

VISION
ZERO
MADISON



Safe Streets Madison – Process Improvements

Transportation Commission

April 15, 2026

Agenda

- Safe Streets Madison Background
- Potential Process Improvements
 - Safe Routes to School projects
 - Lifetime project costs
 - Maximum individual project costs
 - Low-scoring project migration
 - Quick-build projects
 - Updated High-Injury Network (HIN) and Bike- and Pedestrian-HINs
- Transportation Commission Action

Safe Streets Madison – History

- In 2020, the Traffic Calming Subcommittee (a temporarily appointed committee of the Transportation Commission and Transportation Policy and Planning Board) reviewed the City's existing transportation infrastructure improvement programs, plans, and initiatives
- In early 2021, the Traffic Calming Subcommittee determined to consolidate several programs into the new Safe Streets Madison program

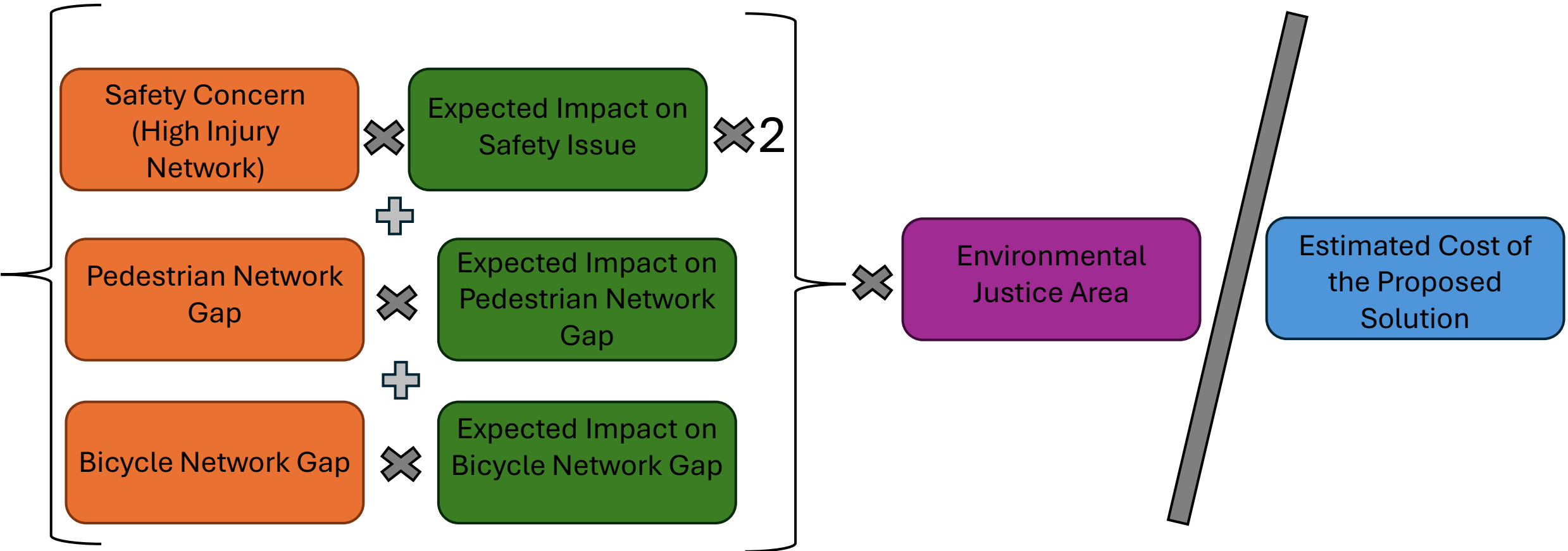
Safe Streets Madison – Purpose

- Primarily fund projects that:
 1. Implement traffic **safety measures** in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets
 - Data from the High Injury Network (HIN) would be used to determine where safety improvements should be made
 - Improved traffic safety would also help foster walking, biking, and transit in the city
 2. Improve connectivity by **closing gaps** in the City’s pedestrian and bicycle networks in a fair and equitable manner and to ensure that they are accessible for all ages and abilities
 - Enhancing the ped/bike networks will encourage and facilitate walking, biking, and transit; and it will improve safety for vulnerable users by creating low-stress networks

Safe Streets Madison – Project Identification

- Continue to receive project requests and safety concerns from the public
 - Broaden community outreach efforts
- Staff to proactively review crash data and the pedestrian and bicycle network gaps

Safe Streets Madison – Project Prioritization



Safe Streets Madison – Project Prioritization

- Staff may pre-screen potential projects to determine if the project meets program priorities
- Staff should bring project requests to the Transportation Commission for review and approval at least twice each year

Safe Streets Madison – Process Changes

“As the SSM Prioritization Tool is used by staff and the TC, the tool will be enhanced and further developed appropriately to best reflect the priorities of the program.”

“TCS recommends periodic review and assessment to evaluate the need for any enhancements to the SSM program”

“TCS also recommends that TC be responsible for approving any future changes to the Safe Streets Madison program”

Potential Process Improvements

- Safe Routes to School projects
- Lifetime project costs
- Maximum individual project costs
- Low-scoring project migration
- Quick-build projects
- Updated High-Injury Network (HIN) and Bike- and Pedestrian-HINs

Safe Routes to School Projects

Safe Routes to School Planning Efforts

- SRTS Planning Efforts Underway
 - Consultant-led SRTS Plan (23 school-specific plans)
 - Staff-led Planning (9 school-specific plans)
- Result: 32 school-specific plans with programmatic and infrastructure recommendations
- Need a funding source for projects
- Similar goals to Safe Streets Madison



Safe Routes to School-Identified Projects

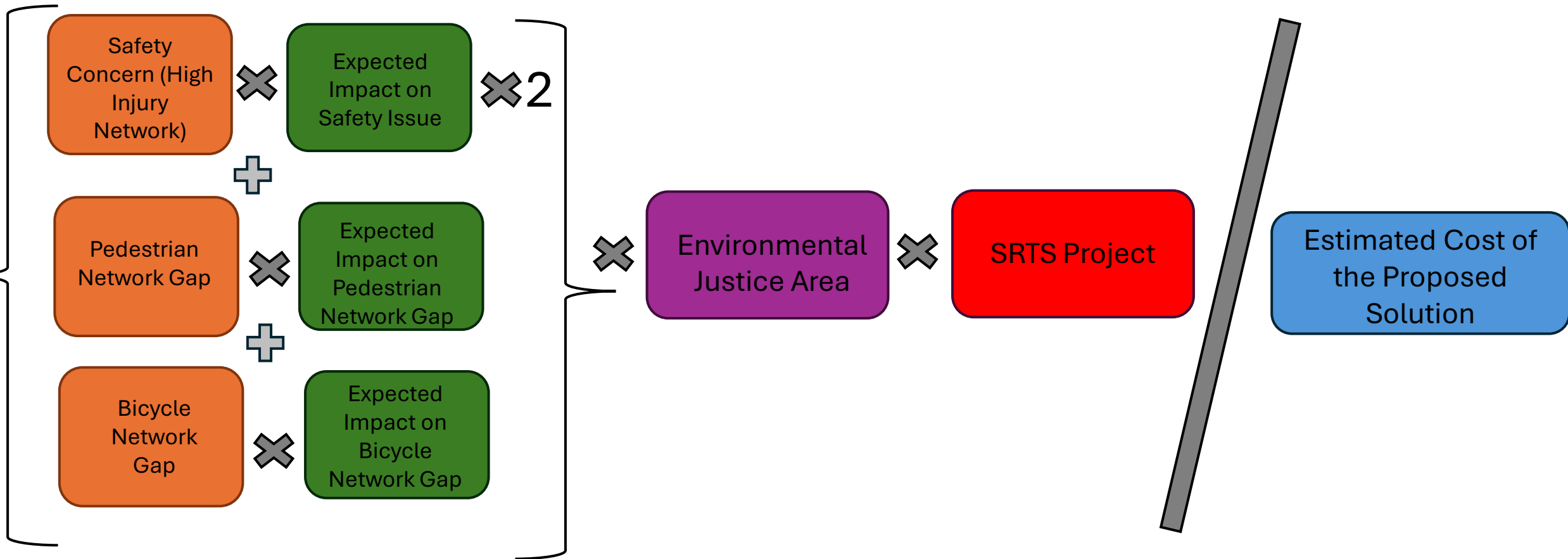
Current process: Potential projects near schools and those identified by Safe Routes to School planning processes are scored like all other potential projects

Problem: School-related projects consistently do not rise to the top of the scoring process

Recommended solution: Add 30% weight to a potential project's benefit score for those project identified through a Safe Routes to School planning process (similar to the Prioritization Tool's Environmental Justice column); minimum of 10% of funding for each round dedicated to these projects

Reasoning: Projects identified by the SRTS planning processes are highly vetted; recognizes distinct vulnerability of younger road users and aligns with City goals to support walking and biking to/from schools

Safe Streets Madison – Project Prioritization



Lifetime Project Costs

Lifetime Project Costs

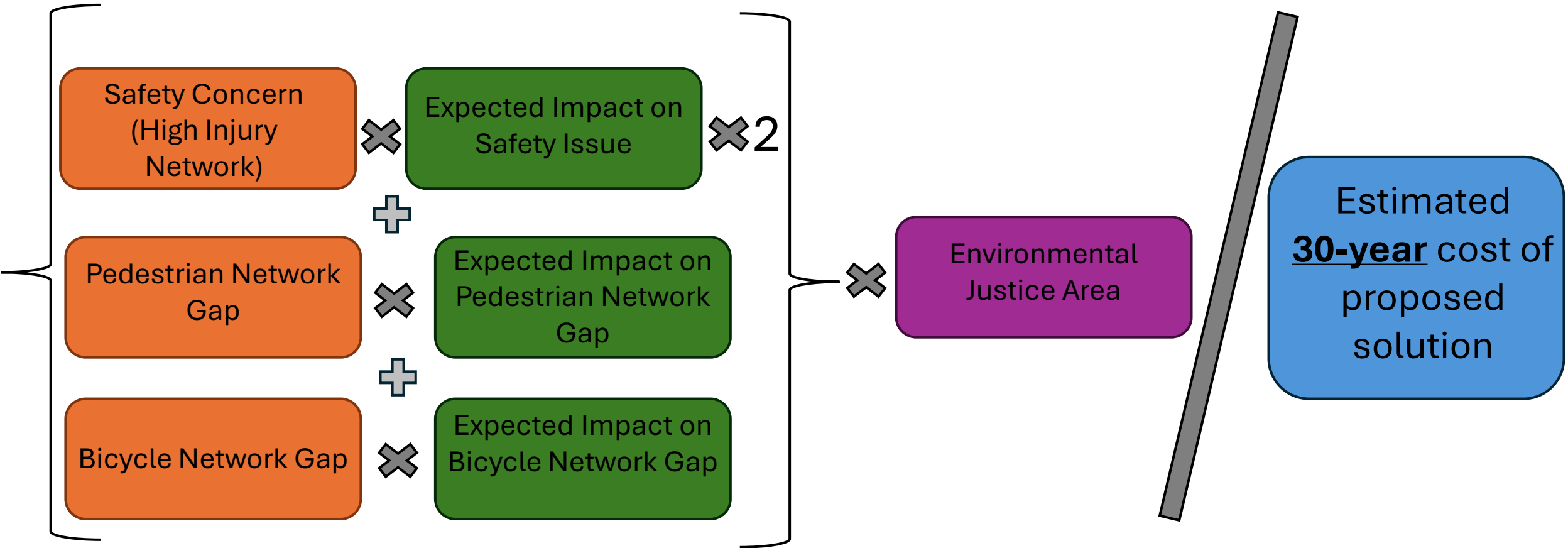
Current process: The Benefit/Cost score includes estimated project construction costs only

Problem: Projects with low construction costs consistently outscore more expensive projects regardless of the project's impact and the project's true (lifetime) cost

Recommended solution: Use anticipated 30-year cost in place of construction costs in prioritization process

Reasoning: Results in a more accurate long-term assessment of project costs and increases competitiveness of projects with higher construction costs

Safe Streets Madison – Project Prioritization



Maximum Individual Project Costs

Maximum Project Costs

Current process: Project costs are not considered when projects are added to the candidate list and scored

Problem: Projects with high estimated costs score poorly; no established process for redirecting high-cost, high-impact projects to other programs; staff spend time scoring projects that are infeasible within existing program budget

Recommended solution: 1) Staff will stop scoring if a proposed project's estimated cost exceeds \$200,000; 2) high-cost, high-impact projects will be formally redirected to alternative programs (including future reconstruction)

Reasoning: Safe Streets Madison is intended to provide multiple infrastructure projects to equitably meet the immediate safety needs of the wider community; limiting individual project costs ensures local funds are not inequitably concentrated; this change also formalizes redirecting effective, but high-cost projects

Low-Scoring Project Migration

Low-Scoring Project Migration

Current process: Projects that receive low prioritization scores remain on the candidate list indefinitely

Problem: Difficult for staff to regularly re-score projects when new data is available; a public perception issue that “being on the list” is not a meaningful step towards resolution

Recommended solution: Migrate low-scoring projects from the candidate list to an archived list after 3 years; projects from the archived list can return to candidate list if warranted by new data

Reasoning: Maximizes staff time spent scoring projects; stakeholders are more likely to see action taken on projects on the candidate list

Quick-Build Projects

Quick Build Projects

Problem: Bumpouts and curb extensions are an effective solution for many safety concerns, but they are expensive and resource-intensive; a temporary quick-build project could immediately address these problems with a low construction cost

Current process: Projects using temporary materials are not generally considered as potential solutions to safety concerns or network gaps

Recommended solution: Consider temporary paint-and-post bumpout/curb extension construction for projects that have a high impact score but a low benefit/cost ranking; prioritize on sites that will be reconstructed in near future; monitor efficacy of temporary improvement for likely inclusion of permanent improvement in reconstruction; may support community asphalt art program

Reasoning: Consistent with original vision for Safe Streets Madison program

Updated High-Injury Network (HIN) and Bike- and Pedestrian-HINs

High Injury Network

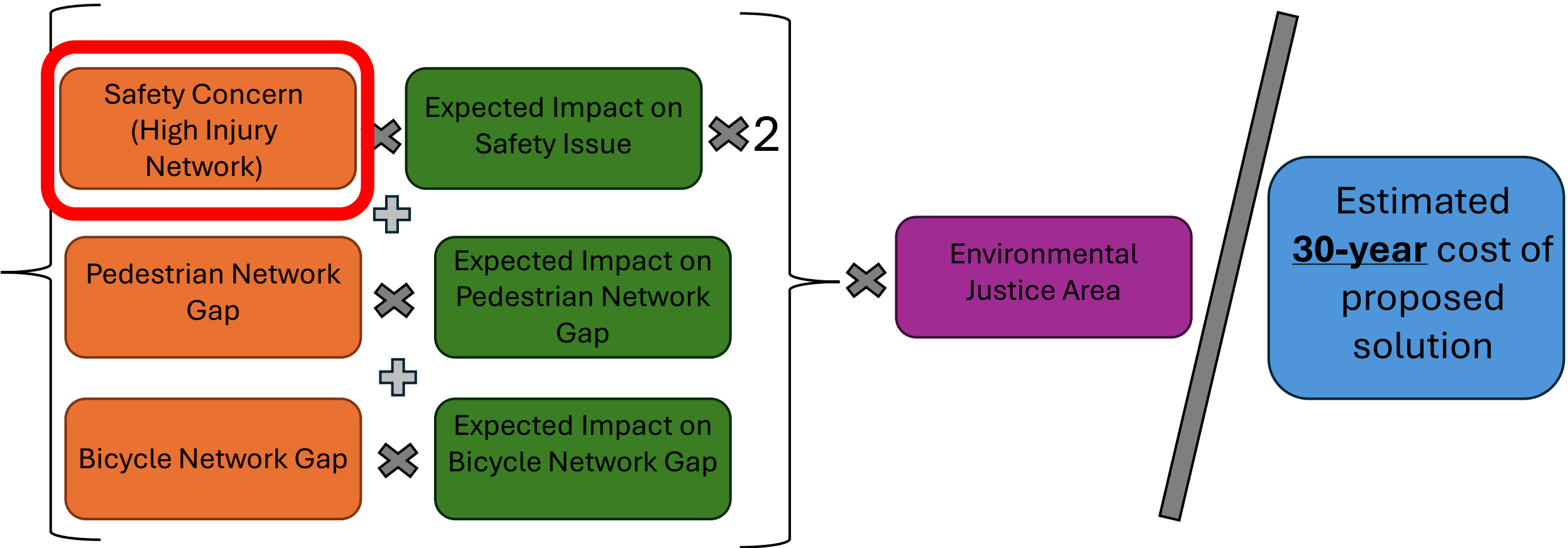
Intended process: Projects receive a safety concern score based on a combination of presence on the HIN and crash data

Current process: Projects receive a safety score based on crash data only, as HIN is out of date

Upcoming changes: In the next year, will have an updated HIN, as well as new bike-specific and pedestrian-specific HINs

Next steps: Following review of updated and new HINs, staff will make a recommendation on how to edit the safety concern score

Safe Streets Madison – Project Prioritization



TC Actions

- **Safe Routes to School projects** – Add 30% weight to a potential project’s benefit score for those project identified through a Safe Routes to School planning process and dedicate a minimum of 10% of funding for each round to these projects
- **Lifetime project costs** – Use anticipated 30-year cost in place of construction costs in prioritization process
- **Maximum individual project costs** – Direct staff to stop scoring if a proposed project’s estimated lifetime cost exceeds \$200,000 *and* develop a formal process to redirect high-cost, high-impact projects to alternative programs
- **Low-scoring project migration** – Migrate low-scoring projects from the candidate list to an archived list after 3 years; allow projects from the archived list to return to candidate list if warranted by new data
- **Quick-build projects** – Direct staff to consider temporary paint-and-post construction for projects that have a high impact score but a low benefit/cost score
- **Updated High-Injury Network (HIN) and Bike- and Pedestrian-HINs**