

## Responses Overview Closed

Responses

541



Average Time

30:27



Duration

27 Days



1. Name (optional)

284

Responses

2. Address (optional)

275

Responses

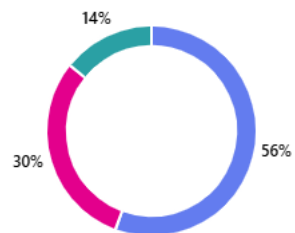
3. Email (optional)

219

Responses

4. Do you believe that the temporary traffic circles that have been installed are effective at achieving their goal?

● Yes	297
● No	161
● Undecided	76



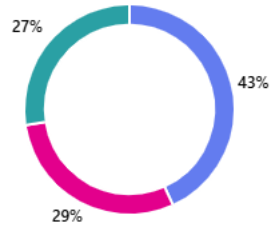
5. Do you have any comments on the design or location of the temporary traffic circles that have been installed?

376

Responses

6. Do you believe that temporary curb extensions that have been installed are effective at achieving their goal?

● Yes	229
● No	156
● Undecided	145



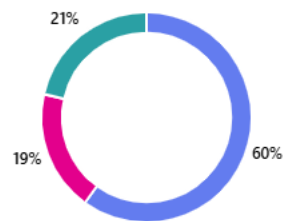
7. Do you have any comments on the design or location of the temporary curb extensions that have been installed?

292

Responses

8. Do you believe that the temporary speed table that has been installed is effective at achieving its goal?

● Yes	319
● No	99
● Undecided	114



9. Do you have any comments on the design or location of the temporary speed table that has been installed?

305

Responses

10. Do you believe the Village should pursue additional temporary or permanent traffic calming or pedestrian visibility measures?



11. Do you have a preference for what types of measures you would like to see?

362  
Responses

12. Do you have any locations or types of devices in mind that you think the Village should consider for future temporary or permanent projects? If so, please provide your suggestions.

298  
Responses



KEEP  
➔  
RIGHT

KEEP  
➔  
RIGHT



**Do you have any comments on the design or location of the temporary traffic circles that have been installed?**

Yes. I have five suggestions or comments. (1) Traffic volumes at these intersections are relative the same east-west, and north-south (unlike at Maryland & Linnwood, where the traffic is much higher on Maryland). In such a situation, it seems confusing and redundant to leave the stop signs up at these intersections in Shorewood. (2) The signage in the circles (the "keep right signs") are not as good and clear as the signage in the intersection of Maryland and Linnwood (what might be called the "question mark/three-arrow sign"). (3) If these traffic circles are kept, there should be more "daylighting" added before one gets to the circle (eliminating some parking spaces), so as to enhance pedestrian visibility. (4) So as to blunt the aesthetic criticism that some have raised ("I don't like them because they are ugly"), the Village should have added at least some greenery or some art within the circles; if these become permanent, it is essential that the plans include something that beautifies these public spaces.

I have personally seen many people going East/West run the stop signs. I walk a lot and have personally witnessed this 4 times. My husband has witnessed also at other times. I think they need to be monitored.

Could use better signage for motorists turning left. Tell them they need to go around the circle.

I think these have helped slow down traffic, but I noticed that people are treating them like roundabouts rather than traffic circles. They are ignoring the stop signs and using the rules of roundabouts to determine right of way!

Once people get used to this roundabout, they don't slow down. People going east and west no longer stop at the stop sign. Many times people do not follow the arrows, but take a short cut by turning left on Beverly instead of going right around the roundabout.

My observations living one house away: people turning left tend to not follow the counter clockwise direction but instead take the clockwise shortcut; **\*\*more\*\*** people treat the stop sign as a yield or even ignore it totally; more sound of some people accelerating immediately out of the circle and go right back to speeding.

I have never felt that Murray and Beverly needed a calming circle. People just don't stop for the stop sign.

The size of our intersections really makes smooth traffic flow problematic.

Too narrow for larger vehicles

If they become permanent can they be more appealing to the eye.

Lake Bluff seems to be a more traveled street than Kensington. Also, the design is too wide and cumbersome. In comparison, check out the oblong one recently placed at Maryland Ave. & Linnwood in Milw., just south of UWM. That one slows traffic and makes turns and movements less exaggerated.

The circles are too large - they are fine if you are continuing straight (and they do cause a slow down) but to implement a left turn is extremely awkward and difficult. The one at Kensington is on a route we travel all the time to get to oakland/travel north. we have had to train ourselves to avoid this intersection but maybe that is the project's goal.

The photo grossly misrepresents the width of the lanes, through use of an ultrawide lens, and is arguably deceptive. I have seen one work truck (box-truck size) stop, back and start again to make a left (Murray & Beverly). Can Engine 83 make it through? I've seen other traffic just go left of the circle to make a left (Murray & Beverly). And even the temporary installation needs to be 4-way yield, as with pretty much every other roundabout in WI. Having one street "go" while expecting the other to stop invites a collision. These are a poor design, and confuse traffic obstruction with "calming".

like it

Useless, you just tilt the steering wheel 10 degrees and then back.

It's a little confusing for East -West traffic to have Stop signs. I agree that the traffic on Murray and Beverly is a problem, I live right there. I appreciate your work.

I see many people choosing to shortcut left instead of going around.

I think it is not necessary and a waste of taxpayer funds. The Village of Shorewood has MANY more important uses for taxes collected.

It seems the circle may need more height or maybe be a little larger. To be very effective.

I don't feel that they're needed, and the ones I have seen are not in areas that need "calming".

1) Are pedestrians crossing the street more at risk by a car curving to the right while crossing in that same intersection? 2) Many of our streets are narrow and clearing snow is difficult. Will these circles make it more difficult to cleanly plow?

I drove through these and wow does it make it feel so much safer. This is way better than a stop sign because you can keep moving or adjust if someone else is approaching. Really keeps speeds at a comfortable level.

I'm only familiar with the one at Murray and Kensington. I've lived on the 4400 block of Murray for over 30 years, and walked and/or driven through this intersection on an almost daily basis. I've never encountered any problems as a pedestrian or driver, and don't see a need for a traffic circle. There are areas with much higher traffic volume. In addition, the space is too small to accommodate a traffic circle. Cars are much too close to pedestrians, which feels dangerous to me when I cross that intersection.alking through the intersection when a car is present

Doesn't make sense on such small streets.

I think they could be more useful in places with heavier traffic.

I like that it's simple and effective. Could the radius be toyed with to get an even bigger effect?

It seems unnecessary. There is very little traffic here for most of the day. It's also a stop sign corner.

I do not think those intersections are that busy to require traffic circles. I also think the circle is too large and could be difficult to navigate in winter with snow on the ground. I am not in favor of them.

I believe they are slowing traffic, I just want you to be sure pedestrian safety is well addressed in places where there is no expectation for vehicles to stop in either direction but only to slow down.

I am in general doubtful of the need for the traffic in the context of Shorewood and that it has minimal effects on traffic safety. Regardless, in this specific case, the radius of the circle is too big, making the navigation around it cumbersome and probably even a bit dangerous for cars hitting the curb or even people standing at the street corner.

These are a major obstruction in the roadway for a problem that doesn't exist at a controlled intersection. Traffic circles create issues for emergency vehicles and DPW plow operations.

Keep them there

Murray and Beverly one looks oversized. It is also on the emergency vehicle route. I watched fire truck and rescue squad try to go around. Fire truck went to left (wrong side of road) Could be dangerous/ confusing to oncoming traffic

Actually, some visible Police enforcement. In shorewood, Stop Sign = Maybe slowdown.

Retaining stop signs going into a round about makes the traffic flow confusing. Love the round about, do not like the stop sign

I do think people are slowing down for the temporary traffic circle, but I think they seem more confused than cautious.
I walk here most mornings and most afternoons. It seems like a very odd spot to install this, as it has always seemed like one of the safer intersections. From what I have seen, there seems to be some confusion about if people are supposed to still abide by the stop signs, as it appears like a round-about which typically have yield but not stop signs.
If circles (wherever they may be) become "permanent," can they be made to look better/green? Can they be planetd? Small trees?
Our corner (Murray & Beverly) is very dangerous -- The traffic circle does slow down "some cars, some of the time" (which is good) - BUT, the traffic circle also creates chaos and driver-distraction at that corner now and I have seen quite a few near-misses between distracted drivers and pedestrians, bicyclists and other cars. The traffic circle creates a visual disturbance, so drivers cannot
The Murray-Beverly traffic circle creates driver distraction and visual obstruction - Pedestrians & bicyclistss & other cars are now much more at risk. I have seen many near-miss accidents because drivers are now focused on how to get around the circle -- Rather than looking for pedestrians, bicyclists and other cars. This traffic circle has made an already dangerous intersection MUCH more dangerous !
Murray/Kensington. Kensington is a short stretch & intersection is narrow. Circle is an obstruction rather than enhancement. I don't see the need for calming at this site.
I feel the intersection at Oakland and Glendale is more of a concern when trying to cross east/west. With parked cars and the specific elevation, you have to pull so far out into the road to see if it's safe and it makes it more dangerous. The traffic circle one block over is pretty pointless IMO. Traffic circles can be helpful and non disruptive if used properly but we seem to combine them with stop signs which makes things overly redundant, so I prefer not having them. If stop signs are to be used, just use stop signs without a traffic circle.
Traffic circles at controlled intersections are confusing. I've noticed drivers are more focused on navigating right of way than watching for pedestrians. This poses a threat to pedestrian safety
I have driven this route as an alternate to N Lake Drive. I think the circle is two large for the intersection. How will the snow plows navigate this in the winter?
The circles' diameters are a little too big. Could become a danger, especially in winter. Not sure why you put the one on Murray and Kensington.
The circle is too big for the space, making it extremely difficult for trucks to navigate. In addition, people park on both sides of Kensington, up to the intersection, which creates an added hazard.
I like the one on Murray. My one comment is that usually you see traffics circles without stop signs and the car in the circle has the right away. These temporary ones still have the stop signs so it makes them a bit confusing. But then they are kinda small intersections so I'm not sure taking out the stop sign would make sense. But I do like how they slow traffic especially on Kensington where there can be a lot of cars and pedestrians.
They are great! Would the stop signs be permanent or removed if the demo becomes permanent? I'd like to see them removed.
They should be a little smaller. It is difficult to fit my small SUV in the road space, I imagine this will become even more do if snow or ice is present. Also, I have observed many cars ignoring the signage and going left against the designated direction to make the shorter left turn.
I don't think the traffic circle is needed here. I saw a confused driver turn left in front of me and I had to brake to avoid a collision. They didn't go around the circle.
These traffic circles are terrible and need to be removed immediately. Drivers face enough obstacles in the narrow Shorewood streets already and no new obstructions are necessary.
The circle at Murray and Kensington seems to be too big - not enough room for larger vehicles to get around.
The Beverly & Murray intersection does not need traffic calming. It is a ready calm
I see them working, slowing down traffic and making the drivers more aware.
They seem so much larger than they need to be. The ones in Milwaukee in Newhall behind Jimmy John's seem quite effective and much less obtrusive. Good idea, too egregious on the execution, imho
I think the one at Murray and Kensington is working well. The one at Beverly and Murray seems to have less room for driver going South on Murray to make the turn East on Beverly. Hard turn.
they work but at first I saw a couple of drivers confused (on Murray)
Too large. Obstructive to pedestrians. Our roads are already narrow enough with parked cars, basically down to a single lane. The intersection at Frederick and Kensington is a 4 way stop with an offset road which already slows traffic down through there. This is a waste of money that the village could put towards: sewers, lights, DPW, etc.
Two observations: 1) many drivers speed up upon leaving the circle in what appears to be a gesture of frustration. This happens in both directions, but mainly east-west because they are already coming out of a full stop at the stop sign and appear frustrated at having to navigate yet another traffic device; and 2) the redundancy itself on the east-west route at both intersections doesn't make any sense. Why have 50% of the traffic deal with two traffic control devices, when the second one (the circle) is unnecessary. If the Village wants the traffic to slow down at these intersections, just make them four-way stop sign controlled intersections. The traffic circles are overkill and unnecessary. And while you're at it, add one more four-way stop control on Murray at around Wood or so. Traffic is too fast on Murray north of Capitol.
As a resident for over 50 years & one whose property is directly affected by the new traffic circle, I fully support continuing the use of the traffic circles. Over the years, traffic has increased as well as the speed of traffic to a point where it is dangerous to both pedestrians & motorists on both Beverly & Murray. The traffic circle has "quieted" the intersection & both streets. I support the continuation of the traffic circles & thank the individuals responsible for implementing this much needed traffic tool.
I think traffic circles work very well to slow traffic - I would love to see many, many more around Shorewood
Kensington & Murry - should be one third smaller and there should be no parking at all four corners facing in the direction of traffic
I think the circles are too large and not everyone knows how they're supposed to work
Great use of traffic circles! The one at Kensington has seemed to slow traffic throughout the very busy stretch between frederick & oakland
These are very narrow circles, close to the curb - especially when driving a large car. I'm concerned someone may get hit if the driver/pedestrian is not paying attention. There is also a great deal of confusion when two directions have stop signs and the other two do not. This is a recipe for disaster for the people not paying attention.
All good. Keep them.
They are too big and make even going slow around them impossible. Especially if there is another car too far into the intersection at a stop sign. There is not enough traffic at Murray and Kensington to justify a traffic circle there. People are already going slow coming off of the stop signs at Oakland and Frederick, and with parking on both sides of the street there is no room to go fast. Everyone is already pulling off to one side to let people through. The traffic circle just makes getting down Kensington or across Murray more difficult.

Seems completely overkill for the very low amount of traffic in this area.
As more people get used to roundabouts it might be worthwhile converting a few of these to roundabouts if possible.
I use this at least once or twice a week and the first time it was out a bicyclist had to slam on its brakes. I'm not sure everyone knows how to use a roundabout. It can be difficult to maneuver around with a left turn due to their size. I can imagine winter snow will make it even more difficult.
Parking near the circles should be restricted to aid in visibility. The crosswalks near the circles should be clearly painted.
There should NOT be stop signs with a traffic circle -- it creates confusion and is antithetical to what a traffic circle hopes to achieve
More review for long term traffic circles is required addressing geographic placement,
You have made the circle too big for the intersection and still allow street parking right next to the intersection. If a car is parked on the street close to the traffic circle you are unable to get large suvs through
They are fantastic
They're great. I hope the permanent ones will have plantings in there. Enters
The idea of narrowing a roadway is calming traffic is based on faulty literature. Shorewood used to be a place where quality of life matters but the engineers pushing for street narrowing are ignoring the thought that running a stop sign is not legal and should be ticketed. To throw up ones hands and say that it is too difficult to enforce traffic violations is ridiculous.
They're excellent once you get the hang of it. One caveat: there should be zero stop signs for traffic going either direction. Having stop signs at some but not all entry points creates confusion and crashes.
I have not experienced issues with excessive speeds; however due to the wide turn, I feel this is more challenging for pedestrians/bikers. I prefer the street as is and found the street safe.
The one of Beverly in on a popular bus road as well as large construction vehicles. Vehicles have a hard time making the circle and cut through it instead. I've never thought the traffic has heavy here and now its an awkward intersection.
I wish the circle was slightly smaller. I feel like I'm cutting it close to the curb as I go around it
The circles are less safe. When a car enters the circle it is not clear where it will exit. This ambiguity is less safe for pedestrians. At a normal intersection the vehicles blinkers make the intended path of travel clear. Additionally, the intersection is too small for the circle. A vehicle turning left must cross all 4 crosswalks to complete the maneuver. Without the circle a left turning vehicle would only cross 2 crosswalks.
Need to emphasize the Beverly traffic must yield to Murray traffic since it is still a Stop Sign controlled intersection.
I go past the circle on Murray a lot. It's been a good addition. I was wondering if it would be better to get rid of the stop signs and make it a true traffic circle though, where you yield to the driver on your left. I don't have a strong opinion, just throwing it out there.
Easy to use and definitely slowdown traffic. I would like them to be permanent
Nope, I love it!
I would like the diameter of the circles to be smaller. As they are now, it's a narrow space between the curb. Otherwise, I'm all for them!
I think the traffic circles have made the intersection at Murray and Beverly more dangerous. Drivers frequently treat the circle like a Rotary, disregarding or rolling through the stop signs. For Southbound traffic on Murray turning east onto Beverly, drivers frequently take the shorter side instead of following the circle around to make the left hand turn. The circle also seems too large for this size intersection, as automobile traffic is now very close to crosswalks, making pedestrians vulnerable if traffic does not slow down sufficiently. I anticipate this would cause even more dangerous conditions for pedestrians in the winter months with snow.
Trucks can't take left turns; not enough space around them so having to turn directly left or go on sidewalks
They are too big for the small intersection.
The problem with this temporary traffic circle is that the rules of a real traffic circle don't apply. In a real traffic circle, the driver "in" the circle has the right of way. Effectively, there is a required yield by all drivers approaching the circle. But in the case of Murray, the temporary circle is placed at an intersection where direction in one way does not have a stop sign while the other direction does. This makes for confusion about whether the intersection should now be treated as a traffic circle or an intersection where traffic in one direction has the right of way versus the other direction.
Love these. Want more
I would like it to be a permanent true traffic circle with yield signs. It's a little off-putting as is.
I would love to see one installed on Capitol Drive where I think the major issues are
What about the bike race? Tour of Americas Dairyland Shorewood Criterium race goes through the Kensington and Murray intersection. Will it be removed?
I think they could be a lot smaller and still accomplish the same outcome. I also wonder about impacts to the bike race, snow removal and large emergency vehicles.
I have noticed they have helped with drivers reducing speed. I have also noticed that they have not improved the use of the stop sign. I have had frequent occurrences since installation at the intersection of Kensington and Murray where cars at the 2 way stop will simply slow down then maneuver around the traffic circle nearly missing vehicles that are not required to stop. I'm proper stopping was an issue before the traffic circle and has not seemed to improve since installation.
Traffic is slower on Kensington, however have seen many cars on Murray ignore the existing stop signs. They also seem less aware of pedestrians
Love 'em!
At the intersection on Murray there are still stop signs on Shorewood Blvd. Will these be removed, since they are superfluous?
With the traffic circle, it's harder to know if someone is turning or not and for pedestrians I find it a little more treacherous to know if I can cross or not because the cars go around the circle and I don't know when they will exit
I wish that there were permanent and that we put these in more places around the village. It would be good if they had flowers and plants inside.
Remove the stop signs on Beverly. If you make it permanent please make sure you can't drive right over it like the ones on the east side of Milwaukee near Locust.
Love them! More would be amazing.
I'd like to see the time period extended
Seems to be working well especially on Beverly and Morris where people historically would run the stop sign
More traffic circles and painted bike lanes
Make it permanent, add plantings to the middle.

<p>Maybe there could be one on Menlo? The traffic seems heavier on that street since there's the stop light. Maybe you replace the 4 way stop nearest the stoplight into a traffic circle. Otherwise I think the one on Beverly(?) works well.</p>
<p>I bike everyday on Kensington to Murray. I really appreciate the traffic circles because they slow traffic down and make it safer to ride on that street. It is insane how often I almost get hit by a car because people are not paying attention. I also want to thank the officers who have been patrolling Murray Ave between the two traffic circles. It definitely makes people think twice about blowing through these areas!</p>
<p>I disagree that there is a traffic problem with the people that live in the area. The problem is from people from outside our area.</p>
<p>The circle is not large enough to allow traffic to enter without potential confusion when other traffic is near or in the circle. They are an eye sore an excuse for more infrastructure.</p>
<p>The stop signs with the round about almost make it more accident prone. Normal round abouts are a yield but this has two stops. Makes all the drivers less aware of what the other driver will do. If it is kept, take out the other stop signs. Seems easiest if speed it to be reduced, just make it a 4 way stop</p>
<p>I regularly use the traffic circle at Kensington/Murray Avenue in order to access my alley. Given that for most of the year, cars are parked on both sides of Kensington going east/west, drivers already need to slow down to let oncoming traffic pass and I believe that curb bump outs would have the same effect during the winter months where parking is restricted to one side of the street. I have also witnessed on multiple occasions drivers ignore the stop signs going north/south on Murray and treat the circle as a traditional roundabout where drivers believe that they only need to yield. This has nearly caused accidents with vehicles that were going east/west who were expecting those drivers to come to a complete stop. Finally, I would also add that the Kensington/Murray circle is on the race route for the Shorewood Criterium. If a permanent circle was constructed, that would have a significant impact needing to reroute the race while also having an impact on the businesses on Oakland who are involved.</p>
<p>The one at Murray and Beverly feels just a tiny bit too large for the intersection</p>
<p>The traffic circles seem too large for the area, forcing vehicles into pedestrian walkways that they otherwise wouldn't cross. It seems that a more efficient (and likely cheaper) solution would be stop signs. Just because such traffic calming measures are in fashion right now doesn't mean we need to adopt them. I wonder if this is more about being "on trend" than what really works.</p>
<p>my wife saw garbage trucks unable to get around the circle. what was the accident rate at these intersections?</p>
<p>They are great! Anything to slow down traffic is welcome.</p>
<p>The East/West traffic on Kensington only has 4 blocks to accelerate. Find a better spot where there is a real possibility of high speed traffic</p>
<p>It doesn't seem to be enough room for parking on the side near the circle. In the winter the space will become even smaller with the snow. The traffic flow should change once Lake drive opens up</p>
<p>We have experienced both the Murray &amp; Beverly and Murray &amp; Kensington traffic circles. We question why they were placed at these particular intersections. How will these two circles change driving behavior throughout the Village? Changing individual driving behavior takes more than two circles to "calm" traffic!.</p>
<p>I live on Kensington Boulevard where we have one of the temporary traffic circles. I find it easy to use, but that portion of Kensington does not seem to me to have a lot of traffic issues. I live near the intersection of Kensington and Lake Drive. I have observed overtime that between Lake Dr. and Frederick is extremely busy and people drive much much too fast on the stretch of our street. I would personally like to see one of those traffic circles installed at the intersection of Kensington and Farwell or Kensington and Maryland. With Lake Dr. partially closed the traffic at our end of Kensington is horrendous right now. Many people do not come to a stop at all at the stop signs located at our street. I also see people driving the wrong direction on Lake Drive, who clearly do not live on Lake Drive.</p>
<p>Doesn't seem necessary at Kensington location</p>
<p>We don't live in the core</p>
<p>It seems odd. People have been parking too close to the roundabout and we get close to hitting them. The stop signs still being up make it confusing. I don't feel like there's enough traffic on Kensington to keep it there and I live on Frederick</p>
<p>I think speed humps like they have in the third ward might be a good option.</p>
<p>The one I've encountered most is on Beverly and Morris. That intersection has always been confusing re who really has a stop sign. So I think this helps just make it clearer, helping everyone to slow down. But is it the location the circle is needed the most? I'm not sure.</p>
<p>These are incredibly unnecessary</p>
<p>The circles are a little big...</p>
<p>People just swerve around them like it is a game (unless turning left). They crowd the intersection and lower visibility of pedestrians (especially shorter children), bikers, and dogs which are usually out in front of their walkers (on or off leash). Drivers are focused on the obstacle over who is in/near the crosswalk. They also are an eyesore in a nature rich neighborhood.</p>
<p>The location is great, especially at Murray and Kensington -- but people still fly through them at dangerous speeds.</p>
<p>Why? Just why? Cars are completely ignoring the stops signs now. That intersection has never been a problem. Why don't you put it on murray and lake bluff? That's the street all the school kids walk because the crossing guards are on Oakland and lake bluff.</p>
<p>You need to place signs up that emphasize who has to stop. For example, the one on Kensington Ave, traffic from the north and south have a stop sign but west and east traffic do not. The north and south traffic often assume that it's a 4 way stop and drive into the intersection when east and westbound traffic are approaching.</p>
<p>They are much too large and I've almost driven up over the sidewalk to try to get around them</p>
<p>I have used this intersection (Murray and Kensington) multiple times daily without incident for the past 8 years. Since the installation of this traffic circle, I have witnessed three near accidents where the driver who has the stop sign at this intersection does not stop. I have also witnessed a bike rider inches from being hit by a car trying to navigate this intersection. Finally, I witnessed a truck pulling a trailer hit the curb going around this circle and nearly losing control. Prior to this installation I had not witnessed a single event like this. This installation has made this intersection unsafe.</p>
<p>I prefer these over the others</p>
<p>This circle is especially great at slowing traffic during school drop off and pick up. As a parent of young children who walks them to school, I notice and value the difference.</p>
<p>The current traffic pattern on Kensington is not representative of typical due to Lake Drive construction. Kensington is also a narrow street and often vehicles are parked on the north and south sides which already slows traffic due to narrow traffic lanes. A traffic circle is not beneficial in the current location.</p>
<p>These intersections are much safer for everyone with these traffic circles installed. Everyone slows down</p>
<p>I don't understand the use of stop signs with these though</p>

The traffic circle at Murray and Kensington forces you to drive into what would be the crosswalk for pedestrians heading parallel to traffic. For example, heading south on Murray through the intersecting you end up serving around the circle and into the crosswalk area on the west side of the intersection.
They might be disruptive to the tour of America's dairyland bike race
The streets are not wide enough for these circles. Too confusing.
The detour on Lake Drive has had me driving down this street on my commute to UWM. I like the traffic circle; however, I think it is confusing, because one direction stops and the other direction doesn't. It is like the circle wants to be a round about, but it isn't. Many times I have been at the circle with cross traffic and the people without the stop sign aren't sure if they should yield and stop for the person who has already stopped. It has created a bigger hazard, because no one is sure who has the right of way. I like the circle, but would add a stop sign in both directions.
Not sure why they are needed. Intersection didn't seem dangerous or a high traffic area
Seem too large for the small intersections, but is a good idea if made correctly
The one on E Kensington is tricky as it is a two way stop, plus the circle.. if this stays, make it a yield, like all other circles!
Best option, allows traffic to flow and doesn't cause as much wear on suspension as all the speed humps being put in
The Kensington traffic circle has made it much safer to bike on the street. I am a bike commuter from work and I try to find the safest way home. This has drastically improved the commute. People actually have to slow down and pay attention. I have a lot less close calls when people arnt able to blow through this intersection
They seem a bit too large, since it feels like cars are getting to close the walkways. I was also wondering if there could be yield signs all around instead of stop signs.
I saw one of these added near my home and it seems to be helpful. It slows down the traffic when there are only two stop signs. However we NEED something on the corner of Beverly and Farwell. It's an uncontrolled intersection and I witnessed a car hitting a tree because there is no stop, yield or even a traffic circle. It really needs to be addressed.
I've witnessed several cars ignoring the stop signs when heading north/south on Murray Ave at the Kensington Ave intersection. I'm not sure if the intention of the round about are to be yield only now for all cars but that is what I've observed, which then concerns be when pedestrians are around/crossing at that intersection.
They slow everything down but often large vehicles can't get around them without leaving the roadway. One is close to us at a terribly selected intersection.
If people use it correctly it slows traffic. However, how will the circle affect emergency vehicle response times since Kensington previously was a route for fire trucks? How will the street be plowed if the circle becomes permanent? What about the Criterium route, how will bikes navigate the street? Will parking be permanently limited at the corners?
I think they are terrific, but the one on kensington and murray is misplaced. The real traffic on Murray is at Lake Bluff. Going west on LB is where everyone races for the stoplight at oakland and lake bluff. That's where the traffic needs to be slowed. I talked with Anne McKaig about this two or three years ago.
Murray one seems a bit big but I love it. Would appreciate a speed bump close to lake bluff and Fredrick or make parking only on one side the street for two blocks
Please consider speed bumps instead, or better yet, ticket drivers fir not stopping at stop signs.
The intersections where they have been installed are not high traffic areas. To really test this, how about putting some on Capitol by Atwater or SHS. I would also consider Oakland and Wilson.
I'm defer to people who live closer to the circles, but will add that they are quite big. Ok for regular vehicles but seem like they'll be rough for trucks with trailers, moving trucks, snow plows etc. Also if you do decide to keep any, please consider restricting parking as close to the intersection as it currently is. Cars parked (legally) 5 or 15 or whatever feet it is are likely to get clipped
Make them permanent! But they need to look better. Right now it just looks cheap for the neighborhood.
The locations seem well through out given high use of both cars and pedestrians. If permanent, they should be filled with plants, or art.
These so called traffic circles are an obstruction to traffic
Please remove them
I hate those damned things! It just makes a situation of idiots driving in circles,still recklessly,rather than any more safely.
If stop signs are staying for cross streets a sign reminding those streets that the intersecting streets do not stop.
I THINK IT IS ENOUGH TO SLOW TRAFFIC
I biked past the traffic circle on Murray south of the library and did see drivers driving slower around it through the intersection.
We need more of this. I have driven passed all of them multiple times and it makes me slow my speed down and be more observant. If we install permanent ones it would be nice w some plant and greenery in them
Remove them. They are a nuisance.
My observation when I have been at this intersection with the temporary traffic circle is that traffic has been slower. As a driver, I have proceeded more carefully through this intersection. It would be nice to see them in other parts of the village.
The one on Murray and Kensington seems too big.
The stop signs needed to be replaced with yield signs, so the traffic circle could operate correctly. If the stop signs remain, there is no need for the traffic circle. We just need better police enforcement of traffic laws.
If installed at all, it should be at uncontrolled intersections. I believe such devices may be confusing at intersections already subject to a traffic control sign
The traffic has already been calming down and is slower
Why - it already has stop signs on Murray. This roundabout makes it WAY harder to know when it's safe to walk!!!
I'm not familiar with this type of traffic circle, where the existing traffic signs (such as Stop signs) are retained and continue to be enforced. I have seen confusion on the part of drivers approaching the circle by their disregarding the Stop sign. In this case, I think the cure is worse than the disease.
Stop signs with the circle on Kensington felt "clunky" but perhaps just need to get used to it. It felt like not enough space. The one on Murray is easier.
Remove them, they are unnecessary.
I wish we could get a permanent roundabout at Capital and Morris
They help but it's truly hard to gauge the result(s)/effectiveness until they have a more permanent appearance (see some on Bartlett, Newhall and Cambridge just south of the Shorewood/MKE line). It isn't until a potential traffic violator feels that the obstacle could do harm to his/her car if they hit it will a roundabout alter someone approaching it at a higher rate of speed.

I live about a block away and pass this multiple times a day by car and as a predestination. The circle definitely slows traffic to a safer speed. Two issues that I would hope would be adjusted are increasing the no parking area on the corners as sometimes cars are parked right at the edge and it really is a tight squeeze to get around. The second issue is that the toppings on Murray seem to cause confusion. Some cars ignore it and treat it like another traffic circle while others do stop. If kept, some public education might be good. I also hope, if made permanent, it isn't just concrete and signs but includes some landscaping.
If the traffic circles are permanent there is no need for stop signs. Remove them.
These should be made permanent. Adding landscape to the center
The stop sign made it confusing. Using a yield sign or more typical round-a-bout sinage could be helpful
Typically traffic circles don't stop signs - this circle is just an obstacle for those who have stopped
Unfortunately, I was almost hit while crossing the street as the driver may have been confirmed and didn't even stop when on the side of the street with a stop sign. I also witnessed aggressive driving with honking and speeding off on multiple occasions. I suggest police enforcement for drivers that continually speed and don't allow pedestrians to cross safely.
I really like this measure, and think the intersection of Olive and Larkin could use one.
I'm not sure why the specific places were chosen but regardless, I think they're doing a great job in slowing traffic down
They are too small and hazardous. There is not enough traffic to justify.
Take them out. They are a safety hazard and are not effective.
I like them and imagine you placed them in the current locations based on knowledge of traffic issues there? I frequently travel on Kensington and have found no inconvenience with the use of that circle.
I live very close to the circle on Murray Avenue and what I've noticed is that people are irritated to go around it so they zoom down my street even faster than they were already doing before. I don't think a speed hum would work. I'm not sure that that circle right there is the best location.
It seems large for this intersection. We have also noticed that east-west traffic does not always notice or stop at the stop signs before navigating around the circle, which has caused some near misses. Some make left turns bypassing the circle instead of going around it.
The circles are too large and push cars dangerously close to the corners/sidewalks where pedestrians are standing.
I just want to say I'm in favor of the traffic circles in any residential intersections you like, to slow traffic and increase safety for our children.
The circles have stop signs in one direction. If made permanent will the stop signs be removed?
Any measures to help reduce speed in residential areas especially when they are used as alternate routes for main roads is a good feature. Parts of Propect and others do become rat runs during construction and more dangerous especially with heavy weight vehicles. Many of these streets have young children and elderly neighbors.
I was riding my bike on Kensington east bound and entered the traffic circle. A car, northbound on Murray, came to an "almost" stop and proceeded into the traffic circle causing me to swerve and shout at the driver (not an obscenity, just "hey"). He immediately stopped about two feet from hitting me. Perhaps he didn't see me, or thought I should have stopped, or was just confused, I don't know. But it scared me. I'm a believer in roundabouts, and to some extent traffic circles, but on narrow streets in Shorewood's neighborhoods, I'm not convinced. I'd rather see some roundabouts on the busier streets, so people don't run through the red lights as happens frequently.
The stop signs on Murray Ave seem to be confusing drivers as I've observed cars not stopping but just going through the circle. Also the circle at Murray and Kensington is very "tight".
they are unattractive.
These should not be used as the rules of use aren't clear. If I believe it's a traffic circle, then the law is that approaching vehicles yield to vehicles already in the circle. However, that could run contrary to the traditional practice of yielding to the car on your right. That is to say, I would typically need to yield to a car on the right. However, if I presume traffic circle rules apply here, then as long as I'm going around the circle first, I have the right of way.
I think the one on Murray is ridiculous. Fire trucks and ambulances can not go down the street. Frankly, this solves nothing
It's weird having a stop sign/only having a stop sign for North south.balso the round about feels very tight especially when turning left
Really these were placed at inappropriate intersections that did not make sense. Just can't believe that the board thought this was a good idea.
1. Very challenging for delivery vehicles to get around the circle. 2. Drivers assume a 4 way stop and expect east/west traffic to stop even without stop sign.
The circle diameters are too big. They will make snow clearance hard. Parking signs have not been installed, so cars can park and block the entrance or exit. There is still a stop sign in one direction that true traffic circles do not. Make the circle smaller. Any bump in the middle of an intersection will slow traffic. Look at the one on Maryland on the East Side south of the UWM campus. That is your model.
Excellent location on a street with minimal stop signs to slow traffic down!
I drive past the circle on Murray Ave. and E. Beverly Rd. Every day. I think all drivers drive around it much slower and safer for me as a driver
I don't think traffic circles improve safety, just confuse drivers. However, if they are here to stay, please make them more appealing by making the inner circle some kind of flower or native plant garden. A garden would be attention grabbing for drivers while maintaining appeal unlike harsh bright colors alone. I also question whether or not plowing will be an issue come wintertime.
I live right by the circle on N Murray. I am concerned that the circle is too large and will be difficult to use in the winter. I have also noticed that some cars coming from the East/West are no longer stopping at their stop signs. Having stop signs and a traffic circle is confusing for drivers. In addition, ambulances and firetruck often use this road and I could see it being an issue for them, especially in winter. I think this intersection would be better off as a 4 way stop. It definitely needs some traffic assistance there, people like to zoom, but a 4 way stop seems like a better choice than a circle.
Too large; maybe Shorewood police should have a car there. What else are they doing?
No need for it. Streets are too narrow. This is not a problematic intersection.
Murray's circle seems too large and drivers have little space to drive around it. This also seems to cause a pedestrian issue as cars travel into pedestrian patches to navigate the circle.
Keep them permanently
Please put this in the intersection of Olive and Newhall. These would be beneficial to reduce the running of stop signs, drivers missing others in blind spots, and otherwise unsafe driving in this intersection.
This traffic circle is anything but calming. On more than one occasion I have nearly been hit because someone thinks this is a roundabout and the stop sign doesn't apply. While the circle seems large enough to do its job, motorists perpendicular do not stop at the stop sign nor far back enough and encroach on the turn circle. Not sure how a 4 way stop is more easily ignored than this, I have not had a fear of being hit in a 4 way stop.

I live right next to this circle so I see first hand how this is being used. I first didn't think there was a speed issue on this road to begin with - I've never felt unsafe where I thought people drove too fast where this was necessary. Since this has been installed, most people making a left hand turn go the wrong way through the circle. It's also strange that on Beverly, there are still stop signs up - it all just seems unnecessary.

I live near and use this traffic circle since it's been installed. It is still very easy for people to speed through it. A raised intersection or curb extensions would be more effective for pedestrian safety.

I hope that any traffic circle will be an addition in the aesthetics. Some plants or a tree in the center rather than a big concrete object.

I'm seeing people not pay attention to pedestrians here now.  
Thank you for these efforts!

the circle is too big, makes the turn too tight. extremely harder than a normal round about. if u were to keep them make the circle smaller or sidewalk curbs farther back.

Never really thought it was an issue prior. If decision is to keep, it'd be better if it was slightly smaller of a circle. Right now it's very awkward to drive around.

These slowed traffic, but directed vehicles close to pedestrian crossings. Redesign (eg smaller circle diameter or bollards for cross walk) needed to keep traffic further from pedestrians in cross walk.

I go through Beverly and Murray daily. I have never encountered a problem with that intersection. The round about seems oversized for this small intersection. The intersection is a square which makes going around the traffic circle more difficult for large vehicles. Either the intersection should be made a circle or the traffic circle should be smaller. The cars seem to pay less attention to pedestrians than before, they look left for other cars more and not ahead or to the right where pedestrians come from.

Keep it!  
Better signage needed

The circle is too large. When a car goes around it and there is a car at the stop sign I have seen near collisions. Also have seen cars turning left not keeping to the right of the circle.

Stop with all this crap. It doesn't calm anything. Just makes drivers more ragey. Waste money another way.

The traffic circle on the intersection of Kensington and Murray is affective in non-snow seasons. Speed bumps would be affective in all seasons. Place the speed bumps on both Kensington and Murray.  
Please install something for good!

Some seem larger than others. They are slowing people down, but then some people race between them. They are also kind of ugly. Can you add some plants or other beautification to them?

Traffic circles are very effective to slow down traffic but when one direction already has stop signs and the other has right of way, I see traffic circles as blocking the right of way drivers and confusing those with a stop sign.

They are way too big, are in intersections where they are not needed. I've seen several near misses as cars and bikes/scooters try to maneuver simultaneously. I think speed bumps are MUCH more effective, have better sight lines and way less confusing. I will not bike through those intersections anymore and I bike a lot in the village.

Please put one in the intersection of Olive and Larkin  
We need one in the intersection of Larkin and Olive

Can they be added at other high volume locations? Olive and Larkin has had 2 high speed crashes since in the past 6 months, can we test it there? Both crashes ended with cars on the sidewalk which could have hit/killed pedestrians. One accident was yesterday 5/26 with the police responding and both cars needing to be towed.

Too big. In snowy conditions they can become a serious danger to pedestrians on the sidewalks. The shape and size of the circle would divert inattentive drivers to run over people at the edge waiting to cross.

Would love to see something on Olive and Larkin St.

Not sure what the goal is... replacing a stop sign with a circle is fine... it's a little tight, but just another option. Never found stopping on Kensington to be that busy it required another solution, but whatever works.

Murray/Kensington circle - It does slow down traffic; however, because there is still stop signs (N&S) drivers are not stopping and yielding to the traffic on Kensington so it feels unsafe. If the stop signs are removed, it would make more sense. Because as of now, drivers on Murray are treating it like a roundabout and do not stop.

I think they are a good solution.

Consider adding one to e olive st and n Larkin st

I think a traffic circle would be beneficial at Olive and Larkin-we've had two car crashes at this intersection in the past few months. There are many children in this neighborhood and two crashes in the exact same location months apart is unsettling. I think this would really help.

It's confusing as some drivers think it's round-about and have the right of way going through on Beverly. The intersection is not that big of a space. A lot of cars will cut corners. A speed hump might be more effective. not that big of a

The street is too narrow at Kensington and Murray for this. People disregard the stop sign with this in place. Beverly and Murray may be more effective because its more open and forces people to be more attentive.

I have a front row view of the corner of Kensington/Murray and some days I close my drapes to the chaos as I have a hard time believing the traffic circle has made this intersection worse. I shared my insight/opinions in an earlier survey and thought a traffic circle would be a perfect solution for this corner. Unfortunately, reality does not match imagination. The only solution I see in the future is to put a stop sign on Kensington/Murray to at least slow traffic. Daily and repeatedly, drivers ignore the stop sign on Murray speeding up to get around the traffic circle ahead of the inbound traffic on Kensington. Left-hand turns are made, ignoring the circle, going directly into the line of oncoming traffic. I also fear because drivers do not slow down for the traffic circle, one day someone will careen into one of the many trees or poles that are at the intersection. My observation is the traffic circle has not calmed this intersection. Additionally, heading west of Oakland on Kensington, the traffic calming barriers are a great idea and protect the pedestrians on this very narrow street.

<p>This is a horrible location. It has not slowed cars down adequately. They still zip around it and are a danger to property and pedestrians. With cars parked on both sides of Kensington between Oakland and Frederick it is too narrow to properly maneuver. Once road rage sets in, they start aggressively getting as close to the vehicle in front of them. With an older population, I have seen first hand the fear in older drivers eyes as they try to navigate an already crowded over parked area between Cramer and Murray. Either have permanent no parking on one side of Kensington, or have a constant police patrol for ticketing, especially cars blocking the alleys between Cramer and Frederick, many parkers desperate for a space cause blind turns out onto Kensington. Also the fence on the corner of the alley is a hinderance and obstruction for proper sightlines so pedestrians. with cars parked it is even worse. Many that have alley egress do so without slowing down enough to yield for kids, pets, bikes or adults.</p>
<p>It is very difficult to navigate around them, especially if cars are parked close. How difficult will it be when we have snow? People are also confused if they should follow the roundabout flow or adhere to the stop signs.</p>
<p>Keep adding on Kensington until you have entire E/W route from oak leaf trail to Lake. It would be good to have another E/W south of Capitol. Add them on Murray so that there's a good N/S route just off Oakland to make it easier for us to visit the businesses on Oakland.</p>
<p>If made permanent, I hope there is a curb and small island in the middle. More traffic circles could help slow down traffic and make it safer for people-especially kids.</p>
<p>These are hazardous for bicyclists when cars are present.</p>
<p>The traffic circle seems to be too large for me. In this picture it looks fine but when I go through it seems it should be a bit smaller</p>
<p>I like the one at Murray/Kensington, I live nearby and have driven through and biked through a bunch of times and it's nice</p>
<p>They can create a false sense of security. If someone wants to speed they will and having obstacles could cause a loss of control</p>
<p>Having spoken to NSFD personnel at Station 83, I found that they cannot get Engine 83 around the circle. Shorewood should not impede emergency traffic on this important route! I have also observed more trucks having difficulty with the Beverly intersection. Have you thought about how it will affect winter plowing? All in all, circles are not good on residential streets. Speed tables on Murray would be less likely to have adverse unintended results.</p>
<p>They cause traffic backups on Kensington as the street is narrow, highly trafficked, and parking is allowed on both sides of the street. These traffic circles just make it more congested</p>
<p>I believe these are effective at traffic calming on these types of street</p>
<p>These areas are known for speeding traffic</p>
<p>We should have more.</p>
<p>These just look like a total afterthought and are a pain. Not sure they do anything. Please remove.</p>
<p>The traffic circle on Kensington isn't a fair representation of traffic calming with the construction happening on lake</p>
<p>The village is looking for a solution to a problem that doesn't exist. Every other block in Shorewood has a stop sign, these additional traffic circles are not needed</p>
<p>We might start to see other areas impacted due to the slowed traffic in the initial areas of implementation so I would ask that a renewed feedback be asked towards middle/end summer if these are kept.</p>
<p>They seem a bit large for the intersection. People don't seem to know when they cross the street on foot.</p>
<p>This is really close to my apartment and I thought it was very effective at making drivers more conscientious. I would love to see more. I also appreciate that traffic circles make it easy to turn around.</p>
<p>Install these permanently! They make our local streets safer in many ways.</p>
<p>Cars are simply picking up speed as they veer around them and have seen many take a short cut and not go around as they were intended. A stop sign would have solved the issue.</p>
<p>We live close to this. First off, traffic circles are great and we understand this is a "test site". The issue with this one is that it is too big. Cars need to slow down way too much in order to navigate this. Additionally, because traffic needs to slow down on Kensington, so Murray traffic (with a stop sign) assumes that Kensington has one as well, thus leading to the assumption that it's a 4 way stop. I see this and have noticed a lot more honking. It also appears that trucks have an issue navigating this. Some cars, taking a left, will also shortcut this without going around this. I support traffic circles, but this application is not the best.</p>
<p>I'm curious what the decision was for the specific areas chosen? Will there be other areas considered. I'm sure damn near everyone in Shorewood wants a speed bump on their street. ;)</p>
<p>It is very wide - does it replace the STOP and will the stop signs be removed? Eastbound cars are not stopping at that intersection.</p>
<p>Keep the stop signs going one way, this small no stop sign intersection is very hard to see in a crowded neighborhood if there is oncoming traffic or not</p>
<p>I hope you make these permanent.</p>
<p>Circles cause more confusion and potential for accidents as many drivers don't know how to navigate the circle.</p>
<p>Signage and lighting are needed ... but this has truly softened traffic.</p>
<p>The roundabout, during the winter when snows, the plowing truck going through and narrowed the road. It will be harder to go around the circle..</p>
<p>The cones make the circle look temporary, like a construction project. I wonder if a different object, or even a different color cone would provide the same indication but also look intentional.</p>
<p>That particular location seems strange. Something along Morris Blvd. which is a thoroughfare to WFB and borders an elementary school would be more appropriate.</p>
<p>These are eyesores and the roads are not congested enough to need them. I live near the roundabout and see people flying around them at faster speeds than normal, going the wrong way and cutting bikers off who are forced to go around them as well. I think they are more dangerous to pedestrians.</p>
<p>Street calming measures should be on Oakland or Maryland not on the side streets</p>
<p>This has created a higher risk than previous. This actually brings vehicles &amp; pedestrians closer to one another increasing risk.</p>
<p>I use the one at Kensington &amp; Murray daily and see near crashes at least once a week. It is confusing with the stop sign AND the circle. I did not see a problem with this intersection prior to installation.</p>
<p>I watched traffic there and many people did not slow down at all.</p>
<p>I'm not sure why Kensington and Murray was selected as a location. I live off Kensington on Cramer and never saw excessive or speeding traffic</p>
<p>It is too large for the intersection</p>
<p>Traffic on Murray is definitely slower.</p>
<p>Such a simple, effective way to slow down traffic and I totally support keeping this in place (and expanding to more intersections!)</p>
<p>I drive a large truck to do services in the neighborhood and it's very tight to get around</p>
<p>The roundabout on Beverly and Murray feels too big for the intersection</p>

When cars can park on the streets, the circles make it very difficult to see if anything is coming. The plain intersection I thought flowed better
They should be slightly smaller in diameter.
I believe the average speed on my street was not above norms per the data collected from radar detection. I also wonder if the test will be valid, as the traffic circle ultimately installed will be smaller. Larger vehicles can't navigate the circle in its present size. My house is adjacent to the circle. I've notice that traffic on Murray comes to a complete stop far less often - - drivers treat the traffic circle like a roundabout and coast through the stop sign. It has been a worthwhile experiment, but in the end, I think this is a "solution looking for a problem."
many cyclists, like myself, use kensington to get from lake to the oak leaf. the traffic circle slows vehicle traffic and forces them to be aware of pedestrians & cyclists
These are confusing to use, especially for pedestrians. It seems unclear to drivers if it is a traditional roundabout or just a circle to prevent speeding through the intersection.
The first traffic circle I saw on Murray was at a location I've seen many motorists run the 2 way stop without apparent decrease in speed. Given that I was immediately pleased to see a traffic circle there. I see some confusion with a driver going left the wrong way in spite of the signage.
I'm familiar with the Kensington and Murray circle. It is effective at slowing the traffic approaching the intersection. But, it seems like cars traveling on Murray think the stop signs no longer apply because of the circle. I've noticed several vehicles cut me off when I'm approaching via Kensington. Maybe a different solution would be adding a "cross traffic does not stop" sign below the existing stop signs. Also one of the garbage truck drivers told my husband it's difficult to maneuver around the circle with their truck. If the circle is going to stay, it should be slightly reduced in diameter.
I have noticed more vehicles actually slowing down at the intersections where the circles are. I do worry about snow removal with their current footprint.
I support all attempts at slowing traffic down and providing better cycling and pedestrian experiences throughout the village.
I have witnessed people slowing down to navigate the traffic circles -- more please!
Theyre ridiculous
On multiple occasions, I have seen people treat. The four-way intersection is though it's a roundabout and the person at the stop sign doesn't actually Stop, I don't know the solution, and maybe it ultimately is supposed to function like a roundabout, but if not, some signage or communication might be needed.
It makes the intersection smaller and hard for larger vehicles to get around without hitting the curbs. Also as a criminal defense attorney, I know that the reckless drivers will just drive right over it. It's almost safer to just have nothing or speed bumps only.
Horrible! I was almost hit on my bike when someone was speeding through a temporary traffic circle. Very dangerous for bikes. Ugly. Unnecessary. Terrible idea. Is Shorewood the new Hood?
Weird location. Awful for snow plows and doesn't work well for how narrow the road already is
Huge waste of my hard earned money (taxes) - although well intended, I suppose, they are the ugliest and most stupid things
They're awful! Please stop with all the traffic signs traffic circles. They ruin the look of our neighborhood. STOP using our tax money for these hideous traffic circles, it looks ghetto. We don't need them. Someone has to much time on there hand and doesn't care how our taxes are spent. They don't make driving any safer!!!!
They circlse seems a bit large at Kensington. If kept, will theybe treated as a true round about w/ no stops signs?
Not a fan of these in our small intersections
I appreciate all speed reducing efforts used. Each has a place in our community. Thank you for visible options! I love round-a-bouts. Seems confusing as a pedestrians...
Kensington and Murray isn't a busy enough intersection to need a traffic service.
As a cyclist, I really enjoy roundabouts more than stop signs. I feel safer and a more enjoyable experience.
Worried for winter it'll be tricky to get around, and I've seen people not using the stop signs? Maybe confusing with the round about
My sons favorite part of the drive to daycare
They are put in places that seem arbitrary.
I like it and feel it slows down traffic and makes Murray between Edgewood and Capitol safer.
A little too large for that intersection, not sure why needed there
Other than being unsightly I'm not sure they are even in the correct areas that deal with the traffic issues they are there to correct. Maybe just more Police patrols and/or camera systems?
It is confusing that there are still stop signs one direction on the traffic circle. Would make more sense to remove them. It also felt a little awkward to stop part way through the circle for a pedestrian when turning left., not sure what we can do about that...in the UK pedestrian crossings are set back from the intersections so that weirdness doesn't happen. Overall I think they are a good addition and I would love to see them used more across Shorewood to slow traffic and get rid of some of the stop signs.
The size of the circle at Murray and Beverly is just right. It requires drivers to slow down to a reasonable speed.
They are too small to really have impact. Larger diameter would help be more effective.
The temporary signs at Murray & Beverly confuse people. The traffic from Beverly mistakenly thinks they don't have to stop because the sign makes it look like a simple round about. Everyone in my family has seen people roll through from Beverly. Easy to fix with an appropriate sign, though.
Useless locations. Way to big. Except for Morris. Morris is crazy and definitely benefits. Everything east of Oakland is pointless
Personally don't think it needs to be at a 2-way stop. I'm assuming if the city implements them the stop signs will be removed? Some traffic circles on Capitol or on busier roads would work better
maybe make it more like a true roundabout and have yield from all intersections
Will snow plows be able to pass through them in the winter?
I've seen buses struggling to get around them. Roundabouts are great but they need to be big enough to accommodate a bus. Please expand the intersection to accommodate.
They are great and we need more
I believe that the traffic circle is in a location where there are existing stop signs. Does this mean that the stop signs would be removed? I think the location of this traffic circle is effective.
The space is too small, the circle difficult to navigate and my kids have almost been hit multiple times because drivers continue to assume they have the right of way, not pedestrians.
I do not believe these temporary traffic signals achieve the desired goal of calming traffic barriers through and intersection. Rather, it is more difficult for vehicles to maneuver around them and especially all the truck traffic heading toward N Lake Dr during construction.

This intersection feels a bit tight to navigate, but I do believe it slows traffic.
Really could do with one at Idlewild/E Glendale corner
They are extremely easy to SEE; you UNDERSTAND what to do immediately and ADJUST accordingly. You have made it trivially easy to do it right and virtually impossible to do it wrong. That is the dream combination: a true win-win!
I think a better placement would be at Murray and Menlo. I live near that intersection and there's a lot more cross traffic than at other nearby streets, and cars run the stop signs.
Made me feel European
I have not encountered this type of circle in Shorewood. I very much appreciate that they are designed to be temporary, so we can get rid of them in winter months for ease of snow removal, or if they are deemed to be ineffective in the future.
If you make them permanent don't try and raise taxes or hit us with another special assessment
Stop signs work just fine. Intersections are too narrow to safely accommodate the turnabout, especially in winter.
What was the accident rate with 2-way stop and "Cross traffic does not stop" signs? If this is made permanent, would it become "yield to traffic from left" from all four directions? or still have stop signs on Beverly yielding to Murray traffic? On my bicycle, twice I have had cars speed past me to reach the circle before me, and then veer in front of me. Yes, I know everyone needs to be more mindful while driving. But as a bicyclist and a motorist whose phone is almost always in my pocket while driving, this all feels like group punishment, and the scofflaws are still getting away with it.
Our streets are already too narrow and these will lead to more accidents, especially in winter.
I'd like one at Larkin and Olive
People are not comfortable with these. Outside of my home, I have seen people completely ignore the stop signs on Murray and head right into the roundabout, folks going left around the roundabout to make a left turn off of Murray Avenue, parking too close to the roundabout, etc. I think they are a bit too large as well!
I think this location needs traffic calming my and appreciate the effort. The circle has been successful in slowing traffic on Kensington between Fredrick and Oakland. However, it had also had unintended consequences with most drivers on Murray ignore the stop signs. A traditional traffic circle has 4 yields so I think the 2 stop orientation confuses people. Murray drivers frequently cut off Kensington traffic and are less aware of bikes and pedestrians than before. I believe this intersection needs calming, but not sure this is it as executed. I'd prefer 4 way stop with painted crosswalks to handle high amount of bike and pedestrians traffic safely
I think they are helpful.
Wonder how they were selected? Don't seem to be the busiest intersections
Intersections are very small to accommodate the circles.
Wonder if needed by library
It was a little narrow in that particular spot, and I noticed some people didn't really know what to do and when to yield. Needs some yield signs.
I have only walked down this road, and haven't seen the actual effect on traffic.
I have no opinion on the traffic circles
Why not install atop signs on Kensington, that would be more wffective
Good test but not necessary.
Did anyone think of the fire department when they installed these?? Why are these even installed on quiet streets???
The 'speed bumps' on Morris should have been installed closer to SIS. As cars accelerated as they head south on Morris, they then have to immediately decelerate which can cause rear ending. I have seen cars then speed to the stop sign. Some blow right through the stop sign seemingly annoyed at having to slow down so abruptly before. Perhaps a slow sign could be installed on Kensington? Drivers blast through single file toward incoming traffic trying to be the first one out of the 'maze'. Something is missing and needed to encourage road-sharing etiquette. I am unaware of the issues at Beverly. Was traffic not stopping for incoming traffic, despite the sign clearly stating the traffic does not stop? Either way, the traffic circle is a bit too large leaving little room for wider vehicles. It is also visually unappealing (a somewhat minor concern).
I regularly drive on Kensington. I am not sure what will happen if the stop signs on Murray are removed. I have seen cars from Murray go through the circle without being aware of other cars. I have also seen cars go the wrong way through the circle. The other issue is cars parking on Kensington close to the intersection making it challenging to go around it. Perhaps end street parking 'one spot' before intersection.
This is an ammendment to my previous survey reply. We noticed the circle has been adjusted and the difference is noticeably better. This small change has made a significant improvement. I can now reply that we fully support the traffic circle and feel that it will be safe to use even in the winter. Thank you for addressing the concern so quickly and effectively. Much appreciation for all the efforts on the project.
I like them and should be used at other heavy used intersections also.
There should either be yields or 4 way stops. If people treat this like a normal roundabout, they'll assume drives have to yield to cars already inside
People treat them like roundabouts and don't stop at the stop signs.
The one on Murray and Beverly forces cars into the pedestrian walkways. The size is terrible. Otherwise, I think roundabouts are beneficial.
I have witnessed more potential accidents with the circle. Driver's on Murray (north & south) are ignoring the stop signs and not yielding to traffic going around from Kensington.
Have seen folks get confused. Stop and wait. Or if they are going straight now just blow thru as the circle is too small.
In Riverwest there is a least one of these circles that I drive around weekly. I like the idea, but there are still plenty of drivers that buzz around them carelessly. To me, the circle is a default stop sign for some drivers who do not trust (or witness) other drivers will not obey right of way. But, Shorewood is not Riverwest. I liked where the Shorewood circle was placed and did feel comfortable with it.





**Do you have any comments on the design or location of the temporary curb extensions that have been installed?**

Some residents are going to oppose this type of traffic calming measure simply because they think the measure is ugly. It would have been very easy for the Village to put some potted plants with greenery or flowers within these bumpouts. So as to blunt the aesthetic criticism that some have raised ("I don't like the bumpouts because they are ugly"), the Village should have added at least some greenery or some art (even temporary paint designs on the pavement). If these bumpouts become permanent, it is essential that the plans include something that beautifies these public spaces. Doing that will help to increase the rate of neighborhood acceptance, contribute to traffic calming, enhance property values, and somewhat enhance pedestrian safety (as some drivers will likely

I think signage making it clear that pedestrians don't have to be on the edge of the curb extensions to have the I've heard some complaints that they slow cars down. That sounds like success to me.

Feels too narrow for vehicles

The are incredibly ugly and make it difficult of leaf collection and plowing. Bad idea

Would be nice if there was a way bicyclists could navigate through the curb extension and not have to veer into cars. I understand there is not room for a bike lane on these streets, so this is just a nice to have.

I haven't been by these to comment.

If those who go extremely fast will not be detoured by these. Waste of money!

Based on the cost it would have been nice to have these in several locations

Yes, ( Kensington and Larken). Cars proceeding North and South think Kensington traffic has a Full Stop not just a

This also helps with foot traffic to/from Lk. Bluff school.

Appreciate the focus on pedestrian safety

They are a good idea just very ugly and cheap looking.

I do believe that anything which can be done to force cars to park farther from crosswalks would markedly

I don't think these make any sense here. I DO think we need something like this on Glendale crossing Oakland. Hard to see around parked cars and such for safe crossing!

Doesn't make you slow down

I don't drive there, so I can't comment. I do like the bump outs and their purpose.

I think it is a waste of taxpayer money. The Village of Shorewood has MANY more important uses for taxes

During school drop off and pickup hours those intersections are very congested. Turning is almost impossible even with a crossing guard because there are too many cars, parked or moving.

I'm unclear of the goal of this set up specifically. If it is just too slow cars down, i'm not sure it is achieving its goal. If there are a lot of cars parked, it may have an impact. But as someone who drives by almost every day, I haven't really noticed a difference in how people and cars proceed. If the purpose was to keep cars from parking

Actual curb extensions are quite dangerous, and present a risk of traffic quickly veering into traffic.

1) It's good that there is more visibility for and by pedestrians. 2) Will these be a problem for snow plows?

I actually biked past these and the first thing I noticed was drivers slowing down ever so slightly as they went through. It must have been just enough visual change that they felt it important to be more careful. So great to

Having fewer cars close to intersections seems like a good idea for both pedestrians and drivers. Again, I'm not sure that they're necessary on this stretch. .

Ridiculous to call these 'calming.' It seems to be the 'calming' method de jure.

I mean, I always slow down when I go by them, so I suppose that's a good thing for pedestrians.

Could be even tighter, honestly. Kensington doesn't have bus traffic or semi traffic, so you could be able to narrow it another foot more. I work in Brewers Hill in MKE and the bumpouts they added didn't go nearly far

I have seen a few people turning who seem to have trouble navigating.

Curb extensions do calm traffic but create issues for DPW plow operations

Approve them
Flashing pedestrian walk sign would be more effective.
I had no idea what these were until just now and doing the survey... which leads me to believe that they did not achieve what they were set out to do. I think the traffic circles are far more effective.
I'm looking forward to when the bumpouts are hardened, as that will actually close the crossing distance.
Bumpouts are a good short term measure but I hope that when we reconstruct streets we seriously consider
I think the bright orange curb extensions actually distract from pedestrians. Drivers are busy trying to figure out where to drive and trying to make sure they can squeeze their car through without hitting oncoming traffic, and not necessarily watching for people. I think if the goal is to make drivers more aware of pedestrians, a painted crosswalk or a yellow pedestrian crossing sign would be more effective, as those would cue drivers to watch for
I dont think peds step off curb until safe - little value in making crosswalk narrower/shorter. As far as parking too close to corner, perhaps more parking tickets?ot much
VERY Dangerous - easy to bump into - for both bicyclists and cars
Please remove
Location at Bartlett & Kensington is already an obstacle course with parked card on both sides. It's a mess with cars moving in both directions now. No place for car heading east to pull over to avoid car heading west. Why
Other than noticing the orange cones (which I do hope are temporary, they look awful) I have not observed any pedestrian crossings during my times passing these intersections. The bump outs would create a more narrow / bottleneck feel as a driver which could potentially force a natural slow down or a draw to attention of the crosswalk to achieve the goal. I'm curious how well these work compared to yield signage and pedestrian
Reflectors on the temporary poles make these more visible than non reflective permanent bump outs. Will non
Why add this when the traffic is not that of a main street. I believe it is unnecessary.
Isn't difficult to cross streets there.
The roads in Shorewood are mostly very narrow. These curb extensions create an almost single lane for any vehicles wider than a bicycle. It's especially difficult when there are bicycles or scooters in the road. This same comment holds true for the single lane portion of Edgewood. All too often, bicyclists do not ride in the bicycle lane especially when they're riding with someone and want to chat. They end up spanning across the road, making the roadway impossible for vehicles. Also there are many drivers who do not alternate, but basically
Of all the measures, I think they are the worst option. They make turns dangerous for public busses and waiting cross traffic. They make the roads less friendly to bicycles and place them into greater risk by pushing them even closer to cars, who sadly continue to race to push ahead of others on the shared roadspace. Additionally, they remove parking that has been determined to be in too short of a supply to support adopting parking on one side of the road year-round and creating a dedicated bike lane enabling cyclists of all ages to more safely access all areas within the village. (Most especially the children, including those attending the intermediate and high school, to safely transport themselves to and from school. Also taking into account that the HS has only 9 student spaces available, and the surrounding streets all have 2 hour parking limits.) Finally, this type of calming measure may slow cars momentarily, however it does little to make the roads space safer. Cars refuse right-of-way, playing chicken on Edgewood, bottlenecking and squeezing past one another despite the reduced width. They ignore the suggestions of how to share the road with other vehicles and bicycles, and pay no more attention to safety than before the measures were installed. They only serve to make pedestrians, cyclists, and those using public transport less likely to do so, or resolve to dart and weave through traffic that now maneuvers
These temporary curb extensions active the goal. They look terrible. I'm fine with permanent curb extensions
Streets are already too narrow and any parked car (which there are many) has the same effect. Too many obstructions already in the narrow Shorewood streets.
fine

Not necessary as there are almost always parked cars from Oakland to Larkin which slow traffic down to one lane. There's a crossing guard at Bartlett and Kensington for school children walking. I've never experienced anyone speeding through this zone. Kensington Blvd is a major artery for all of us living on the Northwest side of

I see the rationale and benefit from the experience of the bump outs as a pedestrian, but I don't know if it's really worth the hassle they create because it turns the roadways into obstacle courses for cars. As a driver, this is very frustrating. For example, trying to navigate Commerce St. down by the Lakefront Brewery and its myriad bump outs and other traffic devices is nearly impossible and has turned driving on that street into a nightmare. For me, it comes down to whether the Village is solving a need that really exists. Is there currently a real, documented problem of pedestrian safety that requires permanent bump outs? Not in my experience. Simply ugly but effective

my experience is people do tuck in when needed

I most frequently drive past those on Kensington. These are absolutely slowing traffic in an area with lots of Horrific bottle neck - especially when so many cars park on both sides of the street on Kensington. An SUV that was barreling down Kensington almost t-boned me as they wanted the right-of-way when turning left into the

Keep them.

Seems unnecessary in this area.

Out of all three of these, I like this one, the least. I don't feel like it does anything except for make you wait for one vehicle to go at a time not sure it slows anyone down.

Have not experienced them

These are less effective than the other 2

We have so many artists in Shorewood. I hope the permanent ones will be painted, maybe a contest?

Again how does narrowing the streets make them safer? Again education and enforcement is key to maintaining safety. The best way to ensure a safe crossing is flashing yellow lights the pedestrian can push. I am unsure who is selling these ideas but it would have to be the contractor and the cement company.

They're effective but need to be very well lit after dark.

The curb bump outs cause me to swerve and I feel less safe as a driver with them. For pedestrian safety, I much I'm undecided on the usefulness of these.

On Kensington west of Oakland, which is already a very narrow street, they are simply making it a one lane road. Too narrow and confining, especially in winter weather.

People visiting businesses on Oakland looking for parking spots get frustrated seeing an open spot wasted. Additionally adding pinch points and congestion does not lead to safety.

I have not used this route but the Milwaukee permanent installations work well.

Bump outs are always good for safety

I prefer the roundabouts

I haven't been to this area yet to test it out.

I personally havent seen these, but they look effective

They serve no purpose

They seem to be working slowing drivers down in areas with high foot traffic.

These could cause more accidents and be harmful more than helpful

I would love to see something like this installed on Capitol Drive where it seems many of the problems are

This photo is taken in front of my house, and I like them. The only minor things I've noticed are that they have pushed more street parking toward my home, and that they could also impact snow removal. Will I have to

These are awful .. can't even turn

I have not yet driven by the extension

I hate these. I think they actually distract me as a driver diverting attention away from pedestrians. I also think they cause a bottleneck confusing drivers.

Add more.

I feel safer walking in the village. I also feel like traffic has calmed down. I wish we built more of these around
make sure bikes can navigate this when it becomes permanent
I haven't seen these yet, but think they're a good idea.
Haven't encountered them yet
As a biker the curb extensions feel more dangerous and also passing by cars no one knows who to go first. Make crosswalks and bike lanes more visible with paint
Kind of scary having to navigate them on a bike with oncoming traffic
I disagree that there is a traffic problem with the people that live in the area. The problem is from people from outside our area. These are used in the city of Milwaukee and have caused accidents!
People that drive fast still drive fast. The bollards are ugly and create a distraction by over signalling their presence. A more permanent solution is concrete with bollards and they will just increase maintenance costs and
what was the accident rate before these were installed? is this a solution in search of a problem? you can't
Install motion activated, flashing lights at pedestrian crossings
Traffic on Kensington is already hampered by any parked car on either side. Traffic already needs to slow to a crawl in multiple spots. No need to slow traffic down further. We can't count on oncoming traffic to slow
I like the idea, not sure if it is working
I feel like this just affected parking, not the speed of traffic.
Will it change drivers' behavior or is it a mere inconvenience?
They are so ugly
It makes it harder when two cars are trying to go by each other. I can be a tight squeeze. Kensington can already be tight when cars are parked on both sides. Maybe parking should be on one side only and add speed humps.
We don't live in the core
It's made it real tight in getting through that area. Would prefer another stop sign or walk signs there. It's already tight enough trying to get through there with people parking there cars there. I don't feel it's made a
These are very inconvenient as the street is already tight when cars pass each other. The speed bump would be
Speed humps
These seem confusing to me, and could be blown through pretty easily. I wouldn't feel safe standing in them as a
Completely unnecessary
It just looks like construction is happening over there. It's confusing.
They crowd the intersection and lower visibility of pedestrians (especially shorter children), bikers, and dogs which are usually out in front of their walkers (on or off leash). They also are an eyesore in a nature rich
It's not possible to get my car and another car through at the same time. Way too narrow. I've never had an
Owning a larger vehicle, these are a pain. There have been quite a few times I have to wait for vehicles to move so I can get around them without hitting them. But they are definitely slowing traffic down, in a good way.
Something that is stronger than cones.
My family benefits from the extensions at the Larkin crosswalk. The narrowing of the street required cars to slow down to pass and makes pedestrians more visible. I would support permanent extensions at Larkin.
Hard to turn
Same as previous.
They seem potentially helpful close to an elementary school. Perhaps being located at Morris rather than Larkin would be more effective for pedestrians.
I would like to see these made permanent
If these stay, which makes sense to me, parking needs to be restricted to one side of Kensington west of Oakland. That section feels very congested now.
There are no good reasons for these modifications.
I find these to be a bigger hazard than help.
Why? So bikers have to move towards cars?

I had no idea what the purpose of this was until reading this, despite driving by it.. I am not sure this is beneficial
These suck and drivers in the area can't seem to figure them out
I commute from work on this street at around 3:40-4oclock. There is a lot of school traffic and it causes some scary instances trying to veer from the safe edges of the road into traffic to maneuver around these. Maybe if
I think as they are they slow traffic well. With an actual curb it would probably help pedestrians more.
Please keep them! We have noticed a huge difference!
I think they are helpful in slowing down traffic
Not opposed to curb extensions generally, but I don't necessarily see the need in this case. I walk part of Kensington almost every day, and rarely if ever see excessive speeding. I see more speeding on north-south streets such as Ardmore, Woodburn and Morris. Also, these curb extensions reduce the available space for bikes.
It remains difficult to see small pedestrians given the height of the cones.
I don't know if my last message went through. I think these things are great. But the one at Kensington and Murray is misplaced. The traffic ring should be at Lake, Bluff and Marie. Because everyone heading west races to reach the stoplight at Oakland and it gets dangerous. I said this to Anne McKaig, two or three years ago.
Please consider speed bumps instead or better yet, ticket drivers for failing to stop at stop signs.
There should still be enough room for two cars to travel through these. Reducing them to one lane, as they are now, is a pain and will just have people looking for other routes, taking the problems to new intersections
It's nice to have elevated reflectors for night visibility when they are built of concrete, like the ones on Lake Drive, especially as people get used to them.
I drive Capitol Drive three days a week for my work commute. They have made things worse as drivers can no longer pull into the parking lane to slow down to turn right, which makes driving more dangerous
again they're an obstruction and serve no purpose
Ugly. Please remove them.
I'd be OK with making them permanent bump outs.
ONCE YOU ARE FAMILIAR WITH WHERE THEY ARE MAYBE OK. BUT, I PERSONALLY THINK THEY'RE DANGEROUS.
Both biking and driving through have been good. People slow down and yield to oncoming traffic through the narrowed road. Would love to see this in more locations around Shorewood.
These are amazing. We definitely could use these on all streets in Shorewood. Especially long blocks where people tend to speed up. Example Downer between Jarvis and Capital. People speed like crazy to make the light.
Remove them. They are a nuisance and are not necessary.
When driving on this stretch of road I have noticed that traffic proceeds slower.
I find them very distracting and may lose sight of pedestrians because of that. I do not like the look. But I would
People park too close the corners of most of our streets. This is effective in pushing parking back away from the intersection and narrowing the lanes to slow traffic. These need to be complimented with striping on the street
The bump-out at the west end of the 1700 E. Kensington block had made a bad situation even worse. When cars are parked on both sides of the street on that block, as is often the case, it can be close to impossible to have room enough to allow cars to travel in both directions at the same time, particularly at the corner. It would seem
I do not care for these - I did not realize that the intent was to prevent too-close-to-the-intersection parking. I agree that the curb extensions prevent this. However, I believe that the curb extensions could be less intrusive into the roadway; as is, they unnecessarily reduce the navigable path through the intersection.
I like them for school safety purposes but people are still driving fast thru the area.
Remove them, they are unnecessary
I stopped and chatted with the crossing guard. I really hope you do too. They see the impact.
Curb bumps are good, only issue is right by Oakland, and the issue isn't the curb bumps but the parking. Parking should not be allowed on the narrowed section of Kensington on the half block west of Oakland.
The streets these are installed on are already narrow, no noticeable difference.
This are very effective in seeing cross traffic. These should be made permanent

Add more, make permanent
I used these when pedestrians weren't around. It was really hard to figure out who had the right of way when
Our streets are narrow with parking - we frequently have to stop to allow the passing driver to pass
Having these near the school makes a lot of sense.
Take them out they are a safety hazard and can cause serious damage to a car and cause the driver to loose
Looking forward to more extensions.
The are very good as they help reduce speed.
On the same bike ride I mentioned earlier, I biked both eastbound and west bound on Kensington. In both directions I encountered oncoming traffic and traffic behind me. I felt very vulnerable. I have also driven the same route during the time when students are departing from school. I felt that the curb extensions caused a more confusing and dangerous situation. Two cars barely fit between the extensions creating a more dangerous
effective but ugly
I'd like to see permanent ones installed.
I think they would be more effective if they actually extend the curb via concrete. But I LOVE the extended walk ways. MAKE more please! Especially on busier streets like Oakland!!!! Or capital. Would also be great down by
On Capitol and Morris, yes one is needed there. Oakland--No
This makes traveling down Kensington much more difficult. The road is narrow and if cars are parked on the side, it makes it extremely difficult if there's oncoming cars.
I have not had time to check them out, so will just say to be carefull for cars turning right, not to have them so close to the intersection that the driver runs over the curb before noticing that it is there, especially when new in
They do work, but permanent/concrete ones may be hazardous for inattentive drivers and they could damage their cars, Can we just use these orange ones?
I don't frequent that block, did not see how it is there.
These are too bulky to have out in the road. With SUVs being so popular and the fact that SUVs, trucks, even sedans have such a large road footprint nowadays these curb extensions are just impractical and hazardous. They turn a 2 lane road into a 1.5 lane road and create more opportunities for accidents that didn't otherwise
I imagine that these curb extensions will make bike riding a challenge since there are no marked bike lanes. I'd worry about my kids biking on this street.
Curb extensions are difficult to see as a driver, especially in snowy conditions, so if we add these permanently they need to be geared toward visibility in our worst conditions, which we have nearly half of the year
A no parking sign would do the trick and be less expensive
Put a no parking sign. This is a waste of money
Bartlett and Kensington is already too congested with parking on both sides. These bump out make it impossible for two vehicles to pass. They force bikers into the middle of the road. If you want to improve this corner, limit
Install these throughout the village
Why do you think we need this
It is so rare I encounter a pedestrian trying to cross the road here but with this in place oncoming cars seem to be hesitant to have both cars in their lanes at the same time. I had to wait for several cars in front of me to take turns going through the 2 way traffic extensions. Absurd. If the goal is to make it safer for pedestrians, I am not
I haven't driven past these yet, but I think curb extensions are awful in general. A great way to ruin your car for
Curb extensions are good but should be skinnier to allow bikers to ride on the side closer to the sidewalk
Great idea!
2 cars cannot pass at the same time. only allows for one direction at a time and extremely inconvenient
The narrowing often causes head-on traffic to slow or stop at awkward points mid-intersection. If people are parking too close to the intersection, there must be a better way than creating even more of a bottleneck on
build them so as to prevent damage to cars in case of unintentional contact

These are great. Physical separation necessary to shorten crosswalk distances and direct traffic. Especially good for busier intersections/turns from main roads to side streets.
Not presently
What happens in the winter when they are covered in snow. How is that designated?
They are unnecessary.
Speed bumps would be more affective. The curb extensions make the street too narrow.
These are also pretty ugly. Can you add some planters or some other beautification?
Test more throughout Shorewood... traffic calming is also needed on Olive, especially narrowing of the intersections at Newhall, Morris, and Woodburn.
these have been tried in hundreds of communities for decades. I am curious what the response has been from
I'm not sure if this makes people slow down
Need something on the corner of Larkin and Olive
Again, can we test at other high volume locations?
It's nice as a pedestrian, because without cars parked where these curb extensions are, I can more easily see if
Would love to see this on Marion and Larkin. Lots of kids crossing the street to walk to and from Lake Bluff, with zero visibility on Marion due to parked cars. I've seen several near accidents in the morning and afternoon.
Again... not entirely sure what the goal is... I guess it might add a safety factor for school crossing times,
These are simply frustrating as Kensington is already narrow and is making traffic less movable.
They are helping the pedestrian traffic.
Could consider adding to Olive and Larkin
These cause people to slow down and become more aware.
I don't drive there and so don't have an opinion.
These are horrible at Bartlett and Kensington. The road is narrow enough without these. Causes traffic problems in the morning during school drop off. Must wait for vehicle coming Westbound to pass before turning Eastbound Kensington. There is a crossing guard at this location so not needed. The other bump out is fine. The Kensington/Bartlett bump out would be worse in winter with accumulation that would be harder to clear
I think they will protect pedestrians, especially the young school children in the area
Most streets are too narrow to allow cars to park on both sides and also have these in place. If you do not get any courtesy from other drivers coming the opposite way as you are driving, it creates a tight fit...I have witnessed this several times on many intersections that have them, I do think this is a good idea but something
Is there a way to let bikes pass through? If not I understand these are to prioritize pedestrians crossing which is
Whether temporary or permanent, include a bike lane for bikes to go straight through without being diverted. Otherwise you are forcing them into cars when they are present.
To me the pylons seem to be too close when I drive through them and there is approaching traffic
it's difficult to bike through them
I have not encountered these, but on reflection think that they would be a bad idea on any street with a stop sign. (And hope that you already considered that.)
You can't pull over on Kensington to allow cars to get through on this narrow street therefore causing traffic backups. I believe these are a waste of tax payer money.
The curb extensions are great for pedestrian safety and crossings and in good locations, but are a challenge for cyclists - they create 'pinch points' where cyclists are forced away from the curb and motor vehicles are often
These bump outs cause more problems as it prevents 2 way traffic on the road and backups. I would prefer to see permanent no parking on the North side of the street on the 1600-1700 blocks. this way traffic will flow
We need them on Capital at Murray and at Maryland
Wilson may benefit from these features.
If this works and we feel this is needed, this would be my choice.

Any bumpouts should be reflective. The ones in Milwaukee are very hard to see at night. We also need to look at bumpouts in light of possibly losing the city lots
There is a stop sign literally 50 feet west of the location of this bump out, what is the point of having it if you want traffic to slow down again in the same block. The exact same issue occurs in the the next block east, where the bump out is at the beginning of the block and a stop sign is 60 feet away at the end of the block
These look like temporary construction related posts. These seem dangerous for bikers who will either try to weave between posts or instead move into the flow of traffic. Good for pedestrians though.
All intersections should have these in our neighborhoods.
I sometimes drive my kid to Lake Bluff and exit by driving down Bartlett and turning right onto Kensington. I have noticed a decrease in visibility of oncoming traffic from Kensington with the curb extensions. Because of the row of parked cars east of Bartlett, and the curb extension, I don't always see cars driving west until I start making the turn, and then there is not enough space for two cars to fit through with the curb extension. I feel like an accident is waiting to happen there. If two cars could still fit through (eastbound and westbound), then a curb
Traffic does go slower after the Oakland stop sign heading west.
These are great to "funnel traffic", thus slowing down traffic and making pedestrians visible. These can be applied anywhere and are very effective to reduce the chances of "invisible pedestrians" when waiting for traffic. It also is effective at reducing the complete distance the pedestrian needs to cross, and the total distance the driver needs to scan when driving (hence funneling traffic). These are all over Europe. Lastly, Whitefish Bay has
There are people who are complaining about how hard it is to pass but the whole point is to slow down/calm traffic and I think they work. We have narrow streets with lots of parked cars and we can learn to slow down to
This also makes backups when people are looking to right turn
May be beneficial for pedestrians but can be confusing for drivers.
These bump outs would work if permanent - the way they are "built" now ... just not effective - seems like a
It has made turning/passing through the intersection a lot more difficult. I have also almost been in multiple accidents trying to leave the ally due to limited visibility and not being able to see who is coming either direction
It doesn't look very good, I think it's better to paint in Yellow to want people. Instead of us sticking out.
These seem to be more of a nuisance, particularly to drivers who need to park in crowded areas.
As long as they are installed with concrete I see these as effective.
This limits parking on the street
Visibility has definitely improved but the road narrows too much. Can we just make the corners no parking
The road is too narrow for these. Biking down Kensington, it made me get closer to traffic on my bike. It makes it even more difficult to navigate the parked cars between Oakland and Bartlett.
They also prevent people from passing on the right at stop signs (to continue straight)
Did we ever have indicators that this is an actual problem?
Not only does this slow down traffic at intersections, it keeps cars back far enough that they can see pedestrians waiting to cross. Like a double impact on safety!
If the goal was to shorten the distance a person needed to cross the street, then yes the bump outs did that. If it made traffic slow down, no. They still went fast and it was a bit more dangerous, as cars then take up the full road and if cars are parked on the streets, it was impossible to pull over. Cars were getting backed up at Oakland when traveling down Kensington, as they couldn't turn onto Kensington due to a car coming down and cars
In practice these should calm traffic on the street. But I never noted a problem in this neighborhood. I typically drive this street once a day in both directions.
No comment on the current locations, but I like the bump outs in general. They improve visibility for both drivers and pedestrians when crossing the intersection.
Great spot for traffic calming. Would love other locations
I think that narrowing the street could actually cause accidents. Maybe speed humps would be better or a stop

I did not witness any pedestrians crossing when I've driven/biked through these, but I do believe bump-outs are effective at making pedestrians more noticeable to drivers and keeps cars from trying to pass the first vehicle
I do appreciate how they draw attention to the intersection and pedestrian traffic. The one worry I have is bicycle traffic and cars not yielding to bikes as they approach these extensions.
I haven't seen these
Creates traffic jams and have had more near misses getting hit in the last few weeks
This isnt Capital...
I think it potentially will cause more harm than good, and on our block one takes up almost half of a much
They are hideous.
Just another danger for people, their cars, motorcycles, bikes ..
Not needed ! Ugly! Who decided that curb extensions make pedestrian walking safer? Someone who takes out tax money and is just spending it coming up with these ridiculous ideas. Please get rid of them they do not do anything purposeful except ruin the look of our neighborhood. What a waste! They'll just get knocked over and
Drivers coming at me either direction are still barreling through too fast, making me stop and move over. I never drive when the school kids are walking so I cannot comment on that. Seems like,
Love not having a biker or car sneak up on me/passing on the right. Bikers want a whole lane- well, then stay
As a pedestrian I feel safer with these curb extensions.
It makes it so hard a a bicyclist, forcing yourself to play chicken and hope the cars yield to you
Don't like anything that minimizes parking on the street.
If you know that intersection you know how many cars are regularly parked in the places that now have orange pylons. Parked cars, which are always there, already performs this.
These are just making more congestion when cars are traveling in opposite directions. Again, these are very
I think they create more risk for accidents or damage to vehicles to occur and the design is unappealing
No
More pointless wasted village resources.
temporary ones are ugly, looking forward to permanent ones. One thing I don't like about bumpouts in some contexts is that they put bikes into the lane of traffic. This is probably a safe location though.
I don't think I've encountered these yet
I live on Kensington between both curb extensions. Over the last six years, I have witnessed many cars driving too fast down our street, often failing to stop for the stop sign in front of our home. This unsafe driving is so common that my young child is not allowed to play on or near the sidewalk on Kensington. The curb extensions have made a positive difference! I have not witnessed a single car speeding through this stop sign since they have been installed. Traffic is driving more carefully as well, and stopping for pedestrians more frequently. There are so many children in this neighborhood with the elementary school a block away, and I have seen them
Awesome need more
I prefer these to most of the other interventions - they provide safety and visibility for pedestrians.
These bump outs are dangerous and increase the likelihood of head on side-to-side collisions. In the photo above, it is also dangerous for pedestrians. There should be two stop signs installed where pedestrians are
Forces bikes into the traffic, more dangerous than helpful
Evidence has shown that #1 people panic when they see this slamming on their brakes and wildly swerving, #2 knock down all of the orange cylinders, and #3 drive over the curb and slam on the brakes because there are black skid marks on them. This evidence supports the case that they are ineffective and dangerous.
I like them because they're very visible and will remain effective even if there's snow on the ground.
Those are very unsightly. If those were near my house, I would be upset. Extremely ugly. There has to be a
If you makes them permanent don't try to raise taxes or hit us with yet another special assessment
I do not understand the thought behind them.The cars.parked just in front of them are already slowing down

As a bicyclist who specifically chooses streets with lower traffic counts where I can quite often occupy the curb lane and avoid conflicts with motorists, these force me into the center lane. This never feels like a safer, better

ur streets are already too narrow and these will lead to more accidents, especially in winter.

Again, folks aren't comfortable with these and are too cautious about passing while another car is coming in the

Generally slow traffic down in school zone. The one closest to Oakland can get pretty backed up due to limited

Good idea, motorists don't always stop for people in crosswalks.

We walk down Kensington every evening. I've watched multiple cars slow down because of the curb extensions.

I like the circles but the curb extensions funnel bikes and cars in to the middle all at each other and I noticed younger drivers don't know to stop or slow down. Think this will cause accidents especially with cars and bikes.

I have only driven down this road once since the extensions have been added, and there was no incoming traffic at the time; but I did find the setup ingenious and it probably did cause me to slow down.

These are so frustrating - it feels more dangerous trying to dodge around cars coming the other way and it makes getting into our alley incredibly difficult. I really don't like them.

Curb extensions help pedestrians and slow traffic. Double whammy, which is great.

Curb extensions are a danger to drivers! Several folks have reported bumping into them when installed and one

Put in a crosswalk....this is ridiculous

Oops, already stated

They have slowed traffic but might need to be pulled in a bit to allow two larger cars to pass.

Impedes traffic if coming from both directions.

I completed this survey earlier and wrote a comment about a negative impact of these curb extensions. However I was just speaking with a friend who lives in Kensington who told me since the curb extensions have been put in, so many cars have obeyed the speed limit, and are now stopping at stop signs they used to blow through. So the need for something seems to be there. Perhaps multiple speed humps would be more effective or an alternative

I do not think the one installed on Kensington is a good choice. There are many other busier intersections that could use calming spaces - maybe Larkin and Olive, Maryland avenue in a couple of spots.

Based upon the already narrow streets, the curb extensions cause issues with drivers not expecting them and

This is solving a problem that doesn't exist. It also takes away parking spaces. In addition it adds safety issues. The bump outs confuse bike riders. And concrete bump outs get buried in snow making it impossible for

Ooof. These are annoying. Perhaps that's the point.



SCHOOL  
SPEED  
LIMIT  
15  
WHEN  
FLASHING

SPEED  
HUMP

**Do you have any comments on the design or location of the temporary speed table that has been installed?**

First, the location of this speed table is wrong. It should have been placed further south, just before SB drivers reach the "driveway" that is on the north side of the intermediate school. Second, there should have been a "companion speed table" just south of SIS, for drivers headed NB on Morris, just before such drivers get to the SIS tennis courts. I generally am not in favor of speed tables, for many reasons. They are highly unpopular with drivers, and "punish" or at least inconvenience drivers who are complying with the relevant speed limit. There are better and more effective traffic calming solutions than traditional speed humps and tables. If we are going to move towards deploying speed tables in Shorewood, I would like to see us install "smart" speed tables, as manufactured by Edeva. They call their product Actibump. See the following (1) a short "TikTok" video:

I would like to see speed humps, and more of them. The one table is in an awkward place (a bit further south would be better) and there should be more of them at least.

Would hope that a permanent structure could be made of similar material rather than concrete.

Speed bumps need to be higher so people will have consequences to their car if they don't slow down

These work and are not hideous. But how do they hold up to snow plows?

There needs to be a notice on the speed hump sign about the MPH that the hump can be driven over without "pain"; it doesn't seem high enough compared to the speed humps in place in the Bay View area.

Once people slow down going south, they will again speed up down the hill toward the Middle School. Perhaps a

This needs to be installed on Oakland at Marion - too many drivers ignore pedestrians crossing between Olive and Lake Bluff controls. A true test would be placement there

We could use more of these in the Village. Possible locations--Morris Ave. around Lk. Bluff school; Ardmore Ave.; Kensington Ave., which is often used as a through route from Wilson Drive to Lake Drive.

Can you make it higher and it should of been placed further down unless you plan another

Haven't used

I have not driven over this speed table

If it's going to increase safety on Morris, then another one south of the Intermediate School will be necessary (slow down traffic from both directions, the stop signs on the south are only partially effective).

Yes. put some on Olive west of Oakland between Wilson and Oakland

Effective

I don't like speed tables at all.

The Village of Shorewood has more important uses for taxes collected.

It's too close to Capitol Drive and should be closer to the school

Warning sigbs about speed bumps are appreciated.

I have not driven in this area so I have no opinion.

I don't think that stretch of road is problematic for speeding. I travel on it daily.

These are so good, again when driving it just feels like maybe go a little slower to not bang up the car. Not as great for biking across though, can be a little scary.

They're called bumps not humps. Too tall.

I can see the value in having one near the school, although I wonder if having it that close to the intersection

Great. Couple it with a bump out when all is said andn done

It seems okay.

LOVE THESE. I personally think there should be one on all of the blocks that approach Wilson Drive (Wildwood, Sheffield, Marlborough, etc.) as cars drive very quickly trying to get to that main road.

The sign warning of the speed hump ahead is not always clearly visible, usually due to a large auto or truck

I am very familiar with this location. Morris could use more speed tables along the stretch connecting Capitol and Oakland. Vehicles often blow through stop signs at Beverly and pick up way too much speed along that stretch. Multiple measures including better signage and maintaining pavement markings could help improve safety. It is a school zone and a miracle that there have not been terrible incidents considering the volume of
Speed tables and humps create issues for emergency vehicles and DPW plowing operations
Keep it
It's too close to the Capitol Dr stop light. Traffic is already going slow. Move it south
I have not directly encountered this speed hump
Works well by forcing drivers to slow down.
I think this is a good area, but I have seen people speed up after the speed table to "make up" for having to slow down. This does seem a good area for traffic calming measures.
It's too close to Capitol Drive to be effective. The north bound speed bump sign is too low. A SUV parks in front of a house and you really can't see the sign until you're practically at the bump. A lot of cars turn onto Morris from Capitol and get to the bump within 1/2 a block. It would be better served closer to SIS.
They are popping up on many streets in MKE, and I think they are effective
slows cars down ! thank you !
Works well ! Thank you
Though I have not observed this specific speed hump yet, every speed hump/bump I've observed in Milwaukee is chalked full of car damage marks / gouges and tire marks all around them. I don't believe these achieve greater safety for drivers and/or pedestrians as they can be poorly marked if not meticulously maintained with
Haven't experienced it yet .
While at times annoying, these are very effective. Traffic continues moving through the roadscape as before, cars needing to slow to proceed, and cyclists are encouraged to stay to the side avoiding both moving vehicles
These obstacles should be removed. Shorewood streets are too narrow already and don't need any additional
Make sure they're CLEARLY marked and visible. Add one or two on Kensington east of Frederick?
If a driver doesn't notice the speed hump and the sign, the car can experience an uncomfortable "leap" even at
Not sure how plows impact these over time, but very reasonable solutions
haven't been down that street so can't give opinion
It's in a school zone, where speeds are already posted lower.
GREAT addition, but I think it's in the wrong place--cars are already driving slow because they either went through a controlled intersection at Morris and Capitol, or they are entering it and have to slow down anyway. Instead, the speed table should be installed a few yards down Morris in front of the middle school to help ensure
I like this, too. Another could be added closer to SIS and it would slow traffic in front of the school.
I have not experienced the speed bump but it appears to be wide enough that people do not go around it
I believe a series of these around the schools would be even more desirable. But, even one is appreciated.
Not sure if this will do anything.
Keep them. Make a little bit taller; still can go too fast on it.
Traffic needed to be slowed down here right by the school. This was a good idea.
I like the speed table however I don't like its location. I noticed I was too worried about slowing down for that and then the crosswalk is right there so I was having to concentrate extra for two separate things when I think I paid better attention to the crosswalk when the speed table wasn't there. Also car parking by the crosswalk and
Have not experienced them yet
Please install these on the block of Olive between Oakland and Murray. Cars drive 45mph as a cut through to Wilson. Too many young kids on this block for the traffic.
Like em
Again, making a speed hump instead of enforcement is based on faulty logic. Ticket drivers for distracted driving, speeding and not obeying traffic signs would increase revenue for the village and make us all safer.

They're effective but you need them at three places on Morris to be most effective. People slow down at Pinedale, where the speed table is. But then it's off to the races between there and Oakland. Put one on Menlo
I feel that the flashing speed signals are effective at reducing speed-this is a nuisance.
I think this is great especially near intersections by the schools and where more people are walking on a daily
Vehicles tend to accelerate quickly on the other side of the bump after being forced to slow down
Seems to be too low for a 25mph speed table allowing autos to traverse this impediment at 30mph.
Seems to work well at slowing traffic
I love this for my street. I think it should be further south, mid-way between Capital and Beverly because cars can see it from the stop light on Capital and still allows a lot of speed up time around the school. It's also interfering with traffic light traffic in the morning going north towards Capital and causing more backup than
Location doesn't seem reflective of where speed tables are needed. Capitol is a major thoroughfare through Shorewood (and Oakland to an extent) and focus should be here. Frequent speed tables with bump outs and
I think this has been an effective way to slow traffic. I would suggest moving it slightly further south as would
But once people are past it they are speeding again once they reach the school
If more are added, please ensure they all have signs indicating their presence
I would like to see this installed on Capitol Drive instead
I haven't been over there yet, but clearly something needed to be done. I also wish we could have something ON
Accomplishes nothing and impossible to see at night, good riddance. Spend money elsewhere
I would love to see more of these installed in our community!
Most of th speeding on Morris is done between Beverly and Menlo. A speed table would be better suited equidistant between two stop signs. I am not sure why this particular one was placed right next to a traffic light.
Add more!
It's too close to Capitol Drive. The speed i see is further south on Morris. One closer to the intermediate school and one closer to Hubbard would make sense.
This specific spot, in my opinion, is absolutely ridiculous!!! If you want a speed hump, it goes either on Beverly, between Oakland and Morris . Or, on Morris between Newton and Beverly. You don't put a speed hump next to a red light. It's doing no one any good there. Calming traffic down around schools. Not around red lights. People leave Oakland Avenue and fly down Beverly or fly down Menlo to Morris to avoid the traffic light at
I wish we had more speed bumps. I think it is an effective way to slow traffic.
now add more of these not only on morris but throughout the village.
We've lived on Morris and Beverly for 18 years. While I'm grateful to see this speed table, it is absolutely in the wrong spot. Right before/after the intersection, cars are typically not going that fast. This should be moved to right in front of SIS, and there should be at least one more on Morris between Beverly and Menlo. THAT is where the cars speed, don't stop, do donuts etc. We call our street the Shorewood Speedway. No one except those of us who live in the neighborhood actually stop at the stop signs at Morris/Beverly and Morris/Menlo. And no one obeys the "no turn on red" signs at Capitol and Morris or Menlo and Oakland. We need more of
Annoying but effective. Once we get used to them it will be great
Please keep space for bikes to pass around the tables
I think maybe the speed bump could be moved a little farther from the stop light, and closer to the school and the 4 way stop. I live right next to public works and I still see people speeding past the school and blowing that 4
I disagree that there is a traffic problem with the people that live in the area. The problem is from people from outside our area. Be prepared to pay for the damage to police cars in pursuit of law brakers cars. This is not a
Hump, not bump

The location for this speed bump is unnecessary. It should be placed just before or just after newton and morris. That's where the speeding problem truly lies. Where it currently is located is ineffective because it is so close to the intersection where drivers are just gaining or reducing speed. The real problem is how fast people drive between Beverly and Menlo on Morris blvd. I have lived on the 3600 block of Morris for 16 years and have seen all the attempts of reducing speed on our block that is seen as a "shortcut" and nothing has worked. The new
The last time I drove through that area, it seemed to me that the speed table needed to be in a different location, or it needed an addition one to be effective. I can't recall where it was, though.
i associate speed bumps with high crime areas. i understand residents complain about traffic there? does the
I think speed humps and the circles are great and I'm less convinced that the bump outs do much good
We need more, especially around the area of lake drive
While I think they are effective, I do not like them. I think they are a risk for injuring bikers and harming cars. I
Yes, if drivers are paying attention. No, if people are on the phone or otherwise distracted (inattentive).
It's installed in the wrong place. It should be closer to Newton Ave. It's immediately after the intersection with Capital and Morris. Cars are not going fast yet. They just speed up after, run the stop sign and continue to
I am not familiar with the area where the temporary speed table was installed. However, I would be in favor of testing one on Kensington Boulevard between Lake Drive and Frederick.
The location right before SIS seems like a good idea
Love this since folks forget SIS is there and speed by students and staff!
I live right by the Morris speed hump and it has been super helpful especially when school is starting and ending
Just want to say that I really appreciate the speed table. I live right next to it and feel much safer about my kids crossing the street cars were routinely speeding to catch that red light and this has solved the problem.
We don't live in the core we have 20 million cops in Shorewood. Do your job not depend on stuff like this
Haven't driven by it or over it
This location is too close to the traffic light. It would be better if moved closer to the intermediate school.
I love the strategy of a speed table - and I love attempting to include traffic calming on the stretch of Morris between Capitol and Oakland. But this is definitely in the wrong location!! It's way too close to the traffic light. Alternative locations would be either: 1) on Morris closer to SIS or 2) on Morris between Beverly and the stop
Get rid of these stupid things
Honestly, of all of them, these are the best
It slows traffic for the 100feet on either side of the hump. Then engines roar to get back up to speed.
Put these everywhere and slow people down
Put 7 more on that street. Seriously. It's great.
I do not appreciate these as much as the roundabout
Have not used this yet.
Please install more of these all around the city!
I cross this almost daily and love it. It's enough to calm traffic but not a huge speed bumpLike the ones in bay
I believe it should be closer to the school or near the street heading to Hubbard Park.
Of the three options, this one may be effective.
I love this. It is in a great location and actively has people slowing down, including me.
There should be one more on Morris/Menlo and/or other traffic calming measures. I requested these almost 8 years ago and ultimately wound up moving out of the neighborhood because of the constant traffic.
This one seems to make some sense
There should be more of these placed around all schools!
This one is very close to where I live and have noticed a decrease in speeding- the placement is a little awkward given it's right in front of the gas station, but it's effective at controlling speed. We really like it!
Please stop these only really hurt the locals who have to drive over them everyday. Bad for vehicles
Maybe it should be closer to SIS and there should be another one on the other side of SIS. But that Capital-

I haven't been around this one!
I've heard people say that it should be close to SIS and I agree with that. Also would consider adding a second
Given the placement of the speed table, it still allows cars to accelerate down the street. Shouldn't it be moved
I would be in favor of more speed humps. Lake Drive would be a good spot for these, especially by Atwater.
I have friends on this street who have voiced approval to me about the speed hump.
I am not a fan because it's easy to miss the signs saying to slow down. Both my mom and I have missed the signs and went over at full speed. If the signs could have flashing LEDs like on the stop signs on Oakland and
ineffective
Nobody in their right mind wants to be airborne, so these are wonderful for getting people to go more slowly. Maybe put one at Morris/Menlo, too, if they're still running that stop sign.
I THINK THEY ARE EFFECTIVE BUT NOT AT ALL LOCATIONS
I think it helps slow people down. But I do think either more need to be installed or other traffic calming methods to deter people from using that road as a shortcut between Capitol and Oakland.
It is placed too close to the corner/intersection. Move it farther down the street towards the school
Remove it. These are really a nuisance.
I noticed as a driver that I slowed down in this one specific spot, as did others, but I'm not sure it made a
They could be used on the 4400 of Prospect and similar streets to slow and diminish traffic.
I do think that there needs to be a school zone light and perhaps speed table on N Morris approaching the intermediate school from the south. Just after the intersection of Beverly and Morris.
It is too close to the traffic light. More effort needs to be put into slowing traffic on Capital Dr, not the side
How about just enforcing the speed limit - tickets work!
I dislike the concept of a speed table. If the legal speed limit is (say) 25 mph, it is nonsensical to install a speed table to limit speed to 15 mph. Easily a third of drivers miss the signage/speed table and cross it at 25 mph, thus
I would like to see another one farther north on Morris.
Remove them
I live on Morris and while I appreciate the idea, these bumps are so easy to go over at a high speed that it does not stop anyone. Additionally, I feel absolutely terrible for my neighbors who these are installed directly in front
THIS ONE is a total joke! I travel on Morris on almost a daily basis- I live due east of SIS (on Newhall). I actually stopped to talk to the installation crew the day they were putting this in to express how stupid the location of it is....they agreed and said it was the planning department's "dumb" idea. After ALL this time needing a speed deterrent on this stretch of Morris would one put it so far north????? If the thought is that putting it in the SIS school zone area would be problematic .....tough....it needs to be pretty much due west of the school and/or north edge of the tennis courts - and needs to be a significant speed "hump" (drive down Terrace Ave just south of Bradford Ave to get the idea)....not just some goofy couple inch rise in the road like this temporary setup is. The installation crew told me people were laughing as they drove over it - traffic planning department .....get
Haven't used it.
In my experience speed humps reduce the speed in excess of the speed limit. Also their effectiveness is directly proportionate to the accurate installation. The ones on prospect in Milwaukee are not to spec.
Make permanent and add more of them
Didn't use
They should all be removed -
I like it and would encourage more of these around town especially near all the schools.
Misplaced? Should be closer to school, and add one south of the morris/beverly intersection
I do believe they help in slowing traffic down, which is good
Take them out they can cause a driver to lose control
This one is a fantastic idea! Perfect placement.
Need to be more visible, possibly brighter color arrows so drivers can see them.

The tables should be installed at crosswalks so pedestrians will be encouraged to use the and cars will be going very slow approaching pedestrians using them.
They should be mandatory with all crossing areas. Drivers very rarely slow down when pedestrians are near a crossing. Even when they are on the crossing. Having an elevated crossing changes this behavior.
I totally like speed tables and would like to see them used in more places in Shorewood. These would be better on Kensington rather than the curb extensions.
need more of these.
Traffic calming is just a euphemism for causing traffic jams. Cities do this when they've given up on trying to enforce the law. Stop trying to jam up traffic and simply stop and cite drivers who break the law.
More of them throughout Shorewood!
I like the longer speed humps as opposed to really sharp speed bumps. I do feel the speed humps on N prospect Ave down down are much better. They are higher and cause more need to slow down!
Really a inappropriate placement of a speed bump.
I hope it works. This is a particularly dangerous area for pedestrians.
The speed table is too close to Capitol drive. Drivers will either be speeding up or slowing down when they get to it. Put it in a place where speeding cars are actually a problem.
Inattentive drivers will wreck their cars in these.
I haven't visited it yet
This should be put in front of SIS where it is halfway between Beverly and Capitol. That is where the card speed
I see speed bumps go up around here and drivers just wreck their cars on them. They're hard to see especially in the rain. Would be better to increase police enforcement in areas where speeding is causing problems.
I'm not sure this is an effective location. There are several other spots on Morris where I would have chosen to
I think it should be closer to the school.
I'm not sure that is the best spot. Maybe closer to the school? Maybe have the police stationed there?
Just wish there were more of them
We need more of these. Especially on more of the higher traffic streets, such as Olive and Morris.
This just makes my day harder and does not change anything
This works but seems like the least maintainable, hope this doesnt become a snowbank in the winter.
I think this is a very, very odd place to put a speed trap. There's a stop sign right there to slow people down coming up on Capitol. If you're coming from Capitol, you're either turning onto the street which there you're already slowing down to turn, or if you're coming straight, there's a stop sign coming up 500 feet or so from that
Perhaps the speed bump could go a little further toward the Middle School?
Definitely needed.
The placement is not where they need to be. The placement is on Beverly! If you don't want to put a speed bump on Beverly between Oakland and Morris. Then come live here deal with the people speeding by at 50 miles an hour with young children and pet I have asked you multiple times about speed bumps on this road and I was told that Shorewood doesn't do speed bumps and now suddenly you do speed bumps but you do them on Morris right before a traffic light which makes absolutely no sense. There is a high school in an intermediate school right on this corner. People come off of Oakland and fly down this road during the middle of the workday during the middle of the morning, rush during the middle of the afternoon, rush, and all weekend long if you
ineffective location. Should be in front of school rather than a few feet from the intersection
Hate them! Ridiculous, damage vehicles, ruin neighborhoods, should be banned!
Need brighter colors to see these at night or reflectors. They're painted black so just looks like a new piece of blacktop from afar coming up on it. Going to damage cars if not corrected.
Move it farther south, or add another one by the school
Not presently
THESE ARE HORRIBLE AND SCREW UP CARS EVEN AT A SLOW SPEED!!!

As noted above---What impact does the bump---no matter how slowly it is taken---if it has to be used multiple times per day by residents in the neighborhood?
Yes, where my daughter lives in Madison her neighborhood has speed “bumps”. The higher the “table/bump”
The one on Morris is too close to Capitol Drive to really slow people down where it is needed. Also, when I ride my bike over them, it seems kind of slippery/shaky.
I hate these things but they either achieve their goal or mess the car up when the people hit them too hard
It needs to be on the roads that are affected by high traffic maneuvering from the northbound, as well as
If you want to keep people going the speed limit in a school zone make the speed bump compatible with the speed limit. Too often speed bumps make you go far lower than the speed limit in order to prevent car damage.
I’m all for the speed tables!! These are effective and feel so much safer for all involved
Please put these on the west side of Olive street by intersection of Olive and Larkin
I like the traffic circles better. They are easier to see.
Another great candidate for Olive and Larkin !
They help slowany down, I am worried that anyone speeding excessively may be veered off the road and
For the most part people are already slowed down at this section of this street because of the traffic light and entrance to the gas station. Issues with speeding on Morris are further south.
Haven’t driven here, but generally find these annoying. It definitely helps curb speeding if that’s an issue at this location, but usually I don’t particularly care for them.
We’ve seen an uptick in reckless (too fast) driving in the past years and believe this type of measure is effective in slowing vehicles down. We need to have these installed in more locales around Shorewood.
The placement of this one makes total sense for being around the middle school. We need MORE on Capitol, maybe by Maryland as drivers speed down it like crazy, especially in the summer.
People don’t always see them
These are hazardous. people seem to slow down at the hazard and then speed up right after the blockade
People slow down when they see these but then speed after them to make up for lost time.
I walked by the hump today and saw cars slow way down crossing it. It's very effective.
This location is ineffective to even test. A controlled intersection is close by. Motorists can't get speed up because they just came thru the lights or are sitting in traffic on Morris facing Northbound. This would be great at Menlo and Morris where no one seems to stop for the stop sign or Morris and Beverly. Sometimes it's difficult anything that helps slow traffic is good for our village
I have not had an opportunity to drive over any in Shorewood. The ones I have in other areas, if not properly warned via flasher or barrel, become launching pads for unsuspecting cars even driving @ speed limit would cause issues with car repairs. I believe they would work but only if flasher signs or something obvious is in place
Living just across the street from this table, I noticed that many motorists who are already driving a reasonable speed treat the table as it is intended (a reminder to slow down). I also notice that motorists driving at unreasonably high speeds may slow down, but then speed up quickly after clearing the table, and are then free to continue their high rate of speed (especially southbound). I wonder if the deterrent effect would be greater if the table were permanent as well as the same height as the tables near Estabrook park, which seem more effective. As the parent of young children living on Morris, I remained concerned with the speeding that continues to take place. Not to mention the intermediate school which is also Morris and empties children onto the sidewalks and streets several times per day every week. I also wonder if a multi table solution (adding 1-2
I get the reason for it, but I was not prepared for it when I was driving southbound on Morris the other day. It is hard to slow down where the speed bump is when you are driving through the light. If you are going to have one
These speed tables need to be all over the school zones using the ones that allow bikes to pass through on the side. Consider spacing needs for families with bike trailers
How easy are they to remove during winter? Can plows lift and go over these? If so, then more are needed!
I think these speed bumps need to have a good visibility so they can be seen on dark,rainy nights

I have not encountered this yet
They might slow someone down but can also cause a loss of control if you don't see it in time
Repeating my earlier answer that in this location, a table should also be installed south of the school.
This is a good location and should be permanent.
What are they costing tax payers? My utility bill is nor extremely high due to the street light project!
The speed tables and their proximity to our schools are very effective and in good locations, but still not enough ... during school hours we should be diverting or discouraging motor vehicle traffic in the area even more dramatically than this. Shorewood historically has done very little to actively provide safe bike routes to any of
This is a huge eye sore and waste. Please remove.
May want to consider elevated crosswalks instead
There is not a large amount of traffic on this street to begin with, all the speed hump is doing is creating a
This seems to work somewhat, but cars start zooming soon after passing the table. There needs to be something else to encourage slower movement in this area.
I love the speed bumps and wish these were near our house. The speeding by our home is ridiculous and unsafe.
Please make these permanent, as well. Even on busier streets.
I think it is pretty good. But PLEASE change the speed limit sign to always be 15 mph or always during school hours. The "when flashing" is confusing because there are no lights to flash.
Because we actually dont live there and don't see how cars have reacted I'm not qualifed to answer.
These are GREAT, and all over Europe! They are also great in combination with a crosswalk. Speed tables (lower) vs "humps" (higher) seem better because they cause traffic to sloooooow down and not to a standstill in order to clear the extreme height (of a hump). Speed tables appear to be better for plows as well? Again, this would be
Although I feel like a better spot or an additional spot would be at the intersection of Beverly and Morris. I live here and rarely do vehicles make a full stop or even slow down through the intersection.
I find speed tables/bumps very effective. My one caveat is they need to be well labeled both on the tables
More than one would be a better speed deterrent.
On the fence about this one ... but it's worked and again - with better lighting and signs can be effective.
Again, in the winter time, you can really see it and how does a plowing truck go through it?
We need more of them!! Excessive speed is a huge problem in Shorewood
I think the speed table slows drivers down by the intersection, but I feel a speed table would be more appropriate when placed closer to the Menlo/Morris stop sign. Drivers routinely blow through that stop sign and
Yes, it's about time. That street is a shortcut where speeding is common. A friend lives across from the entrance to Hubbard Park, and the speeding and reckless driving is constant. Almost every month a driver hits the stop sign at that intersection. These speed bumps are just enough of a deterrent to stop drivers from using this
With a combination of these and roundabouts on Morris, I think it will be very effective. One note about that intersection- the right lane should be a right turn or forward lane and the left lane should be left turn only.
It's too close to a major intersection and a stop sign. It would be more effective if it was not rebar any stopping
These are dumb noone likes them
Excellent & necessary placement for this! Would be great at the corner on the other side of SIS, too.
Drivers speed up right after driving over the bump.
I live on the 3600 block of Morris. Historically, the speeding occurs closer to the area where Morris turns into Menlo, and vice versa - with many motorists blowing right through the stop signs without even slowing down. I believe the speed bump would be more beneficial near Morris & Newton, or even on Menlo between Morris &
Could these be combined with crosswalks like the new speed tables around College Ave in downtown Appleton?
Didn't drive that way
I was not aware this feature was installed. Goodness, they certainly work on Milwaukee streets.
These are absolutely fantastic at reducing speeds without being as abrupt as traditional speed bumps. I would highly support installing these in Shorewood - specifically near all the schools

These are great but you may need more of them on this street
I have not observed the speed table to determine if it achieves the desired results. I do prefer speed tables over
It makes the driver pay closer attention at a critical place outside the fire station
It is somewhat helping, but once drivers going south on Morris get past the speed table, they speed up and sometimes even run the stop sign at Beverly and Morris. Maybe moving the speed table further south would help, or even adding another one on the other side of the stop sign? Also, we would love one on Beverly
It's okay, but I don't know if it's going to be effective. Marauders are going to do whatever they want, regardless
It's not going to slow the ones driving reckless. Only going to cause more accidents
Waste of hard earned dollars
"A traffic calming device ? " who comes up with this nonsense?! Again our tax money being wasted. Inducing drivers to slow down ? It does not . Who is doing this?Why are you wasting our tax money with this. Please
I have not driven on it yet. No comment.
There should be more speed tables closer to SIS and Hubbard Park. Too much speeding all day long on this road.
Love this! Also gentle on cars
Love a visible option! So many of the speed bumps installed have worn off paint and are not visible in rain/fog-usual WI conditions, and I've actually ruined 2 tires as a result- not even speeding!! These are great!
I feel safer as a cyclist and pedestrian. These speed tables are gradual enough that it isn't uncomfortable
It's too close to the stop lights, feel like a different location might be more effective
Have not encountered this one
Are people actually speeding down the backstreets of Shorewood? I watch cars roll through the
The speed bump has increased the speed of cars going north after they pass the bump to make the green light. There's already enough potholes and wear and tear on cars that we don't need to add speed bumps to the mix
These must only be in the car driving lane and not into bike lane. When wet or damp these can be very
Speed tables are only as effective as their height. Drivers speed over lower speed tables.
I've not experienced it yet
It needs to be closer to the Intermediate School. The problem is people driving fast right in front of the school. It is in the wrong place. People simply go over it and then speed past the school which puts kids in danger because there is no cross walk right in front of SIS and parents drop them off there and they run across the street. The
I believe the idea of a speed table works, though this location for it has not made sense to me. I only ever cross it going north right before the light at morris and capitol, though I suspect it's meant to be for the south bound traffic to slow down for pedestrians at the upcoming crosswalks. I don't believe it effectively achieves that goal, as drivers immediately accelerate as soon as they are getting over the speed table, which makes no difference
Needs to be closer to the school, and perhaps one for northbound traffic, too.
Love this.
The speed bumps are too hidden, I would have appreciated some signs to indicate they were there. The speed bumps would work better on busier roads like Capitol
love this! keep it here! helps with school traffic and people flying down this street!
These wear down and damage vehicles while not stopping anyone who's already being reckless. Awful, remove.
I think there needs to be a ton of speed humps especially on Beverly rd. I do think the location of this one doesn't make much sense since it's so close to the intersection where people are already slowing down. It needs to be constructed further down Morris closer to the school to actually be effective. We need a lot more of these on all the "shortcut" roads to avoid capital and Oakland. We should have at least 3 on morris and multiple on

I love the idea of speed tables. I think the current location of the temporary speed table is helpful, but it seems like most cars traveling north on Morris toward Capitol are slowing as they approach the stop light. I would advocate for an additional speed table on Beverly between Oakland and Morris. This stretch of street does not have any stop signs nor any mechanism to slow traffic. Cars will speed down this stretch of street at 50 mph to cut the Oakland traffic. This is incredibly dangerous as the high school is adjacent and there are many children and pedestrians in this area. In addition to the speed table on Morris, there needs to be another speed table at
I haven't encountered this one in Shorewood, but have encountered them in other parts of Milwaukee and find them very helpful and slowing down traffic.
I believe there should be more of these on that street between Oakland and Capitol.
This one is located in the right place. Having a proliferation of these where it doesn't make sense would be an
People who care about safety often don't notice them because they are too low to see in normal driving conditions, and the signs are too small to read. These humps punish the safest drivers because they are too
I think yellow markings would be more visible than white and therefore safer, especially in bad weather.
This may be appropriate for areas directly around school property. Capital Drive is the area I am most concerned about. All those middle and high school kids crossing that street with the high speed traffic. It's an accident
This seems like a perfect placement to slow traffic near SIS.
If you makes them permanent don't try to raise taxes or hit us with yet another special assessment
Best speed tables I have ever encountered.
Every traffic calming approach has a cost: The question is, who is paying that cost? Yes, we all should be walking and biking. Speed bumps and speed tables increase wear and tear on brakes and suspensions, as if potholes were not enough. There is additional energy use and pollution as vehicles accelerate after negotiating the speed
Most speed humps are inadequately marked and cause damages to cars of motorists who don't see them.
Have not experienced
Good location, can it be left in place permanently?
Not the best location for this
This works. I've seen the cars nearly stopped because they have to slow down to go over this. In terms of location, there needs to be a second speed table near Morris and Beverly.
Definitely needed one there.
I take this route almost daily, and I find this to be quite a helpful reminder. I wondered whether it might be best located a few yards farther down the hill, but I am unsure. The current setup seems to me efficient, especially coupled with the speedometer farther down. Speeders are going to speed, I suspect, but most people will
Would LOVE to see traffic calming on Downer.
Seems very close to the intersection. Would maybe help the goal more if it was a block south so that there still wasn't a ton of road for the south bound cars to speed up on.
It would be good to see an additional speed bump after the lights on Morris & Oakland Ave...both ends of
Already stated
It's definitely needed on Morris but it's probably in the wrong spot and you need a second one. The wrong spot refers to the closeness to the intersection. Going East on Capitol Dr. And turning right on to Morris, people tend to accelerate. I have been nervous about being rear ended since one needs one naturally accelerates after the
Not high enough to truly slow down traffic.
That is a good spot. we could use some more like Kensington, Lake Bluff and Maryland
Access for emergency vehicles
Drivers heading south are just barely accelerating after leaving the intersection at Capital, and those heading north are about to slow down for that intersection. Placement is, in other words, nearly useless. Put it in front of SIS, or near the stop at Beverly, where drivers notoriously don't bother stopping.
Speed tables are great. Slows cars without restricting width of the road.

**Do you have a preference for what types of measures you would like to see?**

I like traffic circles. I would like to see Shorewood be a lot more like Carmel, Indiana (one of the safest cities to drive in, in Indiana). Carmel has eliminated just about everyone of its traffic signals, and replaced those with traffic circles. I generally do not like speed tables/humps. I like curb extensions, chicanes, narrows, raised intersetions, raised pedestrian crosswalks, narrows created by median islands, intersection "diagonal diverters" to cut down on cut-through traffic on quiet residential streets, protected bike lanes, and (failing having protected bike lanes) "advisory bike lane/no center line" street configurations (as on Edgewood). I favor the Village implementing the recommendations in 2025 Ped/Bike Master Plan, and the 2025 Complete Streets Policy (whic I believe will be voted on by VB in June). I support the Village allowing "stub" streets (i.e., deadend or short blocks that are not really thru streets), in the Village to be designated as "Shared Streets." On such streets, "Auto te Gast", which means in Dutch "cars are guests." Which means cars are welcome to use a street, but drivers are expected to "behave like guests" when doing so, and give priority to all other users of the street (pedestrians, families, teens, bike riders, etc.). The goal is to enhance Shorewood's reputation as a modern, forward-thinking, Speed humps that require traffic to slow to 15-20 miles per hour to prevent damage to the vehicle would be wonderful. I'd love to see those all over the village on the 25 mph streets.

Consider raising crosswalks to the level of the sidewalk. Creates a speed table and makes it easier for folks with

Traffic circles

none

Higher speed bumps

We know where the speeding is. Let's put our police officers there. Word spreads quickly and we can make a

Curb extensions, speed humps. But not like the curb extension on Capital (too many people have driven right through those as evidenced by the number of signs destroyed) but more like North Ave maybe.

If someone is going to break the law, they'll break the law!

A speed table on Oakland and or capital where no other crossing systems exist like Marion at Oakland

Human monitoring.

No.

Sleep tables and curb extensions

Pedestrian and cyclist safety

Whatever is installed should blend in with the street design.

Speed tables.

Crossing curb extensions at Glendale and Oakland as previously stated.

Like the speed bumps. People drive at least 40mph on Olive

No

Bump outs get my vote.

I prefer NONE. It is a waste of time and taxpayer money.

More patrolling of side streets. People are always speeding on N Morris.

The Kensington Bartlett area should have reduced speed and flashing lights rather thanthe bump outs. Slowing traffic on all streets near schools is necessary for safety.

I'm generally a fan of the speed bumps and traffic circles.

We need actual traffic lights on Capitol by the high school. It's difficult to see students who are crossing the street when there are cars driving in both lanes. We should direct students to one or two cross walks and put an

Consider effectiveness, costs, maintenance, and sustainability of the measue.

Narrowing crosswalks, traffic circles, and consider neighborhood streets that reduce the amount of people speeding through where kids are playing etc.

I prefer not to have traffic circles. Most intersections are too small to accommodate them. Speed bumps and sidewalk bump-outs only in very busy areas, and only where absolutely necessary. As someone who frequently walks in Shorewood, I find it to be a community with mostly quiet streets. Let's not waste money on non-
Check out Seattle. First of all pedestrian rights there are upheld. More lights, such as in front of Metro Mart would be useful. Seattle asks pedestrians to carry flags to glad buckets on opposite sides of the street.
Anything that slows down traffic to make roads safer
More speed humps.
The traffic circles are great for any 4 way stop sign where people just roll through it anyway.
No
I'd love to see a chicane in action, there are very few of those and they can be nice spots for added greenery.
Anything other than traffic circles or Edgewood style shared lanes.
I prefer the speed humps over the other devices, but I think they are all effective.
I find that circles are fun to negotiate.
I trust you to follow the science on best measures, all factors considered--but also listen to suggestions from residents as to spots that need help.
The Village has already done up and beyond amount of signage for pedestrians.
All of them
the curb bump outs are really nonsense in my opinion, anything but that.
Cameras!! Try parking on Port Washington rather than Santa Monica etc.... Use motorcycle cops for failing to
My preference would be raised intersections/crosswalks. After that I think I prefer roundabouts as it forces cars to do more maneuvering
Of the measures taken, the speed hump seems most effective to me.
I think the pedestrian signs/cones that go in the street for during school dismissals are really helpful. I think enforcement would be more helpful than calming measures as people run stop signs all the time, including police vehicles. Possibly adding more reflections or a light to some stop signs would be helpful in reminding
More blinking stop signs
Pedestrian Visibility !!! Yes !!! Very Impt !!!
Very difficult for east bound traffic on Glendale to turn south onto Oakland. Because of parked cars one can't see southbound traffic on Oakland without moving too far into that traffic.
If I had more information on what started these efforts, I may have a different opinion. I'm curious if the construction works are exacerbating the traffic concerns as Oakland, Downer, and especially Lake Drive have had congestion or blockages for the last 1.5 years forcing flow through traffic to go through the neighborhoods. Perhaps better traffic flow options around the area will improve things.
Pedestrian Visibility
Foliage blocking sight lines, in general, both as biker and walker find it very easy to navigate shorewood as is.
I think on the streets that have stretches without stop signs and are near the schools.
I would like to see more roundabouts, especially if they can safely replace stop signs.
We highly recommend watching any of the content created by "Not Just Bikes" on YouTube. The channel is dedicated to highlighting the long-term success the Netherlands has had at creating public spaces that are beautiful, maintainable, manageable, and highly effective for motor vehicles, cyclists, and pedestrians. Anything that encourages people to access outdoor spaces, enjoy local recreation and businesses, and is able to help
Only curb extensions
I do not want to see any additional obstructions placed in the existing streets. I would like to see streets returned to their original width. Shorewood streets have been narrowed over the past decades to save many on
Speed humps reduces automobile speed and can cause damage to the car if the driver doesn't slow down.
I prefer traffic circles. I think they are also easier for bikes to navigate.
traffic circles and curb extensions.

Flags to carry while crossing the street to provide additional visibility.
I'd like to see some calming devices on Downer Ave - south of Capital Dr. The increased traffic due to Lake Dr construction seems to be traveling really fast.
I like the roundabout
None! Definitely not permanent. The village seems strapped for funds, why are you spending additional money on traffic calming? Shorewood is a very walkable, bikeable community. Let's also keep it driveable.
Less is more, and only after serious and lengthy studies of traffic amounts, average speeds, and considering more practical and easy alternatives such as converting two-way stop intersections into four-way stop intersections. The worst thing Shorewood could do is turn our streets into obstacle courses. This is hostile to motorized traffic and only serves to frustrate drivers. Slapping up a bunch of calming devices without serious, lengthy study is a lazy way to proceed, so I urge extreme caution if proceeding. Roads are for motorized vehicles,
Circles
I like traffic circles. But I would love to have a speed hump on my block to slow the UWM students who use it as
I think flashing crosswalk signs are effective
More of all of the above.
If the circles are modified, those seem to be the most effective.
Circles , bumps , extensions are all good
More police presence. Too many people speeding in our village; cars without license plates or expired tags. This combined with the other measures will make our village safer for kids, pedestrians, and cyclists.
I do like the speed tables and I like the idea of roundabouts but just not sure that is the best location.
Slow motor vehicles down! More citations are required,
Speed bumps on Olive between Oakland and Murray is a must.
No
Enforcing existing laws is the key. It's cheaper and a source of revenue. If anything limiting parking to one side of the street would assist drivers and pedestrians in better visibility. Personally it is very difficult to see oncoming traffic with streets thst are parked up. This causes a lot of near miss accidents.
Please pursue an all-of-the-above strategy. All the strategies tried do work. It's smart to vary the approach across the village. It's a low-cost investment that pays off bigly in improved safety and quality of life. Thanks for
I feel less safe as a driver with all these 'measures' I co sides myself a safe driver and I feel I will hit something or swerve into something with all these ideas. These streets were not areas of concern for me.
No
I do not see the side streets in Shorewood to be speeding zone. Perhaps Oakland is. But certainly not the small
All three should be used in combination.
I like all three. They serve different functions, so in some locations a traffic circle would be best, others the bump outs, and others the speed bumps
Please keep things temporary and add more circles!
Speed tables, bump outs, and flashing lights at pedestrian crossings are essential on major roads cutting through Shorewood (Capitol and Oakland)
Strategic placement of the speed bumps could help in specific areas to slow traffic. The "bump outs" are a nuisance, and the traffic circles from what I have observed walking and driving on Murray actually seem to cause more dangerous conditions, not slow traffic.
No, not these types—they need to explore different designs
Small traffic circles in jeay trafficked intersections.
I would love more protected bike lanes particularly on Capitol and Lake drive. It doesn't feel safe biking on those
More crosswalk lights would be helpful for pedestrians safety.
I think measures need to be taken specifically on Capitol Drive

If you really care about controlling speed, Capitol drive is the only actual concern along with the Morris cut through from Capitol to Oakland.
Everything possible on Capitol Drive, especially between Morris and Oakland. Just about every kid in the village has a close call there at some point.
Traffic control on Capitol drive only
More speed bumps and traffic circles!
Blinking signs with the button to press like outside the metro market on Oakland
Speed tables, as people driving cars have no choice but to slow down.
Any measures that slow traffic and ease pedestrian traffic.
Circles
Roundabouts
The traffic circles seem to be the most effective in slowing down traffic, but they also allow multiple vehicles in the intersection. The bump-outs create some awkward backups where two vehicles can't be at the intersection.
Enforcement of current regulations like parking too close to crosswalk and pointers as well as rolling through
Love the pedestrian crosswalk alerts on Oakland. Believe that they are helpful. Speed bumps in the right places.
Speed bumps not circles
I prefer curb bump outs and round abouts. Speed bumps are effective as well but I prefer the other two types the mini round-about are great and there could be a few more of these around the village. I don't mind the speed humps but they can be annoying for people who have low cars.
More speed tables/speed humps and traffic circles.
No
Round about and more painted bike lanes
Prefer traffic circles
Crossing Oakland on Beverly can be tough during high traffic times - maybe we could get a light up pedestrian sign at that intersection? Just like you have on Wilson Dr.? It would be nice if the crosswalks stood out a bit more too (at intersections with no stop lights).
NONE.....
Law enforcement that tickets for speed and wreckless behavior violations to establish a culture of good road
I'm fine with curb bump outs or speed tables. Please no traffic circles.
I prefer inexpensive solutions.
enforcement by our police dept
Circles and humps.
More control to protect students at the schools
Speed bumps.
I think flashing crosswalks are effective for pedestrian. I like traffic circles. Speed humps where only necessary.
Examples would include: flashing traffic signs (i.e., stop signs; no right or left turn at major intersections like Oakland & Capitol) to sensitize drivers. This issue doesn't affect just Shorewood residents, but anyone driving
Please see my previous answers.
I would like to see a no u-turn at Capitol and Morris. That is always a dangerous intersection
I think the bump outs and traffic circles are most effective
More of the raised crosswalks
None
Speed humps.
No speed bumps I don't live on Palmer street
No but the roundabout doesn't seem to be useful.
I love any and all... would really like to see something in front of the high school. I see someone run that light - going north on Oakland frequently

Additional placement of traffic circles or speed table
Get rid of these teach ppl to look both way before crossing street
The speed table or a traffic coming circle that's not on my block lol maybe over by the schools
None, keep our neighbors beautiful. Enforcement and police presence in trouble areas is better and at least bring in some revenue. Installing these will cost money, maintain them will cost money, maintaining the roadway around them will cost money. I know a DPW supervisor in Milwaukee who hates these type of things because of the additional costs associated with them. Public service messages are good way to educate the public too.
Traffic circles or roundabouts are nice, but along murray we should be implementing 4-way stops more frequently, OR significant speed bumps in intersections where there isn't a 4-way stop. People fly down those
Pedestrian signs at crosswalks and speed bumps
Speed bumps
The street marking and flashing lights on Oakland near Metro Market work well. Stop signs also work well.
Roundabouts
All three current approaches are very effective. Also removing slip lanes where cars turn quickly because those are dangerous to pedestrians and cyclists
Bump outs and speed tables with well
Better street lighting would help with pedestrian visibility too
None. Please remove them. You guys are doing too much.
Speed humps are great. I like the traffic circles, but more stop signs are needed at the intersections where they
Combination speed tables/crosswalks
Pedestrian crossing lights.
More roundabouts! And speed bumps
Flashing lights for major pedestrian crossings.
Traffic circle
More bump out sidewalks.
My previous answer!
Additional stop signs on sides streets that are being used as through routes. Turn arrows at school intersections particularly at Oakland and Shorewood Blvd at the SHS parking lot. Extended walk signals at school intersections that allow pedestrians to cross first. Flashing lights for pedestrians at more street crossings. t
Roundabouts
Speed humps
Speed bumps and better enforcement at stop sign (tickets).
Traffic circles and speed hump.
Traffic circle
I like traffic circles for the potential to have native plants/art, but trust that the Village will decide what is appropriate for various locations.
I'm fine with roundabouts
The only 2 streets that need attention are must Capital & Oakland
Designated bike lanes
Traffic light at Beverly and Oakland crossing. Lots of east/west foot traffic and cars fly and often go around cars that do stop creating so much hazard (my son almost got hit!)
Just not the roundabouts or "traffic circles"as you like to call them.
NO
I think we need a combination of narrower streets as well as speedtables and I hope one day raised crosswalks near schools and other high traffic pedestrian areas. I would also love to see at least some more daylighting of intersections even if it's just painting the curb yellow to help increase visibility around intersections.

None. The narrowing of Lake Drive was a real mistake. The bike paths will be extremely underused. It is very dangerous to ride a bicycle on Lake Drive.

no

I like the speed bumps.

School zone needs to be indicated by the intermediate school on Morris just past the Beverly/Morris intersection. Cars fly through there coming from the south, driving north on Morris.

The police need to issue more tickets and step up traffic enforcement.

The traffic circle seems to work quite well without causing confusion or disruption.

How about an actual light at Jarvis and Capitol - or make that a no left from capitol to jarvis AND a no left from

NOT speed tables; open to traffic circles/roundabouts; open to curb extensions

Measures to narrow Capitol Drive west of Oakland

None, stop this nonsense!

Roundabouts on major thoroughfares over street lights. I'm not 100% sure on Morris but maybe just preventing traffic from using it as a cut through in general would be helpful, although I understand that's virtually impossible as access to the intermediate school is necessitated.

Police enforcement/traffic tickets

Flashing lights might be more helpful.

If used, I prefer curb cuts and then traffic circles. I do not want the bumps.

Roundabouts in the residential areas. Truthfully none of the Shorewood streets where the installations are have heavy enough traffic to merit them.

Would like to see a variety of permanent measures installed throughout Shorewood, especially those that improve safety and walkability for pedestrians and encourage slower car speeds

I felt that police enforcement and actually issuing citations would curb all of the aggressive and distracted driving

I think all three designs have merit, but the circle is probably the most effective.

No U-turn at the Capitol/Morris intersection

stop lights and stop signs

A No U Turn posted @ Capitol Dr. & Morris Blvb.

None. Traffic enforcement is the job of the police. The temporary systems in place create unnecessary hazards for motorists. Excessive noise for residents and risk loss of control for those not familiar with the calming

I wonder if it would be useful to have speed bumps near the elementary schools? Perhaps on Lake Bluff or a circle at Lake Bluff Blvd and Morris by small building? People roll through that stop sign frequently? Another place I experience issues is on Congress. Perhaps a circle at Congress and Marlborough? Only Congress traffic need stop there, and people don't stop completely and cars on Marlborough going to or from Wilson are often

I do know that speed home on Cambridge Avenue are not the best mode residence are not happy so I do think circles are better than other stuff and I do think adding curves like they did on Locust Street also backed up

They are all an inconvenience but if they help move traffic safely without causing backups they are doing their

All of these efforts are worthwhile, adding these permanent features strategically placed is welcomed.

All of the above are effective but key is the use of a combined raised speed bump combined with a pedestrian

Speed tables; more enforcement of red light violations, of which there are hundreds a day on Capitol Drive; more enforcement of stop sign violations, of which I see many at the intersection of Ardmore, Lake Bluff, and

Speed bumps seem Most effective

speed humps.

Leave the roads alone. Instead, start having police enforce the laws again.

Speed reducing measures for longer stretches of road and intersections commonly used before/after school.

I think we just need to ticket people more and install cameras that would catch people disobeying the law. I see cars speeding, going through red lights, not waiting for pedestrians at Metro Market and the money spent on the measure above don't solve the problems

More curb extension and speed tables!
Stop construction on so many streets and interstates at one time, it makes the cross streets more vulnerable.
Protected bike lanes
In our Wisconsin weather, thoughts need to be carefully considered with all styles regarding snow plowing
A qualified Yes. The current trials seem to be a bit random and their installations are not complete enough to evaluate effectively. If you go with a traffic circle trial, make them smaller, remove the stop signs, and put in no parking signs so that parked cars don't block the very thing you want to pilot.
Traffic circles
The circles feel like a lot of infrastructure in our village
Traffic circles seem to be most effective right now from my observation.
Those signs that show you your speed are most effective at bringing drivers' attention back to how fast they're
No
Parking meters to offset cost. No parking areas especially in front of Atwater park. I can't believe that is not being addressed. It is so congested in summer and causes traffic back ups close to the intersection. More cops
Law enforcement.
Raised intersections, roundabouts and raised crosswalk are effective at reducing speeds.
Just more of them everywhere
Yes, both the roundabout style and speed humps should be installed in the Olive and Newhall intersection and along Olive and Morris, respectively.
Traffic circles
I do not think this initiative is necessary in Shorewood
I would prefer to see more speed indicators and/ or enforcement to correct peoples behavior.
I haven't had any complaints or noticed any unsafe driving while cruising around town. I don't think measures like these are needed in our area. It's getting out of control around the city.
Raised intersections like those that have been implemented in parts of Madison seem to work really well even if the cost is higher for construction.
Speed Bumps are great
Redesign of the village streets to one ways. For example, Murray south of capitol could be one way due to the narrow lane from parking. Also streets like Olive east of Oakland could use this to improve flow.
Anything and everything it is absolutely ridiculous. How fast people drive down these roads the pedestrian walk highlights on Oakland in the time that I'm filling out the survey three people have flown down Beverly at well
I like the traffic circles—especially the one on Murray! I also really like Edgewood traffic which really slows down to respect others.
no bikers in the street. allow for room for cars
None
non-destructive measures. Milwaukee has caused millions of dollars worth of damage to cars
Physical barriers.
Flashing crosswalks like in WFB or traffic circle on lake drivep
Speed bumps
Anything but the speed humps
more pedestrian crossing signs in the center of the road as found on Oakland Ave---simple and very effective. Also solar lit Stop signs like the one found on the curve on Menlo and Morris
Speed bumps. One is needed on Jarvis at the intersection of Stowell.
I think the traffic circles or bumpouts are better, but they are really ugly and could use some beautification.
Speed bumps
More traffic calming and pedestrian visibility measures on Oakland.

traffic circles could be great when used at intersections without stop signs or at 4 way stops, but unsure of benefit when two way stop signs only of benefit when have stop signs going one way.
Speed tables. Circles are confusing and dangerous. Bump outs are difficult for bikers.
The circles and bumps work on the east side
I like the traffic circles
Anything to slow the high speed of drivers trying to find short cuts to Capitol, Wilson, Oakland, etc
Curb extensions
My suggestion is to reduce Capitol drive from two lanes in each direction to one lane in each direction, east of the river (Humboldt). There is very noisy traffic and crossing at the crosswalks of intersections like Capitol+Morris can be scary. The extra lane could be used to expand a safe bike lane. Take Locust as an example - there used to be two lanes each, crossing the bridge, and it has been reduced to one. I think this would also be a welcome change for the children that need to cross Capitol for school. With the lanes reduced, traffic would
The crosswalks in busy places such as along Oakland or maybe by the schools is a good idea. The crossing guards by the schools are very helpful for safety and traffic flow.
Speed Humps to slow down speeding drivers, especially with all the car theft.
Traffic circles.
The curb extensions and roundabouts are welcome additions.
The flashing lights for pedestrians crossing Capital and Oakland have been helpful! Anything that slows people
The speed hump at above mentioned intersections if the Village feels they have to put something on the road. Some of these measures seem to create more problems where they don't exist.
Speed tables and traffic circles
Consistency with the visibility of said items, even the cross walks. We have some that have flashers or buttons to push to turn them on to cross. Many are not made as such. I would like something that gains attention so we don't have any potential law suits due to inadequate signage or caution signals. I prefer something that clearly
More physical traffic calming measures, continued and/or increased police enforcement of speed laws.
I'm a fan of anything
I am in favor of calming traffic, but only if keeping bicyclists in mind. Simply narrowing the space that is shared by bikes and cars is hazardous for bicyclists. And please remember, we use every street.
No
I leave that to the professionals who have the data and experience
Nothing. Streets are for cars and the obstructions that are put into place create extra noise every time a car slows and then accelerates along with wasting fuel
Speed tables would be best. But how about buying the Police Department a motorcycle (as it had some years ago) and, at least in-season, randomizing traffic enforcement in residential areas? The constructed measures are merely likely to displace aggressive behavior.
Reckless driving is NOT an issue in Shorewood - but stupid drivers are.
These measures cause traffic backups, possibly raise our already sky high property taxes, and are an eyesore
create safe bike routes to schools ... better enforcement of motor vehicles disregarding pedestrian
More bump outs on Oakland Ave and near the schools
The narrowing of streets at key sections via curb extensions and circles is a good idea.
I'd like to see more police pulling people over or some traffic cameras versus these bandaids.
Elevated crosswalks instead like on Holton
Stop wasting my tax dollars on these stupid studies and ideas
Previous note about watching where traffic redirects
I would like to see these by the Shorewood high school and Eastwood condos area. My mom is blind and I always worry for her safety because people blow stop lights, stop signs, and speed.
I prefer traffic circles, but am open to walkway narrowing

Traffic circles and roundabouts, more transit infrastructure like bus stop shelters, benches, lighting, improved signage and wayfinding. Make it more challenging to drive and park and make it safer and easier to walk, bike
No, I think they just need to work at the various locations
Speed tables in combination with crosswalks (where applicable) and permanent/temporary narrowing cones
Speed hump
I would love to see the elevated tables on Oakland Ave & Jarvis St. I especially like the roundabouts. I drive in Milwaukee a lot and especially love the one installed on Maryland Ave. & E. Hampshire near the UWM campus.
Pedestrians with headphones are not paying attention to traffic / ex: walking against the light. Perhaps pedestrian calming on the busy sidewalk intersections would help.
Speed bump would be most effective without causing additional traffic obstacles
More traffic lights.
The roundabouts are great and effective.
I like the traffic circles - they are effective in making drivers more aware of their surroundings.
No
Slowing traffic down on Capitol Drive and Oakland Avenue are needed.
Speed tables
Better protection around the Atwater and the High School for crosswalks on Capitol. Lights, cameras, speed
I trust the research.
More crosswalks and street markings.
What they are doing now doesnt work
Take no action, you are not solving a real problem.
More blinking crosswalk buttons like in front of Metro Market. And/or more speed tables. Especially by the
Traffic circles
More police presence at problem area, especially before and after school.
I am concerned with how such measures may impact winter driving if motorists are unable to detect them and the impact of snow removal. Will they interfere with effectively removing snow? Will they damage equipment? Will the traffic calming devices be damaged, etc.
Traffic circles
No preference. By all types are good for slowing traffic down.
More of everything! The more safe and walkable a community is, the safer & more welcome I feel. That isn't worth sacrificing so that I can get somewhere five seconds faster when I'm driving!
Add crossing flag buckets at Newhall at Kensington. A lot of people cross there, due to the playground and that would give more visibility to kids heading to the playground. Same is true a few blocks down at the next stop
A more effective police department!
I think these are worthwhile experiments. But I do wonder if we are creating an unintended outcome of lower levels of police enforcement "because these measures are addressing the problem."
more bump outs at crossings
More pedestrian cross walks, more policing of running red lights, turning on red especially when pedestrians are
Speed tables, bump outs
Big fan of the bump outs , heavy planters / objects etc. I can't quantify I like roundabouts but the current ones
Bump-outs and flashing pedestrian crossing signals (like the ones in near Walgreens and Metro Market on Oakland) seem to be very effective. I think a traffic circle should not be used at an intersection with stop signs (as
I would like to see more crosswalks across busy thoroughfares such as Downer. We live to the east of Downer and have no crosswalks across Downer and with the Lake Drive construction it is nearly impossible for my children to safely cross Downer on their way to and from school. And while there are crosswalks at other intersections, my children walk home with friends that lead them back to our intersection. I also do hope that the village adds flashing lights at new crosswalks on Lake Drive similar to what Whitefish Bay has.

I am aghast at how poorly drivers behave on Oakland Ave. That needs to be slowed down. I had to straight arm a bus to just give me a chance to cross the street at an intersection that clearly had pedestrian markings.
I'm open to anything that helps -- I also think we need more enforcement (i.e. running stop signs, turning right when there is no turn on red, speeding, etc.)
Light up pedestrian signs for when walkers are present and want to cross
I am not familiar with other types of measures, but would just like to say how happy I am at the village is looking at these options. As a regular walker, multiple times a week, I am seeing people go through stop signs or drive recklessly to the point of almost hitting pedestrians so anything that can be done to bring more awareness and
Speed bumps, traffic circles
NONE
The intersection of Olive and Oakland is still bad. I don't know how to fix it. The stop signs for the Oakland drivers seem more of a suggestion than a rule. Almost single day I have a driver going N/S on Oakland who does not see me already stopped on Olive, and they just drive right through. I've seen 2 cars blow right through the stop sign in May. There are always pedestrians there too. Drivers are looking for that elusive parking space for
More speed tables
I prefer the blinking signs outside Metromart. They are visible in any weather condition.
Speed tables
I like the table and roundabout more, but in intersections that are hard to cross as a pedestrian I'd prefer the
If the speed and safety results show the measures work, all for it. But there should be real results.
Alternatives to speed bumps.
This is a walking/biking neighborhood. Direct car traffic to major roads and make everything else better for
Question 10 is should not have been worded as both traffic and pedestrian. You need to ask about traffic and pedestrian calming as different issues.
I'm happy with any and all measures. Let's do what we can to have a pedestrian/bicycle first attitude in
All of the measures being tried should continue to be used.
I appreciate a strategically Located roundabout
Closer to SIS!
No
Greater law enforcement presence is my best deterrent for speed. I would suggest spending Village funds on additional law enforcement officers rather than traffic calming devices. Invest in people.
Teach pedestrians that they should stop and look both ways before crossing the street. All of these measures seem to give them the impression that they can just step off the curb without looking and that cars can safely just slam on their brakes to avoid them when they cross without looking. It's dangerous for drivers and somehow
Good: raised crosswalks, mini roundabouts. Don't like bumpouts, single-lane streets (HATE Edgewood!) which train drivers to drive in the bike lane. Also please never even think about HAWK beacons, which are known to create confusion with railroad crossings -- short term gains (from slowing due to confusion) at the cost of long
Pedestrian visibility measures around ALL of the schools.
Install small pedestrian bridges over the road like they have in SE asia
Permanent over temporary
Speed tables and humps I think are the most effective but the circles and curb extensions should be represented as well. Honestly every street leading into Oakland should have curb extensions for safety of bikes and
Bump outs near Atwater elementary school for easier crossing for children.
Curb bump outs!!
Stop signs should be installed in neighborhoods. There are random areas where you must stop at an intersection while at others you are not. Consistency will save on accidents and injuries in the placement of these signs.
I am a fan of all the different types of measures to slow traffic. Love to see the progress!
No I defer to the experts.

No space for additional comments so adding it here: not sure how any of these measures will work with snow ploughing, might want to do a reality check on that front.

Roundabouts. They are extremely easy to SEE; you UNDERSTAND what to do immediately and ADJUST accordingly. Most importantly, they are PERMANENT. If you really need a safe zone, make it permanent, and it will work during winter, and is easier to maintain.

There are a few intersections that could benefit from stop signs, like farewell and Beverly where there was an accident recently, or lake bluff and cramer

Common sense would suggest the village identify what the highest risk areas are. Start with the obvious, low-hanging fruit. I would bet it's Capital drive, from the Oaks (south of Wilson) and going all the way to Oakland. All those kids going to and from school with all those speeding cars. I would also suggest that Shorewood police start ticketing people that do not STOP at/in front of STOP signs. Maybe dedicate 1 officer to enforcement at

All of the current measures seem worthwhile to pursue on a permanent basis.

Police should arrest and/or ticket dangerous drivers

Leave it well enough alone. Crosswalks and stop signs are enough. May additional flashing lights by crosswalks.

The types that influence scofflaws in ways that change their behavior when law enforcement is not present. But as person who bicycles much more than I drive, I feel like these well-intended measures just make it more difficult for the majority of road users while not influencing the "core" problem drivers to change.

A more effective solution would be requiring homeowners on corners to remove or trim trees and bushes planted at the corner that prevent cars from seeing oncoming traffic and pedestrians.

A 4-way stop at Larkin and Olive is also a good idea, just something because the Yield sign isn't enough.

Bump outs

In general, I think the way residents of the village ignore stop signs is a problem. Many unnecessary "honk" or close call events because of this and not as safe as it could be for pedestrians. I personally prefer 4 way stops to help moderate traffic from both directions (even if compliance is not perfect). I'd also like to see more painted

Speed tables and pedestrian visibility as much as possible.

Traffic circle

Circles Menlo and morris

Speed bumps vs traffic circles are more effective.

More traffic tables or raised pedestrian walkways.

Blinking light cross walks are helpful

Speed bumps

Add in flashing lights at crosswalks

I love the curb bump outs and speed humps.

The more pedestrian-friendly, the better. Many people who live north of Shorewood use our village as an interstate. Makes walking perilous.

Speed bumps at stop signs. Way too many people are blowing through stop signs. They would have to stop, then move ahead over speed bump.

More speed tables, flashing lights for crossing

The bump-outs seem to work. The speed bumps do too if placed correctly. The traffic circles can too - hopefully drivers will be more attentive and use them correctly.

Higher raised speed bumps and traffic circles

speed table and round-about.

The no-turn on red at Morris and Capitol does nothing. The flashing lights telling you your speed equally do nothing. Speed bumps along Morris would make sense, but only if located where it makes more sense.

I don't think we need to add any new devices to interrupt travel, but if you do please look at more tables as they are least intrusive and creates fewer additional dangers.

Speed tables near intersections instead of circles.

**Do you have any locations or types of devices in mind that you think the Village should consider for future temporary or permanent projects? If so, please provide your suggestions.**

See above. Long term, we should redevelop the intersection of Capitol and Oakland, so it becomes a beautiful traffic circle public space, similar to Columbus Circle in NYC. We could call it "Shorewood Circle," or (if we wanted to honor famous SHS graduate Dickey Chappel) "Chappel Circle." The design for such a circle could be a modern roundabout, which prioritizes pedestrian safety and convenience (that is, drivers slow down and stop for pedestrians, rather than the other way around). If designed correctly, replacing all the traffic signals on Capitol and Oakland with traffic circles could lead to "more human-scale" or "more village like" traffic speeds." Such would lead to slightly lower vehicle speeds on Capitol and Oakland, but (on the positive side for drivers), not having to stop and wait at red lights, and a more steady traffic flow, could lead to lower net travel times through our Village. Such would be in contrast to the current "stop, wait and race" mentality and behaviors that our current traffic light system encourages. A well designed series of traffic circles could lead to not only lower net travel times for drivers through the Village, but also more attentive and considerate drivers at intersection cross walks.
erm, we should redevelop the intersection of Capitol and Oakland, so it becomes a beautiful traffic circle public space, similar to Columbus Circle in NYC. We could call it "Shorewood Circle," or (if we wanted to honor famous SHS graduate Dickey Chappel) "Chappel Circle." The design for such a circle could be a modern roundabout, which prioritizes pedestrian safety and convenience (that is, drivers stop for pedestrians, rather than the other way around), while improving steady traffic flow (as opposed to the current "stop, wait and race" mentality that our current traffic light system encourages). the center piece of our
Please put in delayed lights, allowing pedestrians to get a walk sign for a few seconds before traffic gets the Crossing Capitol Drive to get to SHS is still dangerous. Many cars won't stop for pedestrians in the marked
none
Same areas ...but before intersections, not at intersections
Lake Drive is a highway. No one obeys the speed limit especially coming out of Milwaukee. Again, lets put our police there to stop speeding and raise revenue
Yes, Marion and Oakland
Yes.... Newhall should be parking on one side only and large camoers should not be allowed to park while there is 2 sided parking.
See prior answers - We could use more of these [speed tables] in the Village. Possible locations--Morris Ave. around Lk. Bluff school; Ardmore Ave.; Kensington Ave., which is often used as a through route from Wilson
Flashing lights at crosswalks on Lake Drive
People drive fast on Maryland (where we live) picking up speed after the stop sign at the Atwater tennis courts and accelerating until the stop sign at Olive. I know it's a designated fire department access road so maybe not allowed to install a traffic device, but if possible, a speed table or circle at Wood would be great.
Streets surrounding the elementary schools should have speed tables for the 15mph zones, with the exception of Capitol.
Crossing curb extensions at Glendale and Oakland as previously stated
Love the speed bumps
Around schools.
Even though I don't like speed tables, I think something needs to happen on the Metro Market block. It's crazy .
No, I don't think this is necessary when you consider the traffic accidents (risks versus cost).
Flashing lights during school opening and closing times would be better than the bump outs that make the area more congested. I worry about kids on bikes & scooters because traffic is moving too fast and isn't watching for
Menlo & Morris intersection (for which there may be plan)

I bike Oakland to businesses there all the time and it's an abysmal street. It's terrifyingly dangerous and drivers are going way too fast and the door zone bike lane is a recipe for getting killed. Wilson is similarly bad, just seems like drivers think there's no one biking or walking there. And Capitol of course, horrible street, I only feel safe biking on the sidewalk there. Bad for business!

roundabout at Lake Bluff and Maryland

Marlborough Dr. between Congress and Wilson. People tear through there sometimes and there are lots of children in the area that play outside. A speed hump might help reduce speeds in this area.

I think the homeowners at the effected sites should recommend them.

Speed hump on the 4300 block of Marlborough Drive

The intersection at Olive/Woodburn/Kenmore needs study and enforcement. It can be a fraught situation for pedestrians. Motorists roll right through the 5-way stop and travel too fast between Wilson and Oakland.

A traffic light at the corner of Olive and Oakland would alleviate what I perceive as a dangerous intersection for pedestrians and bikers.

Stop & Go traffic lights on corner of Kensington & Oakland

I would love to see more flashing pedestrian cross-walks (like the one at metro market). This would be good on capitol, north of SHS where students often cross.

I just know that Olive and Morris is a great place to watch cars not stop for the signs.

Raised Crosswalks/Intersections when and where possible. Kensington and Ardmore(So unnecessarily wide, it's not even a bus thing cause those come up Morris when detoured off of Oakland). And Wilson and Kensington, people still drive far to fast along Wilson

I know police budgets are thin, but cant he;lp think more mopnitoring/ticketing would also have positive effect.

Please reconsider the Murray-Beverly intersection -- It is more dangerous now !!!

Speed humps and 4-way stops - well placed -- PLEASE REMOVE circle at Murray-Beverly. THX

I like pedestrian activated lights with signage at crosswalks that are embedded in the pavement. They don't require bump outs but can be combined with them if needed. Curious if traffic enforcement efforts have reduced issues in the past.

Streets where children funnel to walk to school (Jarvis, Maryland, Murray, Kenmore, Lake Bluff, Morris)

no

No

I would like to see a round about trialed at Oakland and Edgewood to make left turns off Oakland onto Edgewood safer. Oakland and shorewood is a good place for bump outs to make kids crossing more visible.

Additional stop signs would be beneficial in being able to safely cross the village from East to West. (And West to East of course.) The traffic circles would be fine, if they were just a little smaller. Dedicated, buffered, separated bike lanes are ideal. And so is restricting parking to one side of the street. (If the reduced parking is enough in the winter, when more people are inclined to utilize cars or bikes or walking, then it really would work in the warmer months too. For the record, our house is on the West side of the street, and putting up with cars parking in front of our home is a small price to pay for the kids to have a safe place to transport themselves to school and friend's houses, a safer experience for aging grandparents to walk the dog or grab a sandwich, and encourages local meals and/or drinks with neighbors, friends, and family. Please keep the strodes out of Shorewood and preserve our densely packed, beautifully historic village.

Please widen the streets and remove all traffic obstructions. Motorists pay an extra fee already to the village through the new wheel tax. Shorewood taxes and fees are too high already and you don't have the money to waste on these items. However, Shorewood will probably put these in anyways so you should do a special assessment to the adjacent landowners to pay 100% for these obstructions or charge a toll to each pedestrian who benefits. Motorists already pay enough and they receive no benefit!

Speed humps on Kensington east of Frederick.

Place speed humps on every village street as needed.

I like the three measures you have tried. And hope you can continue to develop them.
outside of this survey topic--- how easy is it to temporarily change the stoplight timing at Downer and Capitol? Folks coming north are backed up for BLOCKS.
Trustee McGovern's block with all the used equipment after you remove them from Kensington Blvd.
More pedestrian crossing lines and signs (even flashing ones like in front of Pick n Save). Rule: they should exist wherever pedestrians can cross. Simple but effective. Also, more four-way stop intersections where traffic is heavy, such as Downer Avenue between Capitol and Edgewood, which is currently a drag strip most of the day. Making Menlo, Newton, or Beverly a four-way stop intersection would reduce the speeds. Again, less is more, but judicious and strategic where implemented. Let's be smart about this.
Not at this time
I like the crosswalks with the button to activate flashing lights so traffic has to stop. The traffic on Capitol and Oakland has to be made aware of pedestrians - it has to be obvious because drivers are always in a hurry.
Traffic is sometimes quite fast on Marlborough south from Kensington to Wilson - I would appreciate some kind of traffic calming effort at Marlborough and Congress
Marlborough and Glendale - traffic circle or bump outs; Oakland and Glendale - traffic circle or bump outs. More of all applicable calming measures near each school and near Atwater beach/playground
My block!! 4500 block of Marlborough intersecting with Kensington. The number of videos I have of people blowing through the stop signs AND those who do stop, but hit the gas to zoom down Kensington is astounding. Where are these people going?! And on the opposite side where Marlborough intersects with Glendale. There have been many accidents already. And Glendale Ave, in general, is horrifically designed with the number of yield signs, inconsistent stop signs, blind spots due to large trucks and construction. I avoid that street at all
Oakland and Glendale is the most troublesome intersection in Shorewood right now.
We could use a traffic circle or stop sign at the intersection of Olive and Murray. If a stop sign then on Murray. A traffic circle would slow people down flying down Murray, but not as large as the temporary one on Kensington.
Capital Drive crosswalks really need more safety measures (west of Oakland).
Speed table on Woodburn and morris. 4200 blocks. Roundabout at capitol and downer
A similar traffic calming table near Hubbard Park. Especially in warmer months, there can be a lot of foot traffic in the area, and very few people make a full stop at the Menlo/Morris/Hubbard Park stop.
Speed bumps on Olive between Oakland and Murray is a must.
Drop the nonsense snd put money into enforcement and education. We all have to share the roadways so let's be considerate about it. Start a campaign of courtesy first. Install flading yellow lights for pedestrians and flashing solar red lights for stop signs in heavily trafficked areas. Narrowing roadways causes anxiety and havoc during wintersnow removal. .
1. Three speed tables on Morris between Oakland and Capitol. 2. Stop sign cams at high-traffic intersections. Film violators, and fine them. 3. The same mix of roundabouts and bumpouts you tried throughout the village.
I order to best identify pedestrians I prefer some sort of flashing indicator. Additionally, the bump outs cause for the curb is unsafe as a biker because I am then pushed further out into traffic
More cross walks. Flashing lights at cross walks especially the one on Oakland and Beverly. This is a heavily walked spot and traffic is heavy
Possibly Wilson Drive.
I think the money would be better spent elsewhere.
Speed Tables and pedestrian extensions should be incorporated at Maryland and Capital.
The most dangerous intersection I use regularly is Oakland and Beverly. Trying to cross Oakland can be nerve-wracking. Because of parked cars, it's very hard to see the cars driving on Oakland until they are very close. You have to pull out into Oakland past the crosswalk just to see. I think some bump outs there that take away some parking spots would be very helpful and reduce the risk of collisions.
Not really

I like the circles the most but the speed tables are ok. Please NEVER put in speed bumps or humps, my little Ford Fiesta can't handle them well, even at 5 miles an hour. I've found people just use different roads instead where these are involved (I've done this myself) just to avoid them.
The lengths of Capitol and Oakland
Maryland Avenue and Menlo intersection would be a good location for better traffic control, though I am not sure of best method. It seems to be an intersection where drivers frequently roll through the stop signs.
Marlborough and Kensington
Crosswalk lights at non light intersections on Oakland Ave and Lake Dr.
Capital Drive
Capitol Drive, Capitol Drive, CAPITOL DRIVE
Capitol and Bartlett
Speed bumps on two way roads where there is parking only allowed on one side. Most cars barrel down those roads with no regard if a vehicle is approaching from the other direction. Traffic circles at intersections without 4
At the intersection of Oakland and Glendale a speed circle/roundabout
A speed table on Morris between Beverly and Menlo.
Around the schools especially... and the playgrounds
The corner of Glendale and Marlborough continues to be a problem. The recently installed "cross traffic does not stop" signs seem to have done little to temper people blowing through stop signs. I've witnessed multiple accidents while living on this corner, see near misses weekly, and watch people blow the stop sign on a daily basis. Perhaps something more permanent cannot be put in there, but perhaps an additional measure such as
I would like to see parking reinforcement on Newton Avenue just west of Oakland. People are parked right up to the curb which doesn't allow for drivers to see around them to the traffic on Oakland. I have never seen a car get ticket for this violation in my almost 7 years of living here.
I think this is a great step. Anything to keep people safe. Thank you for allowing feedback.
I think lake drive could benefit. Lots of times I notice cars using bike lanes to pass cars making left turns, which makes me afraid to walk or bike along Lake Drive. I also wish traffic bumps outs were expanded on Oakland. I also wouldn't object to expanding their use in more residential areas of the village as well.
I'd like to see something near Atwater school on Capitol as cars fly down there especially at night. But a few more roundabouts would be nice. North side of murray comes to mind fast.
At least 2 more speed tables/speed humps on Morris between Capitol and Menlo. Traffic circle on Morris and Beverly. Speed humps/tables on Beverly and Newton between Morris and Oakland. More speed tables/humps on Morris north of Capitol. Speed humps by both elementary schools.
Kensington & Maryland- traffic circle
Capitol Dr and Kensington
Just what mentioned in the above question
NONE!!!
Law enforcement
Morris between Beverly and Menlo needs something to reduce speeding.
Interesection of Ardmore and Kensington could use a stop sign on Kensington
Capitol Drive! Let's beautify it while building in pedestrian friendly additions.
no
Yes, see answers to Q11. - Examples would include: flashing traffic signs (i.e., stop signs; no right or left turn at major intersections like Oakland & Capitol) to sensitize drivers. This issue doesn't affect just Shorewood residents, but anyone driving through the Village.
Morris Blvd between Capital and Menlo is a racetrack. Please anything in this area

Please see my previous answers. - I live on Kensington Boulevard where we have one of the temporary traffic circles. I find it easy to use, but that portion of Kensington does not seem to me to have a lot of traffic issues. I live near the intersection of Kensington and Lake Drive. I have observed overtime that between Lake Dr. and Frederick is extremely busy and people drive much much too fast on the stretch of our street. I would personally like to see one of those traffic circles installed at the intersection of Kensington and Farwell or Kensington and Maryland. With Lake Dr. partially closed the traffic at our end of Kensington is horrendous right now. Many people do not come to a stop at all at the stop signs located at our street. I also see people driving the wrong direction on Lake Drive, who clearly do not live on Lake Drive. I am not familiar with the area where the temporary speed table was installed. However, I would be in favor of testing one on Kensington Boulevard

By schools

I think there should be stop signs for bicycles and bicycles should have to obey laws and police should issue citations to bicyclists who don't abide by the laws that apply to them.

Speed humps on Oakland

Yes get some camera at major intersections, we have had a lot of things taken and vandalized. Oakland and something and not sure what by Metro. It's gotten a little crazy over there.

Flashing lights on Wilson @ Congress & Kensington

Front of high school on Oakland and north if high school on capital. Morris/Capital (round about there would be nice). Front of the middle school. All the schools really

I'm pretty sure this isn't allowed, but a temporary speed table on Capital Drive near SHS would be SO helpful.

Traffic circles or roundabouts are nice, but along murray we should be implementing 4-way stops more frequently, OR significant speed bumps in intersections where there isn't a 4-way stop. People fly down those roads at dangerous speeds

Oakland is the worst. Cars routinely run red lights which my kids walking to school even with crossing guards. There is no enforcement.

Lake bluff blvd, east of Oakland as well as on Maryland Ave while Lake drive is closed. There has been a significant increase in traffic detouring down Maryland since lake drive closed.

Lighted crosswalks on Capitol, additional speed humps on Morris

Almost all unsafe situations I have witnessed have been on Capital Drive or on Oakland South of Capital Drive.

As many interactions as we can afford, but particularly the higher traffic areas and near schools parks and

These measures are a waste of money. Please stop.

Olive from Oakland to Wilson (especially Olive and Newhall) has a lot of drivers ignoring stop signs. Lake Bluff and Morris, Newhall, and Bartlett all feel unsafe both at school drop off and after school.

Capitol drive

Olive west of Oakland.

More and better cross walks on Lake.

Previous answer. The intersection of Farwell and Beverly. One end of Farwell is a court but that shouldn't matter. I've seen an accident and a few almost accidents happen because it's uncontrolled and we need something there to slow one side or one road. Please do something about this. The accident we saw, the car when into the yard into a tree of a corner lot and living on a corner lot, we worry for the safety of our home as well as our children when they are around this area. This intersection has zero traffic control and it needs

I have seen several near misses at the corner of Murray Ave and Olive Street - often cars heading east on olive street through Murray Ave not stopping or treating it like a yield sign. Would like to see something at that

See above for school zones safety ideas. - Additional stop signs on sides streets that are being used as through routes. Turn arrows at school intersections particularly at Oakland and Shorewood Blvd at the SHS parking lot. Extended walk signals at school intersections that allow pedestrians to cross first. Flashing lights for pedestrians at more street crossings. t

Murray at Lake Bluff

Lake bluff and Fredrick
Maryland & Lake Bluff - most drivers roll through this intersection rather than coming to a full stop
Busier streets by schools, churches and parks.
Something at Maryland and Shorewood that actually works to Stop traffic please!! No one pays any attention to the stop signs any more. Also, blinking speed lights and yield signs on capitol by the high school so kids can safely
Atwater School need something on Capital and Frederick. it is not safe for children to cross there.
Read above - Traffic light at Beverly and Oakland crossing. Lots of east/west foot traffic and cars fly and often go around cars that do stop creating so much hazard (my son almost got hit!)
Speed bumps at Morris and Menlo may be helpful.
Capitol in front of SHS - adding speed bumps or otherwise
THE INTERSECTION OF JARVIS AND PROSPECT IS DANGEROUS WITH PEOPLE RUNNING THRU THE STOP SIGN WHEN CHILDREN ARE ON THE WAY TO SCHOOL.
Near the elementary schools would be priority but I think slowly converting a lot of Shorewood streets to be narrower, and focused more on slowing traffic and making the village even more welcoming to walking and
Downer between Jarvis and Capital, two speed tables would be good. Round about on high traffic roads like Murray, Maryland , Downer etc. Remove stop signs by roundabouts, it makes it confusing.
Corner of Edgewood and Oakland is dangerous.
No places are appropriate.
Something near each of the 3 elementary schools in Shorewood (the intersection at Jarvis and Murray has very fast, busy traffic during school drop off and pick up hours when children are walking to/from Atwater and St. Robert. This intersection is especially tricky because Jarvis curves.) and something near the middle/high school.
Kensington Ave, Prospect Ave.
I do think a school zone / pedestrian flashing light that goes overhead on Capitol by the high school for the pedestrian crossings would be good.
The 4-way stop at Menlo and Maryland is ignored by most motorists, especially when UWM is in session. There needs to be better traffic enforcement, including traffic cameras and police enforcement, throughout Shorewood. The concentration needs to be on Oakland, Capital, and Downer, especially.
This may not be the proper place for this comment, but I find the flashing lights for pedestrian crossing Oakland in front of Metro Market are far too often ignored by drivers.
Capitol Drive inc. pedestrian crossings for SIS and the high school.
No, stop spending money on this waste!
Roundabout, Capitol and Morris.
Stoplight cameras, more roundabouts, speed humps (not speed tables - lame!) and as for locations - the entire one-mile length of Capitol Drive, intersection of Morris and Beverly, the entire one-mile length of Oakland Avenue, Wilson Drive (perfect location for speed humps) and a stop LIGHT at Beverly and Oakland given the limited visibility in both directions due to the parking and crown of the road at Oakland Avenue at that
Wilson Drive is a busy road where drivers speed. Flashing lights would slow traffic consistently. Please consider.
Nope
N Lake Drive & E Jarvis St: Please put permanent fixtures to improve pedestrian safety when accessing Atwater Beach from nearby neighborhoods. Would love to see clearly marked crosswalks, more signs, and especially want electronic flashing crosswalk signs that pedestrians can "turn on" whenever they cross busy Lake Drive to encourage traffic to stop and let pedestrians cross the intersection of N Lake Drive and E Jarvis St. There's tons of foot traffic (including many small kids) especially in summer and not enough easy ways to get across Lake Drive fast and safely. With limited parking, people park in nearby neighborhoods and then walk over to Atwater. Let's make it easier for residents and visitors to access Atwater Beach and turn it into even more of a prominent

Stowell Ave (north of capital, south of Jarvis). Cars take this street to avoid traffic lights and stop signs and has increased since lake dr construction but always an issue. Also delivery truck drives drive so fast and we have lots of little kids on the block.
Murray Ave as people use as a highway to avoid N Oakland
Olive and Larkin for a speed table. Larkin and Marion for curb barriers. These are both uncontrolled intersections and cars often come fast.
No U Turn @ Capitol Dr & Morris Blvd.
Police
Blinking Slow or Yield signs on Capitol in front of pedestrian crosses in front of SHS? I frequently see people at thos crosswalks, and cars do not always yield to the pedestrians (Im thinking of the cross north of Post Office
No
Barriers to further identify and protect cycle lanes and cyclists
I'll give this more thought and try to come up with specific suggestions, but, in general, more speed tables, curb extensions on wider streets where speeding is a problem, and perhaps some roundabouts.
Murray Ave north of Capital Dr
you're the experts.
Speed plateaus for Murray, Maryland
I always see cars disobeying the no left turn signs heading west on Capital at Oakland.
All intersection on Oakland!
The corner of Menlo Blvd. and Maryland is a bit of a muddle. Drivers are not stopping their cars on Maryland ave, but only slowing down. Its being an offset intersection makes it a challenge.
Capital Drive needs any type of devices to try to slow down the crazy traffic!
No. I'm concerned about cost and maintenance
Locations should be decided based upon traffic events that cause harm
We desperately need speed tables at the crosswalks in front of Atwater on Capitol. I watch someone almost get hit by a car almost weekly while either crossing the street or dropping off my kids. I think the speed tables from Morris would be hugely helpful there, or at least flashing beacons. No one stops at the crosswalks and it's awfully dangerous, particularly for small kids crossing without adults.
Oakland/capitol and Maryland/capitol. Maryland/Capitol is decievingly dangerous. There are lots of cars that behave with incredible risk. It's usually worse in the summer. Cars will completely ignore you as a pedestrian. I'm really not sure what can be done about it, it can be so so dangerous.
Downer Ave between Edgewood and Capitol and Newton Ave between Lake Dr and Oakland- Newton is like a thoroughfare for traffic for those who want to avoid Capitol and traffic lights. People speed through there often and there are a lot of children on the 2400-2500 block
Atwater park, Newton Ave between Lake and Oakland, Oakland Ave in general is unpleasant; additional police presence I've never seen a police car parked anywhere in these concerning areas.
Olive St. at Larkin is worthy of traffic calming in some form.
Yes, both the roundabout style and speed humps should be installed in the Olive and Newhall intersection and along Olive and Morris, respectively.
Olive and Newhall. Or anywhere on Olive between Wilson to Oakland
Education on how pedestrians need to look both ways, education on driving rules and etiquette. Are 4 way stops being ignored?
Raised intersections would be ideal specifically at stoplight intersections but the other methods work for
Speed Bump(s) on Alpine Ave. The traffic goes a little too fast there
See above. - Redesign of the village streets to one ways. For example, Murray south of capitol could be one way due to the narrow lane from parking. Also streets like Olive east of Oakland could use this to improve flow.

Beverly Road in Shorewood between Oakland and Morris there is a high school and an intermediate school here and yet nobody seems to give a crap

no

None

For crosswalks (on Wilson Dr for example) adding more of the flashing signs with buttons for pedestrians to press so cars actually slow down

The intersection of capitol and Maryland is very dangerous. I think removing the green left turn arrow from Maryland to capitol would help. Pedestrians often cross when the cars have the arrow or cars turning right, from capitol to Maryland, see people waiting to cross but then they go when the pedestrians get the walk sign because they don't pay attention to the arrow.

Not presently

just make suggestions above in #11 - more pedestrian crossing signs in the center of the road as found on Oakland Ave---simple and very effective. Also solar lit Stop signs like the one found on the curve on Menlo and

Yes, Jarvis at the Stowell intersection.

None

No matter what happens, no matter what you try to do to stop the eastbound diversion from the intersection of capital and Oakland or the northbound diversion to avoid that same intersection whatever happens if you put a speed bump on Beverly or you put a speed bump on Morris. Whatever happens, the other street is going to suffer. So, if you decide that Beverly deserves the speed bump. Which it obviously does, all of that traffic that flies 50 miles an hour or more down Beverly to avoid the eastbound or northbound intersection of Oakland and capital, will divert itself to Maurice over to Menlo. Or vice versa, so I am completely sad to say that one or the other deserves attention. Because the other will absolutely suffer. Unless you live in this neighborhood, you have absolutely no idea what we go through. Nobody wants to sit at that intersection. So they fly literally fly through our neighborhood, endangering our children, and endangering our pets and endangering our elderly, who are just out to get a little bit of exercise. The ridiculousness that happens in this neighborhood from commuters trying to avoid that intersection is treacherous and dangerous. And unless you live here and have experienced, you don't understand. So whatever traffic calming measures you decide to put on one street or the

Curb extensions at most, if not every, intersections on Oakland. Narrowing of intersections on Olive, especially at Newhall, Morris, and Woodburn.

speed bumps that are designed to keep people going the speed limit rather than having to slow down dramatically to avoid car damage, and traffic circles that replace 4 way stops

Olive and Larkin

YES!!! Please look at the intersection of Prospect and Edgewood. We desperately need stops signs on Edgewood. So many pedestrians/bikers cross Edgewood to get to UWM. With the parking situation on the northeast side of the intersection it is impossible to see oncoming traffic until you've stepped out a bit and it's very dangerous. It would also slow traffic down. I think this area is of much more concern then those currently being monitored.

Larkin and Olive please

Larkin and Olive

The intersection of Olive and Larkin has seen at least two accidents since October with vehicles crashing over pedestrian sidewalks and onto a residential yard. Also, Marion street from Newhall to Morris has poor visibility due to parked cars; several children have had close calls crossing the street.

Yes, Olive and Larkin is needed ASAP based upon recent data/accidents and the number of cars cruising down Olive. The angle of the street also hurts Visibility for cars and pedestrians.

Possibly a jersey barrier type area by speed himps to prevent speeding cars from veering off road

Olive and Larkin

Cars heading north on Morris that turn left onto Capitol often don't see pedestrians crossing Capitol on the west side of the intersection. I've had a car hit my luggage that I was pulling behind me as I crossed it, and have had many other close calls there in the years I've lived here. I think the intersection is very wide, so either giving pedestrians a head-start before the traffic light turns green, or providing some other way to help the visibility of crossing pedestrians to motorists would be very welcome. Or my other idea of reducing Capitol to one lane in each direction! Thanks for taking our suggestions into consideration :)

Larkin and Olive, Larkin and Marion. We have several kids out at all times, and these are intersections cars speed through from Capitol, Morris, and to get to Oakland.

Nothing in particular. I know in my neighborhood, putting up yield signs & even signs stating cross traffic does not stop is helpful since we have seen loads of accidents along Glendale on north-west side of shorewood over the years. Unfortunately, not in shorewood, but I wish Whitefish Bay would get a crossing guard by the high school & k-hill park., it's impossible to drive there & get across at school times (am, lunch, pm)

Olive Street between Newhall and Morris.

Capitol, Oakland, WILSON!

Morris blvd north of Lake Bluff. While I think they aren't as effective as a traffic circle, a speed bump would be helpful midway down that long block.

Radar signs are helpful. Similar to the ones that are solar powered found on Lake Drive in Whitefish Bay. Could also consider the stationary trailer radar machines used in Fox Point on Santa Monica.

Olive and Larkin-two accidents at the same corner in the past few months

Something to make people stop at Menlo/Morris and Beverly /Morris. Also, the speed hump is pretty wide. Don't even really need to slow for it in an SUV.

The intersection of Olive and Larkin could benefit from both speed tables and traffic circles as it has seen increased accidents. This would be extremely helpful in reducing or eliminating accidents, as motorists frequently ignore the yield sign and violate the speed limit as they come off the stop signs on Morris and Olive and Olive and Newhall. The pedestrian traffic is heavy as this is a common route to Lake Bluff to the north and SIS and SHS to the south. The north and south ends of Larkin Street have shared block events, and the children on both blocks and the surrounding neighborhood frequently cross outside of school hours as well. The increased use of triangle park has also increased pedestrian usage of this intersection, which has always been problematic and is now dangerous. Also, large vehicles such as semi-trucks from Oakland deliveries and the UWM park and ride bus are turning north on Larkin from Capital in order to avoid the traffic lights, and often exceed the speed limit. The combination of the speed tables and a traffic circle at Larkin and Olive would increase safety and greatly benefit residents who have been trying to draw attention to this unsafe intersection

see comments above and in the other questions for detail. Feel free to call 414-617-2705 or email me for any clarification on my comments.

See previous comments regarding speed tables. Thank you! - Living just across the street from this table, I noticed that many motorists who are already driving a reasonable speed treat the table as it is intended (a reminder to slow down). I also notice that motorists driving at unreasonably high speeds may slow down, but then speed up quickly after clearing the table, and are then free to continue their high rate of speed (especially southbound). I wonder if the deterrent effect would be greater if the table were permanent as well as the same height as the tables near Estabrook park, which seem more effective. As the parent of young children living on Morris, I remained concerned with the speeding that continues to take place. Not to mention the intermediate school which is also Morris and empties children onto the sidewalks and streets several times per day every week. I also wonder if a multi table solution (adding 1-2 more between Capitol and the stop sign on Beverly) could be explored (this is commonplace on many streets in Chicago, making speeding nearly impossible without

Glendale and Marlborough - people FLY through that intersection, and we have seen a number of accidents and near accidents there. It the north/south for emergency vehicles. This could be a great spot to test something. Also, get rid of the Yield signs and put in stop signs. People are so confused by yield signs at intersections and

Along Oakland. Make it easier to bike to the businesses. Make it clear which route is best and safest for families to bike with their kids.
Olive between newhall and morris. That street corner is wide and cars go too fast down to Morris.
No
None
Speed tables would be OK on Murray, but not traffic circles. Also on Morris. Perhaps in the vicinity of Lake Bluff School as well?
Please don't do anything that raises my incredibly high property taxes and/or utility bills. Shorewood is becoming too expensive to live in.
Capital drive sorely needs additional measure
Curb bump outs on Wilson
Better control on lake drive - elevated crosswalks, or flashing pedestrian cross walk signs
Glendale Ave near Ardmore. Police should enforce speed limits
Once again, stop wasting my tax dollars
I would like to see a pedestrian bridge over Capital between the high school and middle school.
E. Capitol Drive needs more pedestrian and bike friendly accommodations. Wilson Drive, though improved, needs more infrastructure to slow down speeding. You should also bring back BublR Bikes to make multimodal transportation more accessible to everyone.
As someone who walks her kid across Capital after SHS gets out, I can say cars do not usually stop at the crosswalks after school. I have almost gotten hit several times by one car stopping and the other lane not stopping. More obvious school zone signs, enforcement by police for a few weeks, and a reliable afternoon crossing guard would all help (at Oakland and Capitol).
At Kensington and Murray a STOP SIGN!
As above, speed tables to slow traffic with crosswalks. And thank you for your work and allowing public input
Intersection of Morris and Beverly
Speed tables on Oakland & Jarvis. More calming circles on N. Murray north of E. Capital Dr.
Reckless driving is a dangerous crime - this isn't addressing the problem; albeit is helpful in reducing episodes in that particular spot. Cameras or radar would be helpful throughout the village. When there is an incident; police or business owners ask residents for their RING camera footage. Thus, it must be effective. My suggestion if no \$\$ in budget is to write a grant request to the Foundation and this could make better usage of law enforcement time and crime deterrence overall including reckless drivers. This is a fairly active community; thus the posting of signs "cameras in use" and photos related to violations or crimes would be not only a deterrent but also of
Oakland. Beverly. Maryland
The STOP sign at the corner of Oakland and Olive is precarious. Cars frequently do not stop or give right of way to pedestrians and other drivers. Perhaps Traffic Lights would be more effective and safer for pedestrians trying to cross this intersection.
Oakland Ave needs a repaving, true bike lane and even some street art to make it more pedestrian friendly. Consider cross walk / street art at schools and really at any high impact cross walk.
No
Elmdale ct between Oakland and Murray is often a speedway and folks go the wrong way everyday!!!
Pedestrian bridge over Capitol and Newhall for access to SHS and SIS.
Stated earlier, thoroughfares such as Morris, Marlborough and Murray.
The southern intersection of memo and Maryland has almost no markings and a barely visible stop sign. People speed through it all the time.
These dont work where you have placed them
By the schools. Drivers are too impatient to care for pedestrians in these areas.
Bring back flashing pedestrian light at Kensington and Wilson

Traffic calming measures are good. Consequences for reckless driving (law enforcement, fines) would also be
Downer and Maryland
Capitol drive especially on N Morris is dangerous for pedestrians to cross. I get yelled at or cut off at least few few times a month.
Speed tables with crosswalks, or even entire raised intersections (which Appleton has also built on some of the streets around College Ave)
Flashing light crosswalks on lake drive
If there's a way to have parking on one side of the street on Kensington, I think that would help with congestion and visibility. Parked cars play a big role in pedestrian visibility and I don't know that there was any testing of temporary no parking around the city
I think police enforcement of existing traffic laws is a more effective preventative measure in many cases.
PLEASE add a pedestrian bump out at Menlo, Newton, or Beverly. With lake being closed there is increased traffic on downer and it makes crossing very dangerous while walking to school. Motorists generally do not stop for pedestrians in crosswalks, and if a car does stop, occasionally the vehicle behind will try to pass on the right. A bump out would make that situation safer.
Capital and Morris. Single lane on capital to slow traffic
Speed tables near the schools (Capitol and Frederick, Murray, Lake Bluff)
On Congress at Marlborough there should be a stop sign as the street curves and it would be easy to miss traffic. On lake bluff there's a stop at Morris by the school but there should also be a 4 way stop the block west of that at lake bluff and Woodburn. Heading south on Woodburn, a stop would make this intersection that is very busy
(See #11) - Bump-outs and flashing pedestrian crossing signals (like the ones in near Walgreens and Metro Market on Oakland) seem to be very effective. I think a traffic circle should not be used at an intersection with stop signs (as that confuses some people).
More cross walks. And flashing yellow lights for crosswalks on Lake Drive.
Newton and Oakland
Maybe add a stop sign at Newton and Morris?
Just stop already!
Thoroughly useless and a waste of my money, like the street light scheme. You people seem to think that Shorewood residents all have deep pockets, but that's not the case.
No devices! Shorewood must have a lot of our tax money to waste to ask such a question. We're tired of shorewood wasting money on things like this. Keep Shorewood beautiful , get rid of those ugly devices!
Maybe a stop sign on Murray at Olive. There are way more drivers that use Murray as their N/S route to avoid Oakland. Some go too fast b/ Kenmore and Lake Bluff.
If anything could be done on Oakland & Menlo it would be so lovely! So many drag racers at night.
Capitol Drive needs all of them!! It's simply too dangerous with all the kids walking to various schools.
Bartlett Ave and Newhall St. behind metro market
the one on Kensington is too tight and there is barely room for car to make the turn and that street doesn't need
Make the intersection of Ardmere and Kensington like the rest. What reason is there for the Ardmere widening at Kensington?
Pedestrian bridge over Capitol near the high school east of Morris Street
More Police patrols and/or cameras. If the Police are more visible and involved maybe the few that drive in such a manner that is making the village install these things
The area around Atwood School is dangerous to pedestrians, and presents a risk to drivers as well. People routinely ignore the stop signs at Murray and Kenmore and Maryland and Kenmore, putting pedestrians, many of whom are children at risk. The lack of parking enforcement on Murray dangerous for pedestrians.
I do not
Closer to SIS!

No
protected bike lanes? on Capitol maybe?
Capitol Dr, Oakland Ave
either make a 4-way stop or a traffic circle at the Kensington & Ardmere intersection! I have seen so many almost-accidents here!
Maybe pedestrian crossing signs with lights on them on capital near the high school
Ideally most intersections would have curb extensions for pedestrian safety. I also wish there was a walking bridge for pedestrians at Oakland and capital for pedestrians and asking to the high school campus.
The entire area people try to take a shortcut to avoid Oakland and capital. Menlo newton Beverly (where cars go 40mph+ and there is never enforcement) morris. Honestly the whole city needs to have so much more. This coming also from a younger person with no family. I'm scared for the neighborhood kids all the time that play by my house at Beverly and Barlett. I think the city claims to be walkable and billable. Yet I have almost gotten hit by a car riding or walking a lot. At least weekly
Speed tables in more locations in Shorewood. Beverly and Bartlett or Newhall
Most of Capitol and Downer
Maryland and Morris (between Capitol and Kensington)
Circle at c/o Idlewild and E Glendale Ave
I think a variety of measures is good because it keeps drivers from getting complacent. Moving things around is good for the same reason.
Naturally, I see what goes on by our house on Olive St. There is a lot of traffic. But the bigger risk I see is Capital Dr. I suggest more enforcement and ticketing for folks who don't stop at stop signs. For Capital, I don't have a quick suggestion. A pedestrian bridge comes to mind, but that seems expensive and kids probably would avoid
4000-4100 block of North Larkin Street. People use it as a "cut through" and drive very fast. The speed table would likely be best.
No
Networking and synchronization of all traffic lights to reduce motor vehicle idling. Elimination of pavement loops in favor of Infrared/Camera detection that works for bicyclists. I like what was done with Edgewood. I hope someone is collecting data to determine whether these measures are worth pursuing and maintaining.
Olive west of Oakland
I believe corner of Kensington and Murray continues to need a permanent calming solution
Ardmore and Kensington traffic circle
Menlo and morris
With traffic circles, that will make snow removal more difficult.
Morris North of Capitol. I'd say one should go in before the first intersection north of Capitol, can't recall the street name. I see cars nearly run kids down in that crosswalk a few times a week. Also farther north on Morris near Lake Bluff. We live in the 4400 block of Morris and people blow down Morris constantly. Esp during school drop off and pick up times. It's a disaster waiting to happen.
No
I would LOVE and appreciate curb bump outs for pedestrians and traffic calming purposes, as well as a speed hump or two installed on Downer between Edgewood and Capital. Thank you for your time and consideration and all your hard work!
Downer Ave, anywhere south of Capitol, Edgewood, anywhere east of Oakland,
Wilson Drive needs lots of speed bumps. Cars are flying past my apartment at high speeds.
Every possible inch of the Shorewood speedway, err, I mean Morris Blvd. Fishing lights for pedestrian crossing along Capitol close to SHS and SIS. Flashing No Turn On Red lights on Capitol for traffic traveling east and turning south onto Oakland (or someone to administer traffic citations for violations at that spot - so much money to be made from fines just in that spot).

Menlo between Hubbard Park and Oakland Ave speed hump

Morris Blvd could use a bump north of Capitol. Cars speed down that street all the time. I also worry about the kids crossing Capitol. The lights on the one crosswalk are a good edition. The other crosswalks need attention. It's so dangerous and many drivers seem to be oblivious.

5 way stop at E Olive and Woodburn

Larkin and Olive, several spots on Maryland Avenue.

See #11 - The no-turn on red at Morris and Capitol does nothing. The flashing lights telling you your speed equally do nothing. Speed bumps along Morris would make sense, but only if located where it makes more

PLEASE lose the traffic circles!

No.