

# Safe Streets Madison

**Website -** <https://www.cityofmadison.com/trafficEngineering/SafeStreets.cfm>

**Includes:**

- Safe Streets Madison Report
- Spreadsheet of projects
- Approved Projects, Constructed Projects
- Public Meeting Information

# Safe Streets Madison Funds Available

<b>2024 Budget Amount</b>	<b>\$1,627,500</b>
Phase 1 - 2024 Safe Streets Projects	\$1,108,000

- Due to higher than anticipated costs in 2022-23 some 2024 funding may be needed to cover already approved projects depending on if bids go up or down in cost.
- Design costs may also be higher as need to hire engineering consulting firm to finish design work on outstanding projects.

<b>4/1/24 Funds Available</b>	<b>\$3,392,398</b>
East Madison Bikeway Projects To Be Built	\$1,000,000
Estimate for Approved & To Be Built Projects	\$1,913,000

DEPARTMENT OF



TRANSPORTATION

# Safe Streets Madison – Key Priorities

- **Implement traffic safety measures 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.**
  - Fair and equitable process.
  - Ensure accessibility for all ages & abilities
  - Enhance networks to encourage and facilitate walking, biking, and transit;
  - Improve safety for vulnerable users by creating low-stress networks.
- **Align with other ongoing City initiatives such as Vision Zero and Complete Green Streets.**

# 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

- Prioritization Tool spreadsheet is used 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 updated 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.
- At least 50% of SSM annual funding dedicated to addressing known safety issues and furthering goals of Vision Zero.

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# Discussion – Larger Scale Projects

- Large scale projects often rank lower than small projects even if score well in solving the safety or gap issue

4	Park St and University Ave	Requesting Approval	8	Ped, bike and Rear End Crashes	8	6	6	28	Add yellow backing to signal heads.	20%	10%	0%	130%	494	\$	4,000	124
21	Lien Rd–sidewalk	Requesting Approval	3, 17	Sidewalk gap	10	6	6	32	Fill sidewalk gap	90%	100%	100%	100%	3000	\$	218,000	14

# Discussion – HIN Score & Gap Score

- **HIN Updates – Should a new scoring process be developed?**
  - Citywide HIN Map update - Tentatively completed early to mid 2025
  - New Ped/Bike focused HIN – Tentatively completed in early 2025
  - New score could account for both
  - Should the score focus less on total crashes or should that metric remain?
  - *Updating scoring for all unapproved projects would be time consuming & could impact timeline for bringing projects for approval*
- **Ped and Bike Gap Score**
  - Safe Streets for All funding will be used to develop pedestrian project priorities & All Ages Ability bike network priority gaps
  - Should the top priority projects have the highest ped gap and bike gap scores?



# Discussion – Lifecycle Replacement

- Some safety improvements need repaired/replaced regularly
  - Rectangular Rapid Flashing Beacons
  - Green marking
  - Epoxy and paint markings
  - Pedestrian and bike signals/buttons including APS
  - Other dynamic signs (No Turn on Red, Speed Feedback Boards)
- Funding is approved for installation not total Lifecycle costs
  - Improvement is only providing safety benefit when maintained
  - Would replacement be seen as appropriate for Safe Streets funding?