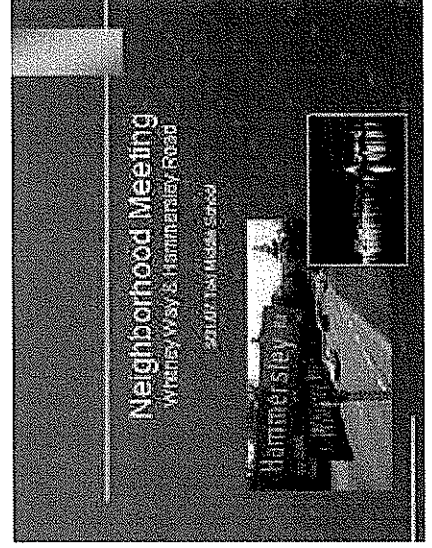
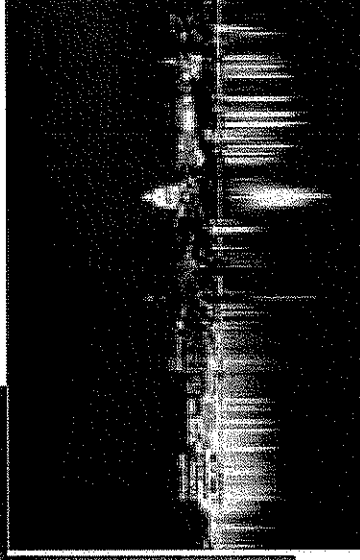
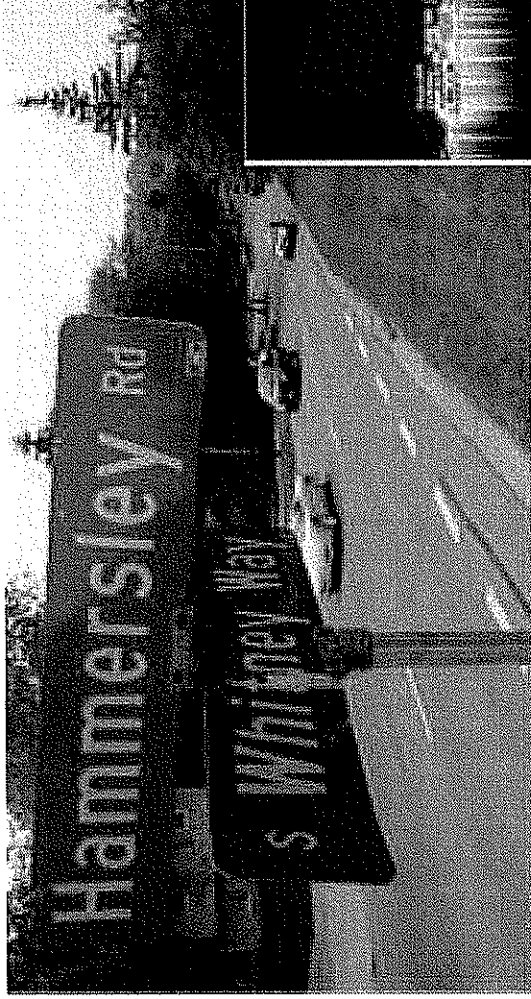


# Additional Options for Whitney Way & Hammersley Road Internet Presentation

Follow up to presentation on May 31, 2007 at Toki Middle School

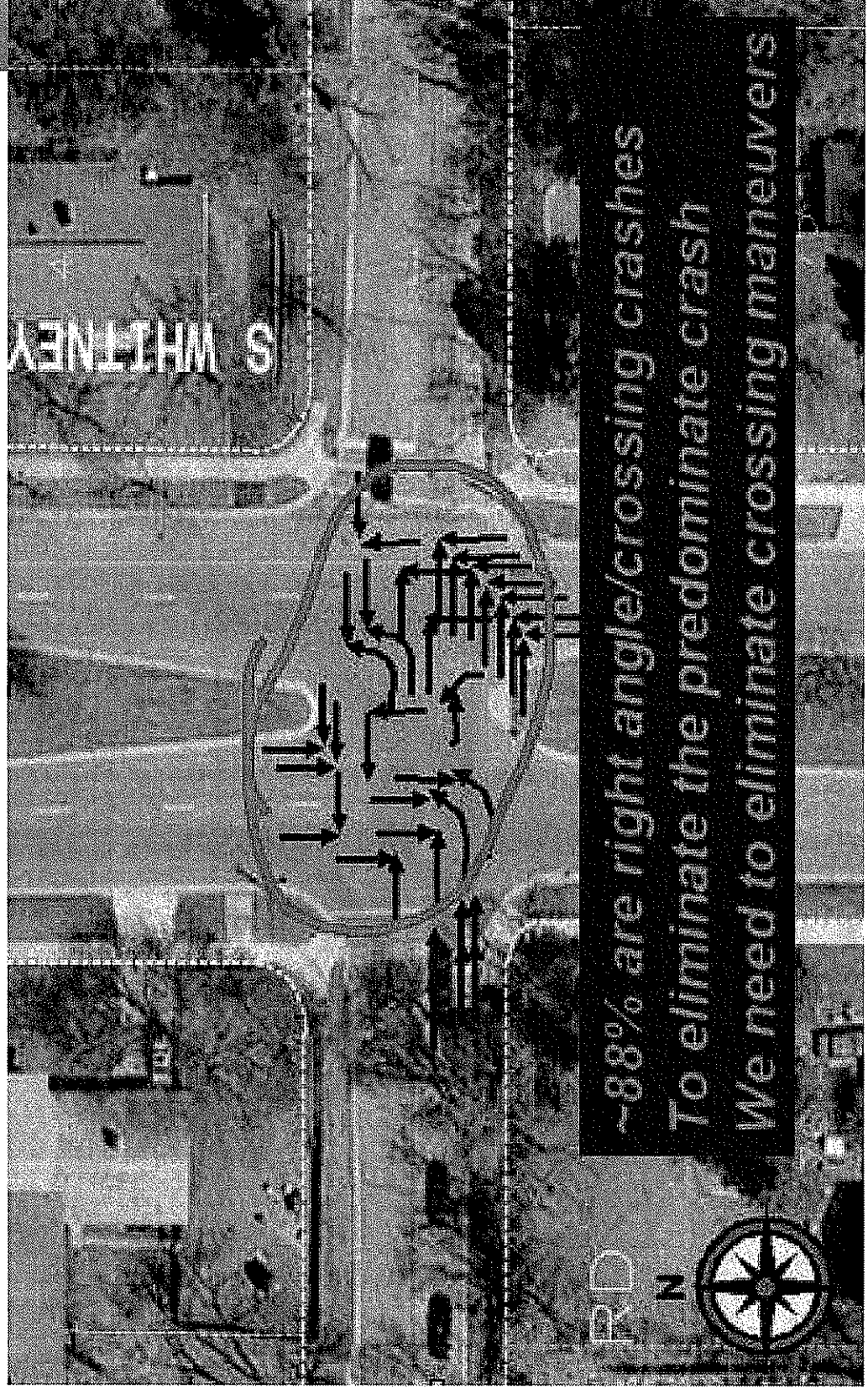


Initial presentation, May 31, 2007 - Toki Middle School

[Click Here To View Initial Presentation \(5/31/07\)](#)

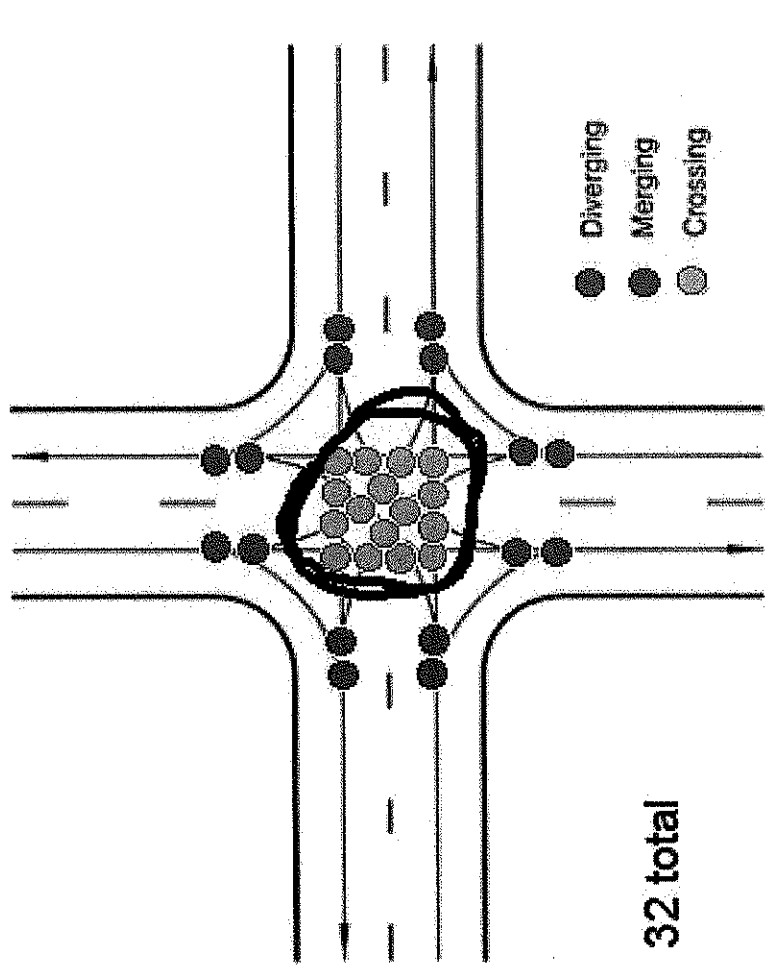
# Recall intersection crash patterns

WW & Hammersley



# Typical 4-leg intersection

## WW & Hammersley



1. Eight merge and eight diverge conflict points. Collisions associated with merging/diverging movements are rear-end and sideswipe collisions.
2. Sixteen crossing conflict points. Of these, 12 crossing movements are associated with left-turning vehicles. Collisions associated with this crossing movement occur when a vehicle attempting a left turn is struck by traffic passing through the intersection on another approach. The remaining four crossing movements involve through movements on two adjacent approaches. Angle collisions may occur as a result of this type of conflict.

...need to eliminate opportunities for people to get into trouble...

# Ideas reviewed at 5/31/07 Meeting:

Treatment:	By who:	Pros:	Cons:
Rumble Strips on WW	Citizen	Audible alert to driver	Noise impact to Nghd, no nexus between driver behavior and right angle crashes
Stop signs	Citizen	Assigns right-of-way	Rear end crash problem, poor compliance, starting and stopping on hill Noise, limited sight distance
"Trim/cut down" the hill	Citizen	Improves sight distance, reduce crashes	Costly, retaining walls, impacts outside of right-of-way
Traffic signal	Citizen	Assigns right-of-way	Rear end crash problem, costly, starting and stopping on hill problematic, limited sight distance
Close the east side of Hammersley	Citizen	Eliminates several points of conflict, some crash reduction	Isolates nghd, some circuitous travel
Enforcement	Citizen	Improved behavior	High levels necessary, cost

# Ideas reviewed at 5/31/07 Meeting:

Treatment:	By who:	Pros:	Cons:
Camera enforcement	Citizen	Improved behavior	Requires State modify statutes to permit camera enforcement
Lower SL to 25 mph	Citizen	Action	Poor compliance, unmet expectations, little if any crash reduction
Reduce lanes on WW	Citizen	Larger Median	Reduces capacity, potl to divert traffic to nearby Nghd Streets (Gilbert /Rae/ Brookwood/ Prairie, less gaps, doesn't address crash problem
Speed Bumps on WW	Citizen	Improved behavior	Inconsistent with speed hump policy, <u>significant</u> impact to Mad. Fire Dept.
Directional Median Closure 1 (DM1)	Citizen/ Staff	Eliminates several points of conflict, crash reduction	Reduces cross access on Hammersley Some circuitous travel, some diversion Madison Metro impacts
Warning Flashers for NB WW	Citizen/ Staff	Greater awareness of Hammersley & WW intersection from the South	Compliance may not be achieved, crashes may remain unchanged

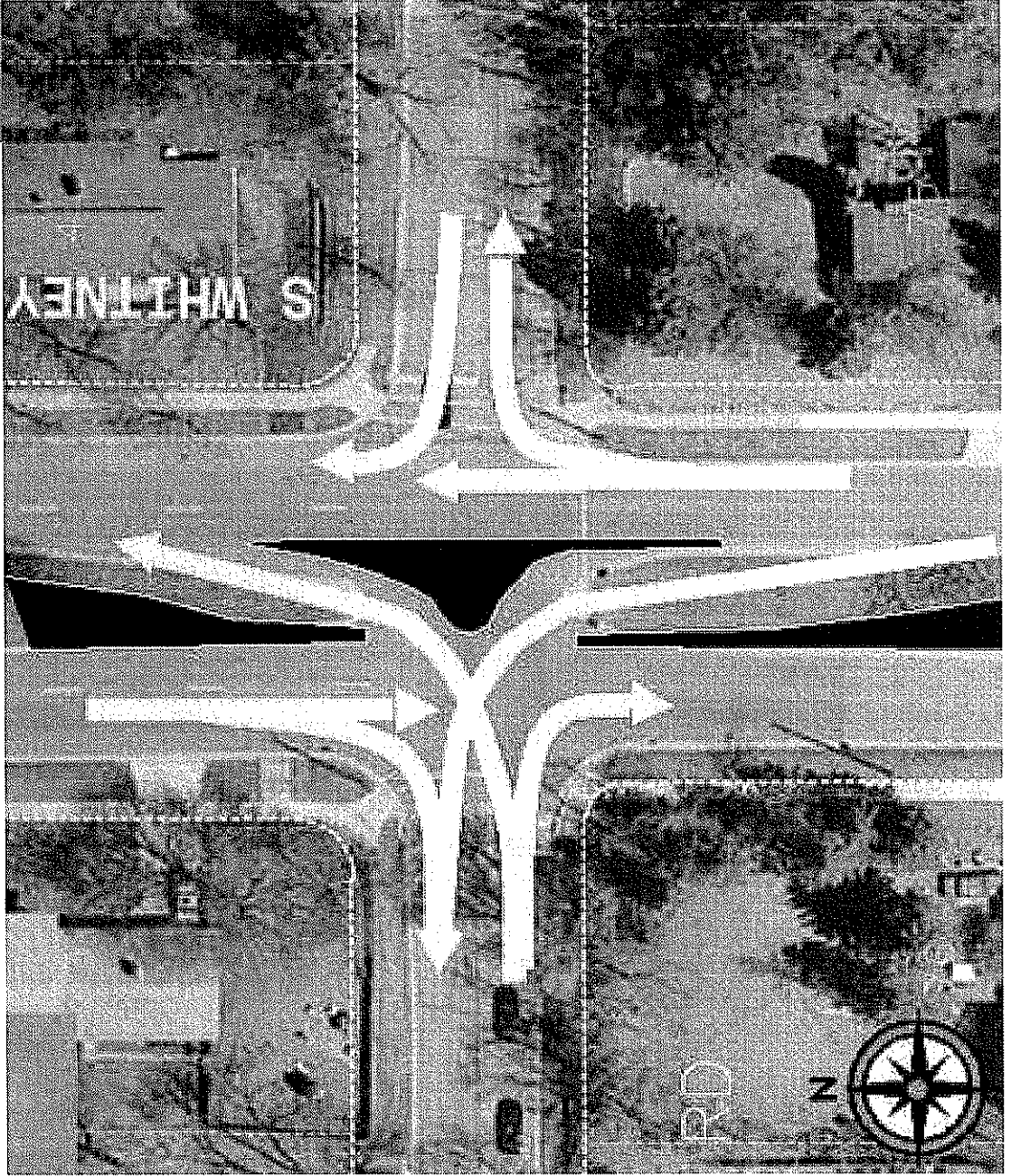
# What does Directional Median Closure 1 do?

---

- It restricts traffic movements which have been over-represented in the crashes at the intersection, results in improved safety.
  - While reducing some traffic movements at the intersection it continues to provide access to the larger area and accommodates the heavier EB left turn towards the Beltline Highway.
  - While it will divert some peak hour traffic the diverted volume is not excessive.
  - The Northbound to Westbound LT is expected to be made at a lower speed, this should reduce the incidents of vehicles leaving the roadway in the NW quadrant of the intersection.
-



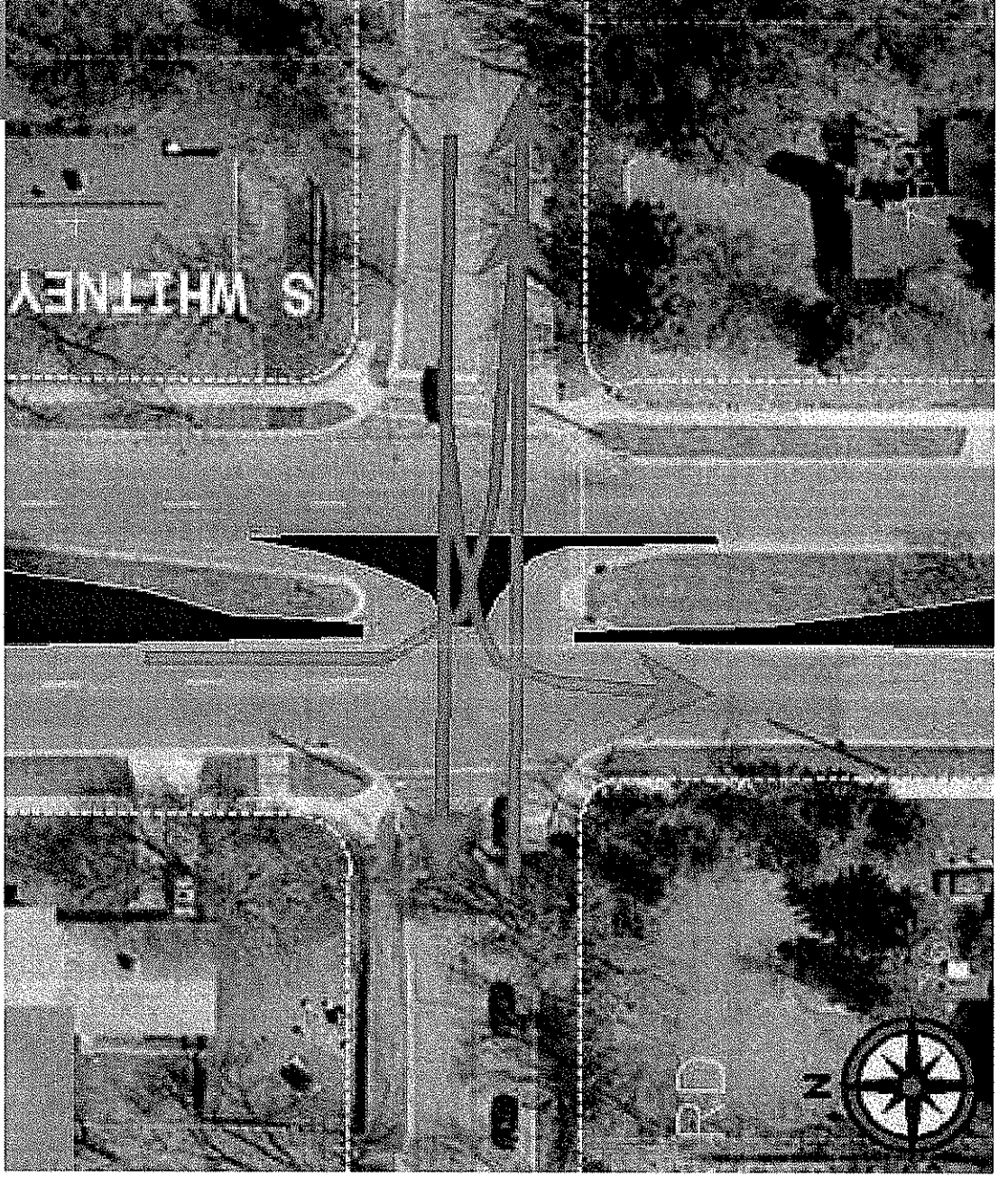
Directional median closure 1  
(DM1)



LEGEND

↑  
Permitted  
Movements

Directional median closure 1  
(DM1)



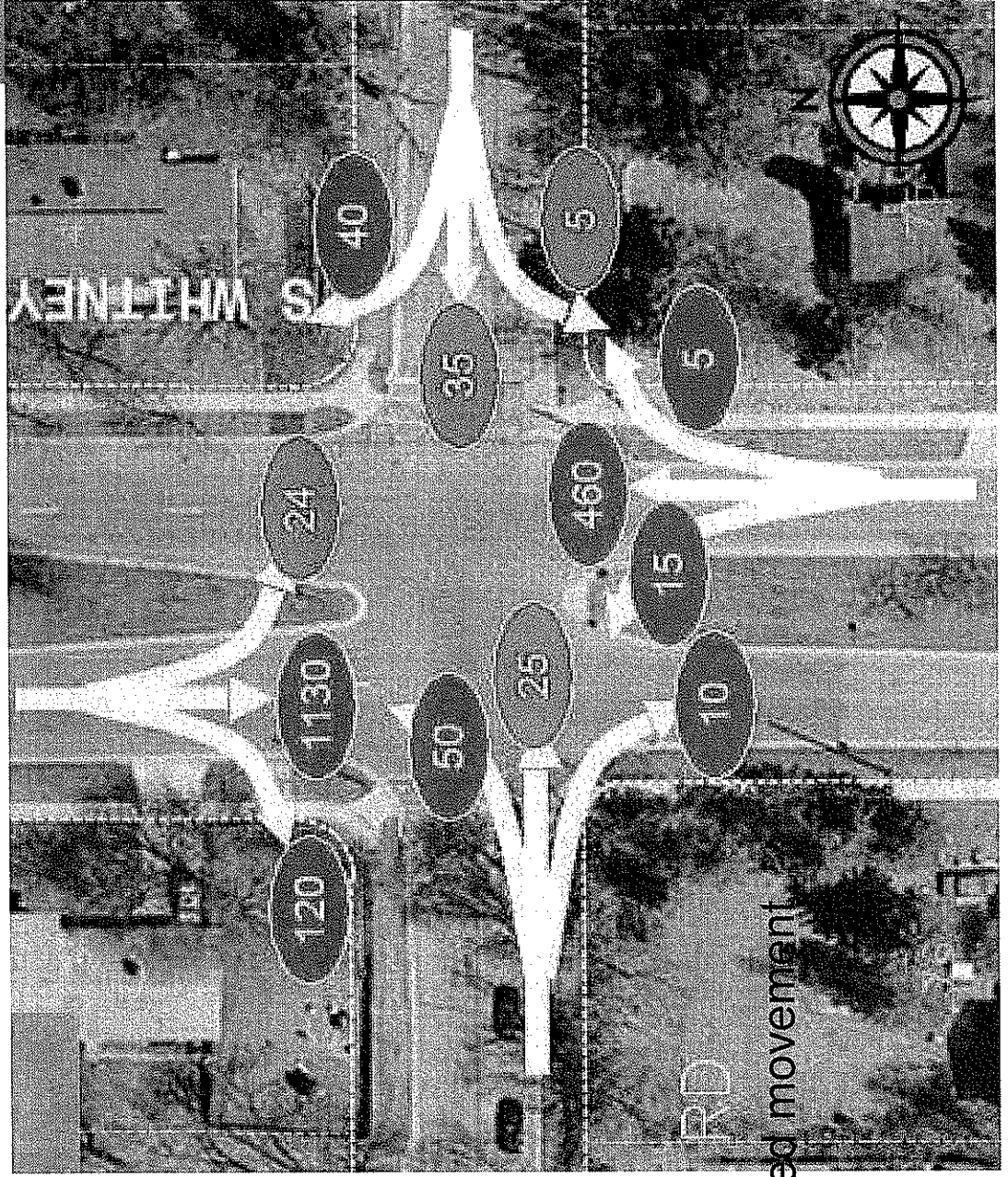
LEGEND  
Restricted movements





# Intersection Turning Movement Counts

5-6pm



## LEGEND

xx  
Eliminated movement  
For DM1

## Directional median closure 1 (DM1)

---

- Eliminates 19/26 crashes ~73%
  - Estimated cost of construction \$50,000
  - Active traffic control device that does not depend upon signs or enforcement to be effective
  - Diverts <100 vehicles in the pm peak hour
  - Also may address the NB LT problem leaving the roadway
-

Of the treatments discussed Directional median closure 1 was identified for further consideration at the meeting the City was also requested to identify further options.

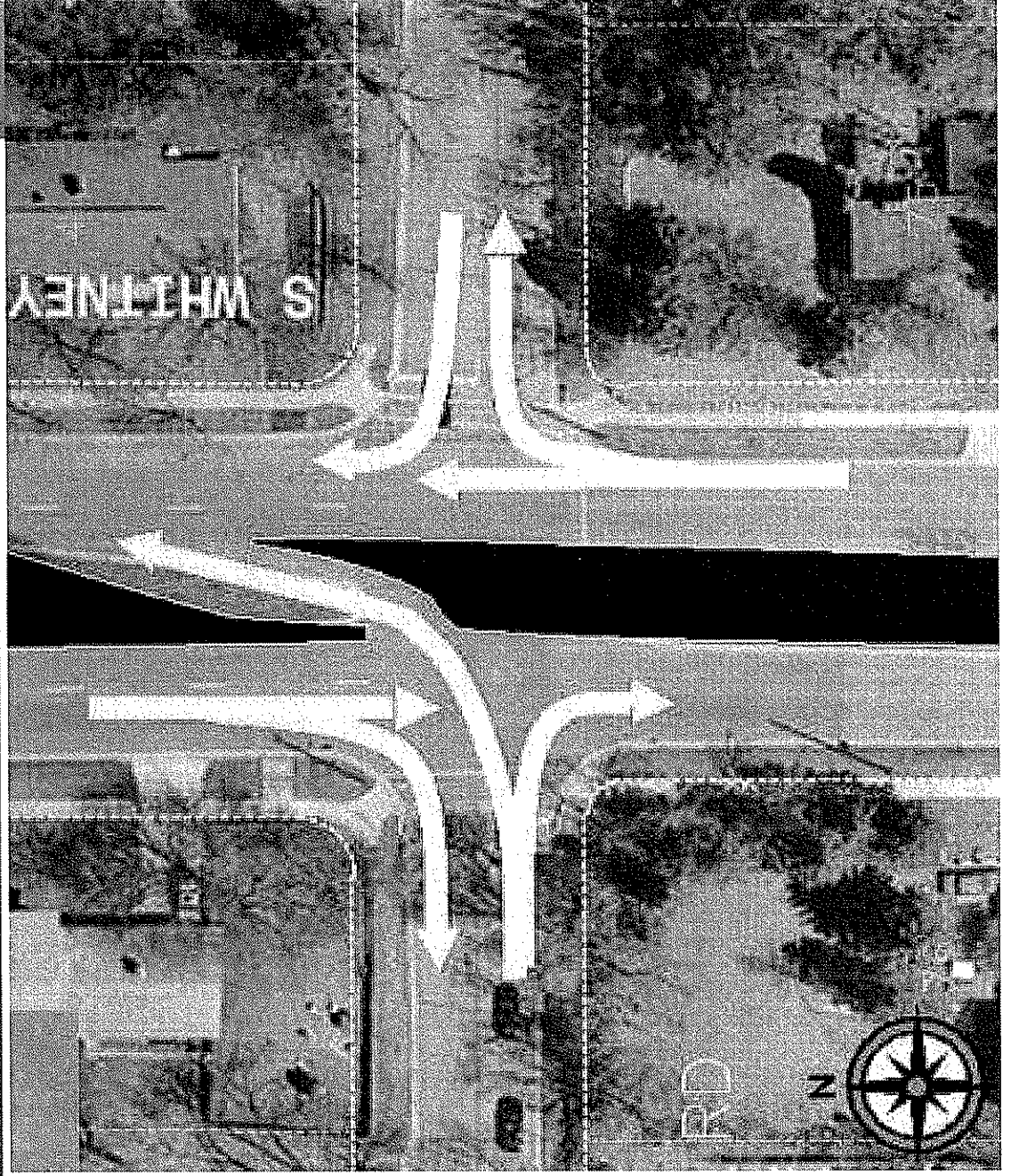
Treatment:	By who:	Pros:	Cons:
Directional Median Closure 1 (DMI)	Citizen/ Staff	Eliminates several points of conflict, crash reduction	Reduces cross access on Hammersley Some circuitous travel, some diversion Madison Metro impacts



# Additional Concepts Identified:

Treatment:	Pros:	Cons:	See Fig. No.
Directional Median Closure No. 2 (DM2)	Restricts movements associated with the intersection crashes while still permitting some Left turns	Reduces options in accessing area. Potential for more diversion than DMI	2
Directional Median Closure No. 3 (DM3)	Restricts movements associated with the intersection crashes while still permitting some Left turns	Reduces options in accessing area. Potential for diversion	3
Full Median Closure (FM)	Restricts movements associated with the intersection crashes	Reduces options in accessing area. Potential for most diversion	4

Figure 2  
Directional Median Closure 2 (DM2)



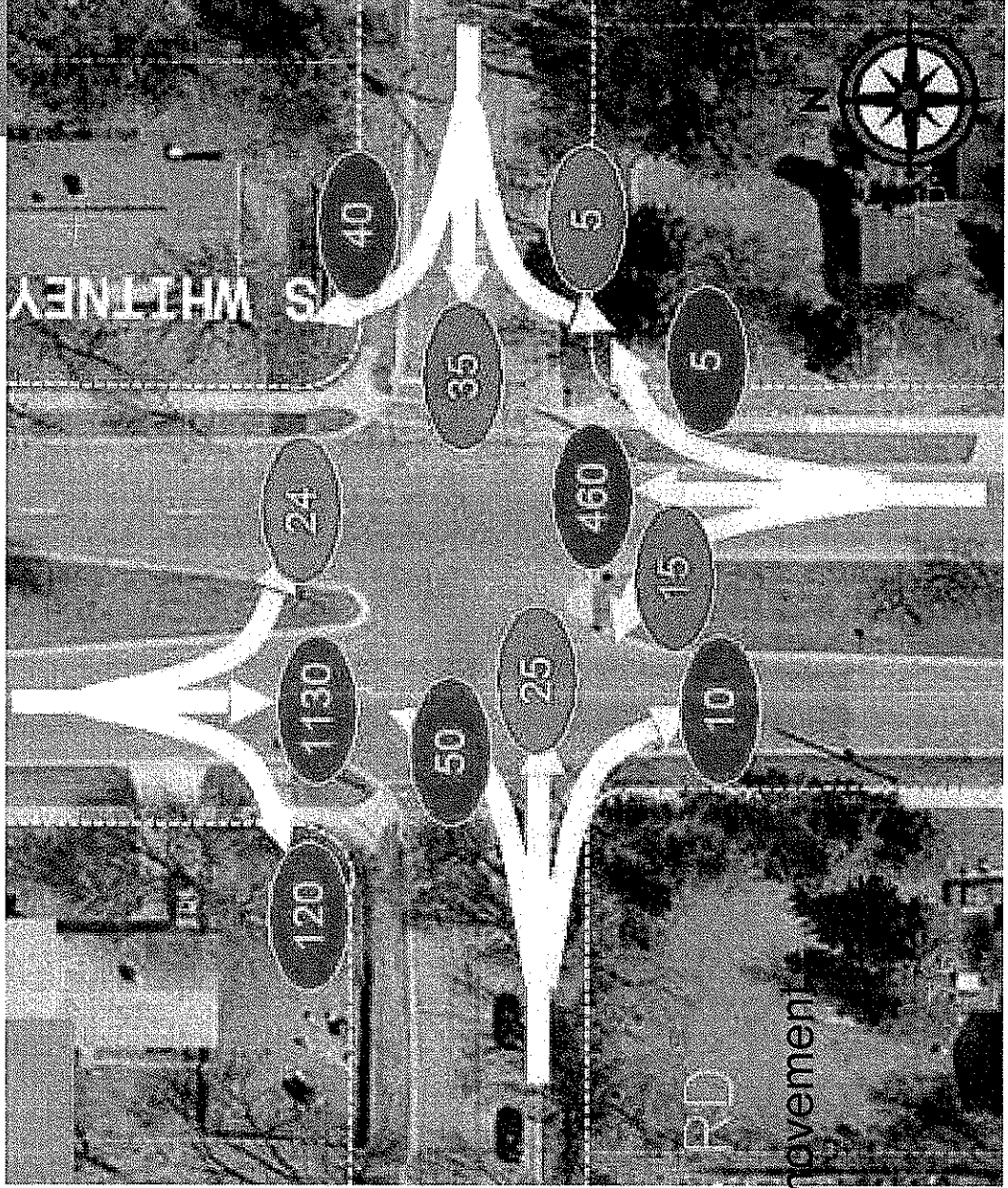
LEGEND

↑  
Permitted  
Movements

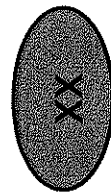


# Intersection Turning Movement Counts

5-6pm



## LEGEND



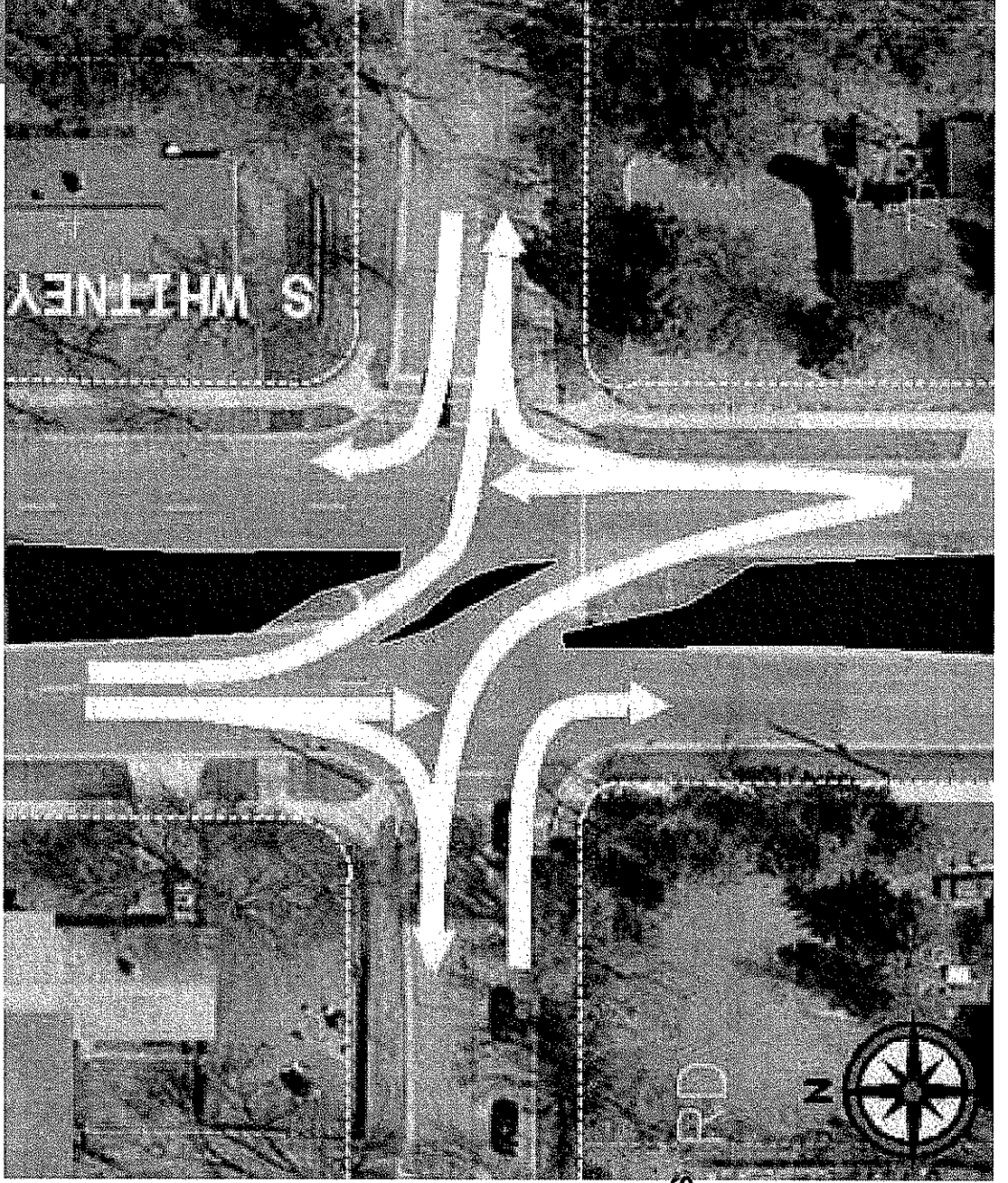
Eliminated movement  
For DM2

## Directional median closure 2 (DM2)

---

- Eliminates 20/26 crashes ~77%
  - Estimated cost of construction \$40k-50,000
  - Active traffic control device that does not depend upon signs or enforcement to be effective
  - Diverts >100 vehicles in the pm peak hour
  - Will address the NB LT problem leaving the roadway
-

Figure 3  
Directional Median Closure 3 (DM3)

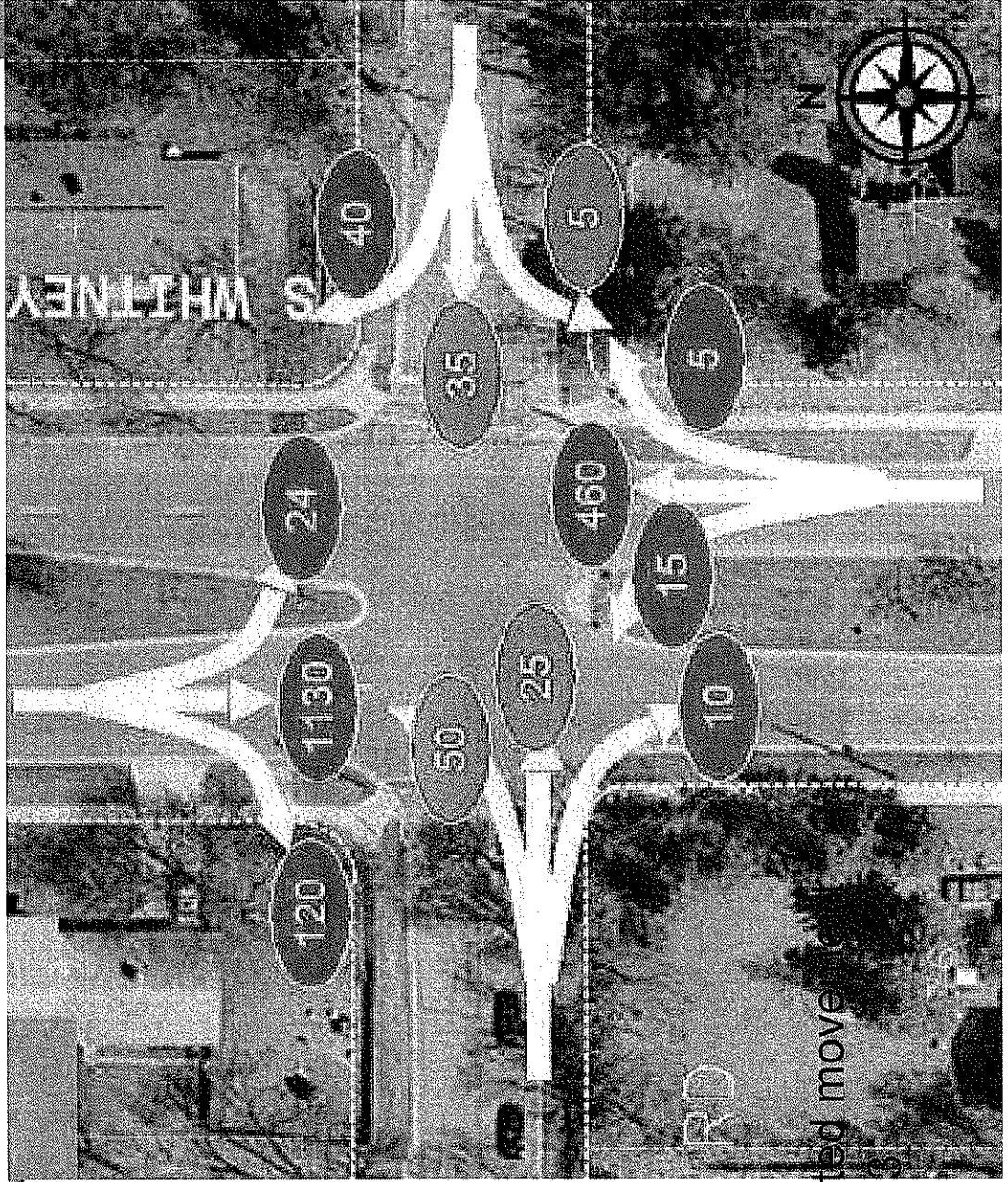


LEGEND

↑ Permitted Movements

# Intersection Turning Movement Counts

5-6pm



## LEGEND

xx  
Eliminated movement  
For DM



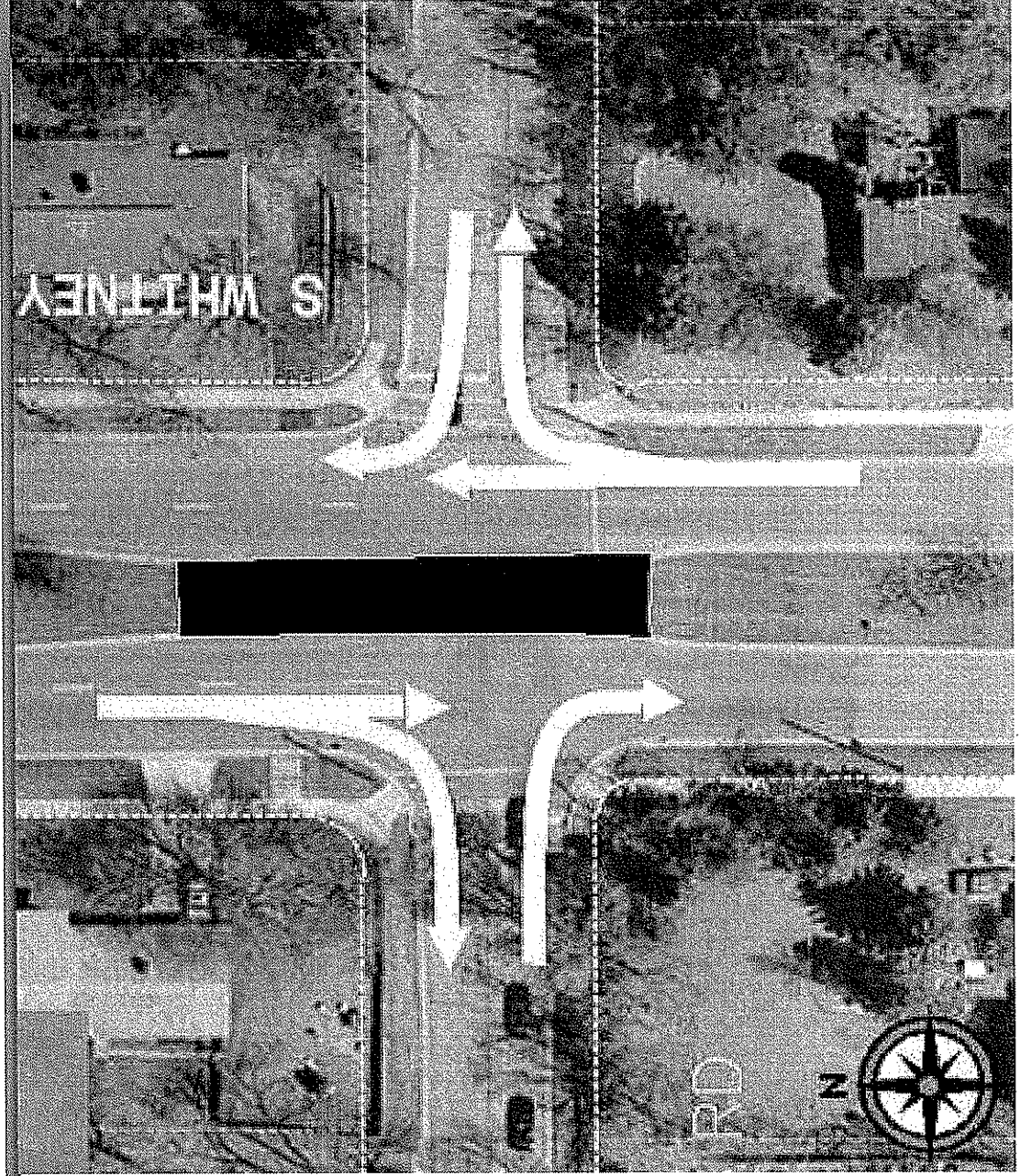
## Directional median closure 3 (DM3)

---

- Eliminates 19/26 crashes ~73%
  - Estimated cost of construction \$50,000
  - Active traffic control device that does not depend upon signs or enforcement to be effective
  - Diverts >100 vehicles in the pm peak hour
  - Also may address the NB LT problem leaving the roadway
-



Figure 4  
Full Median Closure (FM)

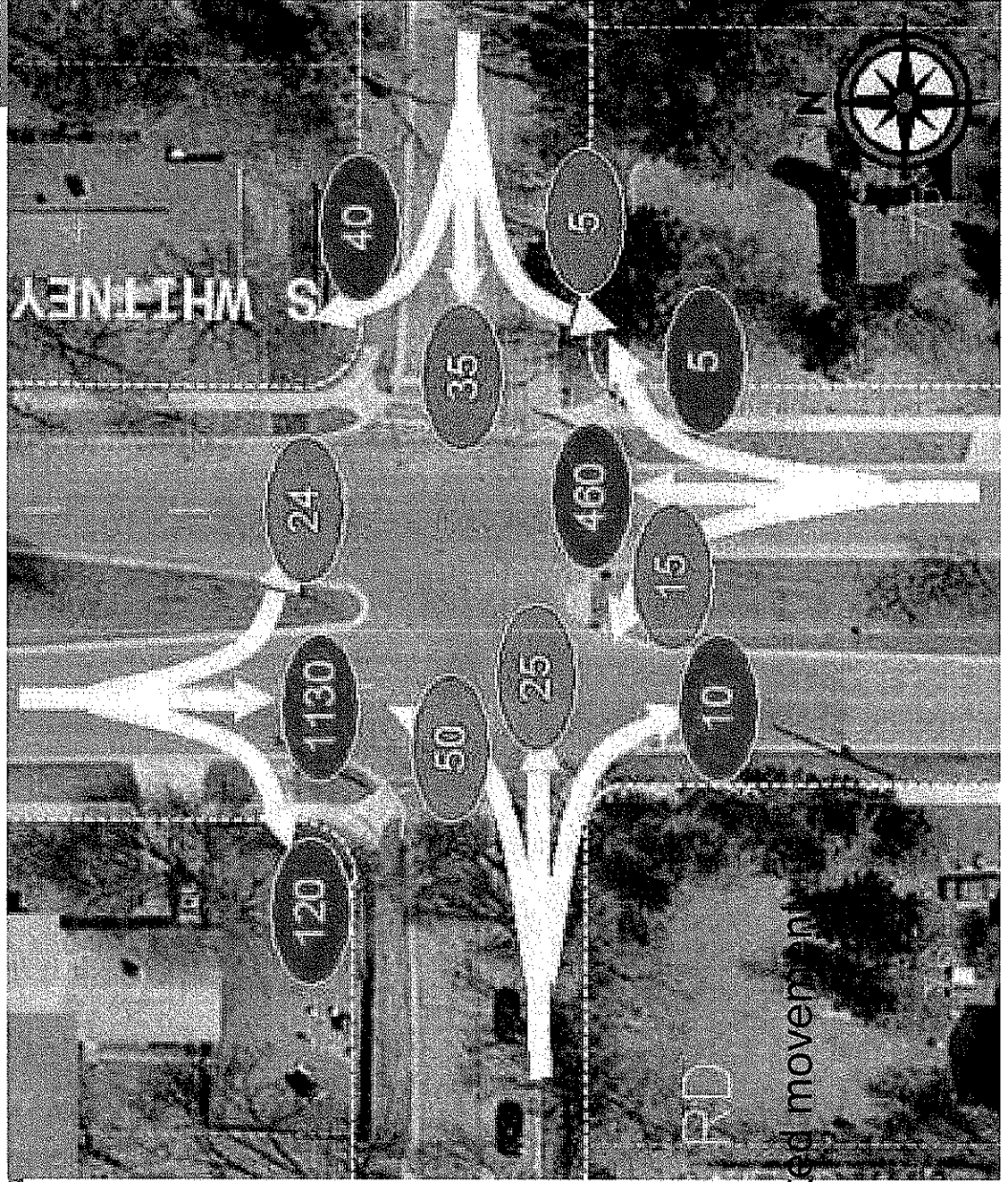


LEGEND

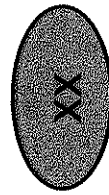
↑  
Permitted  
Movements

# Intersection Turning Movement Counts

5-6pm



## LEGEND

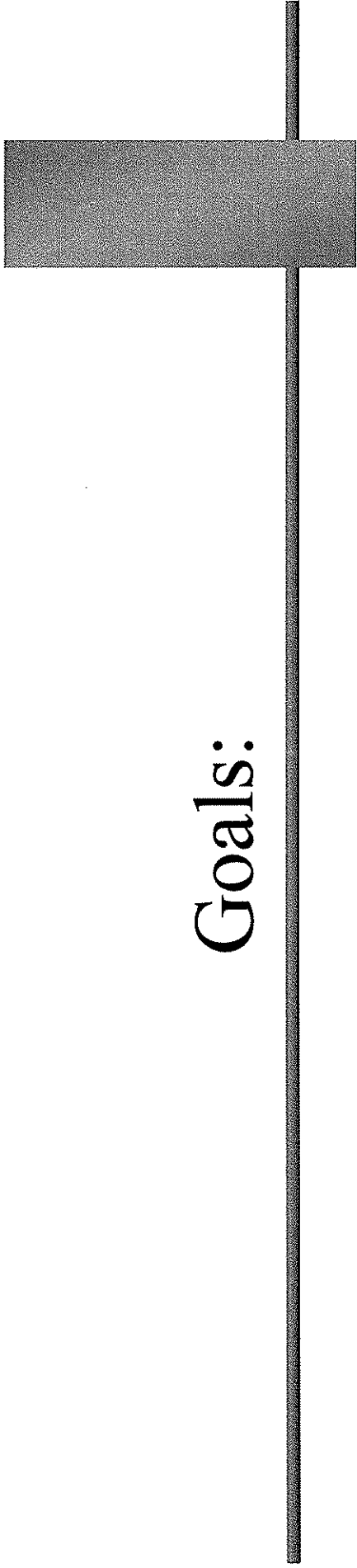


Eliminated movement  
For FM


## Full median closure (FM)

---

- Eliminates 22/26 crashes ~85%
  - Estimated cost of construction \$50,000
  - Active traffic control device that does not depend upon signs or enforcement to be effective
  - Diverts >150 vehicles in the pm peak hour
  - Will address the NB LT problem leaving the roadway
-



# Goals:

- Improve intersection safety by addressing traffic movements causing the most crash problems
  - Maintain as much access as possible while improving safety and minimizing diversion to other Neighborhood Streets
  - Minimize Cost
- 

# Summary:

Lowest diversion while still addressing a high number of crashes

Treatment:	Est. Diverted PM Peak Hr Traffic	Crash Reduction
Directional Median Closure No. 1 (DM1)	~90	19
Directional Median Closure No. 2 (DM2)	~105	20
Directional Median Closure No. 3 (DM3)	~115	19
Full Median Closure (FM)	~155	22



# More Data:

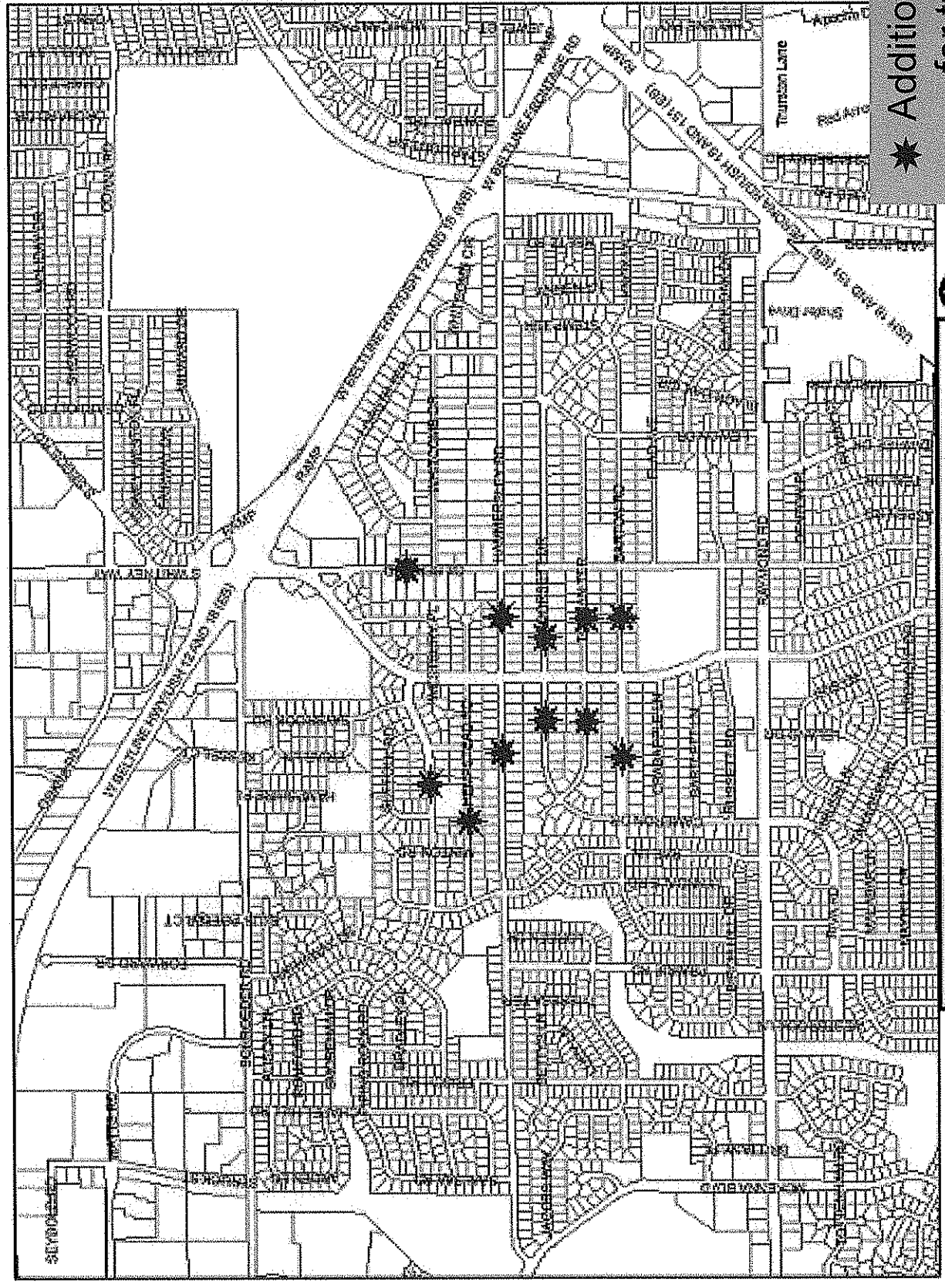
---

At the 5/31/07 meeting residents requested additional locations be studied for potential traffic diversion.

Additional traffic data sites have been identified and data will be collected Fall of '07 with Schools in session.

---

# Additional locations to study for impacts associated with potential traffic diversion



1 Mile Radius from Hammersley Rd @ Whitney Way Intersection

★ Additional points for traffic data collection.

# Recommendation:

---

Directional Median Closure 1 (DM1) addresses the majority crash problem while maintaining access to the Neighborhood and still permitting the heavier Eastbound left turn to the North Beltline Hwy area.

City Staff recommend proceeding with a Public Hearing at the City's Board of Public Works with the potential to proceed with a hazard elimination project in 2008. This hearing will be coordinated with Alders Pham-Remmele and Alder Sanborn and will be scheduled for Winter 08.

---

# Please Comment:

---

On the City webpage--where you began this online presentation—you will find an online comment form. Please take a moment to fill this out and let your Alder know if you have concerns and/or comments.

[Click Here To Go To The ONLINE COMMENT FORM](#)

---

