



# Cambridge Woods Neighborhood Association

## Cambridge Woods Summary of Traffic Calming Walking Audit November 10, 2003

**Purpose:** Assemble a workgroup to share first hand observations of Traffic Calming Devices in the neighborhood to address resident concerns raised from recent accident at the Hartford-Bartlett traffic circle. Focus was on traffic and pedestrian safety and aesthetic improvements.

There should be an understanding that Neighborhood Traffic Calming works best when done comprehensively and uses a variety of traffic calming tools. There should also be recognition that tools have been and will continue to be implemented on a cost efficient timeline. There exist a variety of calming tools, but additional enhancements should be considered. Since the implementation of the circles, the university continues to expand and the neighborhood continues to feel an influx of cut-through traffic.

**Participants:** City Engineer Department, Alderman's Office, CWNA President and Board Member, various residents that passed by and UWM employee who parks in the neighborhood.

Information from the following sources was shared:

1. [www.pedbikeimages.org](http://www.pedbikeimages.org)
2. [www.lesstraffic.com](http://www.lesstraffic.com)
3. Generalized Assessment of Selected Traffic Calming Measures from Town of San Anselmo Traffic Calming Guidebook at [www.townofsananselmo.org](http://www.townofsananselmo.org)
4. Traffic Circle Signing from City of Madison
5. Additional source not distributed is [www.trafficalming.org](http://www.trafficalming.org)

### General Observations:

- North-South crosswalk on western portion of Oakland-Kenwood intersection was never marked after the Kenwood Boulevard reconstruction. There currently doesn't exist a psychological marking that vehicular traffic is entering a neighborhood. This could be accomplished through raised or ornate crosswalk, public art, creative bus stop, or signage. In addition, there is a posted speed limit sign of 25mph as you enter the neighborhood and approach the traffic circle affirming it is an appropriate speed. No parking to alley signs are posted approximately 3 feet from alley apron, given the proximity, are they necessary?
  - **Moderate Solution Strategy-** Stripe western portion crosswalk at Kenwood and Oakland. Remove speed limit sign(s) posted before circles.
  - **Maximum Solution Strategy-** Plan for raised or decorative crosswalk, artistic bus shelter/stop (i.e. Chattanooga brick couch), or neighborhood signage. Traffic analysis to determine if a lower neighborhood speed is needed.
- Mid block speeds increase in the 3000 block of Bartlett and have experienced diverted traffic since circle was put in on northern portion of block. Mid block speeds can occur with stop signs, but a

Speed Display Unit should be used in Spring to raise awareness and speeds should be addressed in the future.

- **Moderate Solution Strategy-** Conduct speed observations using Speed Display Unit and/or install stop signs until circles are implemented at Bartlett and Linnwood.  
**Maximum Solution Strategy-** Evaluate and plan for future mid-block traffic calming element (i.e. Choker) for 3000 block of Bartlett.
- Vehicles parked too close to corner impact corner areas immediately adjacent to intersections. While this may serve as a calming device to navigate around circles, it impacts visibility to the intersection and impedes pedestrian crossing. This has also resulted in damage to parked vehicles. Circles have shown signs of vehicle impacts and minimal planting. National examples suggest a minimum of 30 feet curbside clearance. Legal parking requirement to sidewalk access is 15 feet and is currently not enforced. This is true throughout the UWM Commuter Impacted Area.
  - **Moderate Solution Strategy-** Request enforcement of vehicles parked less than 15 feet of the sidewalk. Stripe parking regulation distance at corners to encourage self enforcement (i.e. Riverside Automotive).  
**Maximum Solution Strategy-** Install no parking to corner signs 15-30 feet from corner.
- There are a variety of opinions on signage, street marking, and navigation procedure in and around the circles.
  - **Moderate Solution Strategy** – Review national examples for signing and marking circles. Mark circle base in yellow and/or use pavement reflectors on top and bottom of circle base.  
**Maximum Solution Strategy-** In addition to moderate solution strategy, add circle identifier and/or directional sign at the circle. Other measures would include marked diverter lines, striped stop lines and/or stop signs, or striped crosswalks.

#### **Kenwood – Bartlett Circle**

- The dual curb cuts on sidewalk corner are a pedestrian plus.
- Lack of soil and no plantings, only small tree sapling remains from a knocked down tree.
- Caution post signs are at different heights. **Note:** Since the walking audit, south caution post has been hit and knocked down from western approach by a vehicle with large treads. It is possible that the vehicle had no alternative but to go over the circle because parked vehicles were too close to the corner.
- No reflective pavement markers exist. Existing pavers on top of circle are pleasing, but are darker at night.
  - **Moderate Solution Strategy-** Provide additional soil and identify colorful native plantings and tree. Put existing posts at equal lower height.  
**Maximum Solution Strategy-** See previously mentioned strategies under General Observations.

#### **Hampshire – Bartlett Circle**

- Low profile, visibility
- No plantings or pavement markings
- Temporary post left behind
- Existing serpentine road from Newhall to Cambridge along Hampshire provides a good traffic-calming tool
  - **Moderate Solution Strategy-** Provide additional soil and identify colorful native plantings and tree. Remove temporary post.  
**Maximum Solution Strategy-** See previously mentioned strategies under General Observations.

#### **Hartford - Bartlett Circle**

- Higher profile curb showing signs from vehicle impacts
- Missing reflective pavement markings

- Plantings exist, but tree is missing if there was one there previously.
  - **Moderate Solution Strategy-** Replace reflective markings.
  - **Maximum Solution Strategy-** See previously mentioned strategies under General Observations.

**Hartford – Newhall Circle**

- Colorful shrubs a plus
  - **Moderate Solution Strategy-** See previously mentioned strategies under General Observations.
  - **Maximum Solution Strategy-** See previously mentioned strategies under General Observations.

**Cambridge Ave.**

- Existing Chicane at Newton is effective
- Bulb-out exists at Kenwood provides good pedestrian and parked vehicle buffer
- Guardrails have good reflective markings but are susceptible to plant growth, especially at both Linnwood and Kenwood.
- Circles at T- Intersections (Kenwood) are not advisable by national examples. In practice it works okay north to south and south to east, but not west to south.
- Speeds remain high Locust to Kenwood and Kenwood to Hartford.
  - **Moderate Solution Strategy-** Keep as is and maintain plant growth around guardrails.
  - **Maximum Solution Strategy-** Plan for and implement Chicanes at each T-Intersection. Remove and/or retro-fit circle at Kenwood.

**Additional Overall Maximum Solutions-**

- ❖ Develop a complete and comprehensive Neighborhood Traffic Calming Plan to address current and future traffic impacts and solutions. **Note:** Observations were not made to areas on north and south ends of the neighborhood.
- ❖ Apply for a Transportation Enhancement (TE) Grant under the Wisconsin Department of Transportation State Multi-modal Improvement Program (SMIP) for multimodal improvements to the neighborhood in 2004 grant cycle. **Note:** competitive and statewide program.
- ❖ Partner with UWM on design elements to create gateways or circle ‘sculptures.’
- ❖ Continue a marked bike lane down Kenwood to Cambridge and link it to Locust Street bike lane.
- ❖ Encourage County to install additional bike access at Kenwood or Hampshire to Oak Leaf Trail.

Cordially Submitted by,

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