

Traffic Calming Subcommittee
Goals & Components of an Effective Program
9/17/2020

Goals

- Outcomes focused
 - is safer
 - encourages walking biking transit
- Equitable
 - All Ages & Abilities
 - All areas of the city
 - All kinds of roadways (local, collector, arterials)
- Good public process/access
 - How issues are reported
 - How residents can advocate for selection
 - Transparent
 - Accessible
 - Inclusive
 - Outreach & Engagement
- Efficient
 - Good use of time for staff, commissioners, alders, residents, etc.
 - Area/corridor intervention rather than street by street
 - Cost-effective

Components of an effective program:

- Requests/getting issues into the program
- Creative, flexible, all options on the table
- Evaluating requests/determining solutions/interventions
- Prioritizing recommended interventions
- Public input
- Decision making
- Implementation
- Evaluate effectiveness of individual interventions (include resident feedback/satisfaction)
- Assessment/review/make changes of program
- Funding

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Early Draft Concept for City of Madison Traffic Calming Program:

- Focus on creating one mechanism to collect requests for traffic and ped/bike related issues and concerns from multiple sources (residents, alders, staff, NRTs)
- Consolidate funding (could still possible determine allocations for safety vs ped/bike enhancement)
- Staff determines if the issue falls under safety or encourages/promotes walking, biking, transit
- Staff Identify comprehensive solutions involving all possible interventions and consider logical boundaries - interventions encompassing multiple blocks or a corridor, not just one block
- Staff Prioritize projects based on cost/benefit (increase in safety or increase in ped/bike promotion), equity, available funds, and timing (consider future projects)
- TC reviews recommendations and approves or modifies list or recommendations
- Use street reconstruction, resurfacing, path, and sidewalk projects as opportunities for traffic calming and ped/bike enhancements (skinny streets & other interventions as integrated components of the project)

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Issues

- Improving process transparency (create online portal)
- Communication (how do we reach all stakeholders)
- Street by street vs. neighborhood by neighborhood
- Solutions are in boxes (speed humps vs stop signs etc)
- Engineering and TE projects are mostly separate
- Instigated by neighbor complaints almost exclusively
- Role of enforcement?
- Crossing guard program
- Limitations (metro routes, fire routes, arterials)
- Voting by neighbors comes before approval by TC
- Who gets to vote?

Good things with current programs

- Vetting options with public
- Neighbors voting
- Ability for residents to request improvements
- Methodology
- Dedicated staff
- Consideration of equity

Traffic Calming Questions/Ideas

1. Why do we want to reduce speeding?
 - a. Crash reduction
 - b. Crash severity reduction (injury)
 - c. Reduce fear of being outside of cars - Encourage/support walking/biking
2. Why do we want to enhance ped/bike access?
 - a. Mode shift
 - b. Recreational access
 - c. Safety
 - d. Health & Quality of Life
3. How do we identify streets/routes in need of traffic calming & ped/bike enhancements?
 - a. Residents/schools/alders/community organizations
 - b. Proactively through routine speed & volume data capture
 - c. Proactively through review of crash data
 - d. Ped/Bike Network Analysis
 - e. Other public engagement/plans (neighborhood and special area plans)
 - f. Other (re)construction projects
4. How do we prioritize streets that need calming & ped bike enhancements?
 - a. Volume of cars over x speed (better than %)
 - b. # of peds/bikes on street
 - c. Population and destination density (current and projected)

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- i. Schools
 - ii. Parks
 - iii. Grocery stores
 - d. # of injuries
 - e. Opportunity to increase walking/biking post-intervention
 - f. Importance of segment in ped/bike network
 - g. Equity - AAA
 - h. Quality of current infrastructure/alternatives
- 5. What are our options for speed reduction intervention? [NACTO](#)
 - a. Vertical deflection
 - i. Speed humps
 - ii. Speed tables
 - b. Horizontal deflection
 - i. Traffic circles (need to address effectiveness coupled with street width, impact on bike travel)
 - ii. chicanes
 - c. Street/lane narrowing
 - i. Bumpouts/chokers
 - ii. Median/median island
 - iii. Bike lanes
 - iv. Width
 - v. Yield street
 - d. Signs & paint
 - i. A lot of options
 - e. Lane deflection
 - f. Speed boards
 - g. Enforcement
 - h. Diverters & stop signs
 - i. Speed limit reduction
 - j. Pavement texture
 - k. Fringe (vegetation)
 - l. Trees
- 6. What are our non-speed reduction ped/bike enhancements?
 - a. Street crossing supports
 - i. Crosswalks
 - ii. RRFB
 - iii. Other signage
 - b. Pedestrian separation (sidewalks)
 - c. bike separation (buffered and protected bike lanes & low-stress network)
 - d. Closing gaps in ped and bike networks
 - e. Wayfinding
- 7. What are the obstacles/competing priorities?

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- a. MV throughput
 - b. MV parking
 - c. Metro
 - d. Fire/EMS
 - e. \$
8. Should we do street by street or focus on neighborhoods?
9. How much \$ should we spend on this each year?
- a. How much for speed reduction vs. other ped/bike improvements?
 - b. Accomplish some with reconstruction projects, some with small scale engineering projects, some with markings/signage/temp. curb/bollards
10. Public Process
- a. Input
 - b. Information sharing
 - c. postcards/voting?
 - d. Equity
11. Role of staff
- a. Data collection/analysis
 - b. Recommend interventions
 - c. Receiving requests
 - d. Follow up with outcomes to requesters
 - e. Maintain website with current info
 - f. Outreach
 - g. Review adopted plans
12. Role of TC
- a. Approve projects based on data & staff & public input
 - b. Balance competing interests
13. Timing (once per year vs ongoing)
- a. Selection
 - b. construction
14. Temporary projects
15. Metrics
- a. What is our goal for speed reduction?
 - i. % improvement or below a certain threshold post intervention?
 - b. How do we measure effectiveness?
 - c. How do we ensure our interventions/investments are equitably distributed in the city?
16. How do we solve the Swanton Road/Walter Street problem? (very high speeding issue, but on a bus route)

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	Ranking for 2020 NTMP Program	% Over PSL+5	Candidate Street	AWT	# vehicles over 35	# vehicles over 40	# vehicles over 45
1	2	34%	Swanton Rd	6,532	378	59	14
2	1	24%	Walter St	4,325	159	16	3