



Let's Talk Streets

TPPB COMPLETE GREEN STREETS UPDATE

2/14/2022



OVERVIEW AND OUTLINE

Objectives of CGS:

- Streamline decision-making
- Increase consistency of results
- Define priorities and areas of flexibility
- Correct and prevent inequities in mobility, access, and community impacts
- Increase safety
- Promote community values
- Support complete networks

Agenda:

1. Values & Modal Hierarchy
2. Equity Framework
3. Overview of the Decision-Making Process
4. Equity Priority Areas
5. Transit Priority Network
6. Bike Priority Network



I. VALUES AND MODAL HIERARCHY



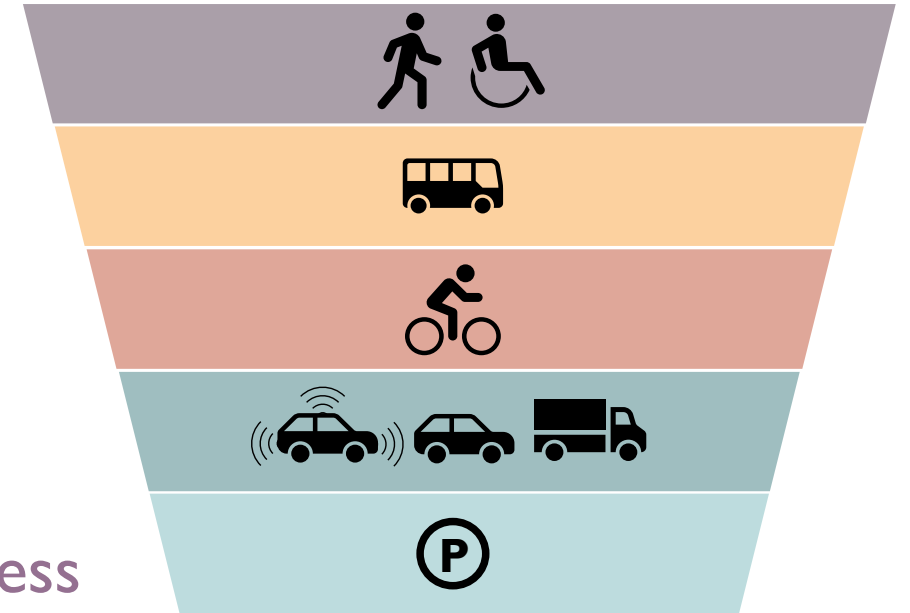
LET'S TALK STREETS:

“What if we changed how we think about streets?”

A **street** includes the sidewalks, terraces, roadway, and everything in between.

Street Values:

- Putting people first – safety over speed
- Supporting community – prioritize place and access
- Fostering sustainability – multimodal and green
- Centering equity – process and outcomes



SURVEY RESULTS

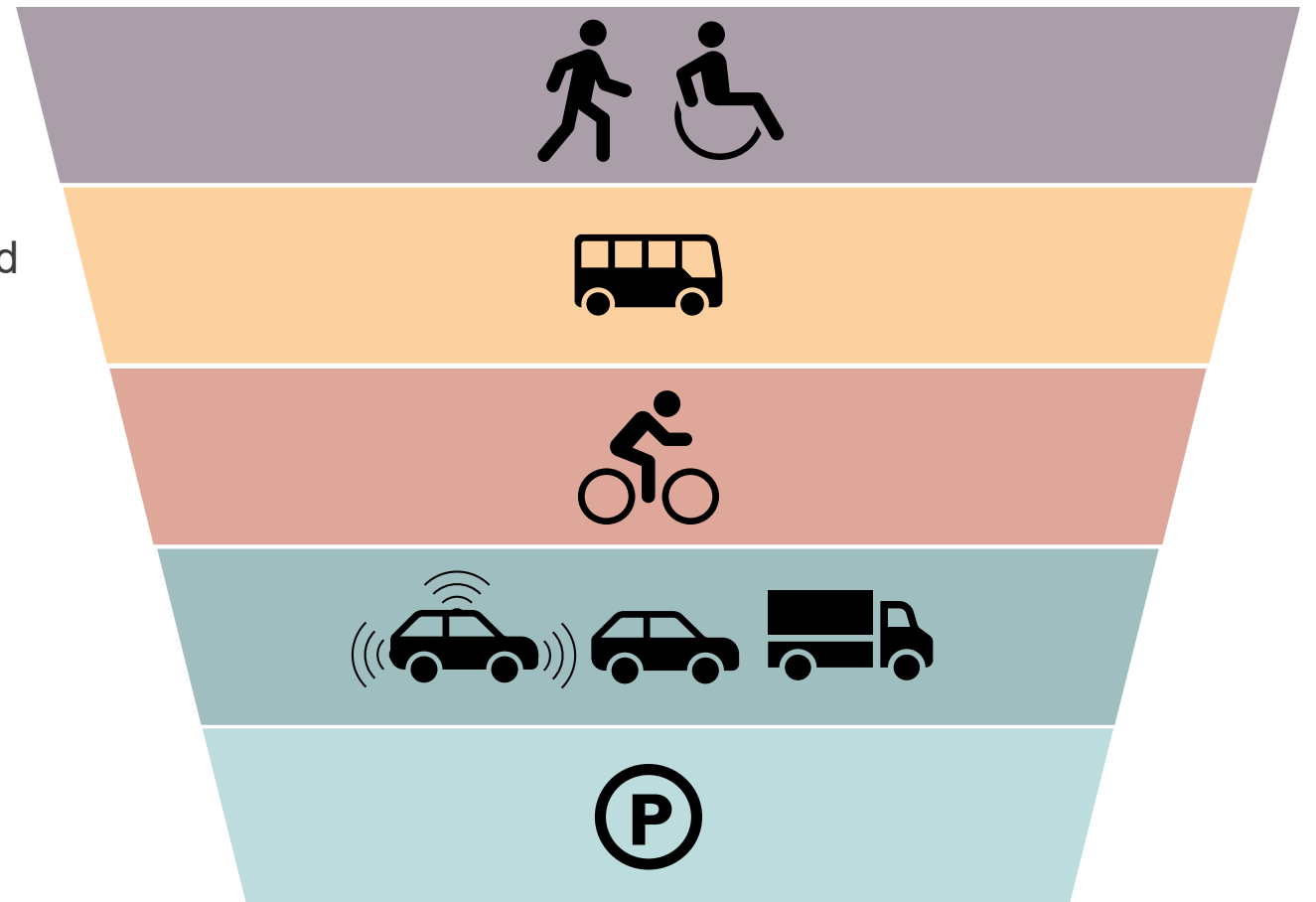
Preliminary Modal Hierarchy

If the above modal hierarchy was adopted by the City of Madison, and you knew this approach to designing streets would increase safety, equity, and sustainability, could you live with it?

Survey results:

- Yes & I strongly support it – 50%
- Yes & I could live with it – 33%
- No, I could not live with it – 17%

Strong focused engagement support



The words “modal” and “mode” refer to the ways people travel (transit, walking, biking, driving, etc.)

If the modal hierarchy was adopted by the City of Madison, and you knew this approach to designing streets would increase safety, equity, and sustainability, could you live with it?

If you answered no, please share why you could not live with it.



TOP 3 MOST MENTIONED THEMES FOR “WHY I CAN’T LIVE WITH IT” (N=108)

Prioritize On-Street Parking (57%)	Pro-Business (14%)	Prioritize Bikes (14%)
<p>I live in a neighborhood where many of us don’t have driveways. We depend on on-street parking</p>	<p>You do not adequately assess the needs of businesses and people living in the area. No compensation is made for parking lost</p>	<p>Biking is more sustainable than public transport and bikers are more vulnerable to injury or collision than buses and other public transit; therefore, bike accommodations should be prioritized over public transit.</p>
<p>On street parking should remain. There are numerous bike paths to accommodate bikers. With changes to the streets thus far I have seen very few bikers.</p>	<p>Food Mart on East Johnson, was hurt when you took away two of the spots out front to make room for a larger sidewalk area.</p>	<p>I think bikes should have higher priority than public transportation to keep biking as safe as possible.</p>

Prioritize On-Street Parking (57%)	Pro-Business (14%)	Prioritize Bikes (14%)
<p>City ordinance limits how much parking I can have on my property. If the government is going to impose such limits to rental property owners than the city needs to provide adequate street parking.</p>	<p>On-street parking is essential in areas where businesses have tiny or no parking lots. The city can't keep approving these kinds of businesses and ALSO take away their parking. It makes no sense.</p>	<p>Biking is more sustainable than public transport and bikers are more vulnerable to injury or collision than buses and other public transit; therefore, bike accommodations should be prioritized over public transit.</p>
<p>Where are the 'on-street' parked cars supposed to go then? You don't even consider the people who have purchased homes or rent, and where are they going to park now. You just want to slant the effort to taking away their parking for the benefits of bikers, and buses...</p>	<p>You do not adequately assess the needs of businesses and people living in the area. Take Willie St for example. No compensation is made for parking lost. People that live there and had no off street parking have to walk farther and that decreases safety especially at night. I don't go to shop in other areas of town if I can't park and neither do others.</p>	<p>I strongly support almost all of this. However, I think protected bike facilities on main roads are extremely important. Parallel routes are sometimes ok, but the goal should be for door to door access (this is the benefit of bikes). People on foot and on bikes spend more money at businesses than do those who drive. We should encourage biking infrastructure in the "heart of the action", not parking.</p>

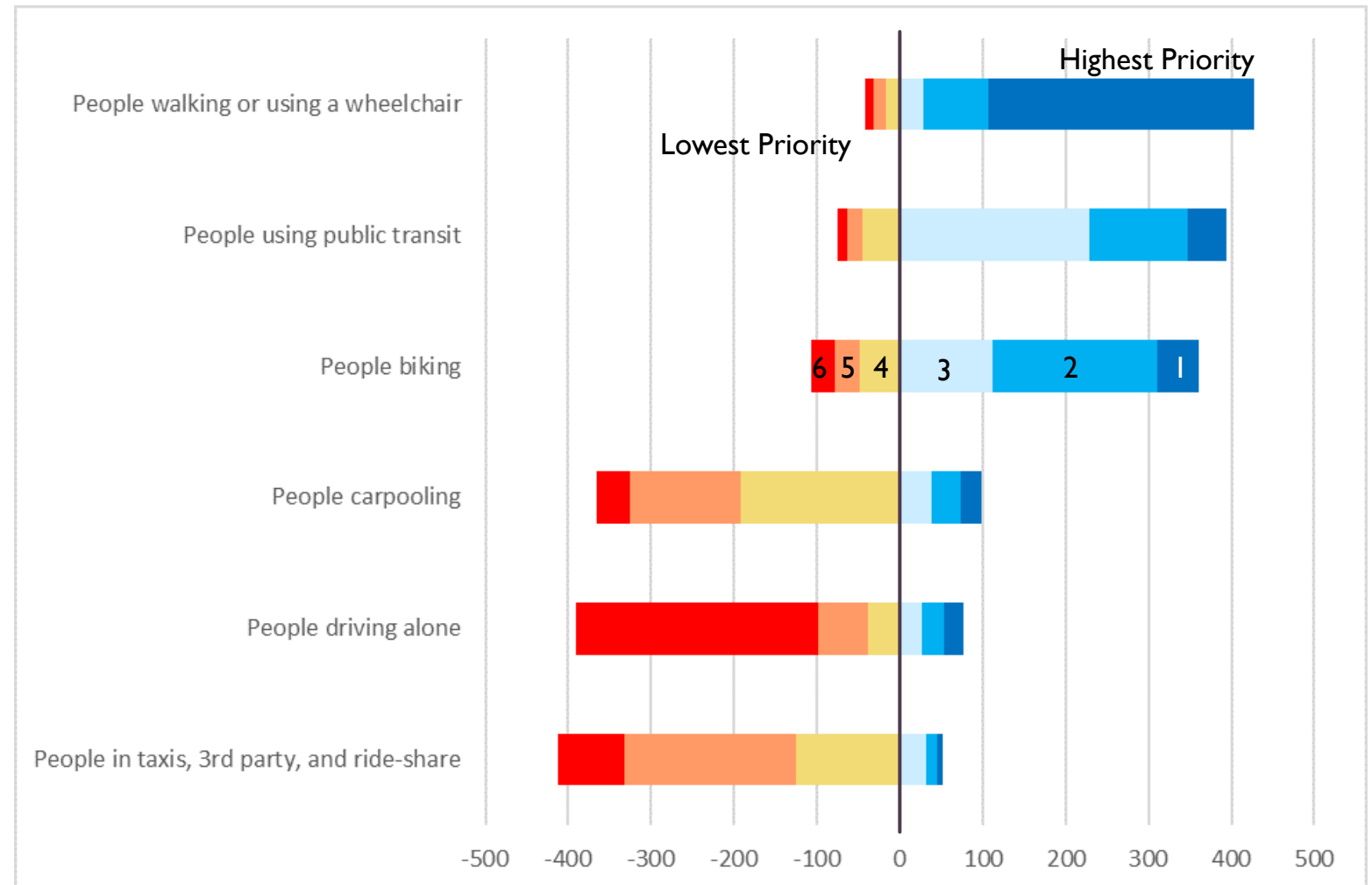
Prioritize On-Street Parking (57%)	Pro-Business (14%)	Prioritize Bikes (14%)
<p>If the priorities going forward will be as indicated above then I think other aspects of city life / components for building/rental property approvals will need to be addressed (e.g., access to on-street parking; amount of off-street parking/delivery access included with building proposals) not just design of streets. The density of some newer projects that are currently being built on East side and North side of Madison is VERY concerning as they don't seem to sufficiently take in account the existing street capabilities and possibilities of significantly more off street parking needs and more people (residents) walking or using wheelchairs and/or biking in surrounding areas of these new apartment complexes. These new buildings as well as existing buildings (whether residential and/or commercial) and their street access/resident street needs should work in partnership with street safety.</p>	<p>I did NOT answer No; HOWEVER, you should know that the biggest reason why I do not shop downtown/State St. area is lack of on-street parking. While I am able to walk short distances, walking long distances while carrying multiple packages is not an option, FOR ME. I am reasonably sure this is true for many others as well.</p>	<p>Bicycling should come before transit when it comes to safety and comfort (perceived safety), unless safety for transit users is sacrificed - because bicyclist safety is much more fragile and hard to provide. Example: If there's no safe bicycling accommodations on the street, bikes should be prioritized above transit. If safe bicycling accommodations can be maintained (although perhaps sacrificing speed / convenience), then prioritize transit.</p>

CROWDSOURCED MODAL HIERARCHY

Before showing the proposed modal hierarchy, we asked people to:

“Rank who you think should get more priority than others when the City is designing streets in the future“

People were asked to rank modes they would prioritize based on safety, comfort, access, and convenience.

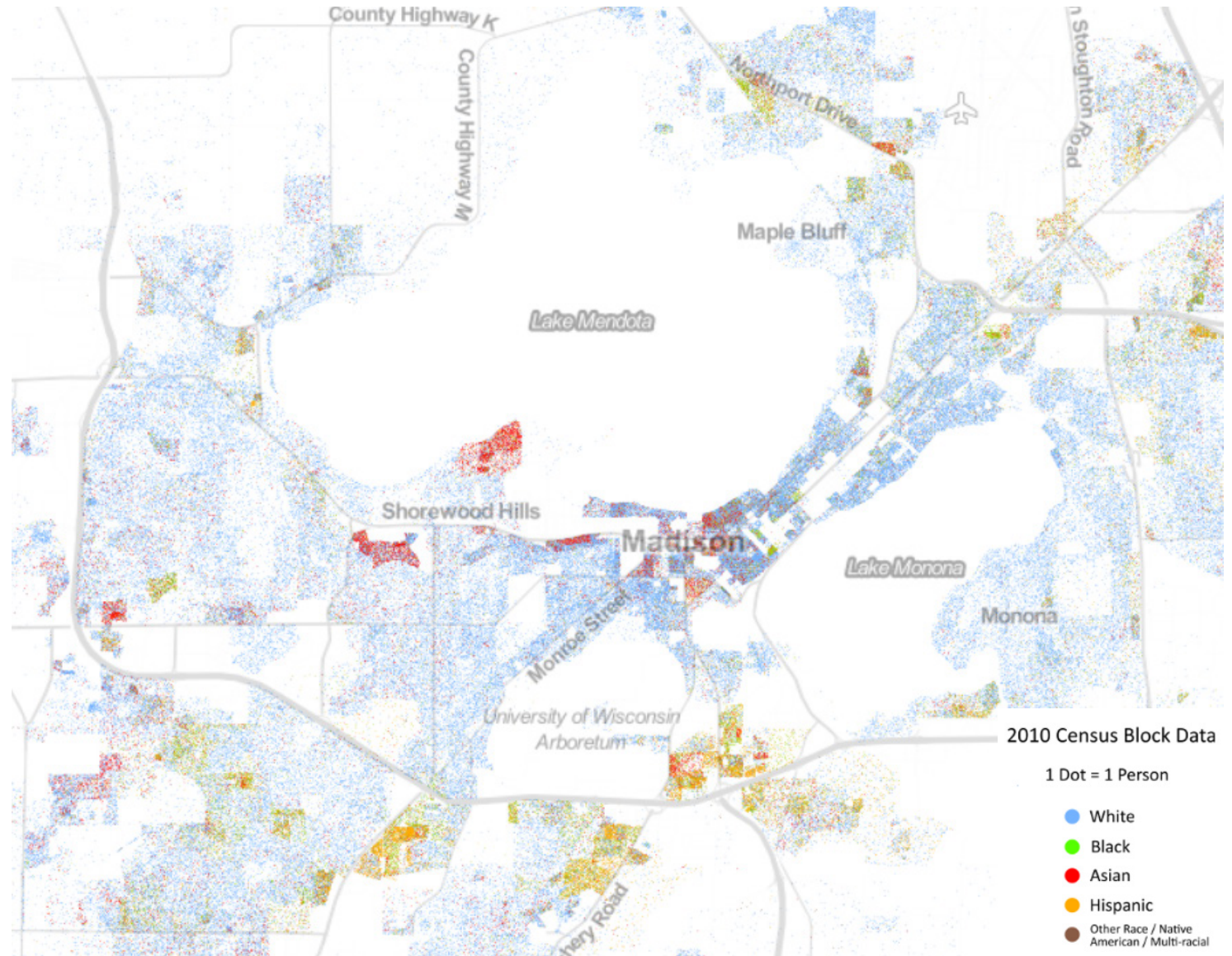


2. EQUITY FRAMEWORK

DISPARITIES

Examples of Street-related Disparities:

- Access to jobs and other opportunities
- Proximity to convenient transit service
- Level of investment (e.g., sidewalk gaps, all ages and abilities bikeways, and pavement condition)
- Safety (crash victims)

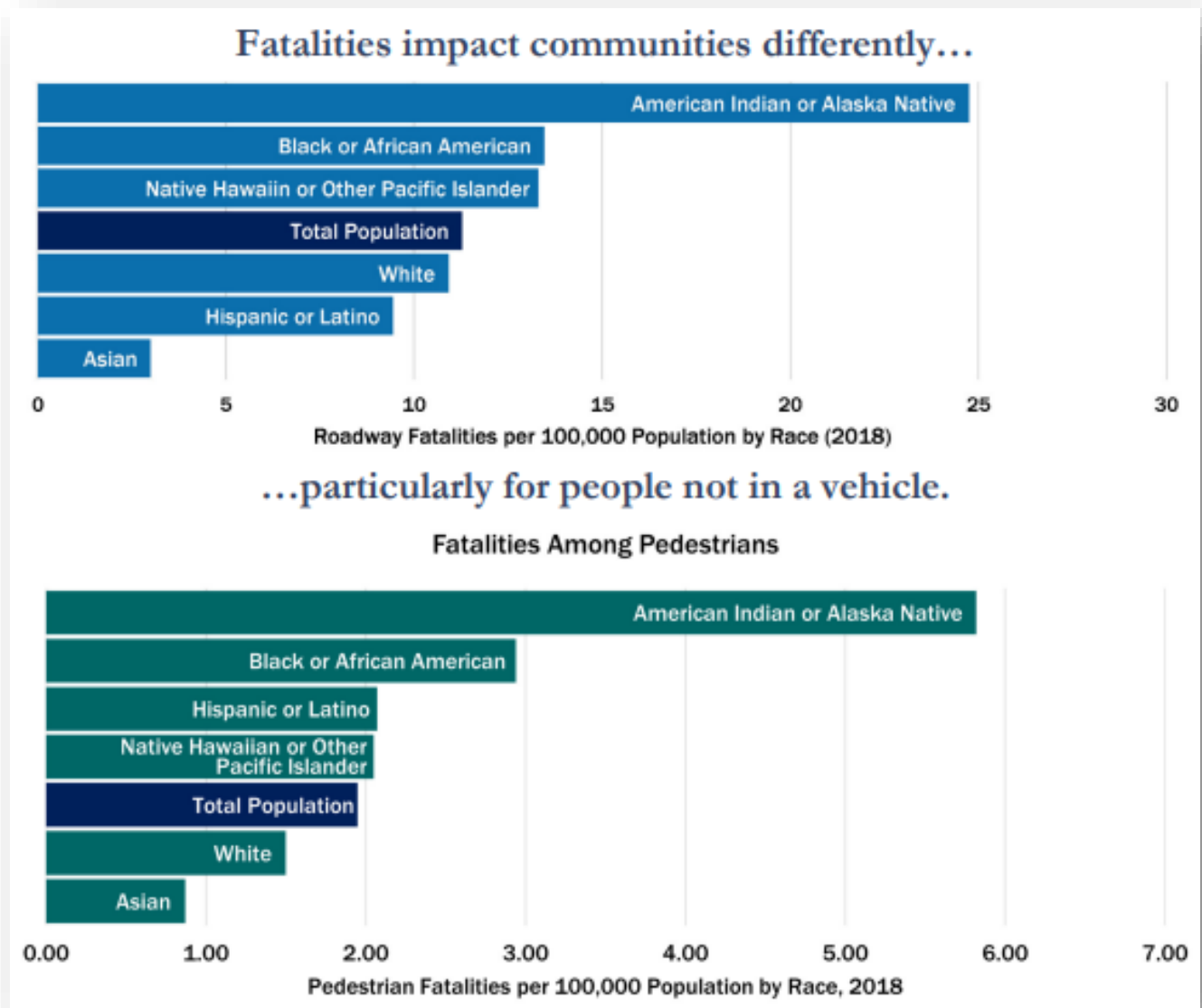


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National Statistics:



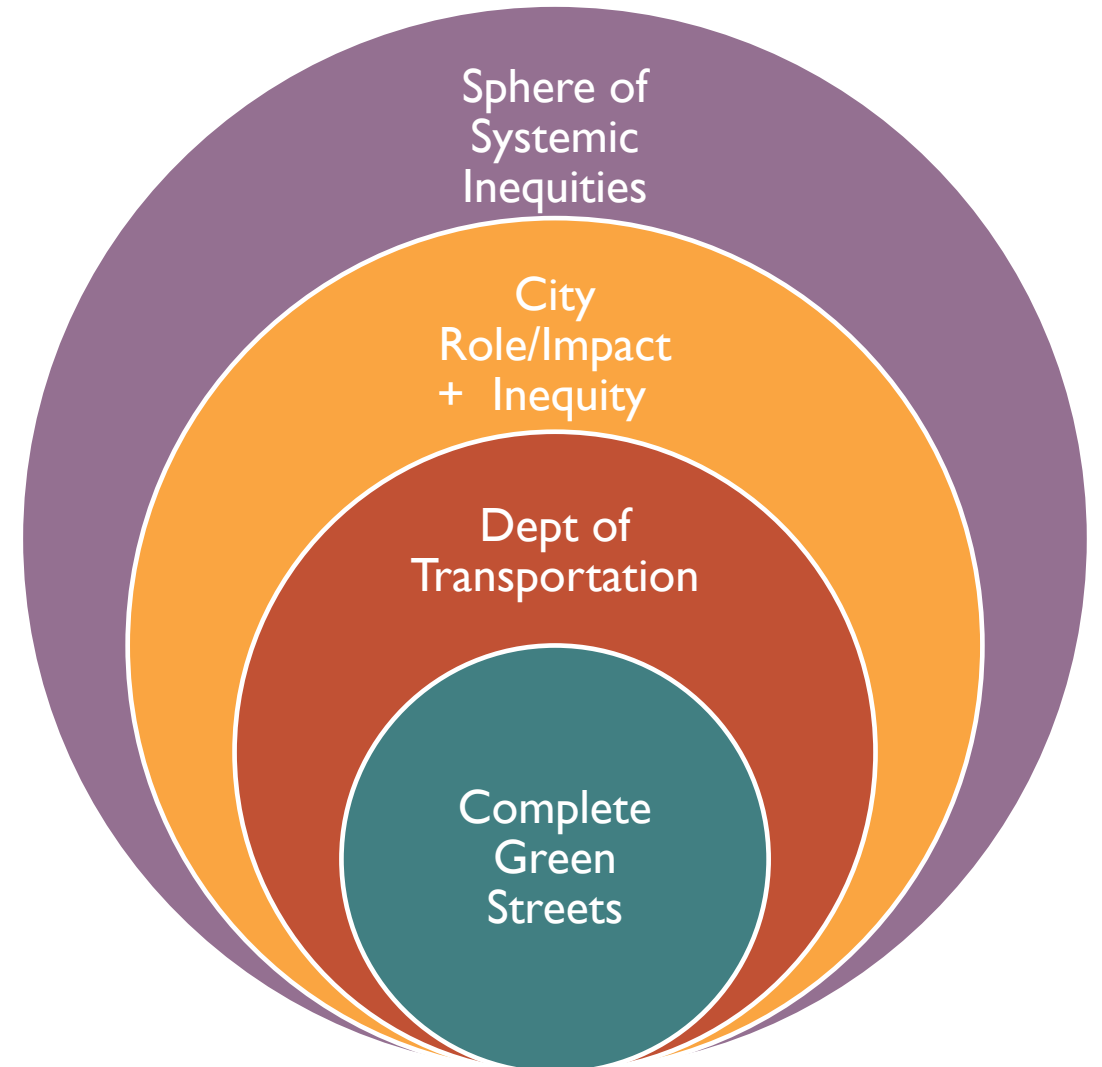
DISPARITIES

	Asian	Black	Hispanic	Native American	Pacific Islander	Other Race	White	Total
Population	17,000	16,400	15,900	800	100	6,300	176,000	232,500
% of people living within 1/8 mile of High-Injury Network	57%	66%	62%	63%	*	62%	57%	58%
% of people living within 1/8 mile of priority sidewalk gap	25%	32%	33%	25%	*	29%	25%	26%
% of people living within 1/4 mile of high-frequency transit (current)	35%	13%	16%	13%	*	19%	20%	21%
% of people living within 1/8 mile of regional bike path	17%	21%	19%	13%	*	19%	20%	20%

AREAS OF INEQUITIES: IMPACT + INTERSECTIONALITY

Equity definition: One's race, gender, income, language, or other elements of their identity does not predict their safety outcomes, travel opportunities, access to jobs and other opportunities.

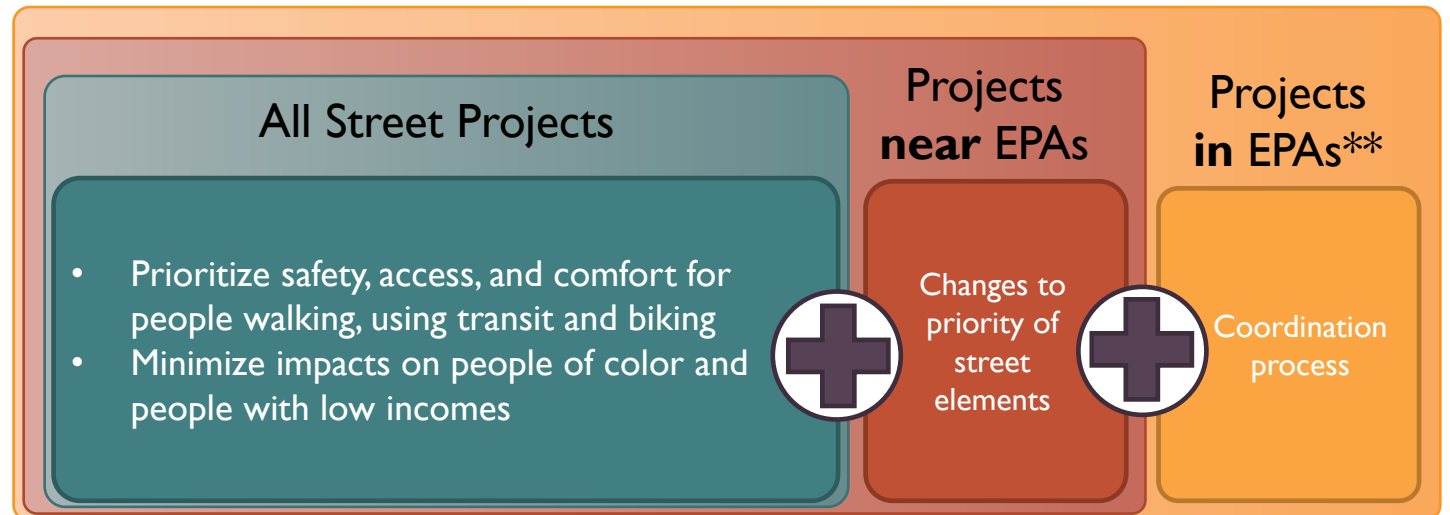
- Through this we have uncovered intersectional inequities that ripple into and beyond individual street design: disparities, less influence over process, less investment.
- A street project without consideration of broader challenges/issues can exacerbate inequities.
- How can there be a more holistic approach to addressing the inequities that intersect on streets? Specifically, interdepartmental / interagency coordination, inclusive engagement, and resource investment.



EQUITY FRAMEWORK

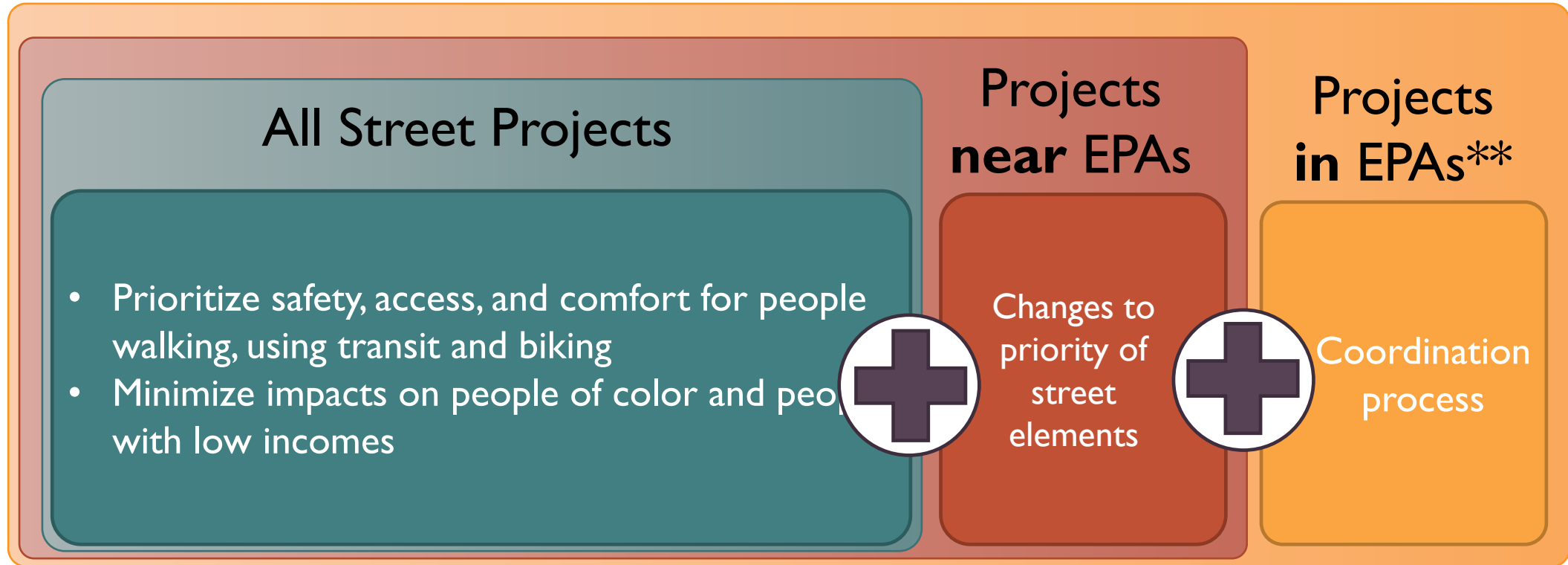
- For all projects:
 - The typology and design parameters prioritize safety, access, and comfort for people walking, using transit, and biking
 - For every street project, a demographic evaluation should be performed, and steps should be taken to minimize impacts on people of color and people with low-incomes.
- For some projects:
 - Because engaging in a street project in an **Equity Priority Area (EPA)*** or **other area with concerns about equity** can exacerbate problems, additional coordination between departments and consideration of needs external to the street project is required in such areas; many of these areas are identified on a map
 - People experiencing inequities are at greater risk for traffic violence, so the priority of street elements for projects in and with ½ mile of an **Equity Priority Area** or **other area with concerns about equity** is adjusted to rebalance tradeoffs in favor of more vulnerable users

*Based on Neighborhood Resource Team Focus Areas with additional areas added based on racial and income demographics.



**Or other area with concerns about equity

EQUITY FRAMEWORK



**Or other area with concerns about equity

3. DECISION-MAKING PROCESS

DECISION-MAKING PROCESS OVERVIEW

The Complete Green Streets decision-making process guides the City and stakeholders in applying the modal* hierarchy and street values to individual street projects. It incorporates context and the needs of various modes, identifies what should be prioritized in different situations, and guides how to make tradeoffs when the project is faced with physical or financial constraints. The process includes four steps:

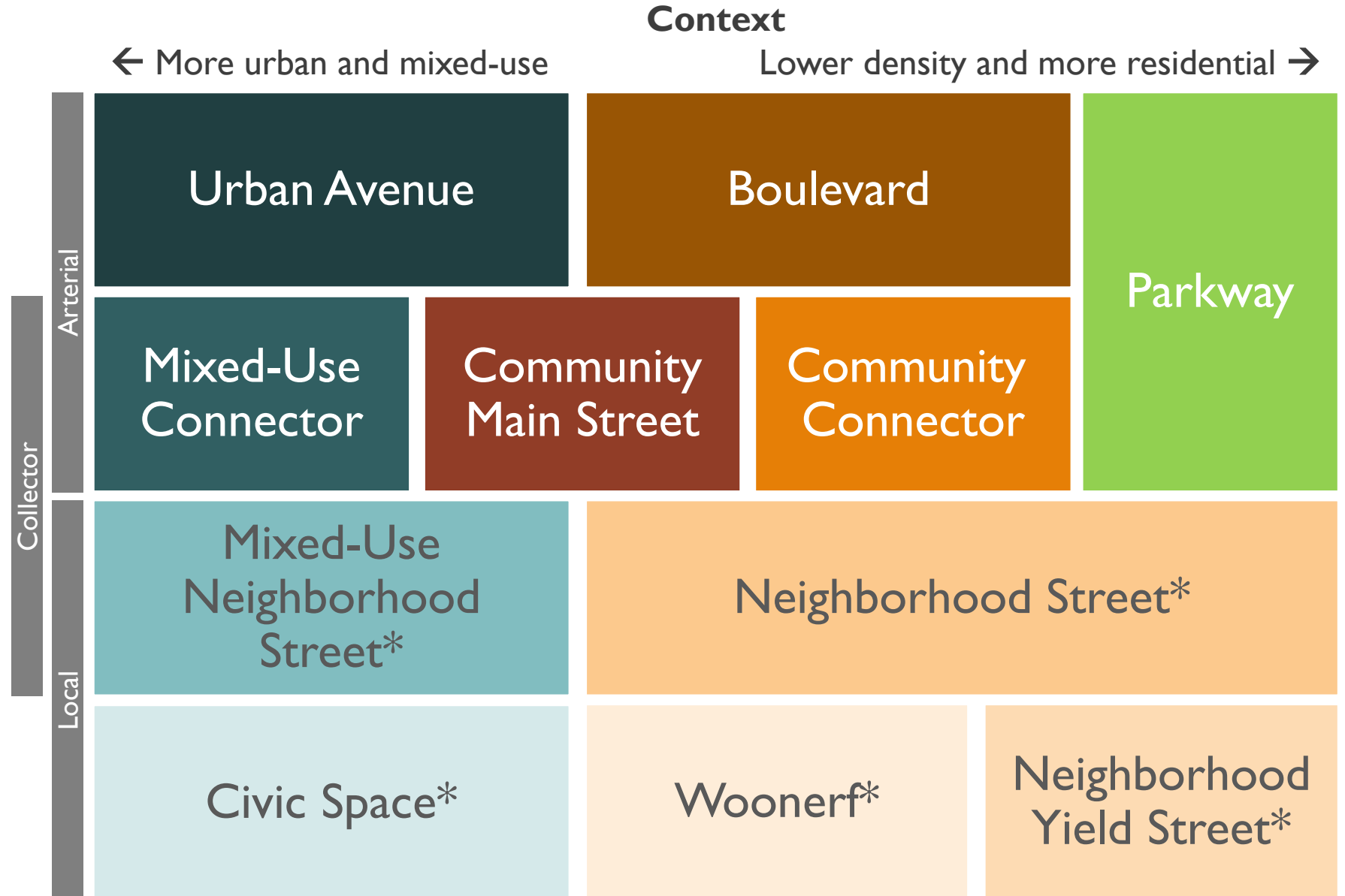
- Step 1: What is the street type? (this will be mapped for collectors and arterials)
- Step 2: What are the overlays and modal priority networks?
- Step 3: What are the priorities and typical elements to include?
- Step 4: If everything doesn't fit, how are tradeoffs made?

STEP I: WHAT IS THE STREET TYPE?

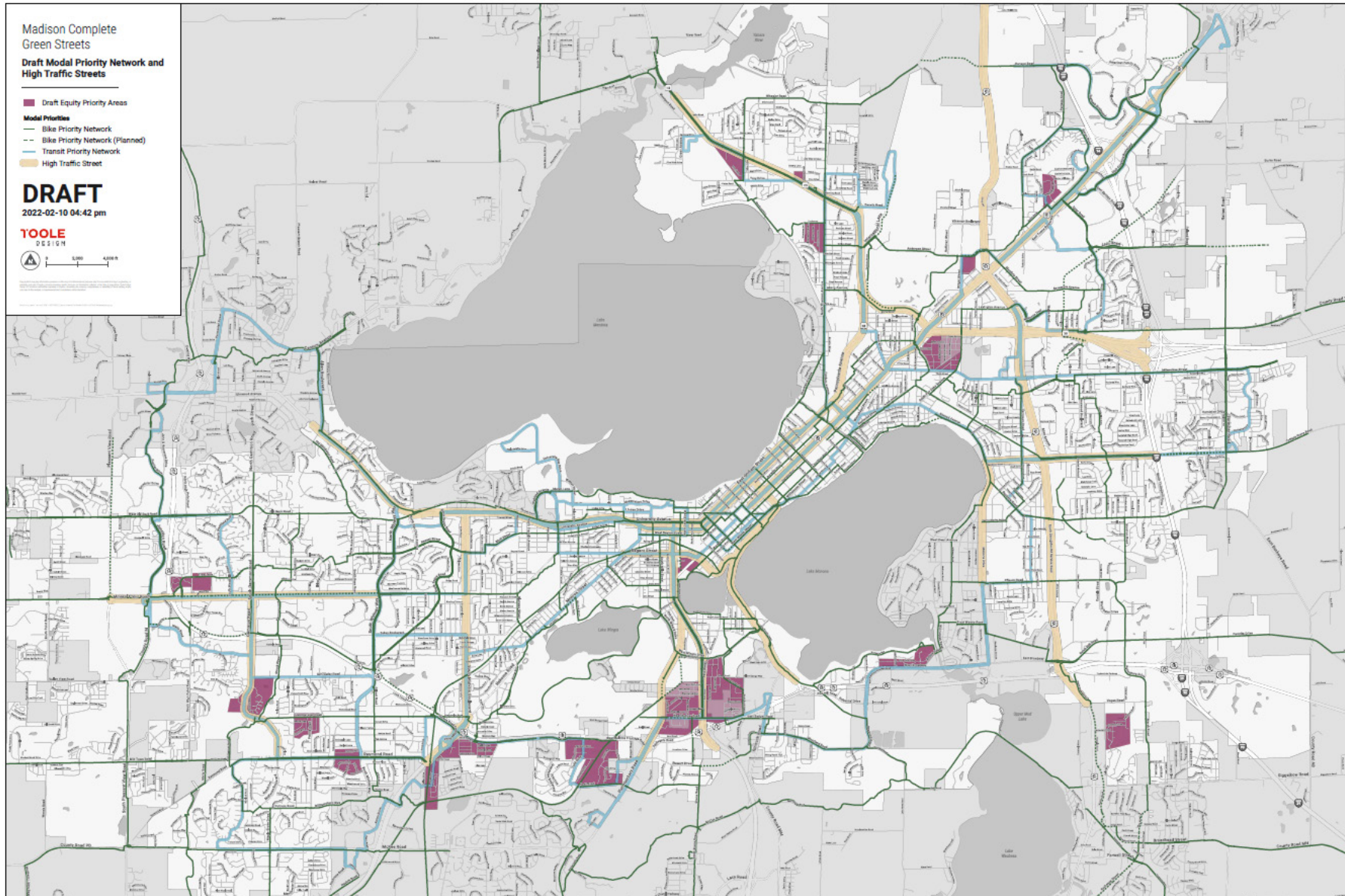
CGS is built around a collection of **11 street types** (the typology) that describe the spectrum of current and future streets in Madison. They serve as **starting points for street design**.

The types are based on **context** and the amount of varied activity occurring. They are intended to be **aspirational**.

*Most or all of these will not be mapped, unless applied on a collector or bike boulevard



STEP 2: WHAT ARE THE OVERLAYS?



Overlays alter the priorities for what is included in a street.

Network Overlays:

- Transit Priority Network
- Bike Priority Network
- High traffic streets

Area Overlays:

- Equity Priority Areas
- Canopy Priority Areas (not shown; TBD)
- DGI Priority Areas (not shown; TBD)

STEP 3: WHAT ARE THE PRIORITIES & TYPICAL ELEMENTS TO INCLUDE?

A table will be provided for each street type identifying the **typical elements to be included** and prioritized in each zone. Additional rows are provided to identify how the typical elements and their individual priorities **change when an overlay is present** (the relative priority between zones remains constant regardless of overlays). The overlays are listed in each table in order of hierarchy from top to bottom. If a street has multiple overlays, **the top-most overlay takes precedence** over the other(s); however, elements identified in the other overlay(s) should be included if feasible.

	Walkway (Sidewalk or Path and Frontage Buffer)	Flex Zone (Terrace and On-Street Parking)	Travelway (Lanes and Medians)	Additional Features and Considerations	
Zone Priority and Typical Widths	High Priority Min width: 8' Preferred: 14'	Medium Priority Min width: 4' Preferred: 19'	High Priority Min width: 64' Max : 102'	(Not applicable)	
Base Configuration (Without Overlays)	Wide sidewalks with buildings close to or touching the sidewalk.	Hardscaped terrace with street trees, bike racks, and enhanced transit stops. Parallel on-street parking.*	Separated bike lanes, 2-3 travel lanes per direction, transit lanes, and medians.	Intersections every ~500 feet; controlled crossings every ~1,000 feet	
Influence Configuration	Equity Priority Areas	Prioritize walkway width over travel lanes.	Increase importance of pedestrian-scaled lighting.	Prioritize walkway width over travel lanes.	Increase the number of crossing opportunities by decreasing intersection spacing and providing enhanced crossings.**
	Transit Priority Network	Increase sidewalk width where feasible to accommodate foot traffic.	Prioritize transit shelters over on-street parking. Parking may be omitted to accommodate sidewalk and bus stop width.	Prioritize transit lanes and signal preemption. Fewer travel lanes are provided if constrained. Prioritize bikeway above travel lanes.	Increase the number of crossing opportunities by decreasing intersection spacing and providing enhanced crossings.** Limit pull-out stops that require buses to merge back into traffic.
	Bicycle Priority Network		Prioritize bikeway over on-street parking. Bike racks and bikeshare stations are priorities for the terrace.	Provide separated bike lanes or sidepaths. Fewer travel lanes are provided if constrained.	Use speed mitigation tactics to reduce speeding and achieve the target speed, as needed.

EXAMPLE

STEP 4: IF EVERYTHING DOESN'T FIT, HOW ARE TRADEOFFS MADE?

If a project is faced with physical or financial constraints, tradeoffs will need to be made. **Most street projects involving reconstructing or repaving an existing street will face physical constraints and require making tradeoffs.** For each street type, the relative priorities between the Walkway, Flex Zone, and Travelway are identified. If it is not possible to fit all three zones at their preferred widths, width should first be removed from the lower priority zones, down to the minimum.

Further, if constraints preclude the ability to provide all of the desired elements, those elements in the lower priority zones should be removed first, using the descriptive guidance in the table. Using the example below, if there is not space for both on-street parking and bike lanes, then the on-street parking should be removed because the Flex Zone is lower priority than the Travelway in the street type described.

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	EXAMPLE			
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5. MODAL NETWORK AND AREA OVERLAYS

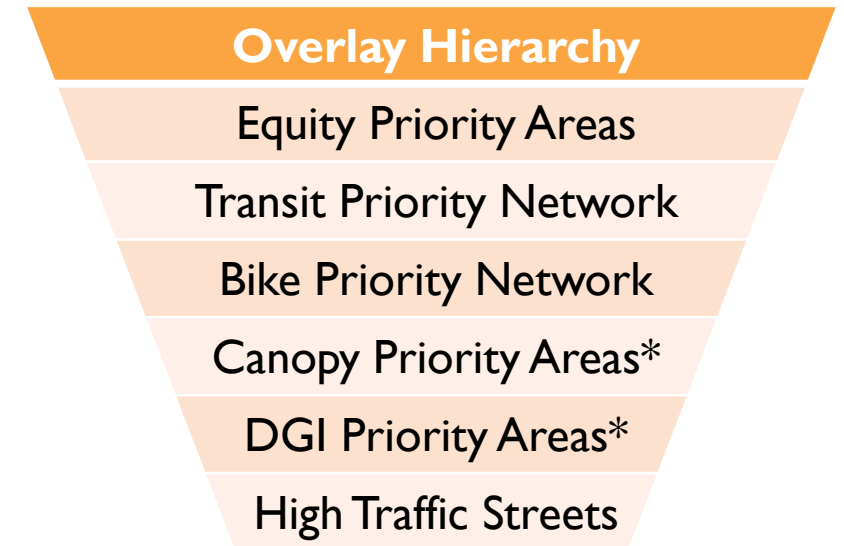
AREA AND MODAL NETWORK OVERLAYS

Modal Network Overlays

- Transit Priority Network
- Bike Priority Network
- High Traffic Streets (corridors)

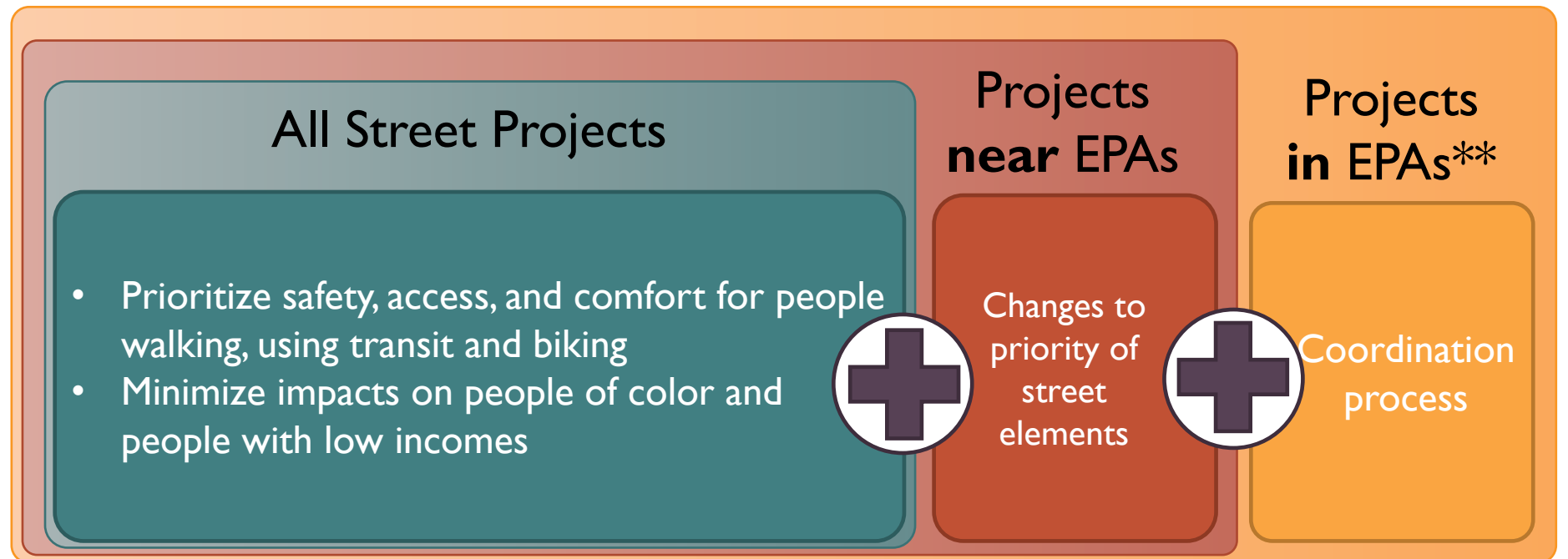
Area Overlays

- Equity Priority Areas
- Canopy Priority Areas
- Distributed Green Infrastructure Priority Areas

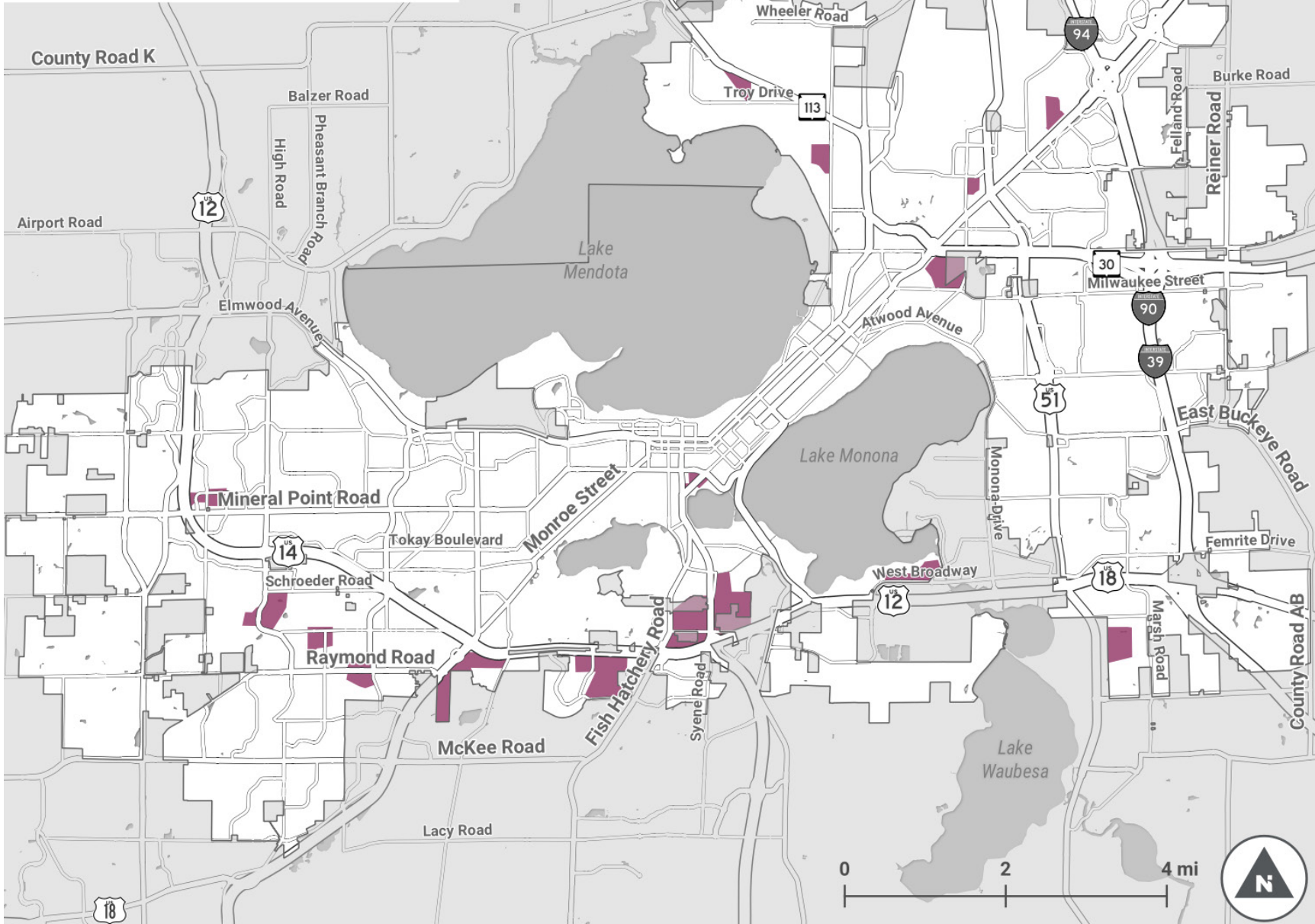


EQUITY PRIORITY AREAS

- **Based on:** Neighborhood Resource Team Focus Areas with additional areas added based on racial and income demographics.
- **How influences:**
 - 1. Design changes: TBD, e.g., increased priority on walkway width over number of travel lanes, decreased spacing of street crossings and signals (more crossings), increased importance of lighting, etc.
 - 2. Process changes for City staff: interdepartmental coordination and increased engagement.

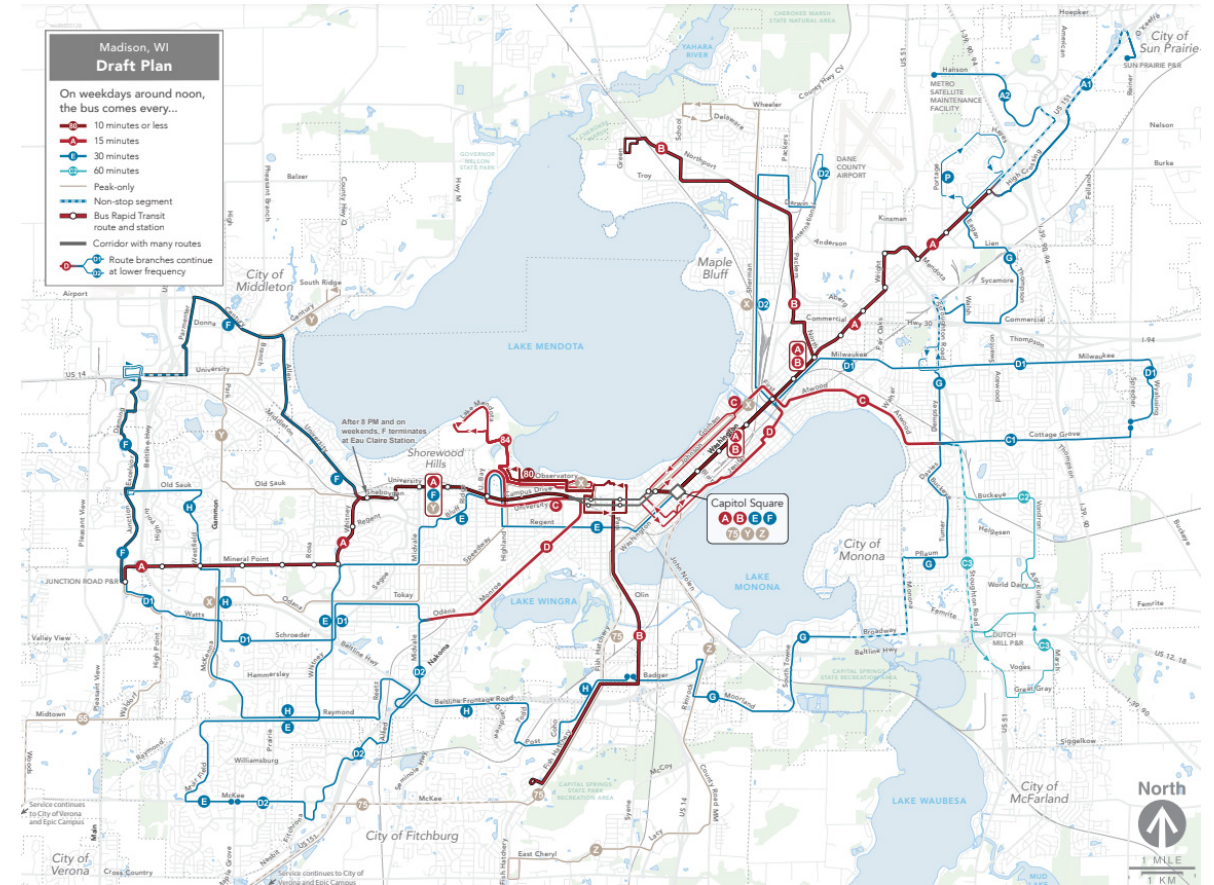


Draft Equity Priority Areas



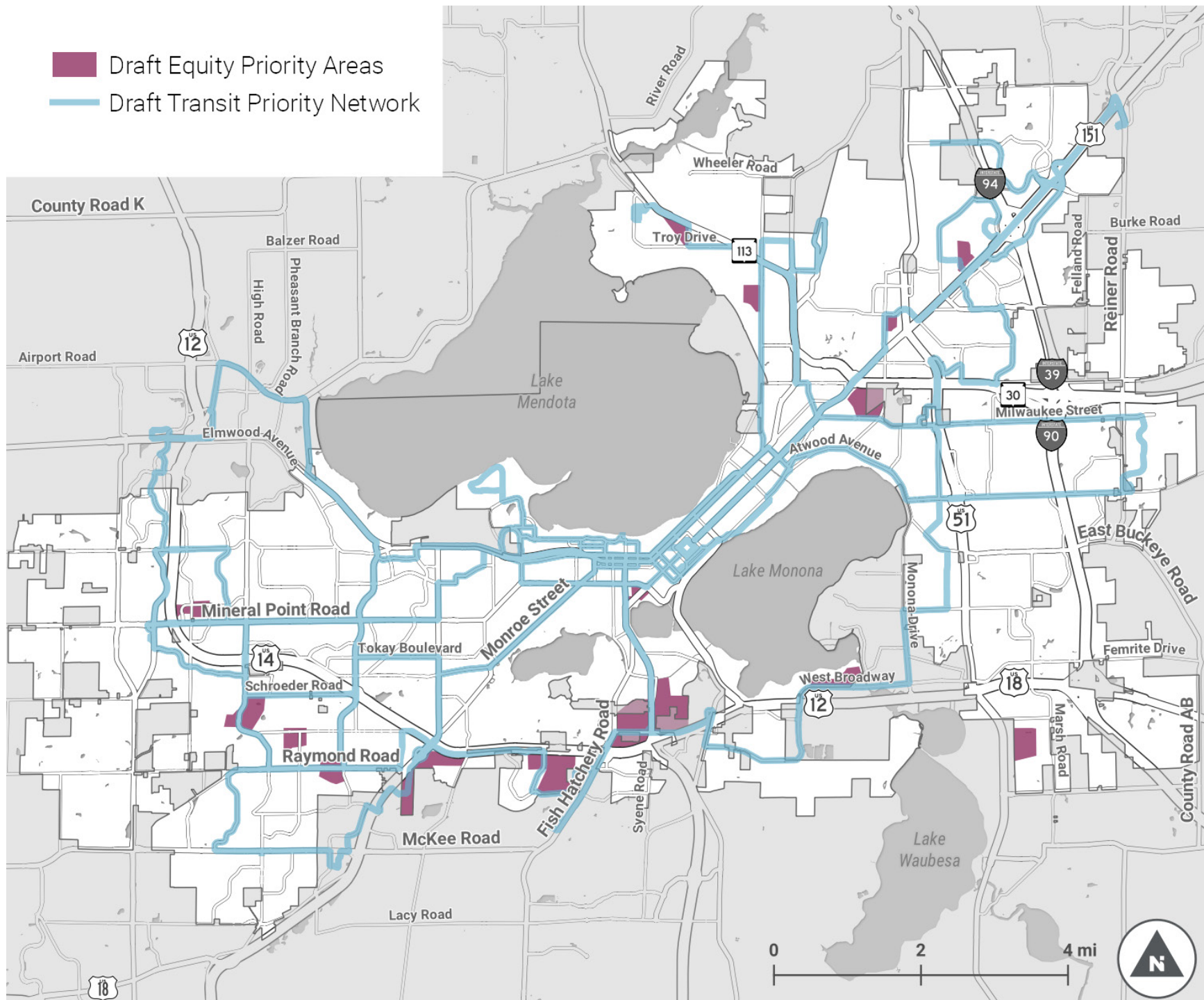
TRANSIT PRIORITY NETWORK

- **Based on:** Metro Transit Network Redesign Proposed Draft Network (streets with headways 30 minutes or less)
- **How influences:**
 - **Always:** Ensure maximum efficiency for transit operations and access to transit stops for people walking. Ensure other priorities do not negatively impact transit operations or safety of accessing stops.
 - **May include**
 - Removing parking
 - Dedicated transit lanes
 - Transit signal preemption,
 - Enhanced transit stops
 - Actions to speed up boarding that may impact traffic flow (e.g., bus bulbs or removing bus pull outs)
 - Pedestrian and crossing enhancements



Future transit plan updates will trigger changes to the CGS Transit Priority Network

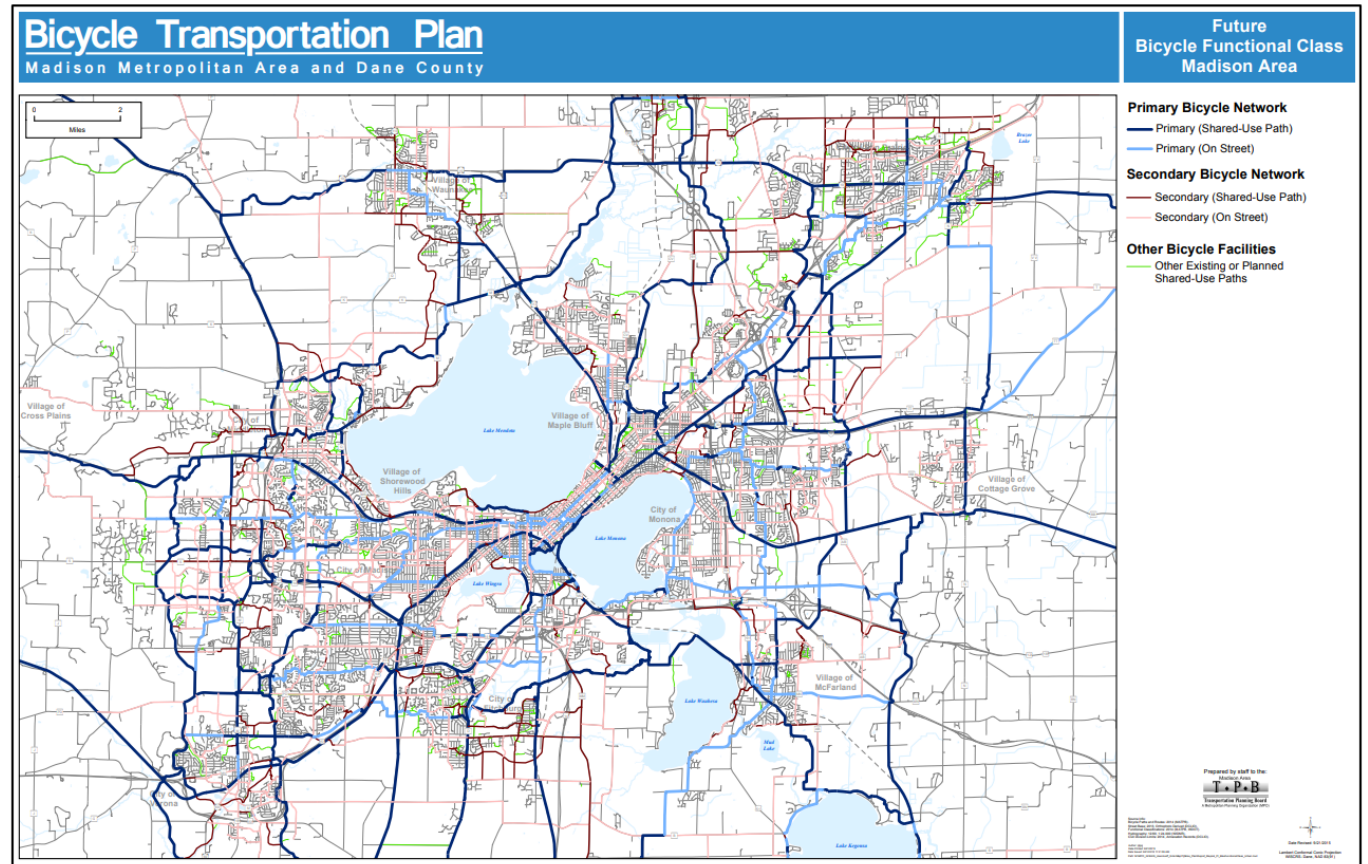
- Draft Equity Priority Areas
- Draft Transit Priority Network



BIKE PRIORITY NETWORK

- **Based on:** 2015 Bicycle Transportation Plan primary bikeways, with additions to close gaps and ensure connections to macro neighborhoods
- **How influences:**
 - These are the streets considered most critical for creating a complete network. They are a “line in the sand” when it comes to tradeoffs.
 - Streets on the network designed for all ages and abilities.
 - Removal of on-street parking, creating bike boulevard with traffic diversion, etc.

For streets NOT on the Bike Priority Network: Modal Hierarchy still applies, and street designs should still try to achieve all ages and abilities conditions, but tradeoffs may have to be made. Goal is for almost all streets to be bike-friendly.




Future bike plan updates will trigger changes to the CGS Bike Priority Network

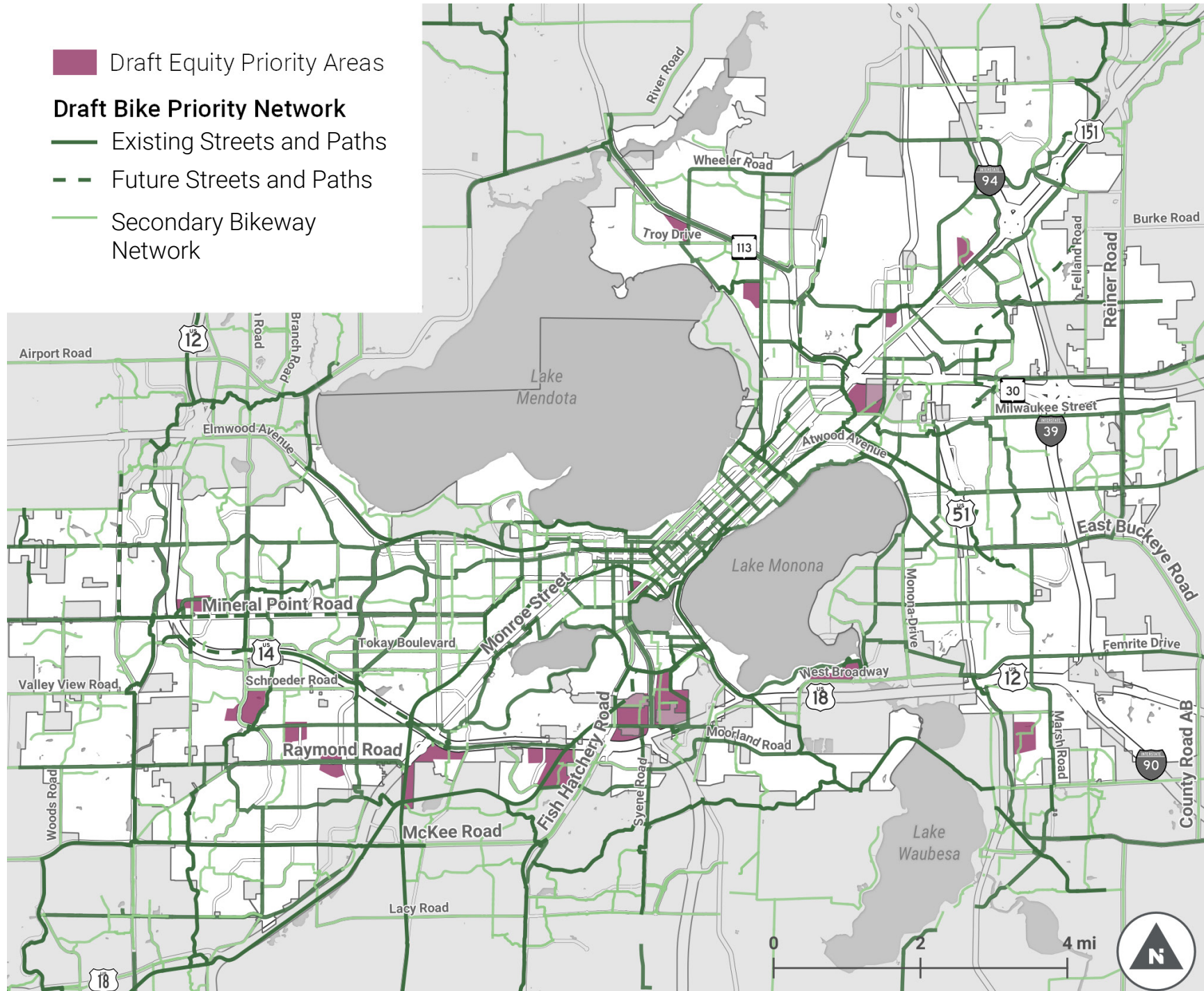
 Draft Equity Priority Areas

Draft Bike Priority Network

 Existing Streets and Paths

 Future Streets and Paths

 Secondary Bikeway Network



INPUT REQUESTED FROM TPPB:

- All three overlays
 - Now: Thoughts on big picture concept
 - Later: Consider the maps and provide any more detailed comments to Renee Callaway
- Equity Priority Areas
 - Does this resonate? Does this seem fair and equitable?
- Transit Priority Network
 - Do the streets identified on the network “feel right” as streets that prioritize transit? Is it striking the right balance? Does it seem right to base transit priority on headways?
- Bike Priority Network
 - This is not a bike plan, but we anticipate a lot of interest on this map. What sort of engagement do you think there should be around this network?

NEXT STEPS

Upcoming TPPB Meetings

- Additional discussion on overlays
- Street zones illustrations
- Refined typology and typical elements tables
- Street typology map

Other notable tasks

- Green infrastructure scope has started

- Next stage of engagement (overlays and typology)