Let's Talk Streets

COMPLETE GREEN STREETS &
COORDINATED ENGAGEMENT FOR TRANSPORTATION PROJECTS

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AGENDA

- Outreach Program Identity

- Stage 1 Outreach

- Street Stats
  (Gap Analysis)

- Project Schedule

Let's Talk Streets

- An invitation
- Flexible for variation
  - "Let's talk...safety"
  - "Let's talk about street equity"

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PRE-DESIGN SUMMARY

Stats

- 11 responses (52%) out of 28 contacted
- 6 focus group attendees // 5 - 1:1 interviews

Presentation

- Evolution from people-centered streets to car-dominated
- History of inequities & ongoing disparities
- Reflection of whose values
- Idea to make decisions based on shared values

Themes

- Like the values-centered approach
- Skeptical / want accountability
- Info is technical
- Create visible wins to small groups
- Clarity on purpose and impact
- Offer resources / compensation
- Ensure age, geographic input
- Liked diverse / inclusive focus
- Involve youth voice
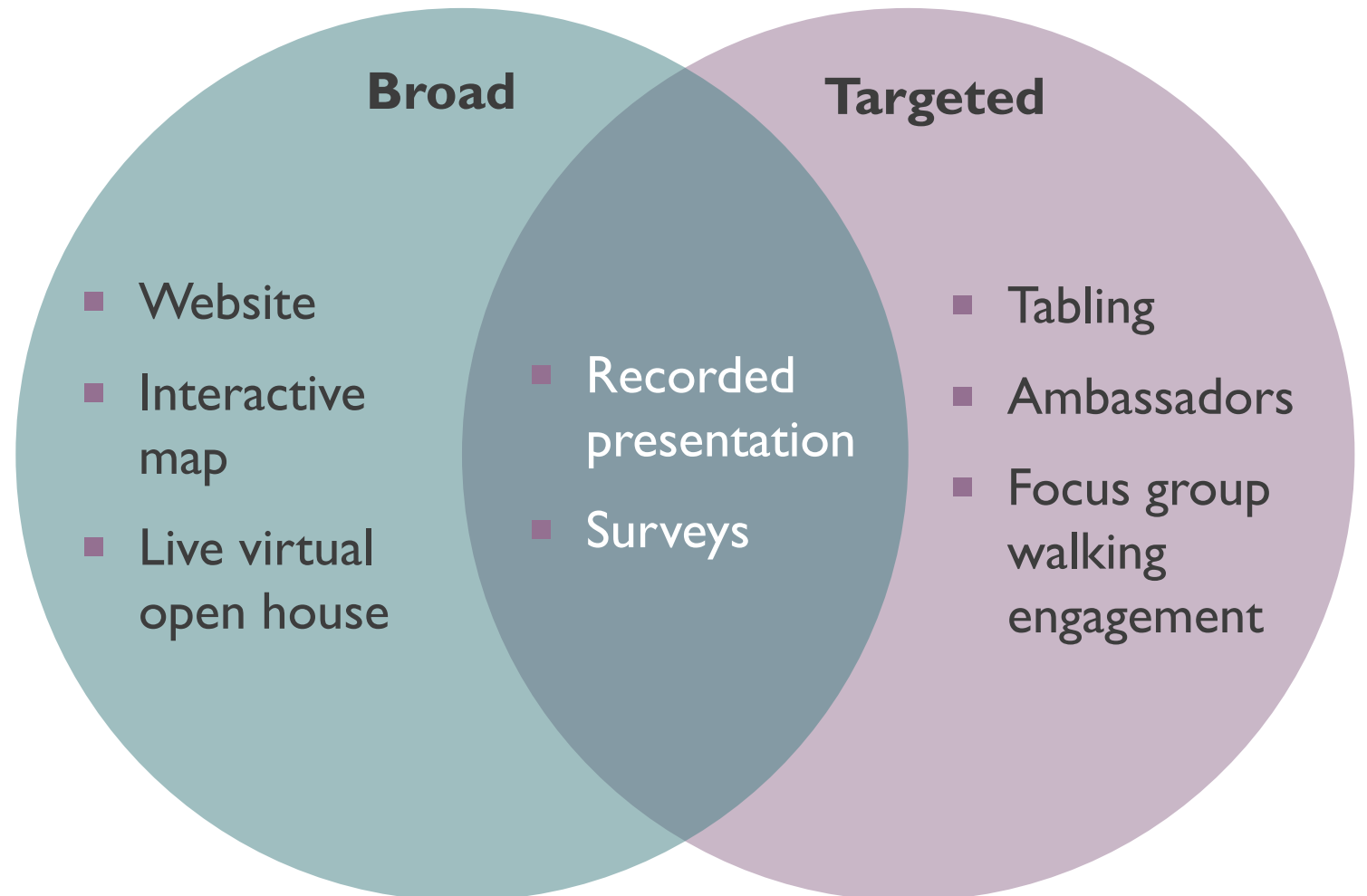- Like community liaisons being engaged

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STAGE 1 OUTREACH CONCEPT

Objectives:

- Inclusive
- Targeted
- Open opportunities for everyone else

Concepts:

- Virtual/hybrid focus
- Youth engagement
- Identify a few key neighborhoods to invite into process

Broad

- Website
- Interactive map
- Live virtual open house

Recorded presentation
- Recorded presentation
- Surveys

Targeted

- Tabling
- Ambassadors
- Focus group walking engagement

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May	June/July	August

Project Website (project info, updates, documents, etc.)

Recorded presentation (foundational video)

Interactive Map – display information, collect input, or both?

Tabling & Ambassador Recruitment

Survey 1
- Priorities
- How easily can you _____ in Madison?

Live Virtual Open House (June 15 & 16)
- Open participation
- World café - three topics
- Introduce values approach to integrating these programs
- Introduce project & open-ended input

Let's Talk Streets Walking Engagement

(focus groups)
- Key diverse neighborhoods
- Values identification

Report Input to date to TPPB

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STAGE 1 OUTREACH CONTENT AND OBJECTIVES

We will share:

- Current process and programs
- Stats about Madison streets
- Competing demands

We hope to learn about:

- Shared values & priorities
- Ease and ability to get around in different ways
- Differences in experiences between people

Asking questions like:

- "What is your...?"
- "How do you...?"
- "Would you rather...?"

Emphasizing:

- Tradeoffs (e.g., convenience vs safety)
- Definitions of safety
- Diversity of experiences

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STREET STATS //
GAP ANALYSIS

- Safety & comfort for people walking, biking, and using transit
- Use and balance of roadway and ROW space for the context
- Disparities in safety and access

STREET STATS // GAP ANALYSIS – PURPOSE

What it is – an assessment of available data to answer two main questions:

- What do our streets do well and not so well?
- Who do our streets serve?

What it isn't:

- A network or connectivity analysis
- A model for prioritizing projects

How it will be used:

- Illustrate challenges
- Prompt policy discussions
- Guide modal priority network development
- Shape the creation of a street typology
- Inform street type selection for each street

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STREET STATS // GAP ANALYSIS – DATA INPUTS

Walking:

- Streets without sidewalks
- High ped volumes (Streetlight data)
- High Injury Network
- Motor vehicle speeds

Driving:

- Congestion
- Speeds vs. limits

Biking:

- Level of Traffic (LTS)
- Bike network (primary and secondary)
- High bike volumes (streetlight data)
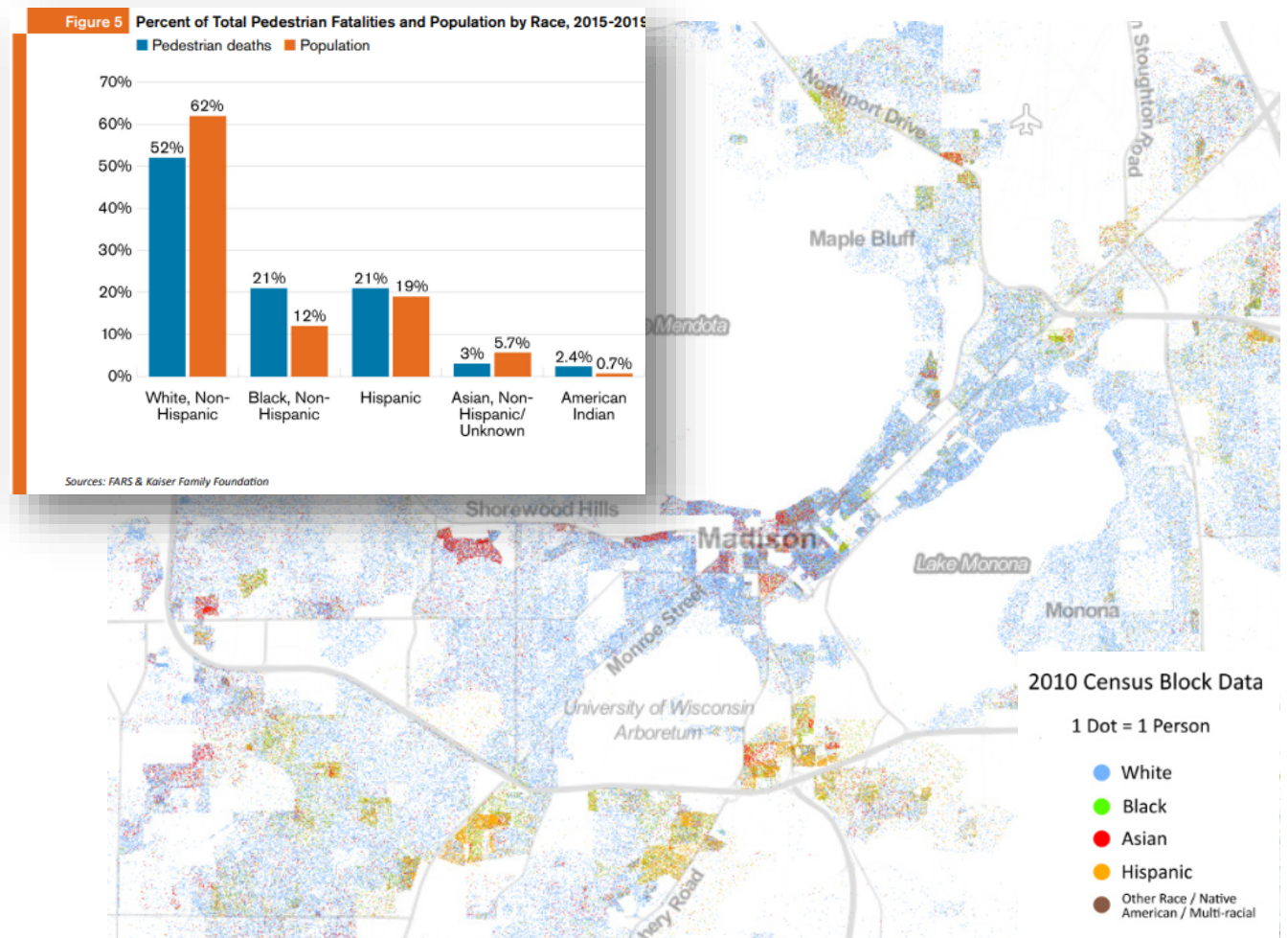- Motor vehicle speeds

Transit:

- Streets with high transit volumes
- BRT network
- Congestion that slows transit (Streetlight data)

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Access and safety

- Percent of each race/ethnicity within 1/8 mile of...

  - ...high injury network

  - ...Tier 1 missing sidewalk

  - ...high frequency transit

  - ...low stress bikeway

Figure 5 — Percent of Total Pedestrian Fatalities and Population by Race, 2015-2019

- Pedestrian deaths
- Population

Race	Pedestrian deaths	Population
White, Non-Hispanic	52%	62%
Black, Non-Hispanic	21%	12%
Hispanic	21%	19%
Asian, Non-Hispanic/Unknown	3%	5.7%
American Indian	2.4%	0.7%

Sources: FARS & Kaiser Family Foundation

2010 Census Block Data

1 Dot = 1 Person

- White
- Black
- Asian
- Hispanic
- Other Race / Native American / Multi-racial
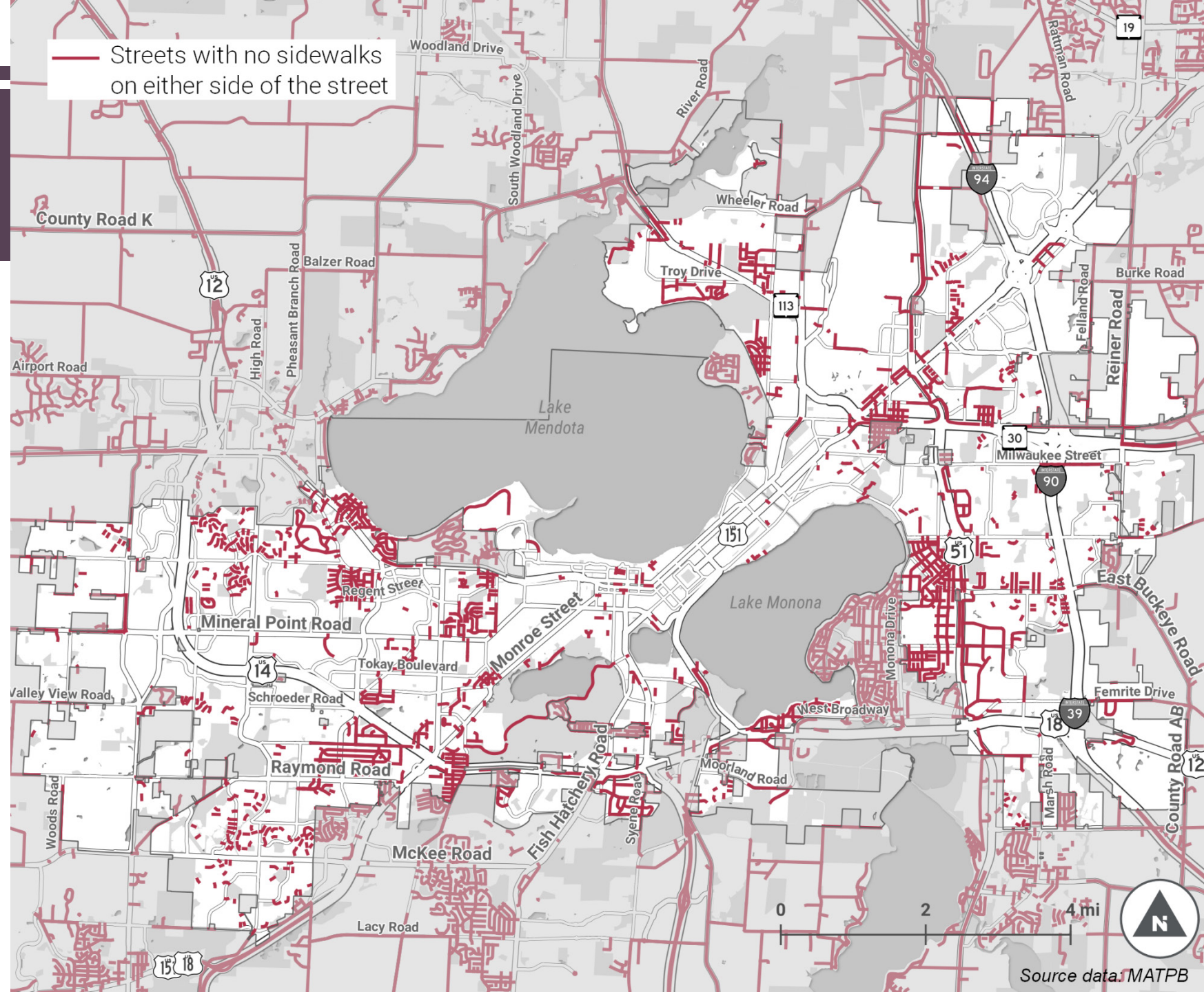
EVALUATING PEDESTRIAN SAFETY AND COMFORT

CONTEXT IS IMPORTANT
WHO IS USING IS IMPORTANT

STREETS WITH NO SIDEWALKS

- Sidewalks missing in many residential and industrial areas

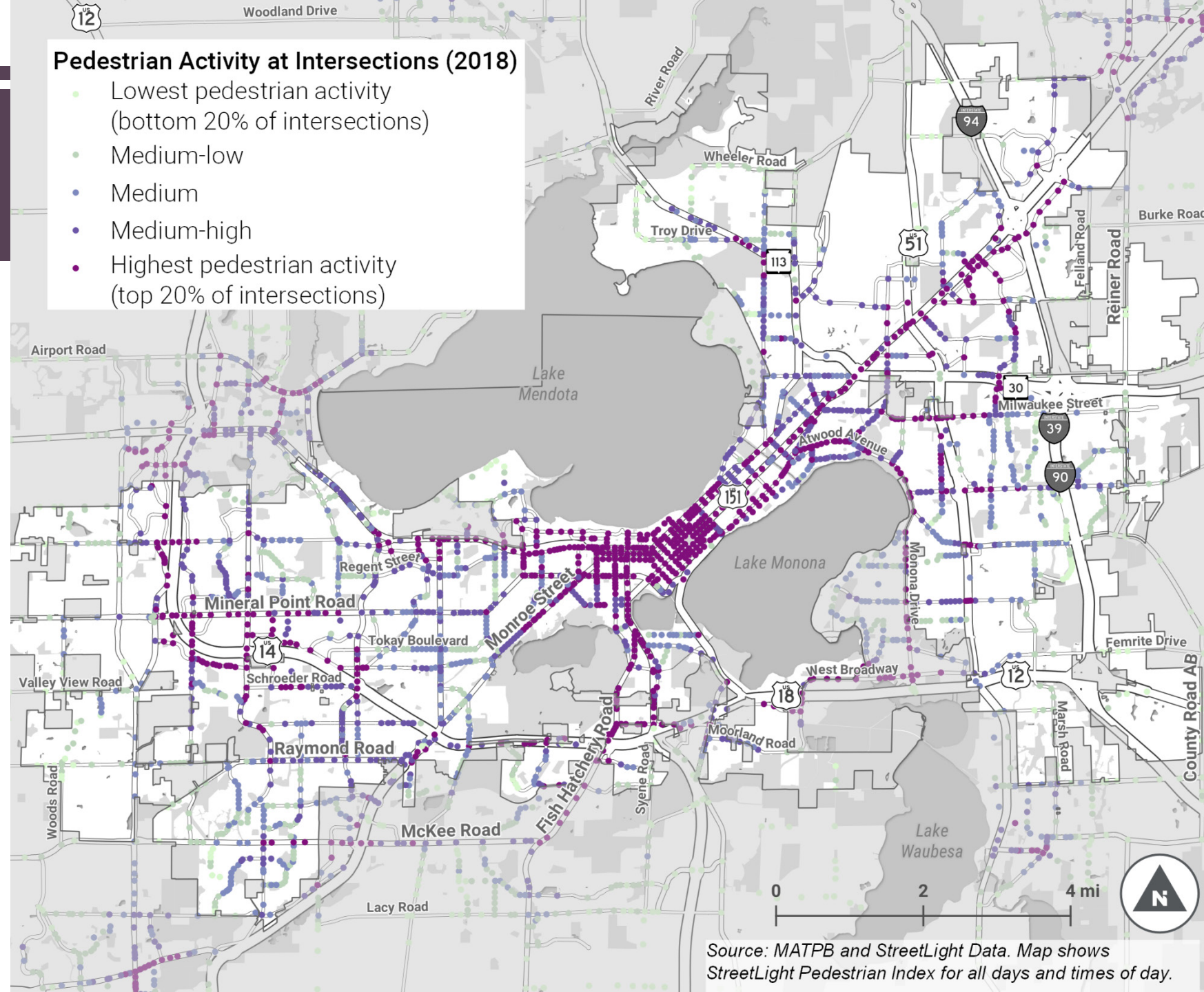- Sidewalks reduce pedestrian "walking along the road" crashes by 88%

PEDESTRIAN VOLUMES

- High volumes downtown and near commercial areas

Pedestrian Activity at Intersections (2018)

- Lowest pedestrian activity (bottom 20% of intersections)
- Medium-low
- Medium
- Medium-high
- Highest pedestrian activity (top 20% of intersections)

Source: MATPB and StreetLight Data. Map shows StreetLight Pedestrian Index for all days and times of day.
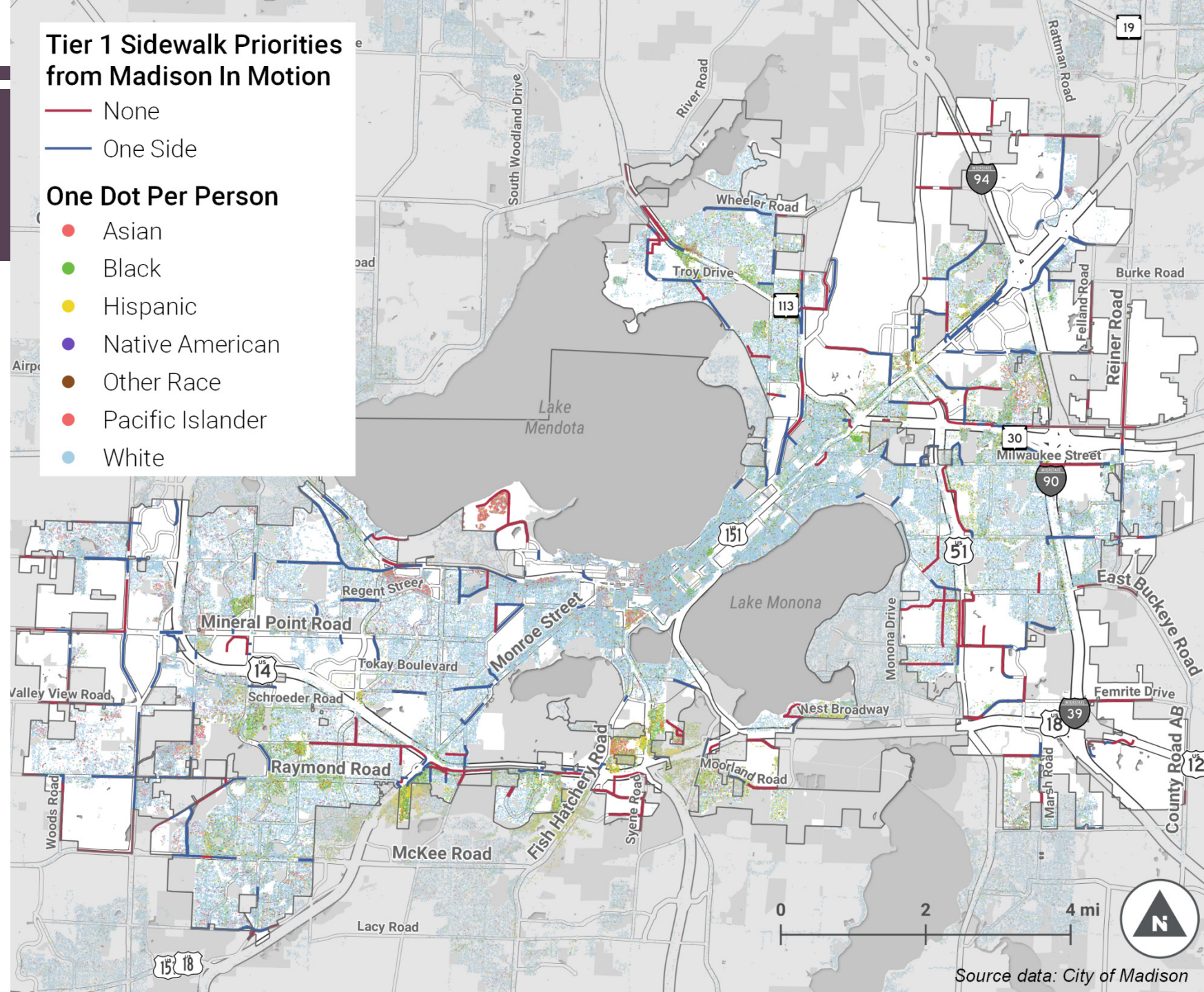
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PRIORITY SIDEWALK CONNECTIONS

- Arterials and collectors, streets with local bus service

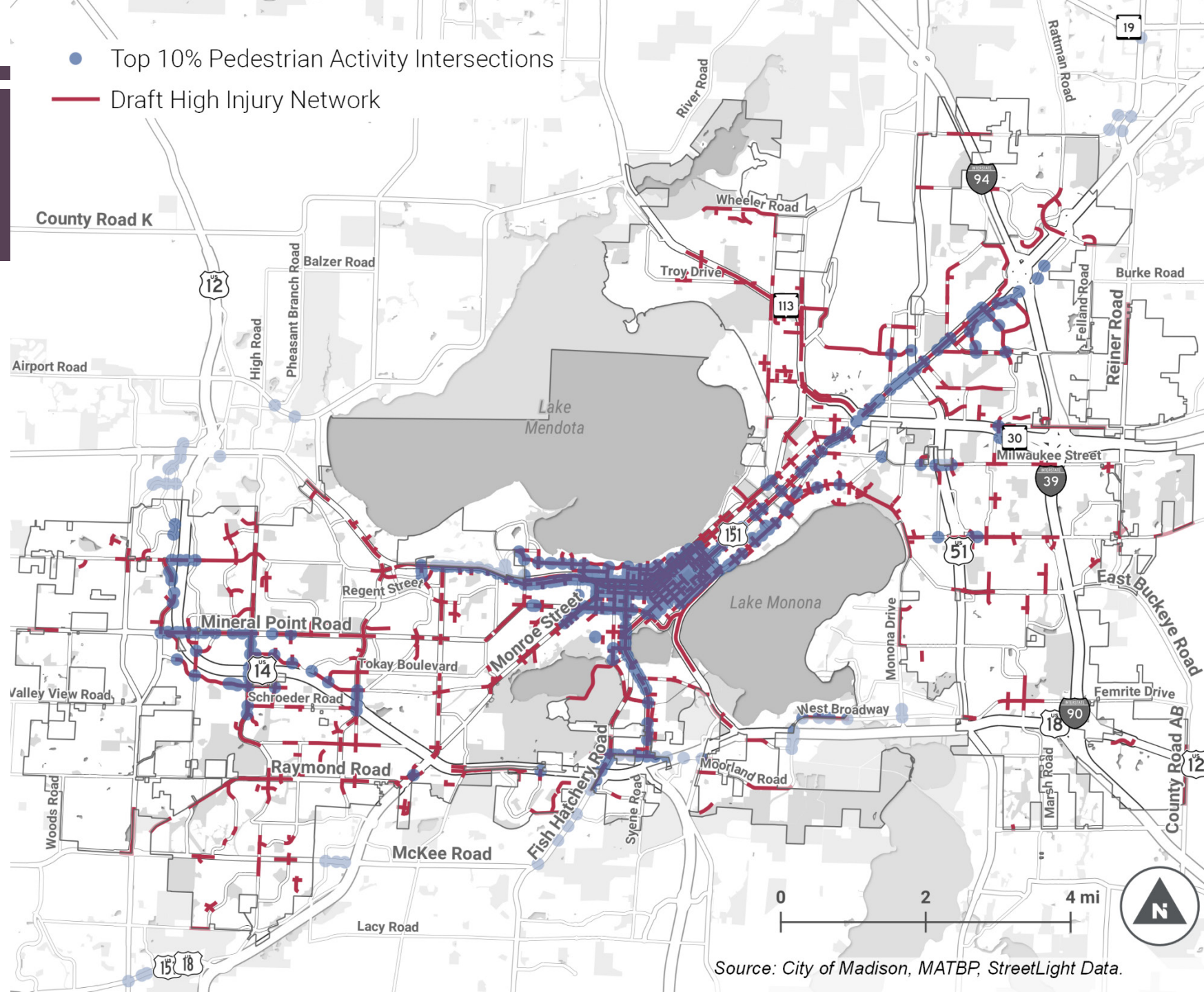- Racial disparities where sidewalks are needed more urgently

Tier 1 Sidewalk Priorities from Madison In Motion
— None
— One Side

One Dot Per Person
- Asian
- Black
- Hispanic
- Native American
- Other Race
- Pacific Islander
- White

Source data: City of Madison

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NEED FOR SAFE PED CROSSINGS

■ High pedestrian volume and High Injury Network

● Top 10% Pedestrian Activity Intersections
— Draft High Injury Network

Source: City of Madison, MATBP, StreetLight Data.

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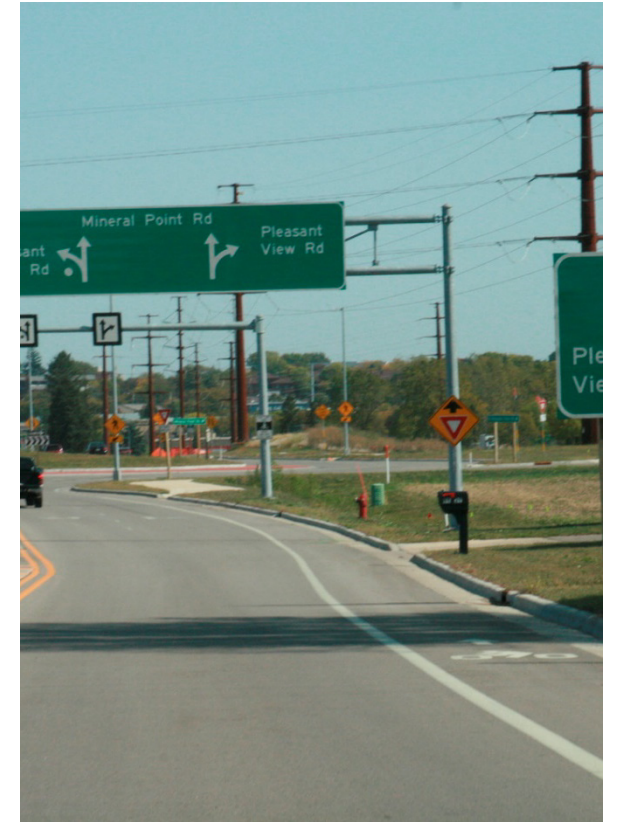
EVALUATING BICYCLIST SAFETY AND COMFORT

LTS 1: Suitable for children

LTS 2: Tolerable for majority of adults (based on Dutch criteria)

LTS 3: Acceptable for more confident adults

LTS 4: Acceptable to very few

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BICYCLE LTS

Level of Traffic Stress

- **LTS 1:** Suitable for children

- **LTS 2:** Tolerable for majority of adults (based on Dutch criteria)

- **LTS 3:** Acceptable for more confident adults

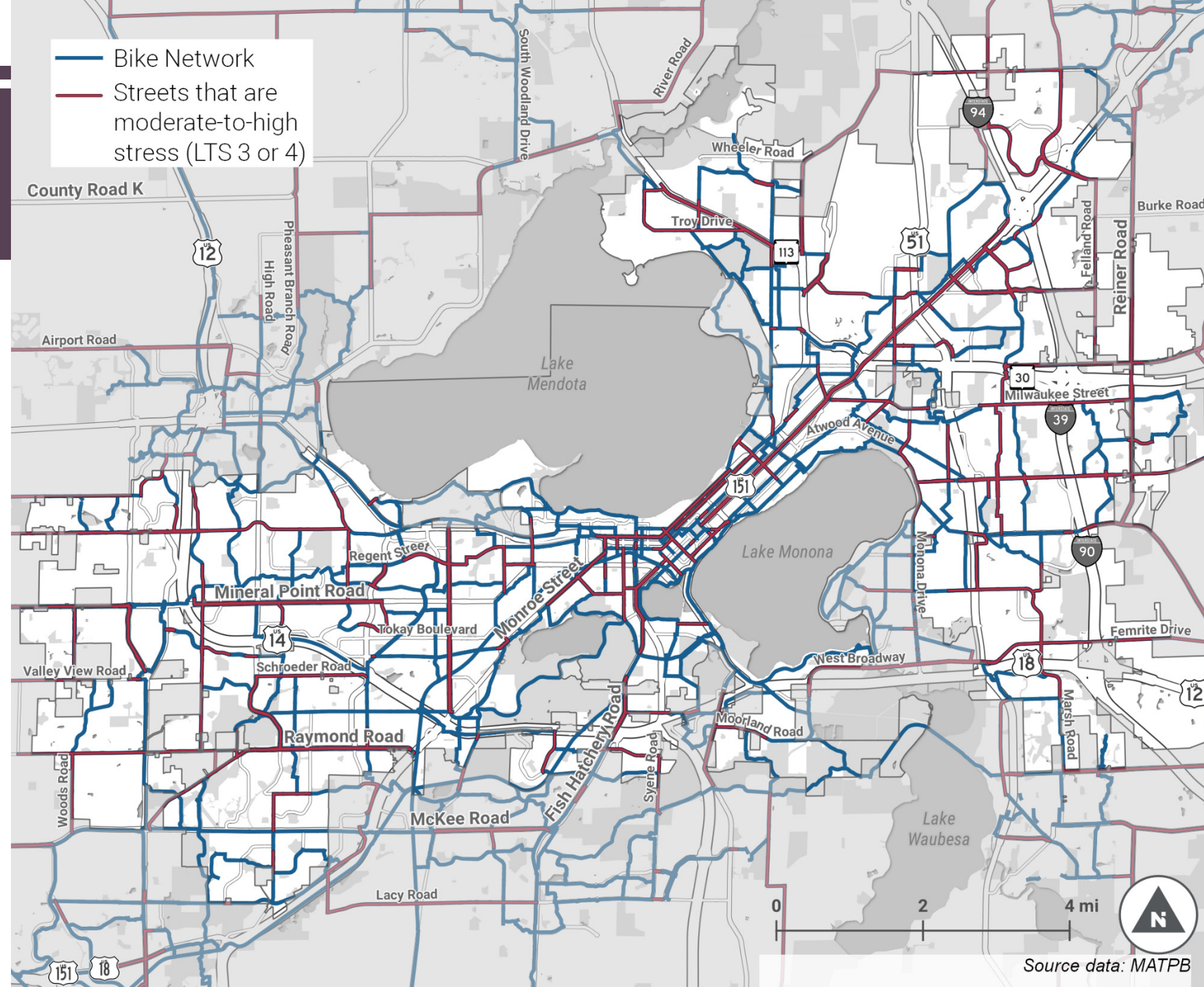- **LTS 4:** Acceptable to very few

Level of Traffic Stress (2018)
- LTS 1 (Very Low Stress)
- LTS 2 (Low Stress)
- LTS 3 (Moderate Stress)
- LTS 4 (High Stress)

Source data: MATPB

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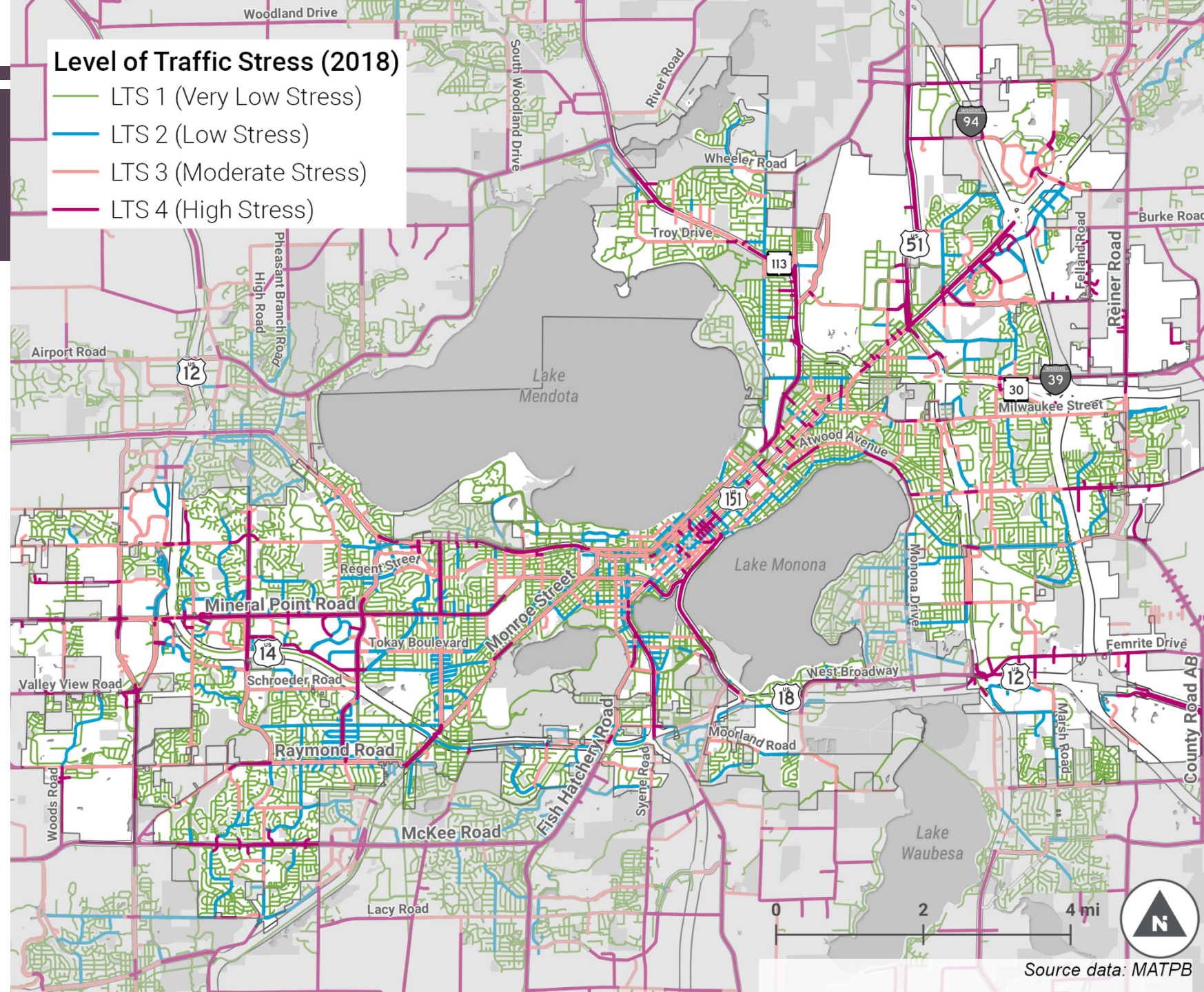
GAPS IN BIKE NETWORK

- Moderate- to- high-stress, overlaid on the bike network

Legend:
- Bike Network
- Streets that are moderate-to-high stress (LTS 3 or 4)

Source data: MATPB
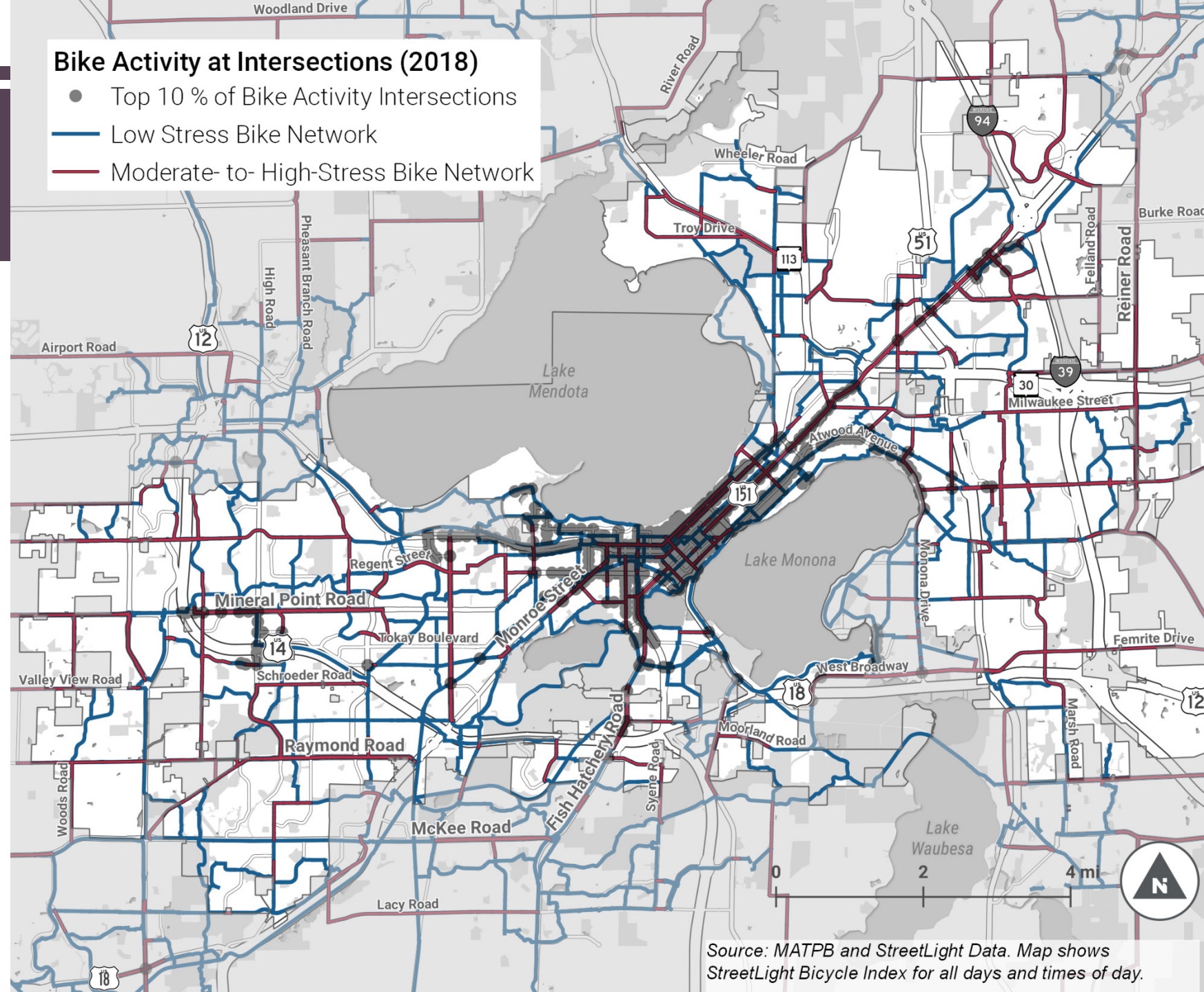
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BICYCLE VOLUMES

- High volumes downtown and near commercial areas

- Bike paths and low-traffic streets are not included in the data

Bike Activity at Intersections (2018)

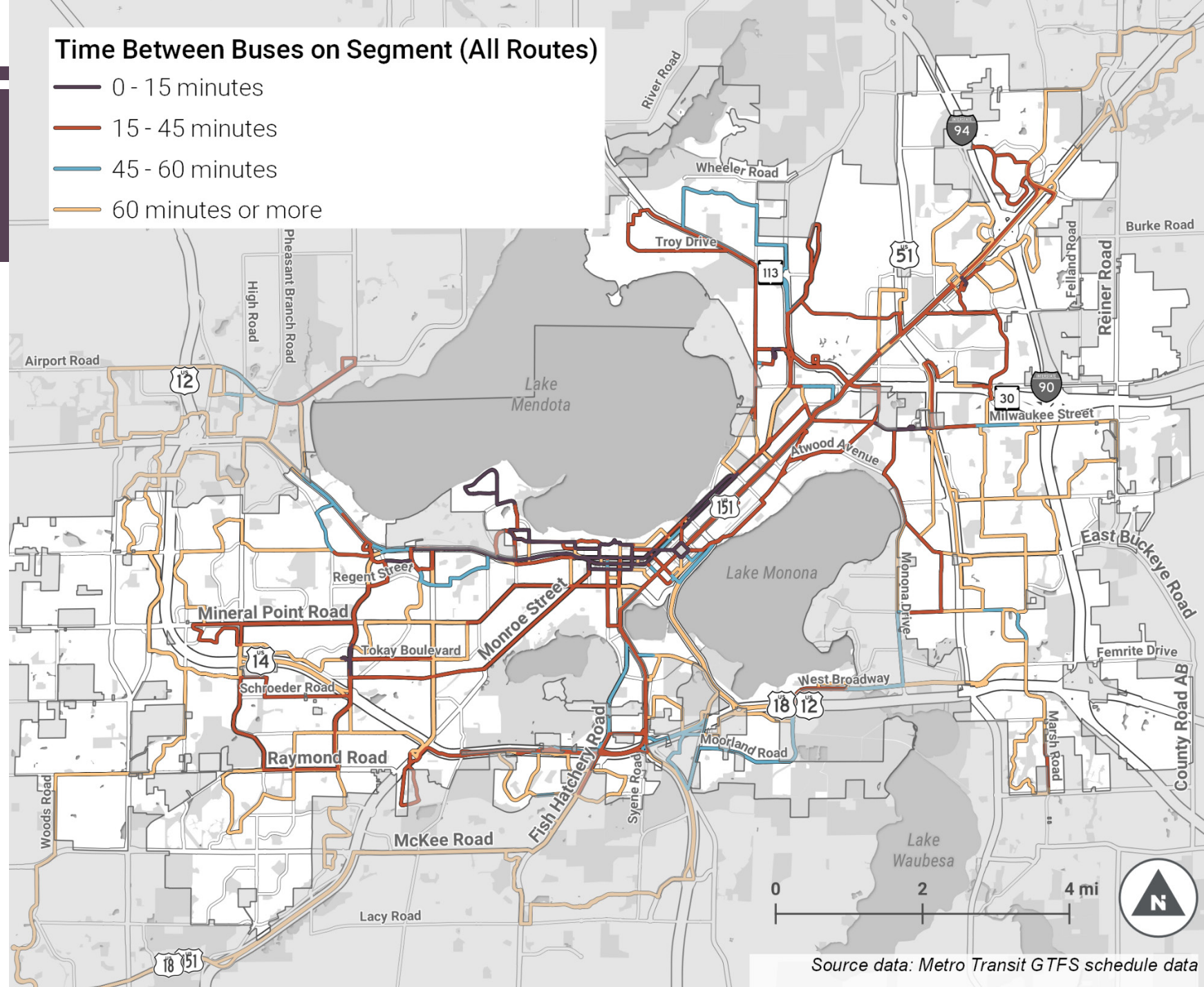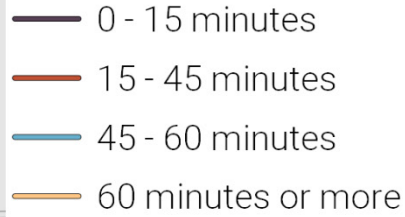- ● Top 10 % of Bike Activity Intersections
- —— Low Stress Bike Network
- —— Moderate- to- High-Stress Bike Network

Source: MATPB and StreetLight Data. Map shows StreetLight Bicycle Index for all days and times of day.

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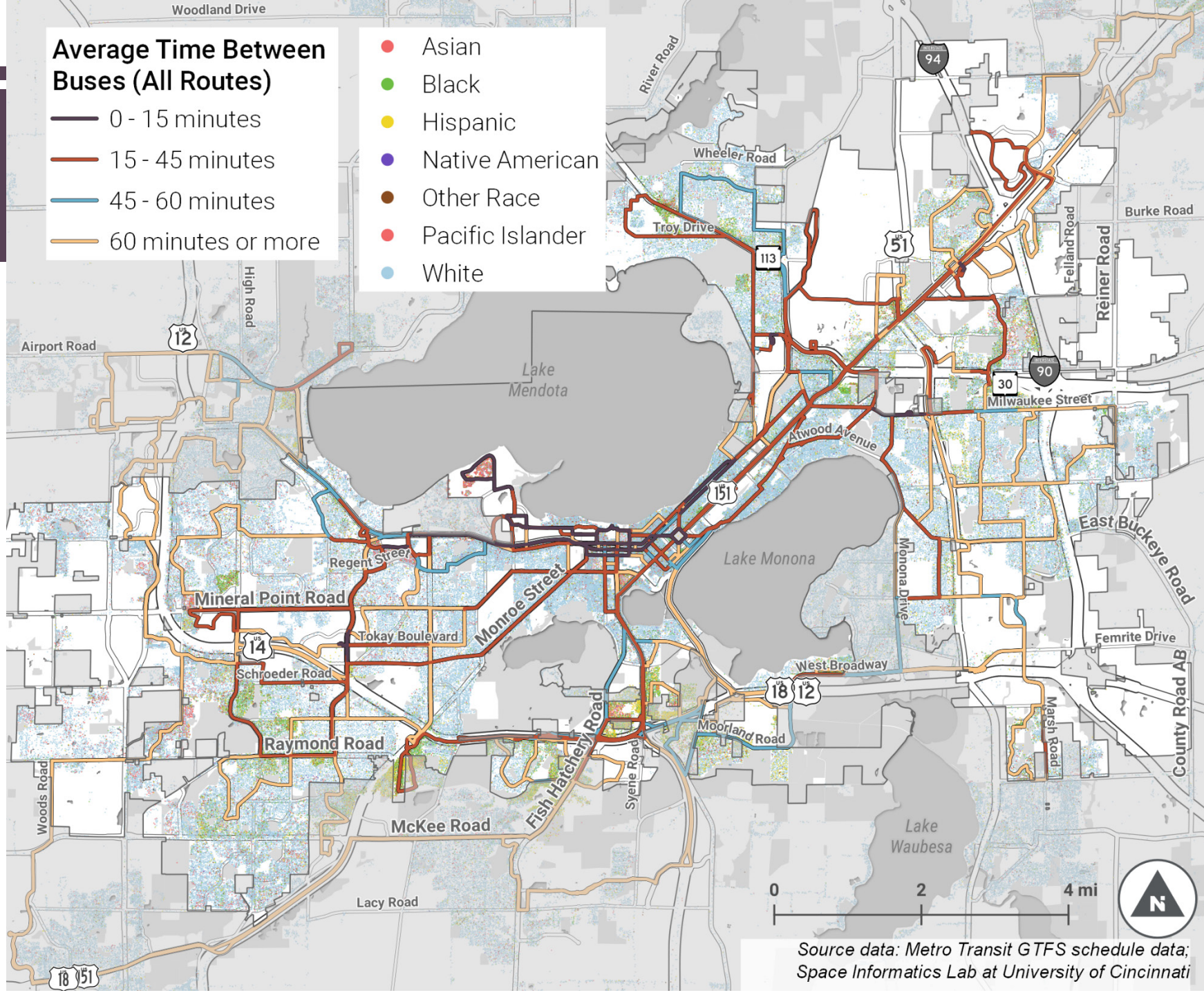# HIGH-VOLUME TRANSIT STREETS

- Streets with frequent bus service should prioritize transit users

- BRT and Metro Transit Redesign will influence street typologies

Time Between Buses on Segment (All Routes)
- 0 - 15 minutes
- 15 - 45 minutes
- 45 - 60 minutes
- 60 minutes or more

Source data: Metro Transit GTFS schedule data

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HIGH-VOLUME TRANSIT & EQUITY

- Disparity between high-transit streets and where people of color live

Average Time Between Buses (All Routes)
- 0 - 15 minutes
- 15 - 45 minutes
- 45 - 60 minutes
- 60 minutes or more

- Asian
- Black
- Hispanic
- Native American
- Other Race
- Pacific Islander
- White

Source data: Metro Transit GTFS schedule data; Space Informatics Lab at University of Cincinnati

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CONGESTION

- "Congestion" relative to free-flow traffic speed in off-peak periods

- Significant speeding off-peak may make peak period congestion appear worse

- Relatively few streets with significant congestion in the AM

7 AM-9 AM Congestion
- Severe Congestion (less than 65% of free flow speed)
- Moderate Congestion (65%-80% of free flow speed)
- No to Low Congestion (80%-100% of free flow speed)

Source data: Streetlight data and MATPB
Free Flow Factor = Average Peak Period Speed/Free Flow Speed
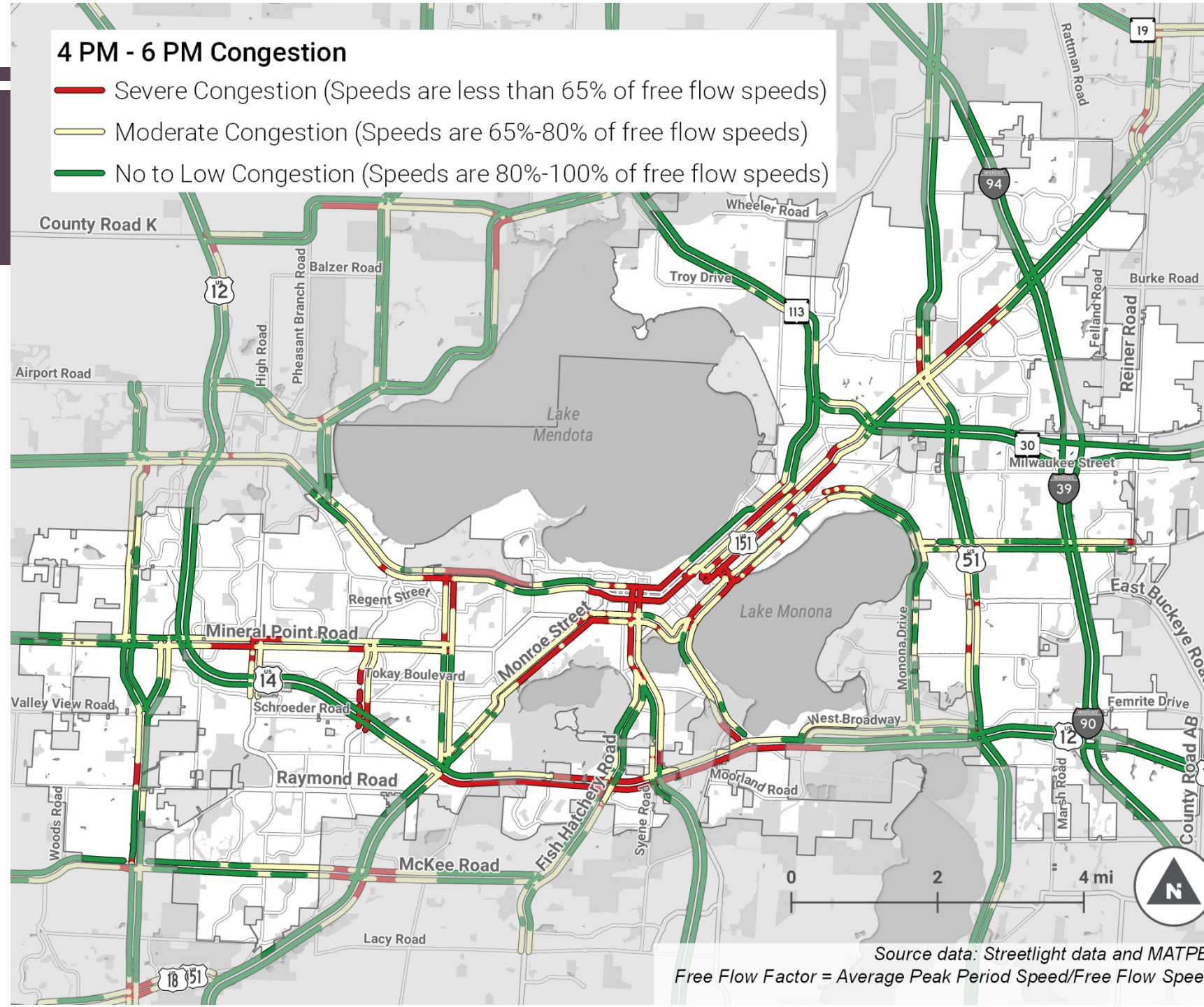
TOOLE DESIGN

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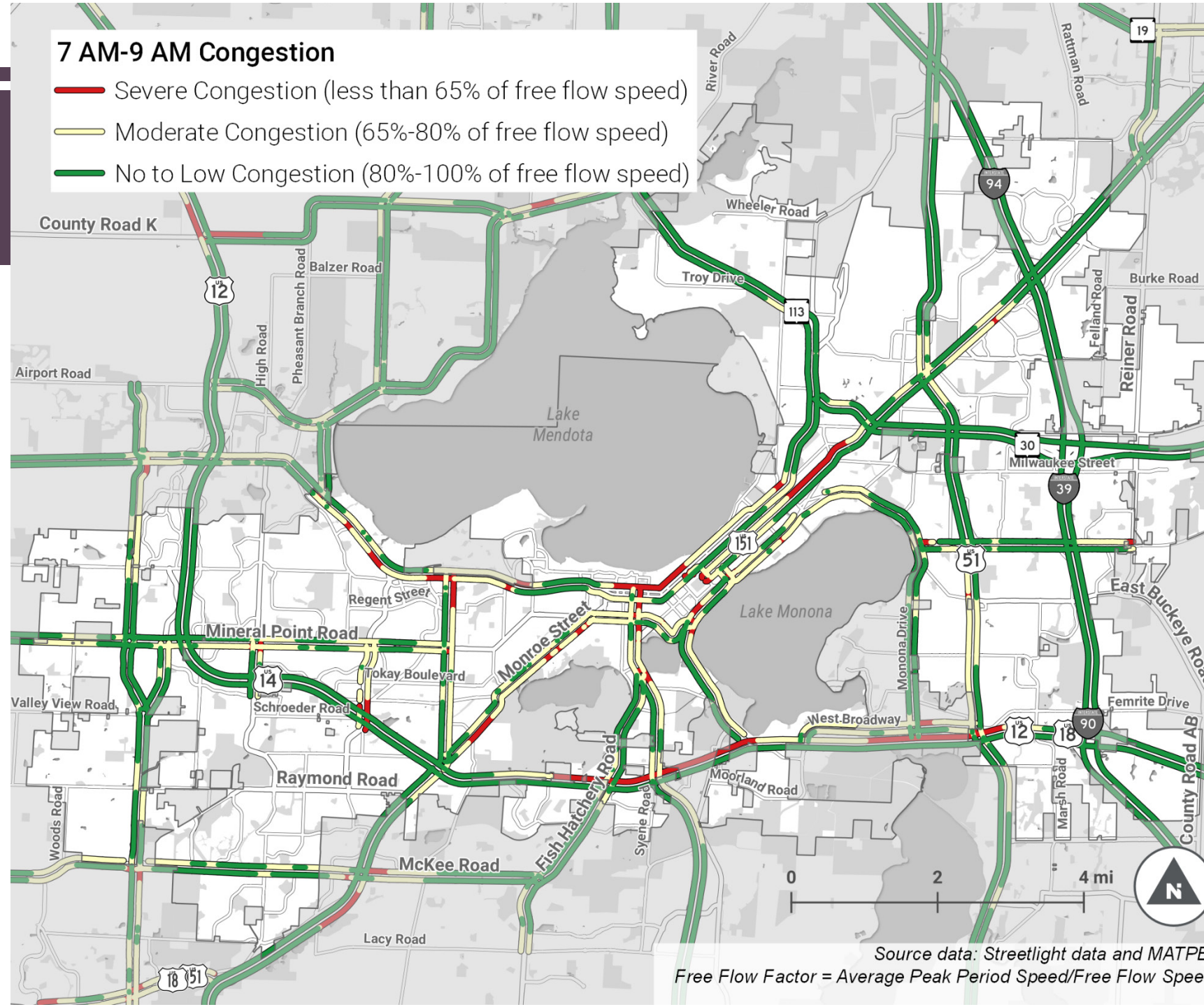
CONGESTION

- Congestion is worse during PM peak period

- Streets with moderate or severe congestion tend to be high-volume transit streets

4 PM - 6 PM Congestion
- Severe Congestion (Speeds are less than 65% of free flow speeds)
- Moderate Congestion (Speeds are 65%-80% of free flow speeds)
- No to Low Congestion (Speeds are 80%-100% of free flow speeds)

Source data: Streetlight data and MATPB
Free Flow Factor = Average Peak Period Speed/Free Flow Speed

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SPEED LIMITS

- Pedestrian safety is lower at speeds above 30 mph

- Streetlight data will likely show free-flow speeds that exceed speed limit

Note: data does not reflect some recent speed limit changes.

Speed Limits
- 25 or less
- 30
- 35 and over

Source data: MATPB

DISPARITIES

	Asian	Black	Hispanic	Native American	Pacific Islander	Other Race	White	Total
Population	17,000	16,400	15,900	800	100	6,300	176,000	**232,500**
% of people living within 1/8 mile of High-Injury Network	57%	66%	62%	63%	*	62%	57%	**58%**
% of people living within 1/8 mile of priority sidewalk	25%	32%	33%	25%	*	29%	25%	**26%**
% of people living within 1/4 mile of high-frequency transit	35%	13%	16%	13%	*	19%	20%	**21%**
% of people living within 1/8 mile of regional bike path	17%	21%	19%	13%	*	19%	20%	**20%**

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	2020	2021			2022	
	Nov '20-Feb '21	**Mar-May**	**Jun-Jul**	**Jul-Oct**	**Oct-Mar '22**	**Mar '22-May '22**
Technical	• Project Kickoff • Data Collection	"Street Stats" & Gap Analysis	Canopy and Green Infra Conditions & Needs	• Typology Development • Mode Hierarchy • Design Parameters	• Document Development, Review, Revisions	
Outreach	Engagement Planning & Rescope	Outreach Pre-Design	Stage 1 Outreach (**virtual open house events on June 15 & 16**, website, survey, walking engagement)	Stage 2 Outreach	Stage 3 Outreach	Public Review Period
TPPB	**Nov 19** Present Project Scope	**May 17** • Project Identity • Stage 1 Outreach • Gap & Conditions Summary	**July 19** • Project update • Stage 1 Outreach update • Stage 2 Outreach plan	**August 2** • Stage1 Outreach Findings • Mode Hierarchy & Foundation **September** • Interim Typology Work for Feedback	**October** • Multi-Committee Workshop **November** • Refined Typology & Parameters **January** • Update	**March** • Public Review Draft Presentation