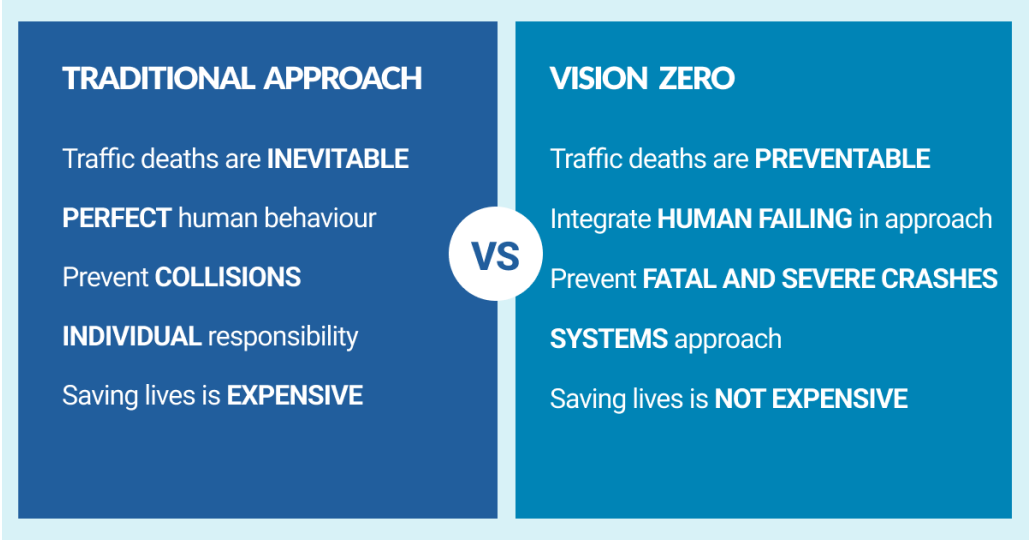
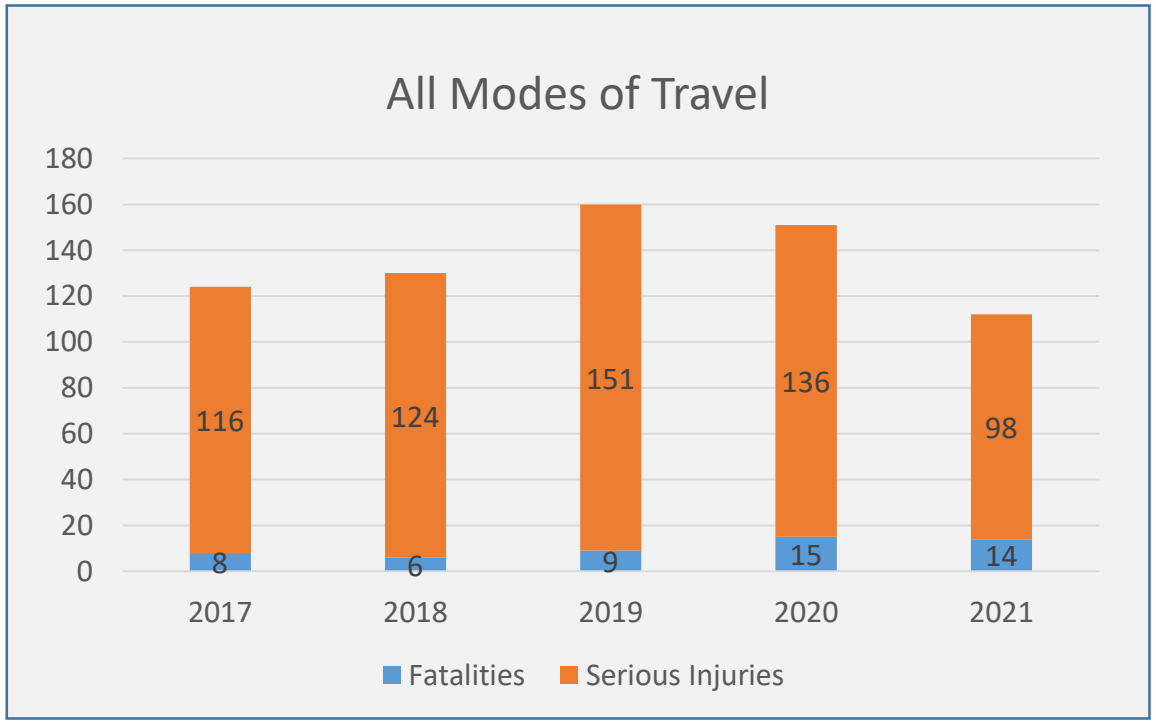
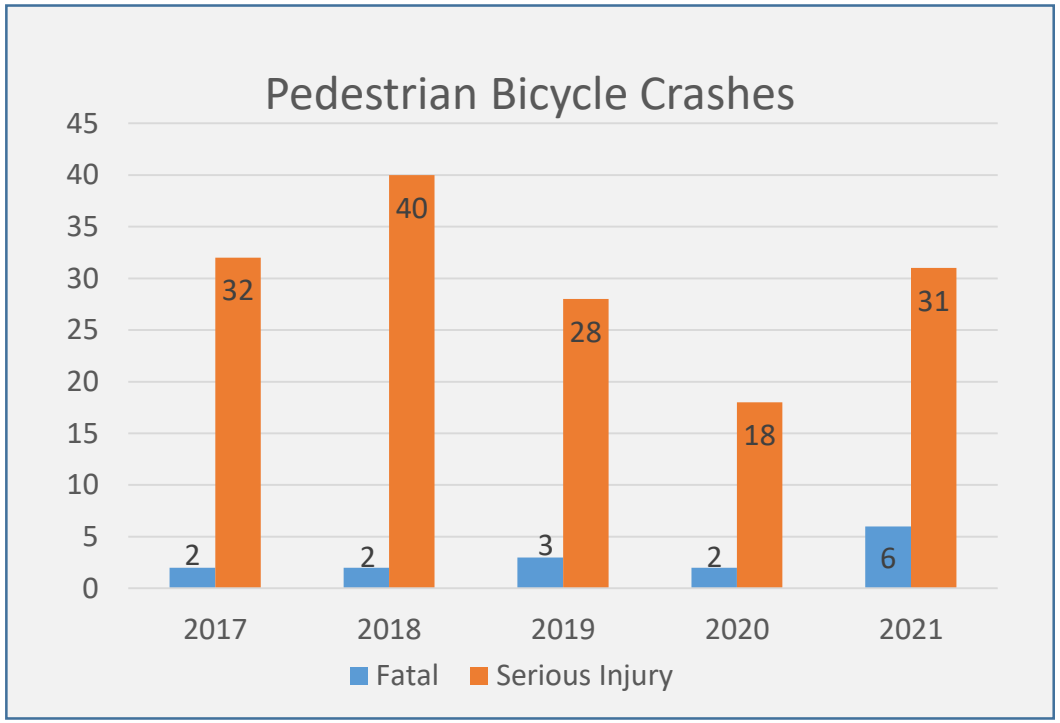
Vision Zero Overview

- Strategy aimed at eliminating traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all road users
- Originated in Sweden in the 1990s
- Proven successful across Europe and gaining acceptance in the US

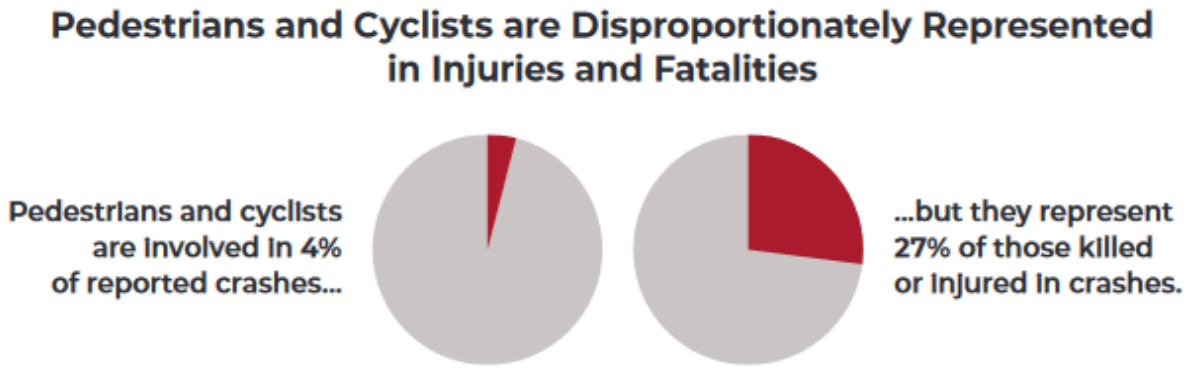


Why Vision Zero in Madison?





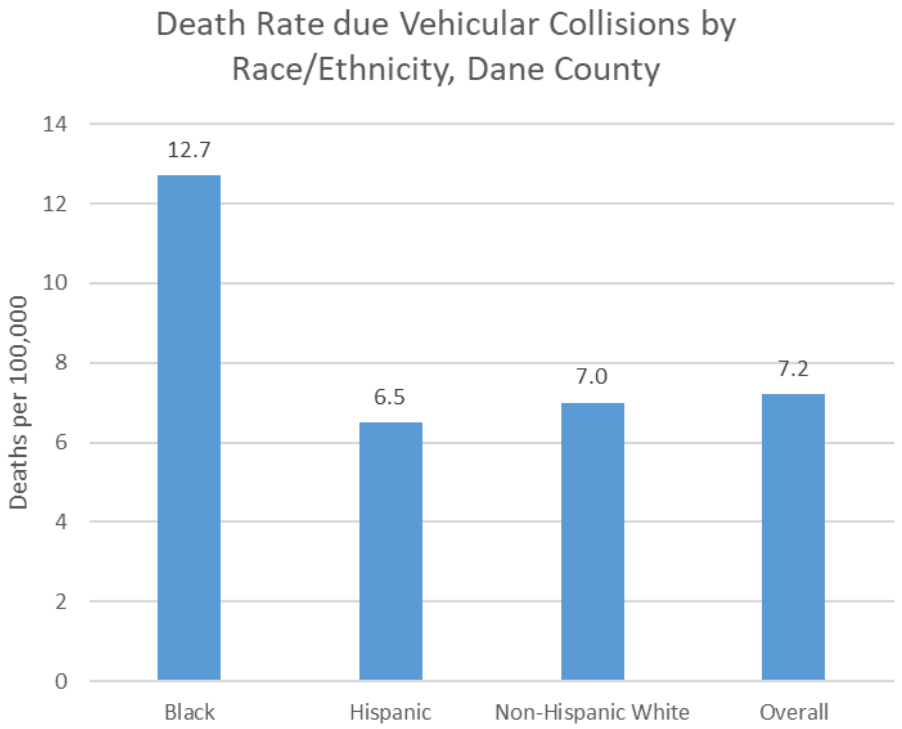
Why Vision Zero in Madison?

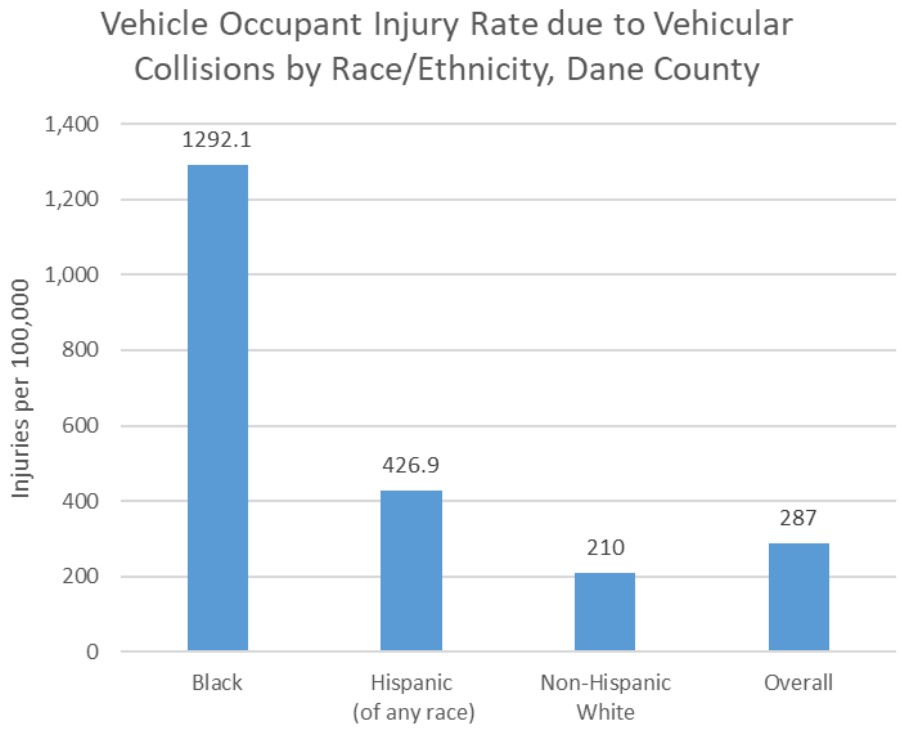


From Madison's Vision Zero Resolution:

WHEREAS, pedestrian and bicycle safety shall be a priority for the City of Madison with updated infrastructure and safety improvements to ensure those most vulnerable on the roads are protected

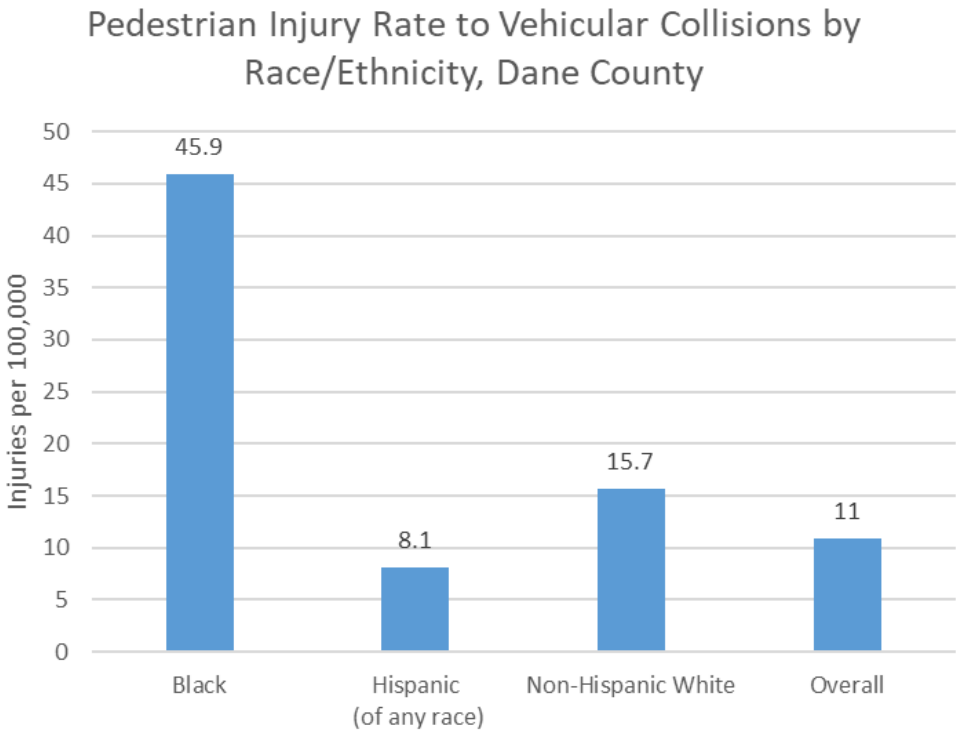
Why Vision Zero in Madison?

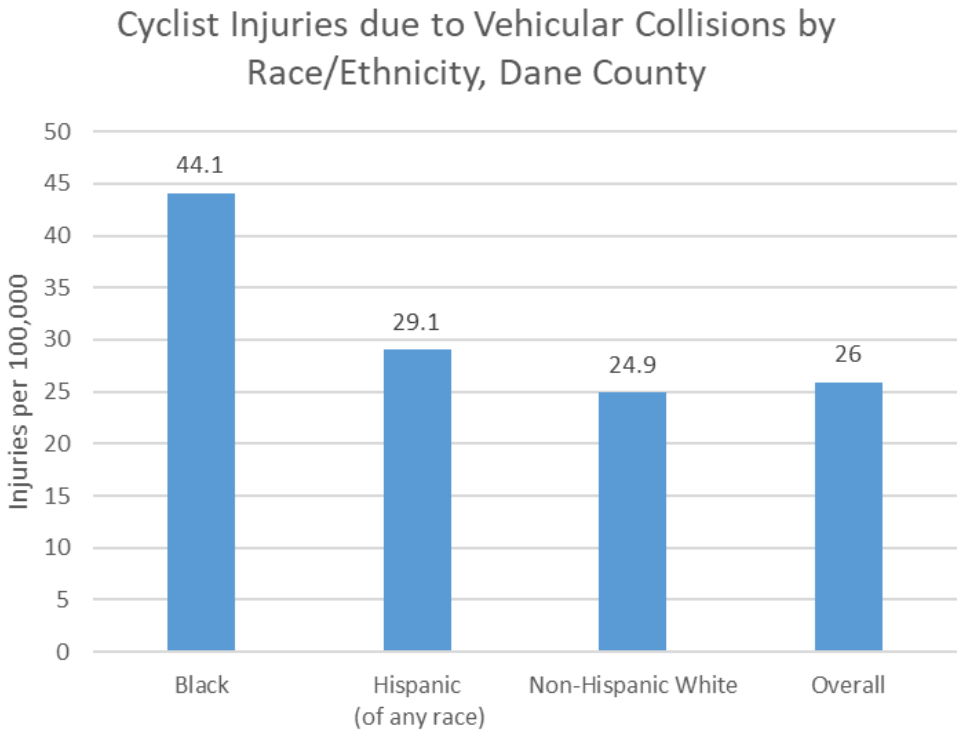




From Wisconsin Department of Health Services Data

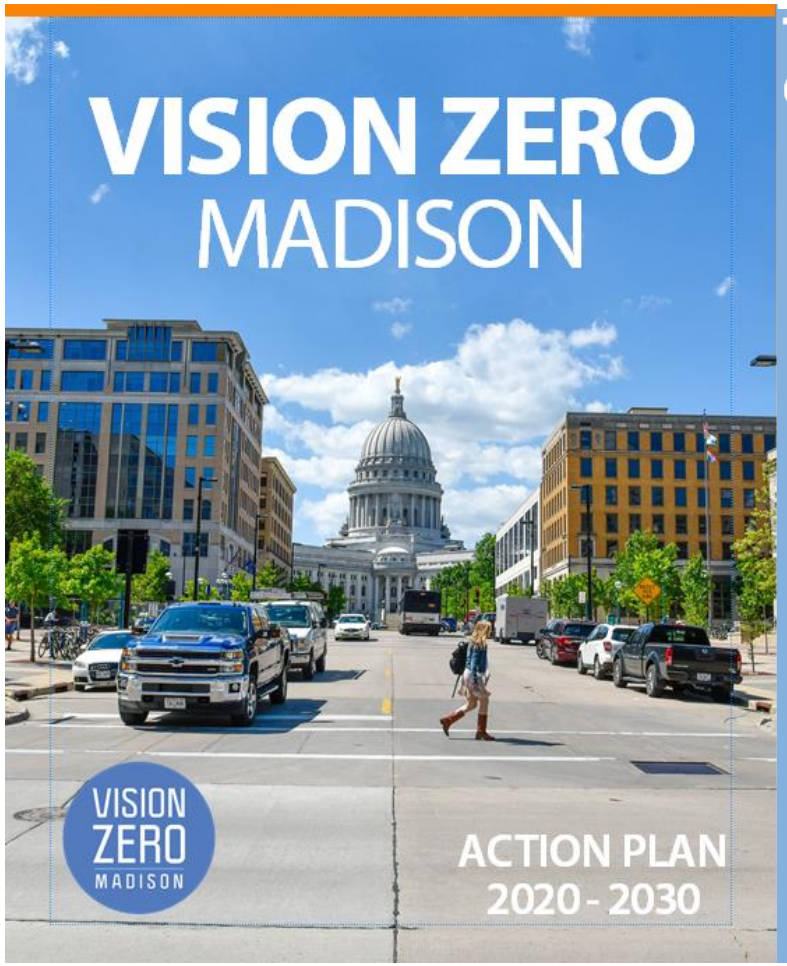
Why Vision Zero in Madison?





From Wisconsin Department of Health Services Data

Vision Zero Action Plan



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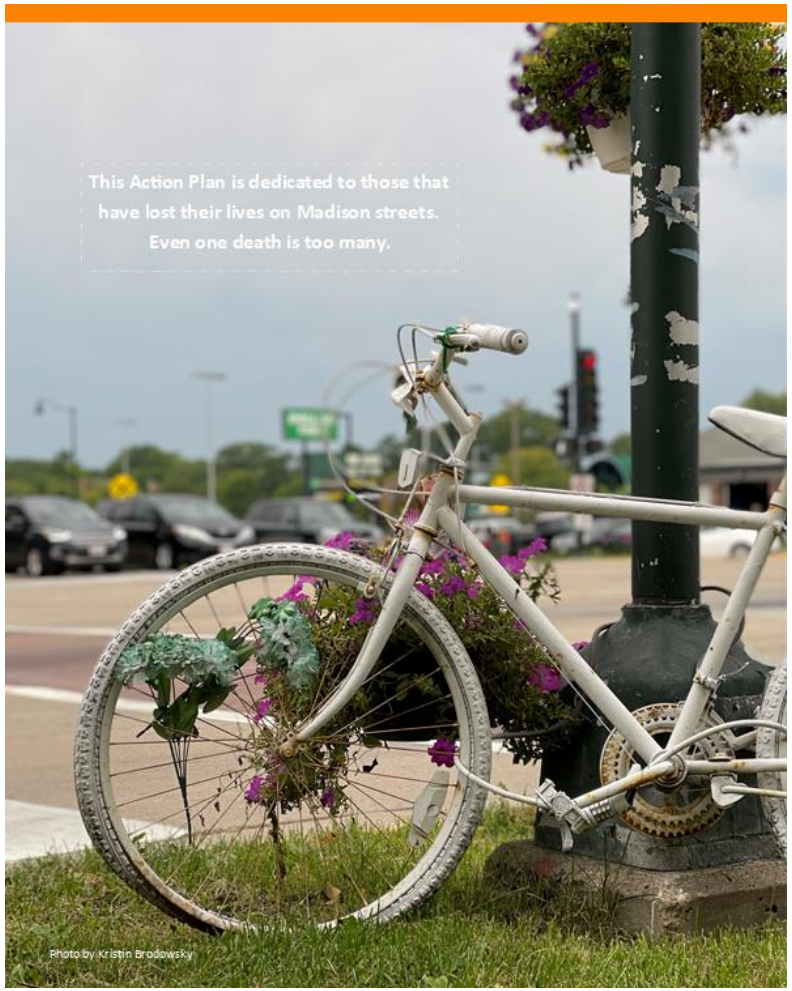


Engagement – Community Values

- Putting people first – safety over speed
- Supporting community – prioritize place and access
- Fostering sustainability – multimodal and green
- Centering equity – process and outcomes

Engagement Summary Document

- www.cityofmadison.com/transportation/initiatives/lets-talk-streets

Safe People – Strategies & Actions

1. Expand and support alternatives to driving, reducing VMT

	Action Item	Timeline	Cost	Goal	Lead Agency	Partners
1.1	Implement policies that reduce VMT to decrease the total number of motor vehicles on the streets of Madison.	Underway	$	Support Dane County goal of 15% VMT reduction by 2050	DOT	GMMPO, Dane County, Citywide
1.2	Implement a TDM Ordinance	Underway	$	Approved during 2022	DOT	PL
1.3	Implement Bus Rapid Transit and the Metro Transit Network Redesign to increase convenience and accessibility	Underway	$$$	Implementation 2024	DOT, Metro	Citywide
1.4	Build out a safe, comfortable network of bike routes for people of all ages and abilities to increase mode share.	Underway	$$$	New & improved facilities, project priority list	DOT, TE	CE, PL
1.5	Address gaps in the walking network with a focus on improving accessibility for people of all ages and abilities to increase mode share.	Underway	$$$	New & improved facilities, project priority list	CE	TE, PL TC
1.6	Improve Park and Ride areas for better transit access & accessibility to paths, bikeshare & other amenities	Within 5 years	$$$	New & improved facilities	DOT	TE, CE, Metro, PL

Accountability

- Annual Report
- Quarterly Newsletter
- Quarterly Stakeholder Task Force Meetings
- Transportation Policy & Planning Board
  - Strategy & Actions Progress Reviews
- Transportation Commission
  - Project Reviews
  - Quarterly Traffic Safety Report
- Public Safety Review Committee
  - Annual Traffic Safety Report

Annual Report—Measuring and Reporting Progress

Evaluation and regular reporting are essential for the data-driven approach to Vision Zero. There must be accountability to the commitment of eliminating traffic deaths and severe injuries.

The City will issue an annual Vision Zero report to provide the public with an update on progress. Some metrics will be re-ported annual while others will be updated as resources allow depending on the complexity of the data.

Performance Metrics

- Safe Streets
  - Yearly mileage of speed limit reductions
  - Efficacy of speed limit reductions
  - Number of pedestrian and bike gaps closed per year
  - Yearly length of protected bike facilities
  - Yearly length of reconstruction, resurfacing or stand-alone major projects on HIN
  - % completion of LED upgrade
  - Discussion of smaller improvements on HIN
- Safe People
  - % VMT reduction, yearly basis
  - Total public information campaigns
  - Safe Routes to School and walk/bike education programming held
- Safe Vehicles
  - % of City Fleet with safety features.
  - % of City drivers trained
- Safety Data
  - Annually fatal and serious crashes
    - Including breakdown by mode, age, race and if located in RESJI area
    - Correlation with HIN and annual revision of HIN
- Equity
  - Yearly mileage of RESJI streets with TIP projects
  - Yearly mileage of RESJI streets with speed reductions
  - Ratio of small improvements on RESJI streets (RRFBs, DFBs, continental cross-walks, traffic calming, etc.)
- Safety Focused Enforcement
  - Hazardous Citation, Non-Hazardous Citations and Warning rates

COMPLETE GREEN STREETS OVERVIEW

"What if we changed how we think about streets?"

A **street** includes the sidewalks, terraces, trees, roadway, and everything in between.

Objectives of CGS:

- Streamline decision-making
- Increase consistency of results
- Define priorities and areas of flexibility
- Correct and prevent inequities in mobility, access, and community impacts
- Increase safety
- Promote community values
- Support complete networks

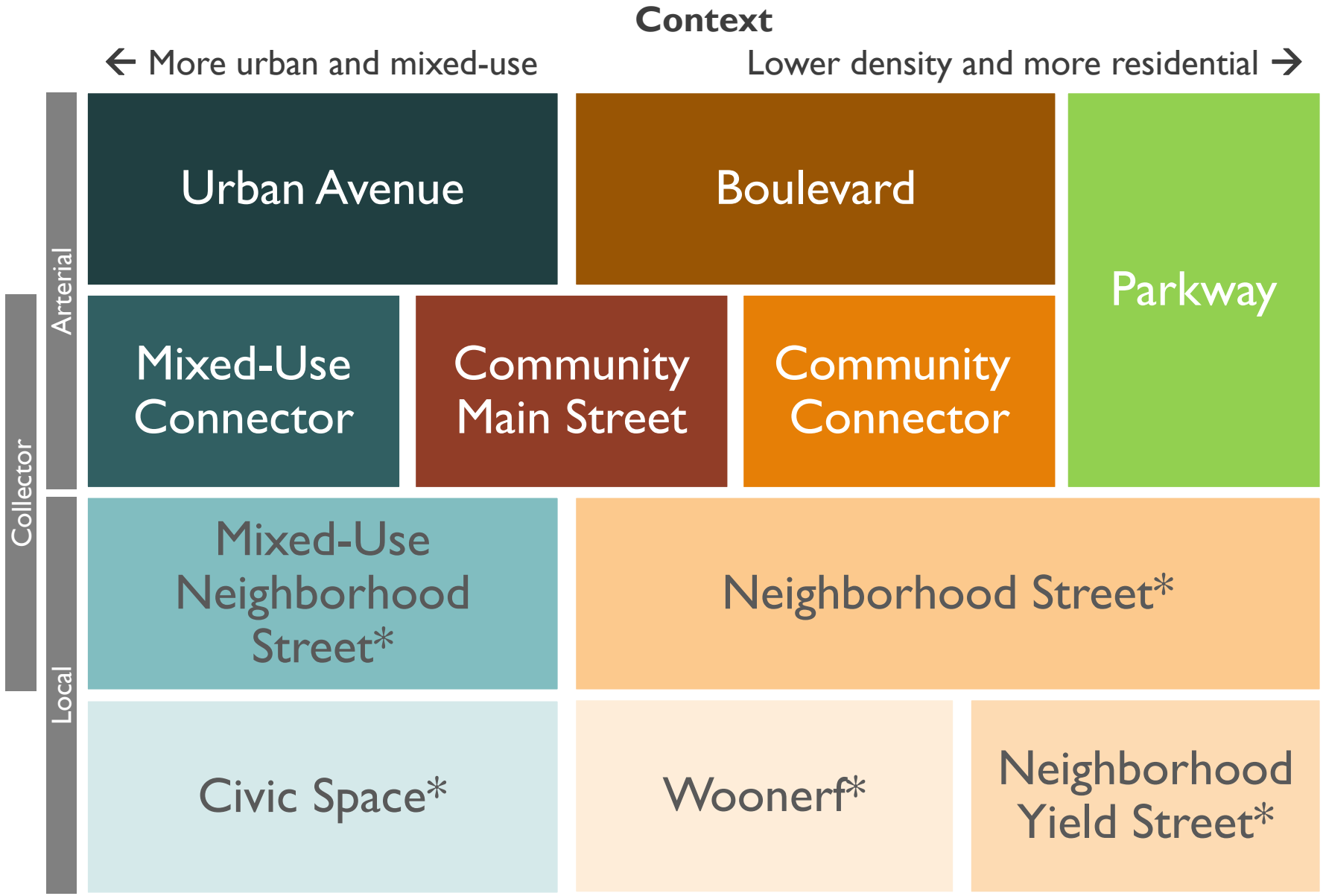
TOOLE DESIGN EQT by design

WHAT IS THE STREET TYPE?

CGS is built around a collection of 11 street types (the typology) that describe the spectrum of current and future streets in Madison. They serve as starting points for street design.

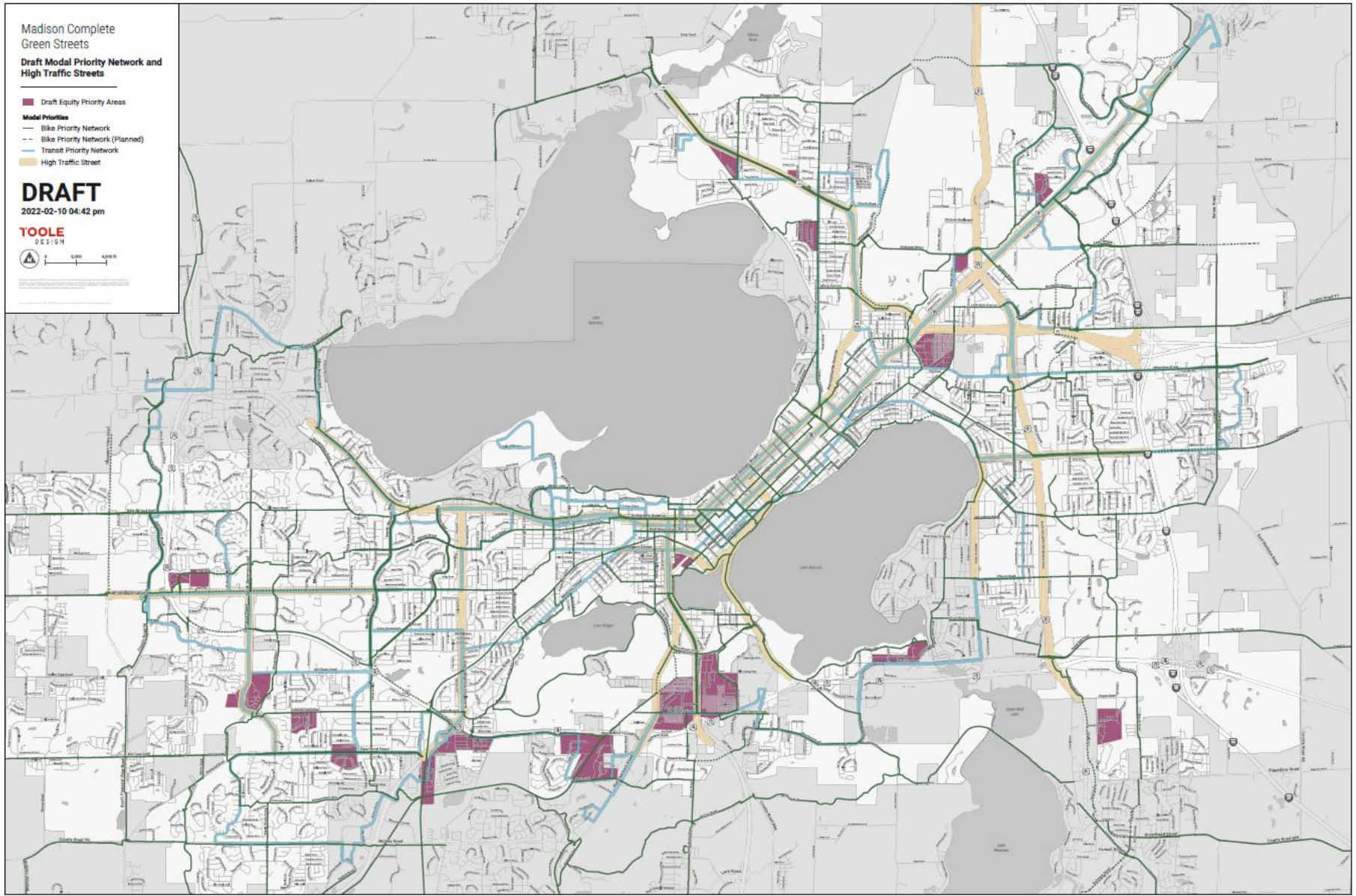
The types are based on context and the amount of varied activity occurring. They are intended to be aspirational.

*Most or all of these will not be mapped, unless applied on a collector or bike boulevard



TOOLE DESIGN EQT by design

OVERLAYS



Overlays alter the priorities for what is included in a street. See this online map for draft overlays.

Network Overlays:

- Transit Priority Network
- Bike Priority Network
- High traffic streets

Area Overlays:

- Equity Priority Areas
- Canopy Priority Areas (not shown; TBD)
- DGI Priority Areas (not shown; TBD)

PRIORITIES & TYPICAL ELEMENTS

A table will be provided for each street type identifying the typical elements to be included* and prioritized in each zone. Additional rows are provided to identify how the typical elements and their individual priorities change when an overlay is present (the relative priority between zones remains constant regardless of overlays). The overlays are listed in each table in order of hierarchy from top to bottom. If a street has multiple overlays, the top-most overlay takes precedence over the other(s); however, elements identified in the other overlay(s) should be included if feasible.

*Minimum, typical/preferred, and maximum widths and other parameters are included at the end.

	Walkway (Sidewalk or Path and Frontage Buffer)	**Flex Zone** (Terrace and On-Street Parking)	**Travelway** (Lanes and Medians)	**Additional Features and Considerations**
Zone Priority and Typical Widths	High Priority Min width: 8' | Preferred: 14'	Medium Priority Min width: 4' | Preferred: 19'	High Priority Min width: 64' | Max : 102'	(Not applicable)
Base Configuration (Without Overlays)	Wide sidewalks with buildings close to or touching the sidewalk.	Hardscaped terrace with street trees, bike racks, and enhanced transit stops. Parallel on-street parking.*	Separated bike lanes, 2-3 travel lanes per direction, transit lanes, and medians.	Intersections every ~500 feet; controlled crossings every ~1,000 feet
Equity Priority Areas	Prioritize walkway width over travel lanes.	Increase importance of pedestrian-scaled lighting.	Prioritize walkway width over travel lanes.	Increase the number of crossing opportunities by decreasing intersection spacing and providing enhanced crossings.**
Transit Priority Network	Increase sidewalk width where feasible to accommodate foot traffic.	Prioritize transit shelters over on-street parking. Parking may be omitted to accommodate sidewalk and bus stop width.	Prioritize transit lanes and signal preemption. Fewer travel lanes are provided if constrained. Prioritize bikeway above travel lanes.	Increase the number of crossing opportunities by decreasing intersection spacing and providing enhanced crossings.** Limit pull-out stops that require buses to merge back into traffic.
Bicycle Priority Network		Prioritize bikeway over on-street parking. Bike racks and bikeshare stations are priorities for the terrace.	Provide separated bike lanes or sidepaths. Fewer travel lanes are provided if constrained.	Use speed mitigation tactics to reduce speeding and achieve the target speed, as needed.
Canopy Priority				

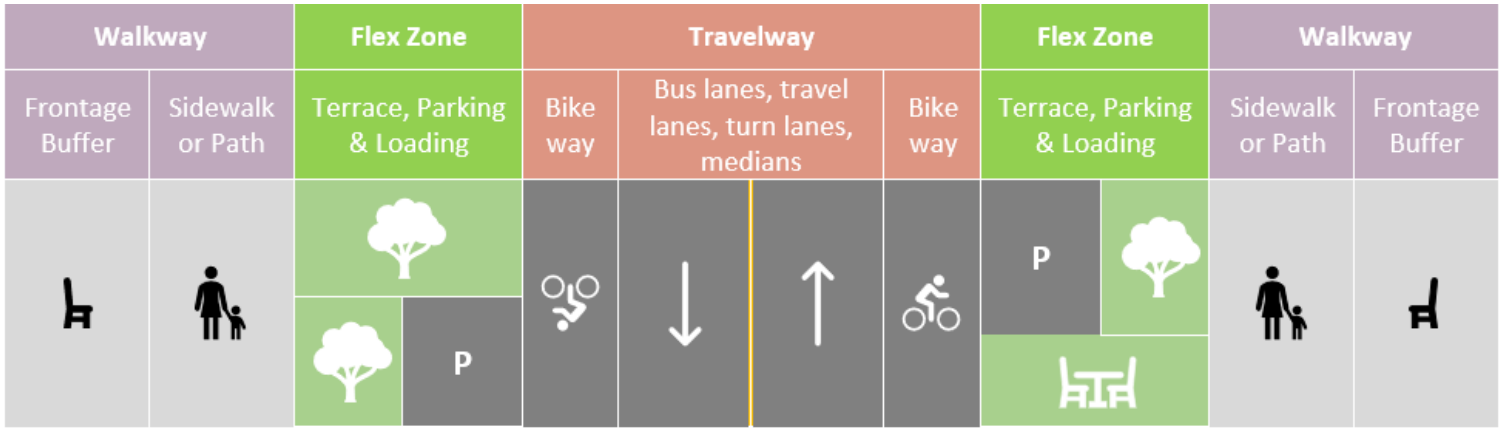
Overlays Influence Configuration

EXAMPLE

TOOLE DESIGN EQT by design

STREET ZONES

The term "**street**" refers to the entire right-of-way, including sidewalks, terraces, and the roadway. For design guidance and decision-making purposes, streets are divided into three zones, each describing the relative priorities between the zones and the typical elements that should be included in each.*



Walkway is the space where people walk and is comprised of the sidewalk and a frontage buffer (paved or landscaped space between the sidewalk and adjacent buildings). May include a path shared by people walking and biking.

Flex Zone is a variable space comprising the terrace and any on-street parking or loading. The design of this space may vary significantly depending on context and overlay. This space includes most non-linear elements of the street, such as trees, sidewalk cafes, bike racks and Bcycle stations, loading zones, etc. As such, the elements included in this space can share the same portion of the right-of-way, alternating back and forth. Notably, this space spans the curb line.

Travelway is the primary portion of the roadway dedicated to movement of people and goods. It includes on-street bikeways, travel lanes, any dedicated transit lanes, medians, turn lanes, etc.

TOOLE DESIGN EQT by design

*Minimum, typical/preferred, and maximum widths and other parameters are included at the end.

GREEN INFRASTRUCTURE

- Street Tree Guidance
  - Reference guide for suspended pavement options
- Permeable Surfaces Guidance
  - Screening tool
- Non-Permeable Surfaces Toolbox
  - Evaluation of feasibility of up to 10 different options with consideration of various parameters
  - Criteria to rate the level of appropriateness
- Integration into street typology design framework
  - What is impact or influence on street design

TOOLE DESIGN EQT by design

QUESTIONS - COMMENTS

- Renee Callaway – recallaway@cityofmadison.com
  - cityofmadison.com/visionzero
  - cityofmadison.com/transportation/initiatives/complete-green-streets
  - cityofmadison.com/talkstreets