



PETER BURGELIS
ALDERMAN, 11TH DISTRICT

COMMITTEE ASSIGNMENTS

VICE-CHAIR

- Finance and Personnel Committee
- Public Safety and Health Committee

MEMBER

- Licenses Committee

Aldermanic Survey Comments in Opposition:

Traffic circles, speed humps would work, No traffic circles on 64th St, not even full intersection

Focus on enforcement of posted speed limits.

Absolutely not, there are laws, enforce them instead of increasingly inconveniencing people. My drive to be 15-20 minutes, now it is 30-45 because every street is one lane!!! Really dumb.

We are 100% opposed, and if this nonsense continues we will sell our 6 Milwaukee properties and move.

How many miles of road have you removed with this single lane/calming crap?

How about you fix MPD and the courts so the offenders are punished, not law abiding citizens. I hate what you're doing to this city with your one lane roads and speed hump

Property tax are high enough already, for your to even charge more

I have lived here for 60 years. I recently was in a neighborhood with speed humps. It was awful. Every few feet I had to put on my brakes on thought I was going slow.

Wrong System

No need for speed hump on 66th to 68th!! There is already a stop sign on 68th + proposed circle on 64th. No speed hump on 66th please!

I don't feel this will adequately stop the speeding by doing this. Having more police presence in the area would be great. Our taxes are high enough. I am tired of constantly paying more!

I don't need another assessment with taxes already out of line!

Opposed to W Cleveland Calming Program and additional Assessment to my property at XXXXX w Cleveland 53219

Will not solve the problem. Will bring kids in the street with skate boards

Speeding from what I've witnessed, hasn't been much of a problem here on Cleveland Ave

Called to complain about how the city is not up to date on using camera's, etc. we shouldn't waste money on speed humps, etc.

Fine the way it is!!

So instead of fining law breakers you want to fine the residents to pay for this foolishness! Stop wasting money! Fill the dam potholes and hire some police!

43rd to 51st already has traffic controls, lights and 4-way stops; hire more police to enforce the laws!

Repair the potholes first!

With no actual enforcement, the "speed bumps" is useless. Why all of the other tax payers are charged throughout the city for this "speed humps"?

It's overkill, either speed bumps or traffic circles. We recently moved. We still own the home on S 53rd St

With the amount of \$ we pay for property taxes & everything else. We cannot afford any more fees!! We need a break!!

We do not want none of these things on the street

I am writing you in regards to the speed humps/Roundabout proposals that have been sent to my house at XXXX W. Cleveland Avenue. My wife and I are opposed to this project.....

not necessary

Our family has lived at this address since 1963. Our family is NOT in favor of speed bumps.

Please focus on fixing the roads. Not screwing around.

Traffic calming devices between s 60th and 68th St on Cleveland aver are absolutely not needed and are a ridiculous waste of tax payer money. I am vehemently opposed.

They will affect local resident who live on Cleveland ave the most. It's been proven that they will cause abnormal wear + repair on front suspension. Residents will share the brunt of the problem. We don't need another assessment.

I believe speeding on W. Cleveland Ave. is a serious safety issue that must be addressed. However, I am NOT IN FAVOR of this project as it is currently designed. I am especially concerned about the proposed traffic circles.

Speed Humps destroy vehicles, as an auto mechanic, I know this is true, even going slow. Instead of penalizing residence with this, hire district cops instead, give them radar guns, generate revenue from law breakers only

Our taxes cost continue to increase, and we do not feel it's our responsibility to pay for others not abiding the law. If stop signs don't deter reckless drivers, will accelerate after the round-about anyways. Hold them accountable without punishing us

We are strongly opposed to the proposed plan. We do not believe the planned stops are either necessary or useful

Not Needed

Not paying for a useless project. I am on a limited income. Living in Milwaukee is too expensive already

Quit proposing these! All they do is damage vehicles. Cleveland Ave is a through street, not a parking lot. You should not have to slow down to 10mph!!!

The proposed project design is adversely affecting ADA ramp access creating an unsafe environment for people with disabilities

Aldermanic Survey Comments in Support:

Only speed bumps

It'll help with traffic calming.

Reside corner XXst and Cleveland. I have witnessed road rage, reckless driving, failure to stop, and speeding daily. Please install traffic calming to keep our children safe!

Travel on Cleveland is very busy. A speed hump (s) is appropriate for this area.

Would prefer speed bumps but whatever it takes to stop the speeding on Cleveland Ave

Obviously the 25 mile per hour speed limit signs are not working! So what's the alternative?

good idea

Thank you!

Although I'm disappointed this comes at a cost to homeowners, I believe it is a reasonable cost and necessary

Thank you. Speeding has been a problem since I bought my home in 2010

Speed humps & traffic circles at proposed areas

I'm strongly in favor of this. While I haven't seen issues on S 43rd-S 60th section where the road is narrow. The S 60th to S 68th St section is wider and people often speed. Please consider, even is S 43rd - 60th vote no

Thank you for adding a speed humps to this project

I would prefer a roundabout rather than a speed hump. Similar to the ones by McCarty Park. Still in favor of whatever happens

Yes definitely

Living on Cleveland Ave, you see the speeds at which people travel. There are also bikes, scooters and children present.

The worst behavior is people not stopping at 68th and Cleveland Ave, and it seems to be happening more often. I have seen it many times over the past 2 years

Strongly in favor of these changes.

We have 2 little boys that enjoy playing outside and the amount of people that fly through the stop signs at S 47th and W Cleveland are crazy - even school buses!

Departmental replies to written questions:

The following questions and answers have been provided by the Department of Public Works (DPW) in regards to the Traffic Calming Project on West Cleveland Avenue, between South 43rd Street and South 68th Street

- Why aren't bump outs with speed humps part of this project? Bump outs seem to slow traffic and allow only one lane of traffic in each direction with no passing on the right. Why are traffic circles with speed humps, instead of bump outs with speed humps, being proposed? **Based on the Community-Led Traffic Calming (CLTC) request the primary concern was speeding, for which traffic circles and speed humps are the most effective measures. The Traffic Calming Lending Library was used to set up temporary traffic circles in 2025, and feedback on the traffic circles was mostly positive.**
- Are speed humps (lower), not speed bumps (higher), being proposed? Please confirm. **Speed humps are the proposed measure, not concrete speed tables. Descriptions of these different measures is further laid out on the CLTC guidebook, which can be found at <https://city.milwaukee.gov/dpw/Infrastructure/Programs/Community-Led-Traffic-Calming>**
- Why is it necessary to have 7 humps and traffic circles along with a stoplight in a length of about 22 blocks? Why so many? **Per guidance from the Institute of Transportation Engineers (ITE) optimal traffic calming spacing is about 500' between measures, which can include stop-controlled intersections, signals, speed humps and traffic circles.**
- Regarding the safety of traffic circles for drivers, pedestrians, and residents – These traffic circles are a major concern for me. I am aware of the 3 deaths recently connected to the traffic circle on 37th St. and Mitchell St. In addition to the tragic circumstances that ended with these deaths, there was also danger to pedestrians and damage to nearby property because of these crashes. There must be recognition of the many pedestrians who walk through the residential

neighborhood on Cleveland Ave. all day, every day. The traffic circles are designed so that a vehicle travelling at a safe speed does not need to cross into the pedestrian path.

- What would the design of the inside area of the proposed traffic circles look like? And what is the purpose and expected result of the large boulders inside the traffic circle on S. 37th St? The proposed traffic circles on Cleveland are designed to be fully concrete. Although plantings were investigated, it was determined that underground utility conflicts did not support landscaping. In landscaped traffic circles, boulders are installed to discourage vehicles from driving over the top of the traffic circle.

- How do pedestrians safely cross at intersections with traffic circles? How will they be educated about the protocol for crossing? The traffic circles are designed so that a vehicle travelling at a safe speed does not need to cross into the pedestrian path. Pedestrian crossing education remains the same, and the traffic circle provides the added benefit of slowing drivers.

- Related to the speed humps and traffic circles, what impact will these have on emergency vehicles? How will fire trucks, especially long hook and ladders, negotiate traffic circles and speed humps? Will these street devices result in even small delays to responses for emergencies related to fires and medical emergencies? Cleveland Ave. is a frequent route used to respond to these calls for the entire area. Information available online indicates there is some trade-off in response time for the fire trucks to navigate traffic circles. Have the fire and medical departments in the city all approved this project? DPW has worked with the Milwaukee Police Department and Milwaukee Fire Department in the development of the traffic calming standards used during design. They are supportive of traffic calming measures as it reduces the likelihood of injury producing and fatal crashes that they respond to.

- Cleveland Ave. is also a major route for police responses to this neighborhood and the businesses on S. 60th Street. What impact will humps and traffic circles have on police response time? Has the police department approved this project? DPW has worked with the Milwaukee Police Department and Milwaukee Fire Department in the development of the traffic calming standards used during design. They are supportive of traffic calming measures as it reduces the likelihood of injury producing and fatal crashes that they respond to.

- The same question applies to other city services. Can snow plows do an effective job around traffic circles and humps? What about large school buses getting around traffic circles? On garbage pickups each week--will traffic come to a complete stop as garbage trucks move up the street and stop near a traffic circle to empty garbage carts? What about other large city vehicles like dump trucks? Cleveland Ave. is a major route for access to the entire neighborhood. The traffic calming measures and standard traffic calming details are designed for all of the vehicles described.

- Will large delivery trucks, tow trucks, resident RVs, etc., be able to negotiate these traffic circles? The traffic calming measures and standard traffic calming details are designed for all of the vehicles described.

- As Cleveland Ave. is considered an arterial road, is the State of Wisconsin aware of this project and has it approved this project? Cleveland Ave. is not classified as an arterial roadway, and is therefore only under the jurisdiction of the City of Milwaukee.

- What about street parking on Cleveland Ave.? Will street parking be limited or eliminated near traffic circles? Will intersections with traffic circles have yield signs or stop signs? **Standard parking regulations will remain in force at intersections where traffic circles are proposed. There will be advisory signage for the traffic calming measures, but no new yield or stop signs are proposed at this time.**
- What impact will any of these traffic calming devices have on the serious street flooding issues on Cleveland Ave. during rainstorms, especially from S. 43rd St. through S. 47th St., and considering the current significant property damage that already results from this flooding? **Existing drainage conditions are being maintained with the proposed traffic calming measures, for blocked catchbasins please call 414-286-CITY.**
- It appears that the proposed design for this project has not previously been installed in Milwaukee. If installed, what is the plan for monitoring and evaluating the success of this design or need for modifications? How will residents in this area be told this information? **Please visit the Vision Zero website at <https://city.milwaukee.gov/VisionZero> and the DPW project page at <https://city.milwaukee.gov/dpw/Infrastructure/Projects>.**