your neighborhood provides a safer environment for your children, pedestrians, and cyclists. It may potentially reduce the number and severity of collisions and will promote a safer community oriented area.

How the Milwaukee Neighborhood Speed Watch Program Works

- Citizens who wish to take part in this program notify the City of Milwaukee Department of Public Works by phone 414-286-3244; by email to Robert.Bryson@milwaukee.gov or by letter to the address below.
- The Neighborhood Speed Watch Program is conducted only on residential streets.
- Citizens agreeing to participate in the program are briefed on the requirements expected of them. They are instructed in the use of radar equipment, proper data collection and appropriate behavior while conducting the data collocation. A radar unit is loaned out to the citizens.

- Residents schedule data collection during the times they feel speeding to be at its worst. One person in the group is responsible for operating the radar unit, another person records the required vehicle information on a Milwaukee Police Department Speed Watch Form, and when possible, a third verifies the information.
- Once all data collection is completed, the neighborhood residents return the radar unit to the Milwaukee DPW along with all speeding vehicle report forms.
- License numbers of vehicles found to be speeding excessively are run by the Milwaukee Police Department's Safety Division as staff time allows. A list of registered owners and their addresses is compiled. The official description of the vehicle (received from MVA) will be cross checked with the description of the vehicle given by the citizens.
- A letter from the Police Department is then sent to the registered owners of all matched vehicles. The letter advises them of the observed violation and asks them to encourage drivers of their vehicles to drive at or below the residential speed when traveling on neighborhood streets.
- The Neighborhood Speed Watch Program encourages safe and prudent driving by motorists traveling on neighborhood streets.

Speed Watch Guidelines

- A minimum of two volunteers are required at all times during the speed watch
- Volunteers must be 16 years of age or older to participate.
Volunteers under the age of 21 must be accompanied by an adult 21 years or older. This allows high school and college students to participate in the program.
- Speed watches are to be conducted from in or behind a legally parked car only
- Obey all traffic and pedestrian laws
- Do not park on, or block, sidewalks or driveways. Do not park in a red curb zone or in front of a fire hydrant.
- Be courteous and exercise reasonable care
- Neighbors, pedestrians, and motorists may stop to ask what you are doing. Hand them an MPD "This is why ... form" and ask them to call the Milwaukee Department of Public Works if they have questions or objections to the program. If a confrontation arises, stop the study immediately and contact the police. Do not argue and remain calm.
- The public may incorrectly assume that you are a representative of the City or a law enforcement officer, or that your actions will result in them receiving a traffic citation. You must make it clear that you are volunteering as a private citizen and participating in the Neighborhood Traffic Management speed watch program. Also make it clear that your actions will result only in a letter being mailed that encourages drivers to observe the posted speed limit.
- Do not make gestures or verbal comments toward passing vehicles.
- Use common sense

- Do not chase, attempt to stop, or apprehend drivers.
- Do not encourage non-participants to be present
- Only those persons who have been instructed in the use of the radar equipment may participate in the speed watch. Crowds of people will only draw attention to the speed watch and are counterproductive.
- Accurately collect and record data

If you are interested in participating in the Neighborhood Speed Watch Program or have questions, call the City of Milwaukee Department of Public Works Chief Traffic and Lighting Engineer at 414-286-3244, or send a letter to:

Robert Bryson
Milwaukee Department of Public Works
841 N. Broadway, Rm 920
Milwaukee, WI 53202

City of Milwaukee Radar Unit Loan and Usage Agreement

Part 1: Name and Address

(Name)

(Address)

(Business Phone) (Home Phone)

Understand that:

Part 2: Equipment Responsibility Agreement

1. The radar unit and associated accessories, as listed below, have been loaned to me by the City of Milwaukee Department of Public Works, as provided in the Neighborhood Traffic Management Speed Watch Program for use on

_____, 20 _____ through _____, 20 _____.

Radar Units _____

Clip Board _____

Other _____

2. The radar unit, which has been loaned to me, is a delicate instrument and must be handled carefully. I will be responsible for protecting it and returning it in good working order. I will use this device only on the dates and in the manner agreed to with the City of Milwaukee Department of Public Works.*

**Replacement cost: \$250.00*

3. As operator, I am not a City employee or a law enforcement officer and will not communicate or seek to communicate by my actions for speech that I am.

4. In addition to myself, only those persons completing this form (separate copy) will be allowed to use the above named equipment or allowed to assist in the collection of speed watch data.

Radar Unit Loan and Usage Agreement/Rules of Conduct

Part 3: Participant Agreement

As a participant in the Neighborhood Speed Watch program, I have read and understand the Rules of Conduct and agree to abide by them. I further agree to take full responsibility for my actions during the time I am participating in a speed watch. I have been informed in the use of the radar equipment and agree to abide by these rules and follow these instructions.

*The radar unit will be returned on or before: _____
to the Milwaukee Department of Public Works.*

Signed: _____ on _____, 20 _____.

Part 4: Training Verification

The above named person received training in the use of the radar unit and data collection, and was instructed on the program's Rules of Conduct.

Signed: _____ on _____, 20 _____.