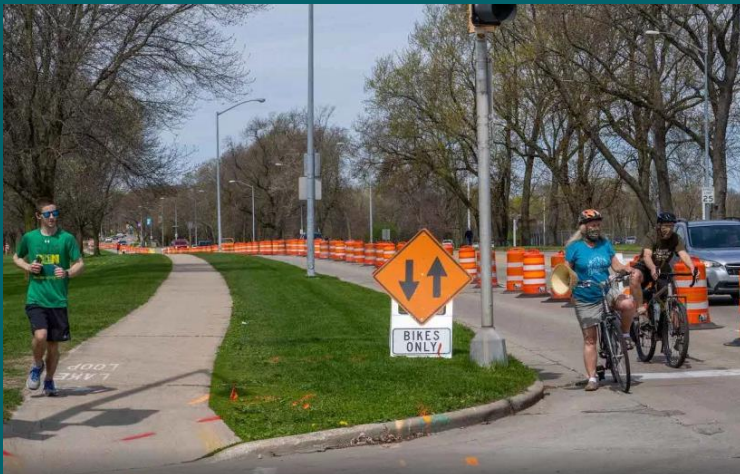


Shared Streets Madison Review & Recommendations



Shared Streets 2020 – Purpose

- Provide additional space for people to safely socially distance while walking and biking
- Support mental and physical health benefits of walking and biking
- Support walking and biking when there are reduced opportunities for other typical activities
- Support increased walking and biking during the pandemic
- Repurpose space from decreased motor vehicle trips to increased space for walking and biking

2020 Shared Streets for Social Distancing

Restricted road to local traffic only



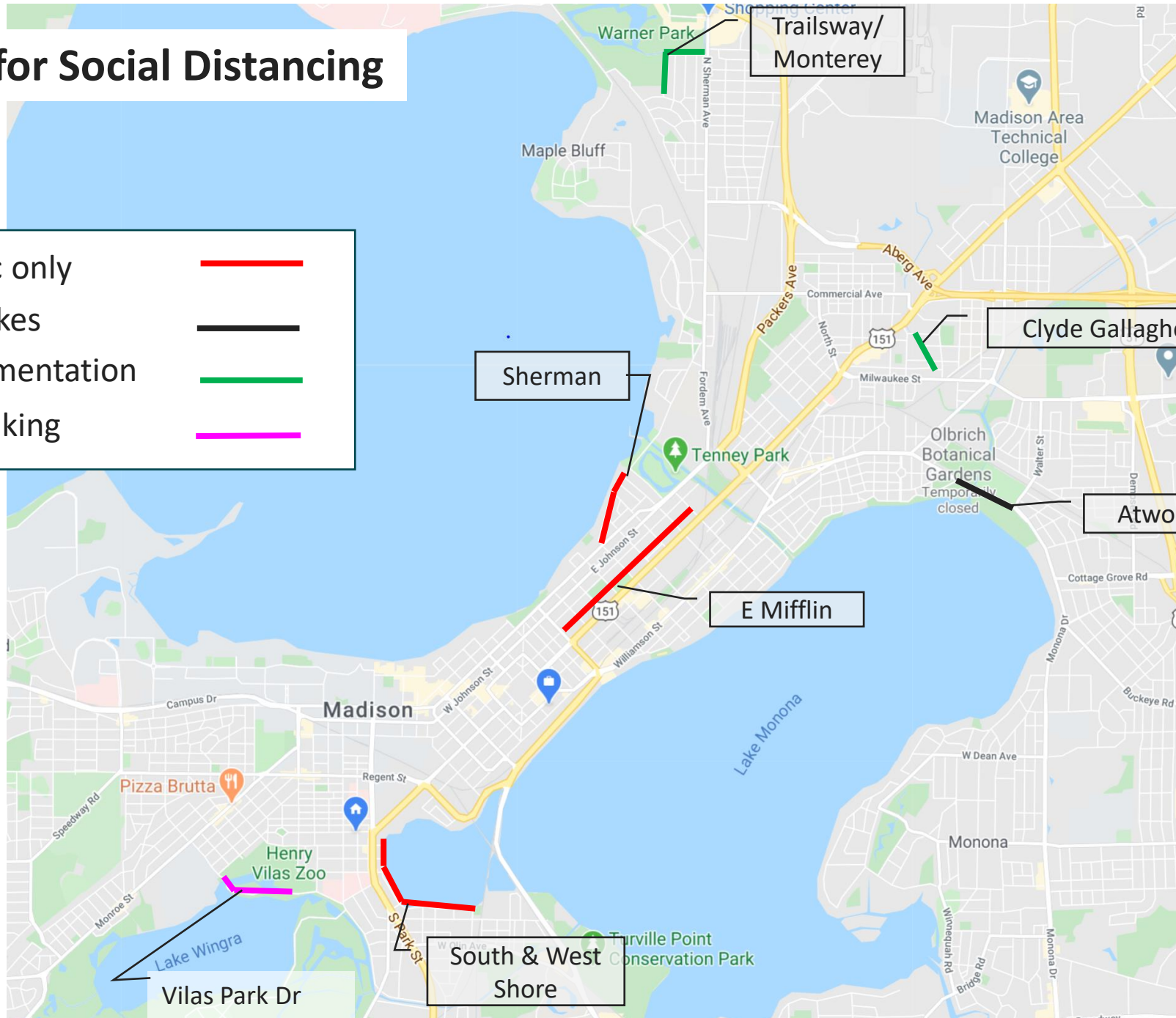
Repurposed travel lane for bikes



Removed shortly after implementation



Road only open to walking/biking



Sherman

Trailsway/
Monterey

Clyde Gallagher

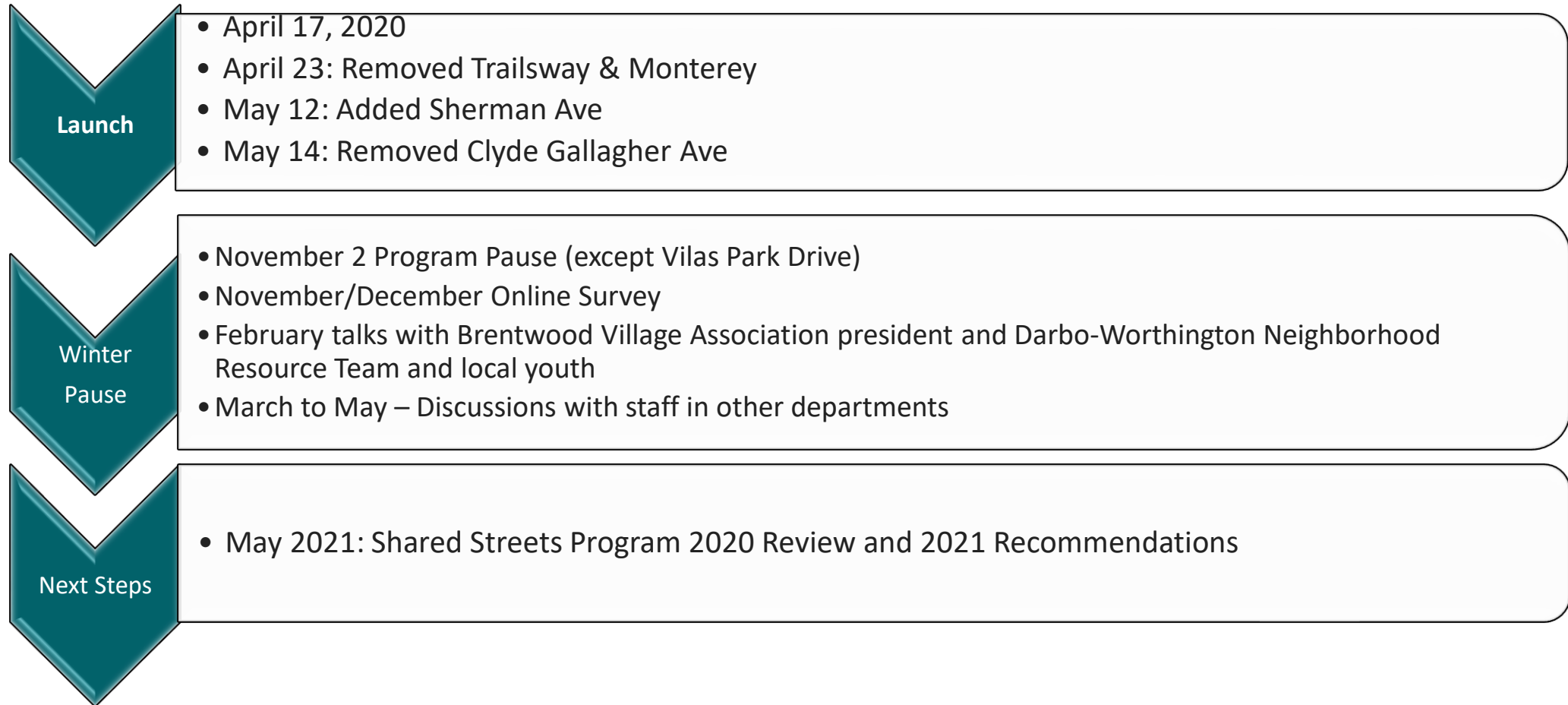
Atwood

E Mifflin

South & West
Shore

Vilas Park Dr

Shared Streets Program - Timeline

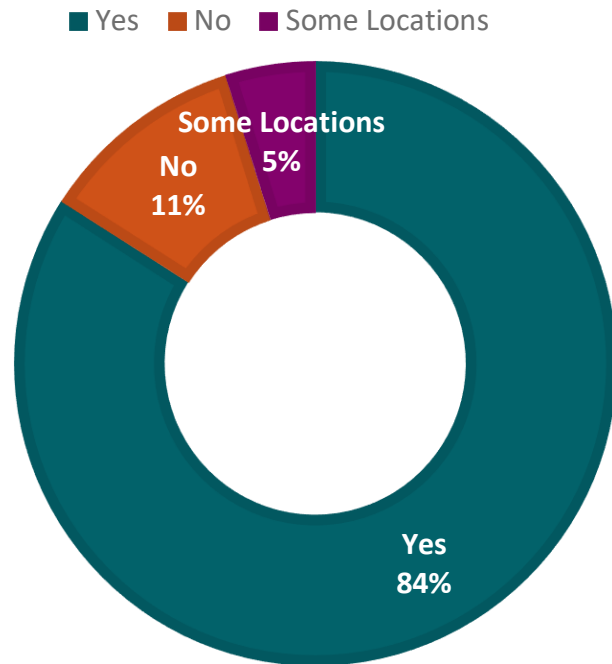


2020 Shared Streets Survey – 1,082 responses

- Age
 - 33% below 35 years old
 - 52% 35-64
 - 13% over 65
- Race/Ethnicity
 - 84% White
 - 9% preferred not to answer
 - 3% Latino/Hispanic
 - 1% Asian/Asian American
 - 1% Multi-racial
 - Less than 1% Black
 - Less than 1% Native American, Alaska Native, Native Hawaiian
- Zip Code
 - 36% = 53703
 - 15% = 53704
 - 11% = 53715
 - 8% = 53711
 - 8% = 53711
 - 7% = 53716
- Household Income
 - 34% over \$100,000
 - 17% below \$50,000
 - 18% preferred not to answer
- Gender Identity
 - 46% female
 - 46% male
 - 2% non-binary
 - 5% prefer not to answer
- Full Survey Results
 - [English language survey](#) (1077 responses)
 - [Spanish language survey](#) (5 responses)
 - Hmong & Chinese (No responses)

Shared Streets Support

DO YOU SUPPORT SHARED STREETS?



- I'm generally in favor, but we need to better educate everyone on how to use these.
- Conceptually it's good, but the way it was set up is confusing to users.
- Good idea but needs better signage
- Some [...] locations had little traffic to begin with, and with **signs that just said "Street Closed," most people didn't know what was going on.** At least that's how it was in my neighborhood with the Clyde Gallagher one.
- Okay now but prefer permanent solutions

Shared Streets – 2020 Projects Review

Vilas Park Drive

- Street open only to people walking, biking, scootering from tennis court parking lot to zoo parking lot
- December 9 - Board of Park Commissioners voted to remove motor vehicle restriction for winter to support use of the ice skating spaces
- March – Work Group comprised of residents and staff meeting to discuss options to improve walking/biking until Master Plan is implemented
- April – Transportation Commission review of options & Work Group recommendation
- May - Board of Park Commissioners - Review work group recommendations & consider 2021 change
- Vilas Park Master Plan has an approved long term plan

Shared Streets – 2020 Project Review

Atwood Ave at Olbrich Park (Lake Loop segment)

- Repurposing one east bound travel lane for two-way bicycle accommodation, which is part of approved Atwood Ave reconstruction design
 - Reconstruction timeline is currently unknown
- 58% of survey respondents reported using this street
- Usage ranged from around 1,200 - 3,775 bikes per week; this is around 2-4% of all vehicle trips on this segment of Atwood Ave
 - Counts are only bikes that used travel lane, not sidewalk

Shared Streets – 2020 Project Review

Streets with Pedestrian, Bicycle & Local Traffic Only

- E Mifflin St – 56% of survey respondents used this street
- West Shore/South Shore Blvd – 27% of survey respondents used this street
- Sherman Ave – 45% of survey respondents used this street
- Trailway/Monterey Dr (removed April 2020) – 2% of survey respondents had used this street
- Clyde Gallagher Ave (removed May 2020) – 3% of survey respondents had used this street

2020 National Experience

Communities across the nation responded to the pandemic by rebalancing public space on streets to give great opportunities to walk and roll to enable space for physical distancing and to promote healthy, active travel.



2020 National Experience – Lessons Learned

- Shared Streets programs centered a wealthy, white relationship with the public realm.
 - Who is safe, welcome, sharing on these streets?
- Need to be able to hear what the need of the community is and be willing to adjust before giving up.
 - Make sure the budget also accounts for making adjustments.
- **Example: City of Oakland**
 - Adjusted their plans after implementation started and noted it was important to check in with the target community, even after their rejection of the project
 - Traffic safety, not space for physical activity, was concern in many areas of city
 - Don't be afraid to experiment
 - Worked with neighborhood artists to make culturally appropriate signage/barricades which included barriers that doubled as planters used as small community gardens

2020 National Experience – Lessons Learned

- Attempting to limit car traffic does not directly encourage other public use.
 - There has to be an intentional work done with the community in order to accomplish higher rates of use by people walking/biking
- Ask the community “If we had Shared streets implemented in your neighborhood, what would you like us to prioritize?”
 - Walking, biking, recreation, transportation, shared space, speeding, transit, other
- Develop partnerships to understand what community wants and needs – listen to understand rather than explain
- Example: Durham, NC
 - Partnered with community organization to have residents describe what a Shared Street/Calles Compartidas meant to them
 - Incorporated art, culture, signage, and more in a paid partnership with community organization

2021 National Experience – Moving Forward

- Transition from pandemic focus to permanent support for walking, biking and community building
- Example: San Francisco
 - Path to Permanence to convert temporary Slow Streets into permanent Slow Streets where appropriate based on support, engagement feedback, design of permanent street treatments and a public hearing/staff evaluation process
- Example: Milwaukee
 - Active Streets program to provide grants to community organizations who take the lead on the trial infrastructure changes, deciding on signage, adding art to reimagine streets and doing pandemic appropriate activities to activate the street.

Madison - 2021 Program Considerations

- Benefits of program are shared across neighborhoods with equity as a core consideration
- Support people continuing pandemic levels of walking and biking and increase walking and biking for return to “normal” activities
- Build support for and trial potential permanent street changes
 - Improve gaps in the walk and bike network and support improvements to current walk and bike network
 - Improve people’s perception of safety while walking and biking
 - Set clear public expectations for the program moving forward
- Keep program manageable with current staffing levels and supplies
 - Need to complete traffic studies, do surveys and undertake neighborhood engagement to understand current traffic concerns and find solutions using a range of appropriate materials
- Work with other City departments to build back better, and together
 - Work with other staff to activate neighborhoods and parks and support pandemic recovery
 - Understand emergency response concerns, maintenance concerns, etc. and work together to evaluate for best solutions

2021 Recommendations

- **Reactivate streets from the 2020 Shared Streets Program**
 - Streets set back up with improved materials and signage
 - Atwood Ave separated bike lane to be set up as soon as possible
 - West Shore/South Shore Blvds, E Mifflin St and Sherman Ave to be done after Ride the Drive on June 6
 - Transition to trialing infrastructure changes
- **Launch a new Slow Streets Program**
 - Increased resident feedback and neighborhood engagement to develop projects together and build relationships.
 - Modify street conditions to support walking/biking and test new street configurations to find solutions to identified issues.
 - Trial potential infrastructure changes before proposing permanent changes or until permanent change can be made
 - Timeline is longer to account for engagement, design, implementation, evaluation
 - Future: Trial changes or have temporary infrastructure to support projects advanced through revised traffic calming program, support Vision Zero initiative, address issues before reconstruction

2021 Proposed Projects	Proposed Schedule
<p>Atwood Ave</p> <ul style="list-style-type: none"> • Bike facility gap on Lake Loop • Shared narrow sidewalk along Atwood with not enough space for people to bike and walk 	<p>May</p> <ul style="list-style-type: none"> • Reinstall two-way bike facility <p>October</p> <ul style="list-style-type: none"> • Bike facility removed for winter <p>2022</p> <ul style="list-style-type: none"> • Continue seasonal installation until Atwood Ave reconstruction
<p>West Shore/South Shore</p> <ul style="list-style-type: none"> • Bike Boulevard • Popular walking and running route along lake • Popular fishing area 	<p>June</p> <ul style="list-style-type: none"> • Reinstallation <p>July/August</p> <ul style="list-style-type: none"> • Survey neighborhood and users <p>August/September</p> <ul style="list-style-type: none"> • Temporary changes installed <p>September/October</p> <ul style="list-style-type: none"> • Survey neighborhood and users • Traffic study <p>2022</p> <ul style="list-style-type: none"> • Additional temporary installations if needed • Permanent changes based on project outcomes as appropriate and funding availability

2021 Proposed Projects

Proposed Schedule

E Mifflin St Bike Boulevard

- Alternative to East Washington Ave for bikes
- Elementary school on street
- High level of redevelopment

June

- Reinstallation

October

- Survey neighborhood, users and Lapham Elementary families

October

- All program signage and materials removed

May 2022

- Traffic study

June 2022

- Temporary changes installed

Summer/Fall 2022

- Survey neighborhood, street users and Lapham Elementary families
- Traffic study

2023

- Additional temporary installations if needed
- Permanent changes based on project outcomes as appropriate and funding availability

Sherman Ave

- Park located on street
- Metro bus route
- Popular walking, running, bike route along lake

June

- Reinstallation

October

- All program signage and materials removed

May/June 2022

- Survey neighborhood, street users and park visitors
- Traffic study

Summer 2022

- Temporary changes installed

Late Summer/Fall 2022

- Survey neighborhood, street users and park visitors
- Traffic study

2023

- Additional temporary installations if needed
- Permanent changes based on project outcomes as appropriate and funding availability

2021 Proposed Projects	Proposed Schedule
<p>Darbo Dr</p> <ul style="list-style-type: none"> • Refine and implement improvements from Neighborhood Plan • Creation of improved bike/walk connection from Starkweather Path to Worthington Park • Promote biking/walking in neighborhood • Improve intersection safety and perception of safety for all ages, abilities walking and biking 	<p>June/July</p> <ul style="list-style-type: none"> • Continue neighborhood engagement to discuss signage, pavement marking, art and traffic calming • Traffic study <p>August/September</p> <ul style="list-style-type: none"> • Temporary changes installed • Install marking and signage to support project as appropriate <p>September/October</p> <ul style="list-style-type: none"> • Neighborhood engagement on changes • Traffic study <p>2022</p> <ul style="list-style-type: none"> • Additional temporary installations if needed • Permanent changes based on project outcomes as appropriate and funding availability
<p>Fisher St</p> <ul style="list-style-type: none"> • Refine and implement improvements from draft Neighborhood Plan • Creation of bike boulevard which will connect Wingra Creek Path and eventually to South Shore Bike Blvd • Promote biking/walking in neighborhood • Improve intersection safety and perception of safety for all ages, abilities walking and biking 	<p>April</p> <ul style="list-style-type: none"> • Applied for Bloomberg Asphalt Art grant to support yielding compliance, increased walking/biking, neighborhood engagement, relationship building and overall perception of safety. (Fall notification) <p>June/July</p> <ul style="list-style-type: none"> • Continue neighborhood engagement to discuss signage, pavement marking, art and traffic calming • Do traffic study <p>August/September</p> <ul style="list-style-type: none"> • Temporary changes installed <p>September/October</p> <ul style="list-style-type: none"> • Traffic study • Continued neighborhood engagement • Permanent changes based on project outcomes or additional temporary installations if needed (may be 2022 for permanent changes depending on outcome of trial changes)