

**City of Madison Traffic Calming Subcommittee (TCS)
Requests and Summary Recommendations
December 17, 2020**

Purpose: To update the Transportation Policy and Planning Board and Transportation Commission on progress and initial findings of the Joint Traffic Calming Subcommittee and to request a deadline extension for the final report.

Summary Recommendations: The TCS recommends that the existing programs be consolidated into a single program that will align its priorities with other ongoing initiatives such as Complete Streets, Vision Zero, and the Metro Transit Network Redesign Study. The TCS recommends that while those initiatives are being built out over the next 2-3 years, that the majority of program resources be focused on projects that are known safety issues and/or that close gaps and improve conditions on the core ped/bike network in the city. The TCS recommends early adoption of these two priorities in project selection for the 2021 construction season.

Requests: While the TCS has made significant progress toward developing its final report, in order to have adequate time to produce the best result the TCS requests that the TC and TPPB approve extending the deadline for the TCS final report from February 15, 2021 to April 15, 2021. In addition, the TCS asks for feedback and input on the following recommendations made by the TCS to-date, formalized through a motion of support from the TC and TPPB.

Goals of an effective program

- Outcomes focused
 - Is safer
 - Encourages walking, biking, transit
- Equitable
 - All Ages & Abilities
 - All areas of the City
 - All kinds of roadways (local, collector, arterials)
- Good public process/access
 - How issues are reported
 - How residents can advocate for selection
 - Transparent
 - Accessible
 - Inclusive
 - Outreach & Engagement
- Efficient
 - Good use of time for staff, commissioners, Alders, residents, etc.
 - Area/corridor interventions rather than street by street or block by block
 - Cost-effective

Consolidate existing programs into one new program with the following components:

- Align priorities with other City strategies/initiatives/programs
 - Vision Zero
 - Complete Green Streets
 - Metro Transit Network Redesign Study
 - Street Reconstruction
 - Consider prioritizing street reconstruction in areas of the City which have safety issues to address (as determined by using the High Injury Network) and/or have gaps in the ped/bike network
 - When streets are considered for reconstruction, proactively consider the need for traffic calming
 - When streets are considered for reconstruction, proactively consider filling gaps in the ped/bike network
- Requests/getting issues into the program
 - Use the existing CityWorks program to track requests for the program and display these requests to residents on the City's website
 - Use Excel (or another program) to provide data/details on agreed upon criteria for decision-making
 - Current sources will continue to be used for requests (phone calls, emails, Alders, staff, events, neighborhood meetings, NRTs, community organizations, visual observation, etc.)
 - Encourage requests in areas of the City where safety issues have been identified
 - Institute ongoing public education initiative
- Evaluating requests and determining solutions/interventions
 - When evaluating requests, priority should be given to requests based on:
 - Safety needs as determined by using the High Injury Network (which may prioritize projects on non-local streets)
 - Filling gaps in the ped/bike network (i.e. to encourage walkability/bike-ability)
 - Hold back ~ 10% of funding for other smaller requests which could be easily addressed (as filtered through Alders)
 - Some prescreening should be done before staff starts determining potential solutions/interventions
 - Prescreening questions to be asked/answered include:
 - Does it make sense?
 - Will it improve safety?
 - Will it improve walking or biking?
 - Can it be included in an upcoming project (if so, request would be deferred)
 - Impacted residents should be surveyed/petitioned for certain projects where the residents will need to support it financially
 - Solutions should be creative, flexible, all options on the table
 - Consider building a tool box of available options (including solutions not currently typically used), with the tool box reviewed annually or biannually
 - Different levels of problem solving would be utilized (i.e. full street reconstruction versus smaller easily-resolved issues)

- Prioritizing recommended interventions
 - Evaluation ranking criteria to be developed
 - Staff will gather data on the criteria
 - Staff will rank the projects based on the data and recommended solutions
- Public Input
 - Public input is gathered by staff and alders in the request process and throughout the evaluation process
 - TC provides a public forum for gathering additional public comment
 - Work with Alders to help facilitate communication with residents about potential projects with the program and resulting decision making
- Decision making
 - TC review and approval would be required
 - Decision making should consider priorities shown above under Evaluating Requests
- Implementation
 - Continue with the existing programs in 2021 (due to timing), but utilize new program priorities in the decision making process
 - Full implementation of the new program would be planned for 2022
 - Joint TC/TPPB Implementation Subcommittee is proposed to advise staff during the implementation phase in an oversight role
 - Program public education and website update
- Evaluating effectiveness of individual interventions
- Assessment/review/make changes to program
- Funding
 - Funding for all related current programs would be combined and available for the new program