

Goals

- Outcomes based (safer, feels safer, encourages walking biking transit)
- Equitable
- Good use of \$
- Efficient process for staff, commissioners, alders, residents, etc.

Issues

- Street by street vs. neighborhood by neighborhood
- Solutions are in boxes (speed humps vs stop signs etc)
- Engineering and TE projects are mostly separate
- Instigated by neighbor complaints almost exclusively

Good things with current programs

- Vetting options with public
- Ability for residents to request improvements

Traffic Calming Questions/Ideas

1. Why do we want to reduce speeding?
 - a. Crash reduction
 - b. Crash severity reduction (injury)
 - c. Reduce fear of being outside of cars - Encourage/support walking/biking
2. Why do we want to enhance ped/bike access?
 - a. Mode shift
 - b. Recreational access
 - c. Safety
3. How do we identify streets/routes in need of traffic calming & ped/bike enhancements?
 - a. Residents/schools/alders
 - b. Proactively through routine speed data capture
 - c. Proactively through review of crash data
 - d. Ped/Bike Network Analysis
4. How do we prioritize streets that need calming & ped bike enhancements?
 - a. Volume of cars over x speed (better than %)
 - b. # of peds/bikes on street (better than points for school zones)
 - c. # of injuries
 - d. Opportunity to increase walking/biking post-intervention
 - e. Importance of segment in ped/bike network
5. What are our options for speed reduction intervention? [NACTO](#)
 - a. Vertical deflection
 - i. Speed humps
 - ii. Speed tables
 - b. Horizontal deflection

- i. Traffic circles (need to address effectiveness coupled with street width, impact on bike travel)
 - ii. chicanes
 - c. Street/lane narrowing
 - i. Bumpouts/chokers
 - ii. Median/median island
 - iii. Bike lanes
 - d. Signs & paint
 - e. Lane deflection
 - f. Speed boards
 - g. Enforcement
 - h. Diverters & stop signs
 - i. Speed limit reduction
- 6. What are our non-speed reduction ped/bike enhancements?
 - a. Street crossing supports
 - b. bike separation (low-stress network)
 - c. Closing gaps in ped and bike networks
- 7. Should we do street by street or focus on neighborhoods?
- 8. How much \$ should we spend on this each year?
 - a. How much for speed reduction vs. other ped/bike improvements?
 - b. Accomplish some with reconstruction projects, some with small scale engineering projects, some with markings/signage/temp. curb/bollards
- 9. Public Process
 - a. Input
 - b. Information sharing
 - c. postcards/voting?
 - d. Equity
- 10. Role of staff
 - a. Data collection/analysis
 - b. Recommend interventions
- 11. Role of TC
 - a. Recommend projects based on data & staff & public input
- 12. Timing (once per year vs ongoing)
- 13. What is our goal for speed reduction?
 - a. % improvement or below a certain threshold post intervention?
- 14. How do we measure effectiveness?
- 15. How do we ensure our interventions/investments are equitably distributed in the city?
- 16. How do we solve the Swanton Road/Walter Street problem? (very high speeding issue, but on a bus route)

| | Ranking for 2020 NTMP Program | % Over PSL+5 | Candidate Street | AWT | # vehicles over 35 | # vehicles over 40 | # vehicles over 45 |
|---|-------------------------------------|-----------------|------------------|-------|-----------------------|-----------------------|-----------------------|
| 1 | 2 | 34% | Swanton Rd | 6,532 | 378 | 59 | 14 |
| 2 | 1 | 24% | Walter St | 4,325 | 159 | 16 | 3 |