Neighborhood Traffic Management Program (NTMP)

The NTMP provides a mechanism for City of Madison Alderpersons, neighborhood groups, and representatives to work with City staff to make decisions about traffic management in their neighborhoods.

The NTMP was developed in response to community concerns about neighborhood traffic such as:

- Speeding
- Excessive traffic on local streets
- Drivers courtesy
- Traffic safety around schools, such school zone speeding, and parent drop-off/pick up

Who is eligible to participate in the NTM program?

Neighborhood associations and groups, Alderpersons representing a neighborhood, and neighborhood businesses.

Are individuals eligible to participate in the NTM program?

Individuals are encouraged to work with their neighborhood association or form a group of residents in their area of concern.

Traffic Management Techniques

1. **Passive Traffic Control Devices**
   - Stop Sign
   - Speed Limit Sign
   - School Sign
   - Yield Sign
   - Crosswalk

   Limitations of traffic signs

   1. Traffic signs rely on driver cooperation and adherence to laws related to the signs
   2. Police enforcement is typically needed to ensure effectiveness of signs

2. **Active Traffic Control Devices**
   - Pedestrian or Refuge Island
   - Speed Humps
   - Traffic Circles
   - Full or partial road closures, such as diverters, semi diverters or cul-de-sacs
   - Chicanes

   Advantages of active traffic management techniques (aka Traffic Calming Devices)?

   1. Police enforcement generally not required
   2. Removal of excess pavement width
   3. Eliminates straight appearance of roadway

4. Shifts the vehicles' path, causing the driver to devote more attention to driving
5. Can visually enhance the street with added greenery

Traffic Calming Devices

Traffic calming is the combination of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for pedestrians, bikes, or other non-motorized street users.

1. Pedestrian Refuge Islands

Horizontal speed control devices constructed on the centerline of a roadway. They may be raised, or painted, landscaped or concrete.

Benefits:

- Reduce width of road
- Provide refuge for pedestrians
- Separate vehicle lanes
- Reduce vehicle speeds
- May visually enhance street with landscaping

Parking restrictions required for Traffic Islands:

In most cases, traffic islands will require prohibited parking at all times along the street curb where the island is located, plus about 40 feet.

2. Speed Humps

Rounded, raised area of pavement, placed at midblock to control vehicle speed. Speed humps are often placed in a series. There are typically 3-3.5 inches in height.

Speed Humps are generally installed on streets where:

- Speed limit is 25 mph or less
- There are fewer than 3000 vehicles per day
- There are two travel lanes
- That are less than or equal to 32 feet

Observed Speed Hump Impacts

Speeds between humps reduced an average of 20-25% and traffic volume is reduced an average of 18%, depending on alternative routes available.

3. Traffic Circles

Circles of varying diameter formed by curbs. The curbs are partially or wholly mountable to enable large vehicles to turn around the circle. Traffic circles slow down traffic by forcing drivers to slow down to maneuver around them.

Is it legal to go left around a traffic circle?

If there are no prohibiting signs, then both left and right turns are permissible*. If a sign is posted restricting left turns, only right turns around the traffic circle are allowed.

*See http://www.cityofmadison.com/trafficEngineering/documents/legalleftturn07212004.pdf for more information

Observed Traffic Circle Impacts

Midblock speeds reduced 10%, collisions at intersections reduced an average of 70%, overall collisions reduced 28%.

Characteristics of a successful NTMP project

Continuous involvement of the neighborhood residents

Emergency services must not be seriously impaired

Attractive devices and landscaping

Minimal traffic diversion to other streets

If you have questions, please call City of Madison's Traffic Engineering Office at 608-266-4761