Traffic Calming Subcommittee
Goals & Components of an Effective Program
10/1/2020

Goals
- 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 intervention rather than street by street
  - Cost-effective

Components of an effective program:
- Requests/getting issues into the program
  - Continue using existing tools (consider enhancements in the future)
- Evaluating requests/determining solutions/interventions
  - Screening
    - Upcoming project schedule
    - Alder?
    - Petition - equity
    - ==Speed study (can we use streetlight for speed?)==
    - Meet threshold to continue evaluating (point system/scoring)
  - Consider interventions
  - Zone system?
- Prioritizing recommended interventions
- Public input/feedback/approval
- Decision making
- I mplementation
- Evaluate effectiveness of individual interventions (include resident feedback/satisfaction)
- Other considerations
  - Funding
  - Creative, flexible, all options on the table
  - Assessment/review/make changes of program
  -

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Early Draft Concept for City of Madison Traffic Calming Program:
- Focus on creating one mechanism to collect transportation-related issues/opportunities (all-inclusive in terms of content and channel) Include items that would fall under Vision Zero and Complete Streets
- Consolidate funding (could still possible determine allocations for safety vs ped/bike enhancement)
- Staff determines if the issue falls under safety or encourages/promotes walking, biking, transit
- Staff Identify comprehensive solutions involving all possible interventions and consider logical boundaries - interventions encompassing areas or a corridor, not just one block.
- Staff Prioritize projects based on cost/benefit (increase in safety or increase in ped/bike promotion), equity, available funds, and timing (consider future projects) **use a broader evaluation vs. fine-grained (high-medium-low vs. 0-100 points)
- TC reviews recommendations and approves or modifies list or recommendations
- Use street reconstruction, resurfacing, path, and sidewalk projects as opportunities for traffic calming and ped/bike enhancements (skinny streets & other interventions as integrated components of the project)

Other thoughts:
- What should this be called?
  - Transportation livability enhancement program
- Timeline for transition
- Include metro stop enhancements

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Issues
- Improving process transparency (create online portal)
- Communication (how do we reach all stakeholders)
- 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
- Role of enforcement?
- Crossing guard program
- Limitations (metro routes, fire routes, arterials)
- Voting by neighbors comes before approval by TC
- Who gets to vote?

Good things with current programs
- Vetting options with public
- Neighbors voting
- Ability for residents to request improvements
- Methodology
- Dedicated staff
- Consideration of equity

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
   d. Health & Quality of Life
3. How do we identify streets/routes in need of traffic calming & ped/bike enhancements?
   a. Residents/schools/alders/community organizations
   b. Proactively through routine speed & volume data capture
   c. Proactively through review of crash data
   d. Ped/Bike Network Analysis
   e. Other public engagement/plans (neighborhood and special area plans)
   f. Other (re)construction projects
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
   c. Population and destination density (current and projected)
      i. Schools
      ii. Parks

          iii.   Grocery stores
- d. # of injuries
- e. Opportunity to increase walking/biking post-intervention
- f. Importance of segment in ped/bike network
- g. Equity - AAA
- h. Quality of current infrastructure/alternatives

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
      iv. Width
      v. Yield street
   d. Signs & paint
      i. A lot of options
   e. Lane deflection
   f. Speed boards
   g. Enforcement
   h. Diverters & stop signs
   i. Speed limit reduction
   j. Pavement texture
   k. Fringe (Trees/vegetation)

6. What are our non-speed reduction ped/bike enhancements?
   a. Street crossing supports
      i. Crosswalks
      ii. RRFB
      iii. Other signage
   b. Pedestrian separation (sidewalks)
   c. bike separation (buffered and protected bike lanes & low-stress network)
   d. Closing gaps in ped and bike networks
   e. Wayfinding

7. What are the obstacles/competing priorities?
   a. MV throughput
   b. MV parking
   c. Metro
   d. Fire/EMS
   e. $

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8. Should we do street by street or focus on neighborhoods?
9. 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
10. Public Process
    a. Input
    b. Information sharing
    c. postcards/voting?
    d. Equity
11. Role of staff
    a. Data collection/analysis
    b. Recommend interventions
    c. Receiving requests
    d. Follow up with outcomes to requesters
    e. Maintain website with current info
    f. Outreach
    g. Review adopted plans
12. Role of TC
    a. Approve projects based on data & staff & public input
    b. Balance competing interests
13. Timing (once per year vs ongoing)
    a. Selection
    b. construction
14. Temporary projects
15. Metrics
    a. What is our goal for speed reduction?
        i. % improvement or below a certain threshold post intervention?
    b. How do we measure effectiveness?
    c. 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