

Safe Streets Madison

Informational Presentation

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 - Continue pre-screening process to refine locations
 - Determine potential solutions & costs
 - Further complete prioritization spreadsheet
 - Return to TC in January

Safe Streets Madison – New for 2022

Safe Streets Madison consolidates funding from:

- Neighborhood Traffic Management Program (NTMP)
 - Focused on traffic calming, speeding on neighborhood streets
- Pedestrian Bicycle Enhancements Program
 - Focused on smaller projects that improve the safety of walking and biking & encourage walking and biking. Includes making transit stops safer/more accessible
- Safe Routes to School Program
 - Focused on smaller improvements to make it safer & easier to walk and bike to school
- Vision Zero Projects
 - Focus on high injury network streets & eliminating serious/fatal crashes

Safe Streets Madison – Program Priorities

Resources focused primarily on projects that directly meet the program's key priorities:

- Implement traffic safety measures in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets.
 - Use data from the High Injury Network (HIN) to determine where safety improvements should be made.
 - Improve traffic safety to help foster walking, biking, and transit in the city.
- Improving 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.
 - Enhance the ped/bike networks to encourage and facilitate walking, biking, and transit; and improve safety for vulnerable users by creating low-stress networks.
- SSM program priorities are designed to be in alignment with other ongoing City initiatives such as Vision Zero and Complete Green Streets.

Safe Street Madison – Balancing Priorities

With limited resources available to fund the SSM program, funding will be focused on SSM's two key priorities

1. Implementing traffic safety measures in a fair and equitable manner to eliminate traffic deaths and serious injuries on City streets, using data from the HIN to determine where safety improvements should be made; and
2. Improving connectivity by closing gaps in the City's pedestrian and bicycle networks in a fair and equitable manner and to ensure that it is accessible for all ages and abilities.

Safe Street Madison – Balancing Priorities

- Addressing known safety issues as identified through the HIN can include instituting interventions to reduce motor vehicle speeds on our roadways as an important component of SSM projects.
- However, while speeding often exacerbates safety concerns, it is only one of many causes contributing to these known safety issues.
- Addressing speed alone will not be sufficient to achieve the two key priorities of SSM.
- Since SSM will assign the highest priority to projects addressing known safety issues as identified through the HIN, as well as ped/bike connectivity issues, SSM should not be expected to address the sole issue of speeding on a residential street.

Safe Streets Madison – Process

Transportation Commission (TC) review and approval required for requests made through the new SSM program.

- TC should consider all program priorities and evaluation criteria when making decisions regarding project prioritization and funding.
- As requests are evaluated, it is important to view traffic safety and ped/bike connectivity requests from a broader perspective (i.e., not just block by block) and to consider the impact on all modes of transportation.
- Staff should bring requests under the SSM program to the TC for review and approval at least twice each year.
- TCS recommends that some prescreening be done by staff to determine if the project would meet program priorities.

Safe Streets Madison – Process

- TCS recommends that staff utilize the SSM Prioritization Tool spreadsheet to prioritize potential projects, using data from the HIN and other sources.
- 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. Prior to implementing any updates to the SSM Prioritization Tool, staff will bring these proposed changes to the TC for approval.
- Staff and members of the TC should consider the following as they prioritize and evaluate SSM requests, with at least 50% of SSM annual funding dedicated to addressing known safety issues.

Safe Streets Madison – Next Steps

- Continue pre-screening process to refine locations for potential improvements
- Determine potential solutions & costs
- Further complete prioritization spreadsheet
- Return to Transportation Commission in late January to review