

CITY OF MADISON COMPREHENSIVE PLAN

PEDESTRIAN OBJECTIVES AND POLICIES

OBJECTIVES & POLICIES FOR THE PEDESTRIAN SYSTEM & FACILITIES

OBJECTIVE: IMPROVE PEDESTRIAN CONNECTIONS AMONG LAND USES IN THE CITY TO CREATE A CONTINUOUS AND SEAMLESS PEDESTRIAN SYSTEM, AND TO ENHANCE THE WALKABILITY AND PEDESTRIAN ENVIRONMENT OF THE CITY.

- **Policy 1:** Sidewalks should be provided on all new streets in all new subdivisions.
- **Policy 2:** Maintain, update and implement a pedestrian system plan (Pedestrian Transportation Plan for Madison, Wisconsin; September 1997) to identify and prioritize sidewalk needs (examples include pedestrian ramps, crosswalk enhancements, etc.). An implementation program for funding pedestrian improvements in existing neighborhoods should continue to be used.
- **Policy 3:** Work closely with the University of Wisconsin and neighborhood associations to identify priorities and implement enhancements in the UW campus area and in City neighborhoods.
- **Policy 4:** To enhance pedestrian comfort and create a more pedestrian-oriented environment, encourage a mix of land uses and densities, high quality design of the built environment, and pedestrian-scale streetscapes.
- **Policy 5:** Improve and enhance the pedestrian connections between buildings within development areas, utilizing pedestrian amenities such as trees, planters, street furniture, awnings, building windows, etc.
- **Policy 6:** Utilize traffic calming techniques and strategies in high pedestrian activity areas, such as schools and parks, using the Traffic Engineering Neighborhood Traffic Management program. Identify priority areas for the possible use of traffic calming strategies in a sidewalk system plan. Consider the use of in-street “yield to pedestrian” signs in neighborhood business districts.
- **Policy 7:** Enhance the pedestrian environment and pedestrian connections throughout the City of Madison. Encourage a scale of development and variety of land uses that make walking an attractive alternative to other means of travel. Utilize streetscapes and other creative pedestrian crossing improvements to enhance pedestrian safety and security, and improve the overall pedestrian environment in the City.
- **Policy 8:** Identify existing and potential barriers to pedestrian mobility, (such as highways without adequate crossing facilities, cul-de-sacs and other non-traditional street designs such as L-shaped streets) and prioritize locations where improvements are most needed. Such improvements could include new crossings or connections to link areas within neighborhoods, including sidewalks that link the ends of cul-de-sacs to one another. New developments should include walkways that create a grid pattern for pedestrians at locations where cul-de-sacs and other non-traditional street designs fail to provide direct routes along a roadway sidewalk.
- **Policy 9:** Identify barriers to pedestrian mobility for users of the pedestrian system with special needs (such as elderly populations and wheelchair users) and prioritize locations where improvements are most needed. Such improvements could include pedestrian ramps and special crossing accommodations. Ensure that the design and maintenance of pedestrian facilities takes into account these special needs.
- **Policy 10:** Employer-based Transportation Demand Management (TDM) measures should be instituted as part of a comprehensive City-wide TDM program, in order to enhance the desirability of non single-occupancy vehicle (SOV)-based transportation modes, including pedestrian transportation. The formation of Transportation Management Associations (TMAs) should be considered, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.
- **Policy 11:** Maintain sidewalks and walkways for year-round use, including appropriate snow removal. Enforce sidewalk snow removal and maintenance ordinances, as appropriate. Ensure adequate snow removal at transit boarding pads, and at areas connecting to and within transit shelters.



PEDESTRIAN FACILITY TYPES AND TREATMENTS

SIDEWALK



- The pedestrian facility adjacent to most streets
- May be used by bicyclists in Madison when buildings are not immediately adjacent to the sidewalk
- Typically concrete and 5 feet wide, although wider sidewalks are desirable in areas with heavy pedestrian usage such as downtown

PEDESTRIAN HYBRID BEACON



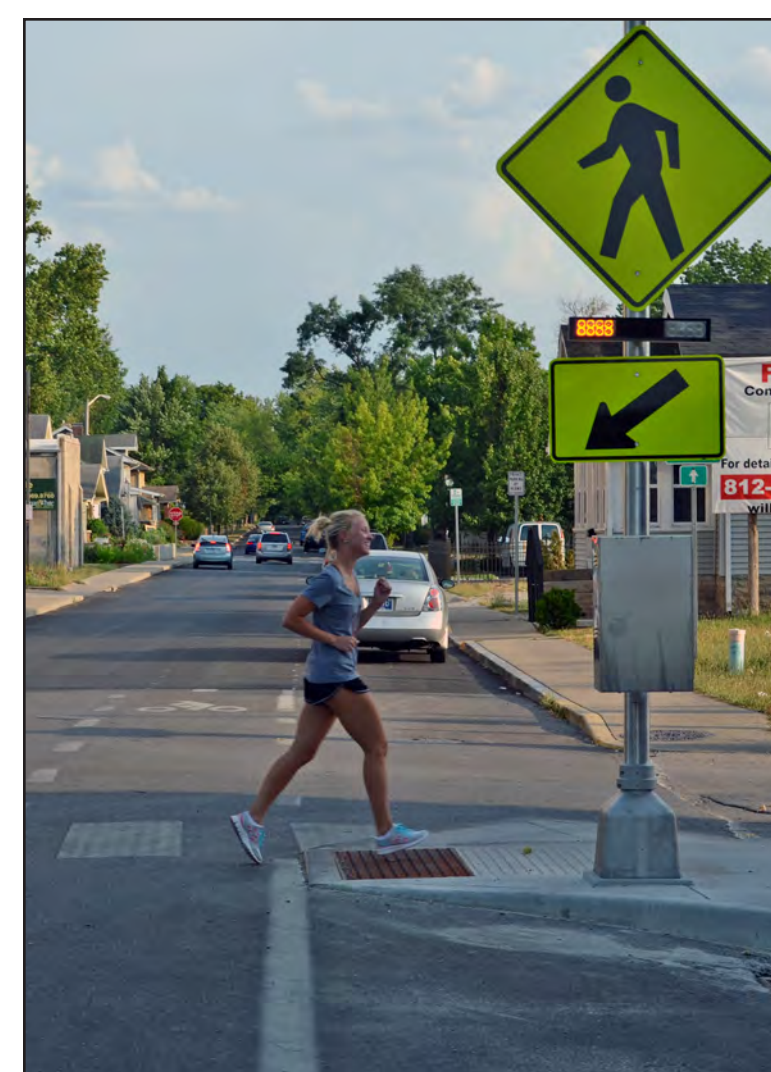
- Pedestrian-activated warning device located at mid-block pedestrian crossings
- Beacon is dark until activated by a pedestrian; when activated the beacon displays a yellow signal followed by a red signal to drivers and a "walk" signal to pedestrians
- Image courtesy FHWA

SHARED USE PATH



- Path fully separated from a street or road
- Typically paved and 10 - 12 feet wide
- Open to most non-motorized uses
- Often installed in urban areas in rail corridors, utility corridors or along streams, rivers or other linear features

RECTANGULAR RAPID FLASHING BEACON



- Pedestrian-activated warning device located at pedestrian crossings
- Beacon is dark until activated by a pedestrian; when activated the beacon flashes yellow strobe lights to indicate to drivers that a pedestrian is present

CROSSWALK - MARKED



- A marked portion of a street for pedestrian use
- Connect pedestrian facilities on one side of a street to facilities on the other side of the street
- Pedestrians always have right-of-way in a crosswalk except at a signalized intersection where they must follow the appropriate signal

MEDIAN REFUGE ISLAND



- Median in the center of a street that provides space for pedestrians crossing the street
- Allows pedestrians to cross one direction of traffic at a time
- Makes it easier to cross busier streets where traffic may not yield to pedestrians

CROSSWALK - UNMARKED



- The unmarked connection between a pedestrian facility on one side of a street to a pedestrian facility on the other side of the street
- Pedestrians always have right-of-way in a crosswalk except at a signalized intersection where they must follow the appropriate

PEDESTRIAN BUMPOUT / CURB EXTENSION



- Area where a curb is extended into the street
- Shortens the street crossing distance for pedestrians
- Can reduce traffic speeds by narrowing the usable roadway

WOONERF / PLAY STREET

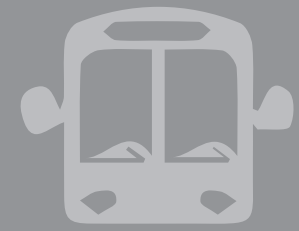


- Street designed primarily for use by pedestrians and bicyclists with limited motor vehicle use
- Encourage social interactions and allow place for children to play and people to congregate
- Generally at sidewalk level without curbs
- Motor vehicles are allowed to use street, but at very low speeds that are compatible with the other uses
- Photo courtesy John Greenfield / Streetsblog

WAYFINDING SIGNAGE






- Signage to indicate to users the direction to specific locations
- May include distance and approximate travel time
- Placed at key intersections and decision points
- Image courtesy provocation.wordpress.com

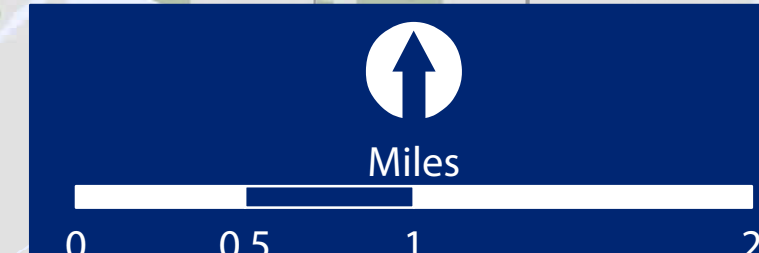
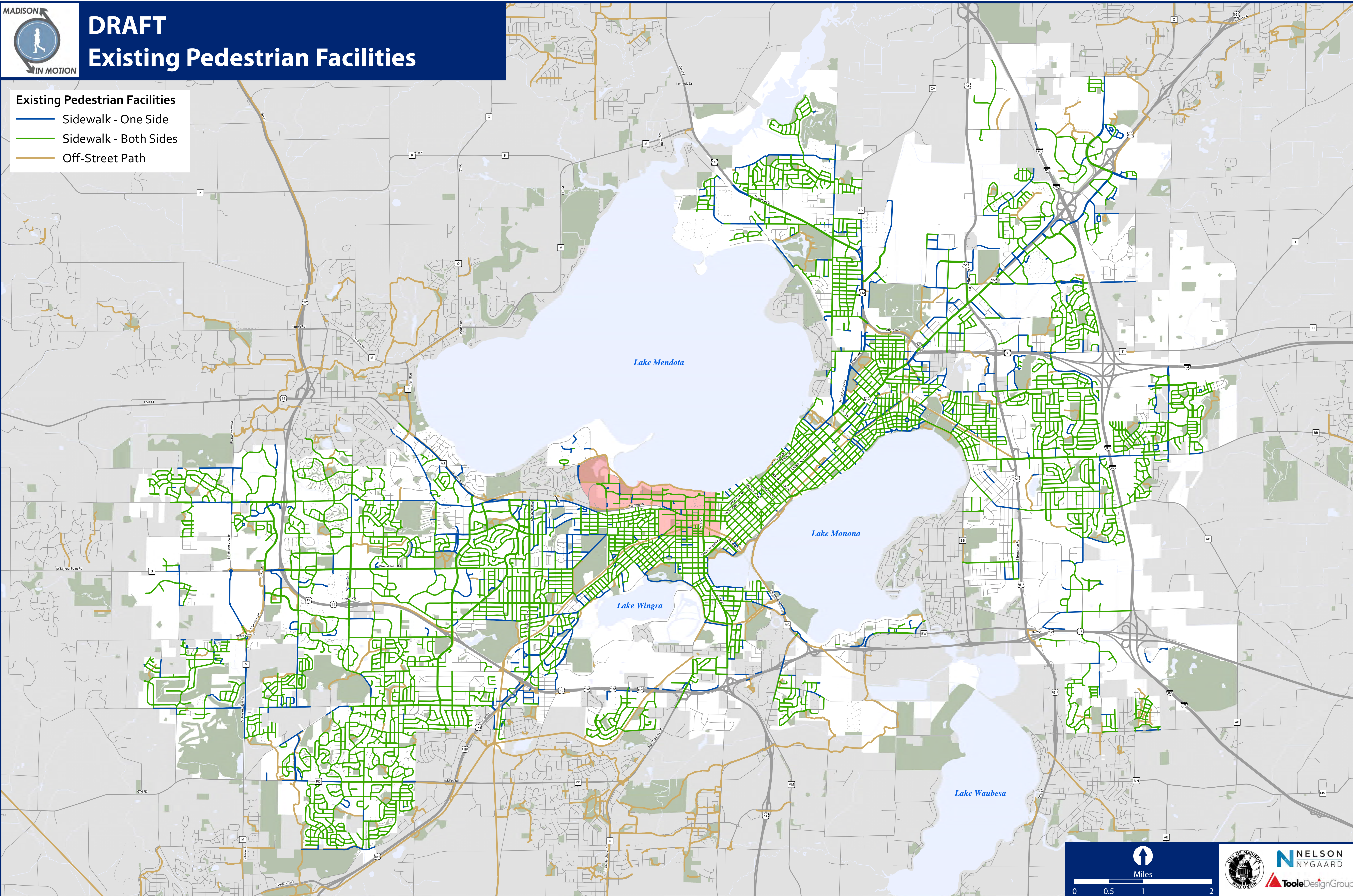




DRAFT Existing Pedestrian Facilities



Existing Pedestrian Facilities

-  Sidewalk - One Side
-  Sidewalk - Both Sides
-  Off-Street Path



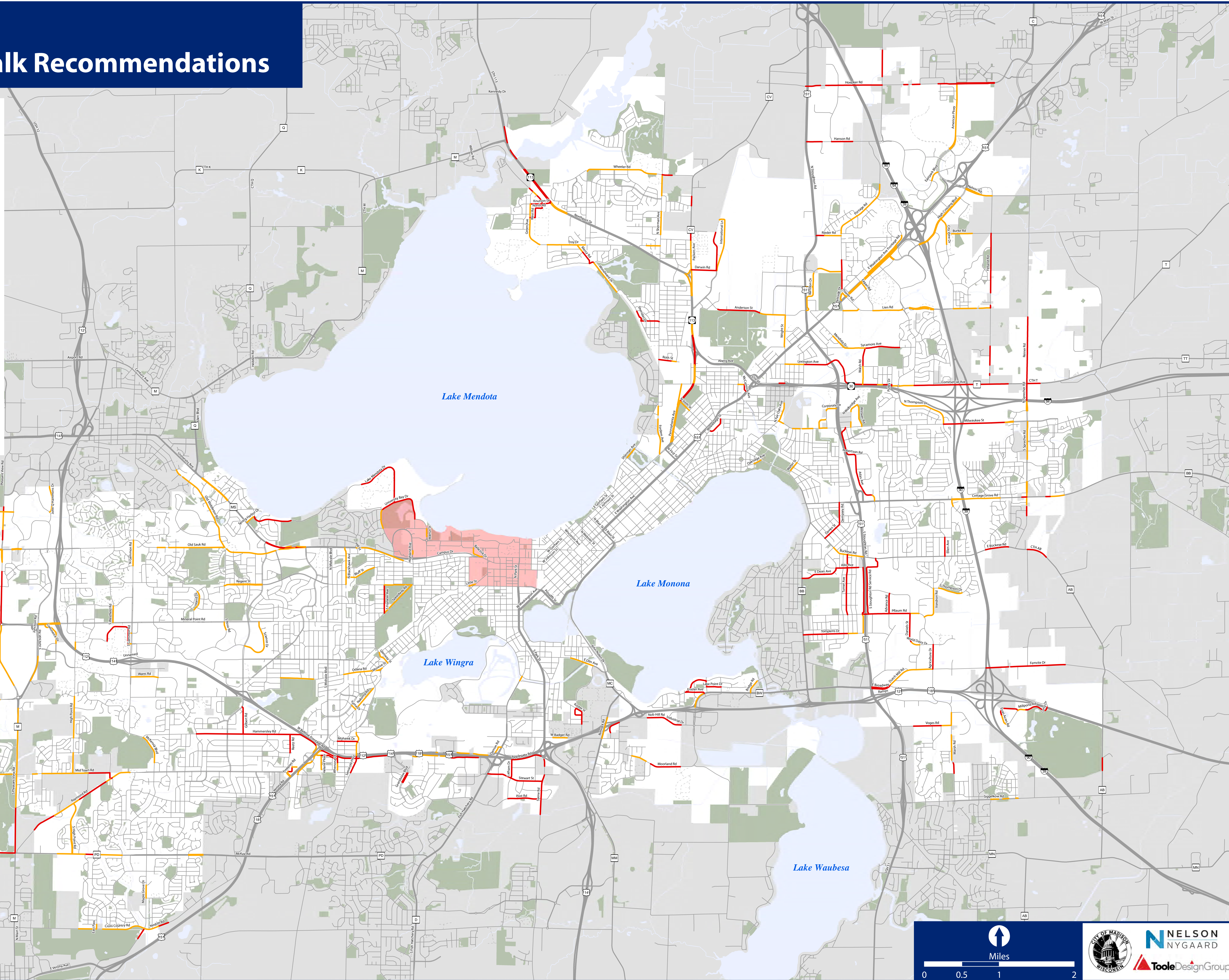


DRAFT Tier I Sidewalk Recommendations

- Tier I Sidewalk Recommendations**
-  No Existing Sidewalk
 -  Existing Sidewalk on One Side

This map displays Tier I Sidewalk Priorities for the City of Madison. Tier I sidewalks are defined as those along streets classified as arterials or collectors, and local streets that are bus routes. Tier I sidewalks should be prioritized for sidewalk installation if the City implements a program for constructing sidewalks independent from a project on the parallel street.

City of Madison policy is that all streets should have sidewalks on both sides of the street. Sidewalks not included in Tier I should still be installed whenever the opportunity presents itself.





DRAFT Highway Bicycle Crossings

Existing Crossings

- Exclusive Bicycle & Pedestrian
- Street

Future Crossings

- Exclusive Bicycle & Pedestrian
- Street

