

# Neighborhood Traffic Management Program (NTMP)

Adopted by the Middleton Common Council  
October 2005



# City of Middleton – NTMP

## Eligible Roads

- Classified as a residential neighborhood or collector street under jurisdiction of the City
- Not a cul-de-sac <sup>1</sup>
- At least 1,000 feet long
- Traffic volumes between 800 and 6,000 vehicles per day
- Speed limit of 30 mph or less

<sup>1</sup> While cul-de-sac streets are not eligible for the NTMP, staff can work with neighbors to try to provide alternate solutions to concerns.



# City of Middleton – NTMP

## Eligible Roads

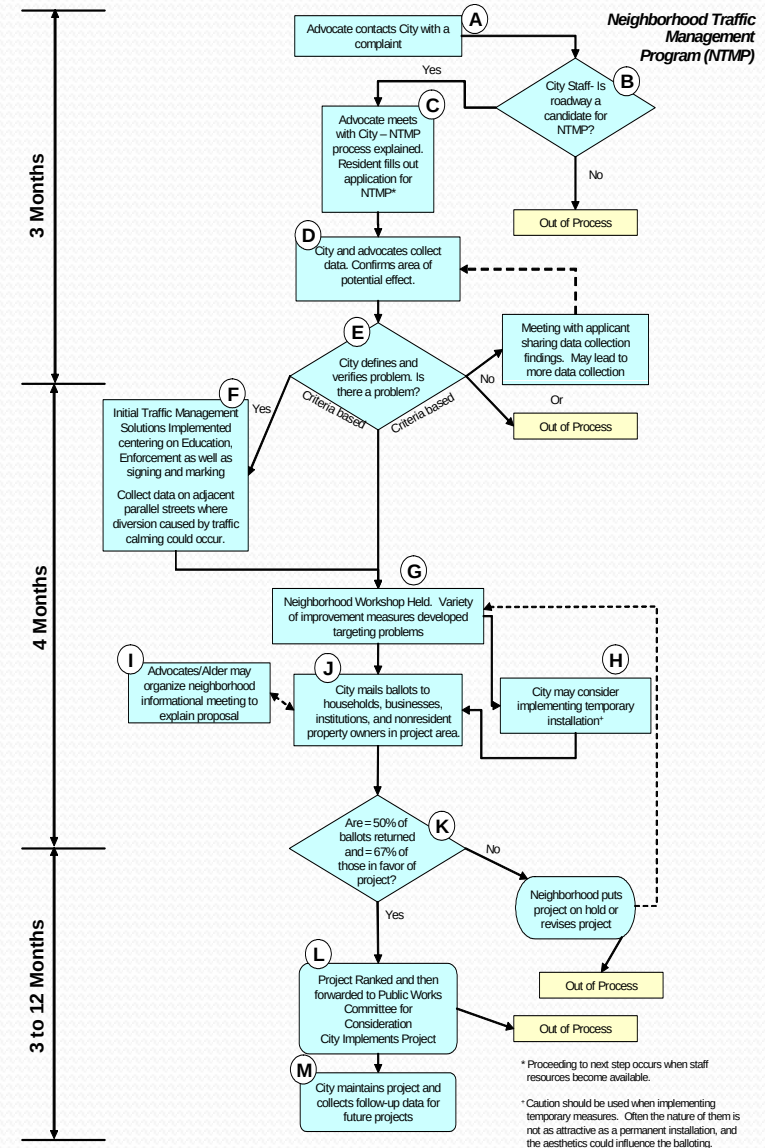
Additional considerations will be made for traffic calming measures proposed for streets with:

- Madison Metro bus route
- Emergency vehicle primary route
- Roadway grade in excess of 6%
- Sharp horizontal curves
- Drainage issues

# City of Middleton – NTMP

## Program Overview

- The goal is to modify driver behaviors through education, enforcement and engineering measures.
- Community involvement is essential to the success of the neighborhood traffic management program.





# City of Middleton – NTMP

## Initial Measures

- It is generally desirable to address traffic problems with the least restrictive measures possible, and to implement geometric solutions only after other measures have proven ineffective.
- The City will usually implement low cost, less disruptive measures before proceeding to traffic calming measures. Initial measures fall into three basic categories:
  - Education
  - Enforcement
  - Engineering

# City of Middleton – NTMP

## Initial Measures – Education

Drivers within the neighborhood can be encouraged to modify their behavior through various means, including:

- Radar speed trailer
  - Set by the police department
- Speed watch program
  - Staffed by neighborhood volunteers using police radar unit
  - Warning letters mailed from police to vehicle owners, asking them to reduce their speed
- Brochures / pamphlets describing the problems, including suggestions for residents in addressing the problems



**Speed Trailer**

# City of Middleton – NTMP

## Initial Measures – Enforcement

- As police resources are available, patrol and enforcement activities can address a variety of traffic concerns.
- Enforcement is generally most effective when citations are issued, rather than warnings.
- Past enforcement actions have revealed that many speeders are neighborhood residents.



**Police  
Enforcement**

# City of Middleton – NTMP

## Initial Measures – Engineering

The City may install signing or pavement markings to address traffic concerns. Measures may include:

- Pavement markings to reduce the apparent width of driving lanes
- Enhanced pedestrian crossing treatments
- Warning signs
- Speed limit signs

The City may also try to remove certain visual obstructions such as vegetation or parked vehicles.



**Lane Line Markings**





# City of Middleton – NTMP

## Traffic Calming Measures

- Traffic calming measures are physical devices designed and installed to change driver behavior.
- Traffic calming measures are intended to be self-enforcing.
- Benefits of Traffic Calming:
  - Increase safety
  - Decrease 85<sup>th</sup> percentile and excessive vehicle speeds
  - Decrease cut-through traffic volume
  - Balance needs of various road users (motor vehicle drivers, bicyclists, and pedestrians)

# City of Middleton – NTMP

## Traffic Calming – Speed Humps

Description – Raised area of pavement, approx. 3" high and 12' to 14' long.

### Advantages

- Slows traffic
- May divert traffic to nearby, parallel arterial

### Disadvantages

- Emergency response delay of 1 to 9 seconds
- May divert traffic to nearby local streets
- Deceleration / acceleration noise

Expected Speed Reduction – 2 to 5 mph

Estimated Cost - \$4,000



**Speed Humps**

# City of Middleton – NTMP

## Traffic Calming – Raised Crosswalk

Description – Raised area of pavement, approx. 3" high and 22' long.

### Advantages

- Slows traffic
- Heighten driver awareness of crosswalk
- May divert traffic to nearby, parallel arterial

### Disadvantages

- Emergency response delay of 1 to 8 seconds
- Deceleration / acceleration noise

Expected Speed Reduction – 2 mph

Estimated Cost - \$5,000



**Raised  
Crosswalk**

# City of Middleton – NTMP

## Traffic Calming – Median

Description – Island to separate opposing traffic and provide pedestrian refuge.

### Advantages

- Slows traffic by narrowing lanes
- Heighten driver awareness of crosswalk
- Prevents inappropriate passing

### Disadvantages

- May reduce on-street parking
- May conflict with bicycle lanes

Expected Speed Reduction – 2 to 5 mph

Estimated Cost - \$6,000



**Median**

# City of Middleton – NTMP

## Traffic Calming – Narrowing

Description – Chokers, curb extensions, curb bulb-outs.

### Advantages

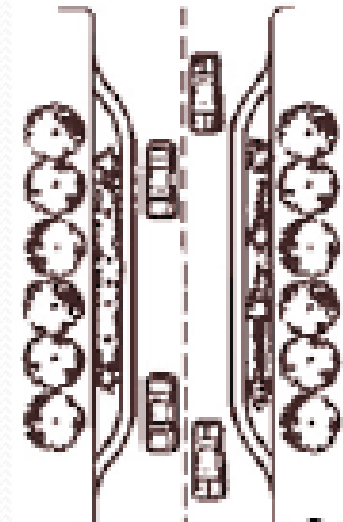
- Shorten pedestrian crossing distance
- Increase sight distance

### Disadvantages

- Problems with drainage / snow removal
- May reduce on-street parking
- Conflict with bike lanes

Expected Speed Reduction – 2 to 5 mph

Estimated Cost - \$8,000



**Choker**

# City of Middleton – NTMP

## Traffic Calming – Traffic Circle

Description – Intersection island.

### Advantages

- Slows traffic
- Heighten driver awareness of intersection
- Opportunity for landscaping

### Disadvantages

- Emergency response delay of 1 to 9 seconds
- May reduce on-street parking

Expected Speed Reduction – 5 to 8 mph

Estimated Cost - \$10,000



**Traffic Circle**

# City of Middleton – NTMP

## More Information

- The Neighborhood Traffic Management Program is a section of the City's overall traffic plan
- The full NTMP is available on the City of Middleton web site:  
[www.ci.middleton.wi.us](http://www.ci.middleton.wi.us)
  - Navigate to Public Works, then Engineering and click on "Traffic Management Plan"
- Interested neighborhood groups should become familiar with the content of the full plan