

DRAFT
CITY OF MILWAUKEE 10 STEP
TRAFFIC CALMING PROGRAM

PURPOSE

Traffic calming involves slowing 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, traffic calming measures 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 (vertical or horizontal deflection devices such as speed humps, traffic circles, and curb extensions).

The City of Milwaukee's Traffic Calming Program has two phases. During Phase One we focus on non-construction efforts and changing motorists driving behavior to increase compliance with posted laws through education, enforcement, encouragement and basic engineering measures 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. If the Phase One measures prove to be ineffective, we proceed to Phase Two where more extensive engineering treatments such as traffic circles, curb extensions and speed humps are considered.

POLICY

Traffic calming measures are typically implemented on residential streets or in business districts where speeding vehicles or cut-through traffic is a problem. Traffic Calming typically is implemented on residential streets; however there are circumstances where it is appropriate on collector and through highways. Since through highways are intended to carry high volumes of traffic, traffic calming devices beyond improved signage, higher visibility crosswalks, curb extensions and median islands will not be placed on through highways. The following policy and procedures are intended to promote traffic calming measures that are appropriately implemented and are supported by the affected neighborhood.

The following procedure will be used to identify, evaluate, and implement traffic calming projects in the City of Milwaukee.

1. A citizen or organization requesting traffic calming improvements will fill out a Request for Traffic Calming Measures Form available from the City of Milwaukee Department of Public Works and on the City of Milwaukee web site. This form will be submitted to DPW and the local alderman will be notified of the request.
2. Upon receipt of a Traffic Calming Request Form and preliminary approval from the local alderman, DPW will define an area directly affected by the traffic issue,

known as the *affected area*, and an area that would be impacted by any proposed traffic calming engineering solutions, known as the *impacted area*.

The size and extent of the impacted area will take into consideration the type of traffic calming project being proposed, the type of properties in the vicinity, and the characteristics of the street network surrounding the proposed project site(s). Depending on the circumstances, the area may include:

- All properties abutting the proposed street segment to be modified.
 - All properties on adjacent street(s) with ingress/egress only possible via the modified street segment.
 - All properties on adjacent street(s) that have alternative points of ingress/egress but will be otherwise affected by the modified street segment.
3. The DPW will provide the requestor with a map of the impacted area which indicates the individual properties and a blank petition. The requestor must obtain signatures from at least 50% of property owners within the impacted area to move forward with the request for traffic calming.
 4. After receiving a copy of the signed petition, DPW will obtain project site data including traffic volumes, speeds, and crash history. After the background data has been gathered, DPW staff will work directly with the local alderman to organize a neighborhood meeting.
 5. At the meeting, DPW will help the neighbors develop a “Proposed Neighborhood Traffic Calming Plan.” The Plan will include:
 - Evaluation of problems and needs
 - Identified goals and objectives
 - Suggested Phase One non-construction solutions (education, encouragement, enforcement, and new signage and pavement markings) and a work plan for implementation that includes post evaluation to determine if the non-construction solutions have been effective.
 - Suggested construction solutions (engineering) including general estimated costs and an assessment plan so people know what it will cost them.
 6. Once the plan has been written, DPW will assist the interested community members in implementing the Phase One non-construction related elements of the Neighborhood Traffic Calming Plan. This may include distributing yard signs; coordinating a neighborhood speed watch effort; requesting added enforcement or speed board; writing a flyer/newsletter and distributing it to the neighbors; helping organize other encouragement efforts such as the StreetShare initiative.

7. After a predetermined time period, DPW will evaluate the effectiveness of the non-construction elements of the Phase One plan. The results of this study will be presented to the local alderman.

If the Phase One efforts are not satisfactory, Phase Two engineering efforts will begin.

8. In accordance with City of Milwaukee Traffic Calming Countermeasure Guidelines, DPW will prepare Phase Two engineering solutions such as bump outs, chokers, traffic circles, chicanes, speed humps, diverters or closings. DPW will analyze the options and make a recommendation for the appropriate engineering countermeasure. DPW will contact the Police Dept. and Fire Dept. to obtain their input. DPW will then prepare a cost estimate and estimated special assessment to property owners, and provide this information to the local alderman.
9. The Phase Two recommendation and cost estimate and special assessments will follow the public hearing process in accordance with City Ordinance 115-42.5 (Traffic Calming Installations).
10. 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.

CITY OF MILWAUKEE REQUEST FOR TRAFFIC CALMING

Traffic calming measures may be appropriate in residential neighborhoods where speeding and/or cut-through traffic is a problem. Typically, traffic calming is considered on residential streets, but it may be appropriate for some collector and through highways.

Please read the attached City of Milwaukee 10 Step Traffic Calming Program. That policy explains the Phase One education, enforcement and encouragement efforts and how to get things such as “slow down” yard signs, a neighborhood traffic calming newsletter and “speed watch” programs. The City will help with those Phase One efforts should happen before the City considers any Phase Two changes to the roadway.

To request that the City of Milwaukee consider undertaking a traffic calming project, the requester should complete this form and submit it to the Dept. of Public Works, Room 701, 841 N. Broadway, Milwaukee, WI 53202. You can also fax the form to 414-286-5994. The requester will be required to obtain signatures on a petition after this request has been approved by DPW and the local alderman. If you have any questions, please call the City Engineer at 414-286-2400.

Requester's Name: _____

Requester's Address: _____

Requester's Phone #: _____

Requester's E-mail: _____

Street(s) where Traffic Calming is being requested:

Reason(s) for request (speeding, cut through traffic, difficult to cross street, etc.):




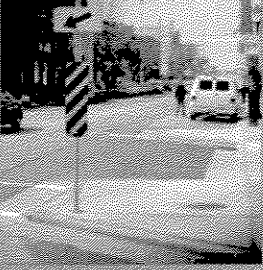

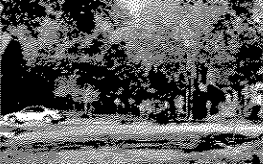

Phase One Countermeasures	Description/Purpose	Recommended Guidelines
R1-6 "State Law: Yield to Pedestrians" Signs	Install high visibility in-street signs that tell drivers the law requires them to yield the right of way to pedestrians. Re Educate motorists about crosswalks and ROW laws.	Install only on two lane roads Only at uncontrolled crosswalks 200-10,000 ADT speeds below 35 mph
Additional speed limit signs	Used where there are not enough speed limit signs on street. Heightens driver awareness of posted speed limit	-Residential streets with posted speed of 25 mph -15%of motorists exceeding 28 mph
Speed limit pavement markings	White painted MPH (6 ft tall letters) 6 feet after 25 (6 ft tall) Heightens driver awareness of posted speed limit	-Residential streets with posted speed of 25 mph -15%of motorists exceeding 28 mph
Traffic Safety Newsletter	Newsletter provides information on speeds and volumes. It also provides information about Streetshare program, Speed Watch program, yard signs, and alerts about next neighborhood traffic meetings. Encourage neighbors to drive limit in their own neighborhood. Reduce speeds by heightening awareness to traffic safety concerns among residents in neighborhood	-Posted speed limit of 25 mph -15%of motorists exceeding 28 mph -only works in residential areas -include parents of students at nearby schools
Neighborhood Speed Watch	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	-Posted speed limits of 25 mph -15% of motorists exceeding 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.
Speed Board	Post police radar speed board in various places in the neighborhood. Increase awareness of speeding by residents.	More effective if used in conjunction with strategic enforcement efforts, yard signs and other Phase One efforts.
Yard Signs	Distribute "Slow Down" yard signs of various designs to residents. Encourage neighbors to drive limit in their own neighborhood. Reduce speeds by heightening awareness to traffic safety concerns among residents in neighborhood	Ask residents to move yard signs around as they are more effective immediately after placement. More effective if used in conjunction with strategic enforcement efforts, yard signs and other Phase One efforts.
StreetShare Magnets	Distribute "StreetShare" vehicle magnets to residents and ask them to take the pledge. Each resident is then a neighborhood pace car the keeps the speed down. Encourage neighbors to drive limit in their own neighborhood. Reduce speeds by heightening awareness to traffic safety concerns among residents in neighborhood	Make sure residents understand that they can make a difference by taking action themselves and that much of the speeding/traffic problem in the neighborhood is the result of how they and their neighbors drive.
Strategic Enforcement	Police put radar squads/motorcycle units on streets and issue tickets during peak hour periods for a couple days. "Step Out" program where a police auxiliary officer attempts to cross street and motor cycle units issue tickets for failure to yield to pedestrian	More effective if used in conjunction with newsletter, yard signs and other Phase One efforts. "Step Out" program requires quite a bit of manpower, but is very effective in conjunction with R1-6 signs.

Encouragement Efforts

Enforcement Efforts

Educational Efforts

Engineering Efforts

Phase Two Countermeasures	Description/Purpose	Recommended Guidelines	Cost
 <p>Speed Humps</p>	<p>Sinusoidal curved hump full width of road.</p> <p>Reduce speeding, reduce non-local traffic.</p>	<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>\$3K/hump</p>
 <p>Traffic Circles</p>	<p>Small circle installed in intersection instead of stop sign</p> <p>Reduce speeding and non-local traffic Bike friendly</p>	<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>\$10K/intersection</p>
 <p>Mini-roundabout</p>	<p>Small circle installed in intersection instead of stop sign</p> <p>Reduce speeding and non-local traffic Reduce right angle crashes Bike friendly</p>	<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>	<p>Curb bumped out 8" into parking lane at crosswalks</p> <p>Shorten pedestrian crossing distance, better pedestrian visibility, reduce driving in parking lane where parking is light</p>	<ul style="list-style-type: none"> -Only on streets with parking lane -reduces turning radius for right turning trucks 	<p>\$15K/intersection</p>
 <p>Partial Closure</p>	<p>Close off entrance lane with a curb extension that leaves the exit lane open</p> <p>Designed to reduce non-local traffic, but allow residents to exit</p>	<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>\$10K</p>
 <p>Full Closure</p>	<p>Completely close off street with a full curb</p> <p>Designed to eliminate non-local and local traffic</p>	<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>\$15K</p>
 <p>Entry Median</p>	<p>Install a raised curb median at entrance to residential street that meets a higher volume street</p> <p>Reduce non-local traffic, slow speeds, improve pedestrian crossing</p>	<ul style="list-style-type: none"> -May require elimination of some on-street parking -Collisions with circle may occur -Can be used as neighborhood gateway on wider streets 	<p>\$5K-\$15K</p>

TRAFFIC CALMING MEASURES

Type of Improvement	Rate \$/Unit	Date of Last Change	2007 Assessment Rate	Assessment Rate	Assessment Rate	Recommended Assessment Rate	Percent Change %
Speed hump, entry median	\$/ft	Oct. 2006				3.00	
Traffic circle, mini-roundabout, partial closure, full closure	\$/ft	Oct. 2006				4.50	
Curb extension	\$/ft	Oct. 2006				6.00	

Effect on Typical 40' Lot	
Project Type	2007
Speed hump, entry median	\$ 120
Traffic circle, mini-roundabout, partial closure, full closure	\$ 180
Curb extension	\$ 240