6

Implementation Priorities and Future Pedestrian Transportation Planning

Implementation Priorities

Madison's Pedestrian Transportation Plan outlines strategies for making Madison an even better place to walk. It makes recommendations that will enhance the pedestrian environment and will increase opportunities to choose walking as a viable transportation mode. These recommendations are too numerous to implement all at once. City staff, commission and public involvement in the plan's development process has suggested a number of priorities that should guide implementation of the Pedestrian Transportation Plan.

Implementation priorities are based on the goals identified in the plan and by opportunities for implementation based on available resources, including staff and project funding. Overall, implementation of the pedestrian facilities recommendations is a high priority because in many cases, staff are already in place, and in some cases designing transportation facilities to be pedestrian friendly focuses on coordinating agency activities and making appropriate design decisions and therefore does not cost any more than would be spent on the project anyway. A high level of interest has also been expressed in education and enforcement efforts. However, these recommendations will require a significant, concerted effort to implement because in many cases, the recommendations will require staff and funding beyond what is currently available.

Pedestrian Facility Implementation Priorities

1. New development projects.
2. Reconstruction projects.
3. Stand alone pedestrian improvement projects, especially those with high pedestrian activity and significant pedestrian safety concerns.

Education Implementation Priorities

1. Yield to pedestrians in crosswalks.
2. Understanding of pedestrian signal operation, including meaning of flashing DON'T WALK.
3. Impact of motorist speed on pedestrian injury severity in crashes and neighborhood quality of life.

Enforcement Implementation Priorities

1. Motorists failing to yield to pedestrians in crosswalks.
2. Motorists running red lights and right turn on red violations.
3. Motorist speeding.

Transportation Improvement Program and Pedestrian Facility Priorities

With respect to pedestrian facility implementation priorities, a resource to consult in order to analyze upcoming reconstruction projects is the Transportation Improvement Program. The following tables indicate the current absence or presence of sidewalks for road reconstruction projects listed in the 1997-2001 Transportation Improvement Program. Projects on this list where sidewalks do not currently exist should be targeted for establishing prioritization for sidewalk installation when the project is implemented. If sidewalks do exist, projects should be reviewed for sidewalk surface quality and whether any other pedestrian improvements should be incorporated into the project to enhance pedestrian travel in the corridor. These tables also indicate signals that will be installed and bridges and intersections that will be reconstructed. These projects should be reviewed to evaluate and recommend pedestrian enhancements that could be incorporated into the project to improve pedestrian travel.

TIP Projects that Currently have Sidewalks

Road	Segment
Fair Oaks	Atwood to Milwaukee
	exception: 1 side only Thorpe to Milwaukee
Gammon Rd.	Mineral Point to Watts
E. Johnson	Pennsylvania to Kedzie
	exception: small section at Pennsylvania end
W. Johnson	Campus Dr. to State
N. Park St.	Regent to Johnson
S. Park St.	Regent to W. Washington
Regent	Mills to Murray
E. Washington	Blair to Thornton
	Thornton to Second
	Second to Marquette
	Melvin Ct. to N. Stoughton Rd.
	N. Stoughton to Thrierer exception: segment before Thrierer 1 side
W. Washington	Regent to Park
First St.	E. Johnson to Winnebago

TIP Projects that Currently have Sidewalks on 1 Side

Road	Segment
Glenway St.	Monroe to Glen Dr.
Pleasant View Rd	Old Sauk north to City limits
University Ave.	Grand Ave to 0.08 west of Segoe Rd.
	Segoe to Allen Blvd.

TIP Projects that Currently do not have Sidewalks

Road	Segment
W. Broadway	Frontage Road
	Fayette to Bridge
	new street Weber to Broadway
Buckeye	Stoughton Rd to Droster
	exception: Vondron - Droster has sidewalks on one side
Campus Dr.	Grand Ave to 0.87 mi east
Edgewood Dr.	Woodrow to Edgewood Ave.
S. Franklin Ave.	Speedway to Regent St.
Regent	Franklin to Farley
Maher Ave.	Cottage Grove to Buckeye
Post Rd. Extension	Fish Hatchery to Watford Way
Rimrock Rd.	Beltline to Kent
Sycamore Ave.	Mendota St. to Walsh Rd.
E. Washington	Marquette to Melvin Ct.
Lien Rd.	Eagan Rd. to Thompson Dr.
St. Dunstan Dr.	Old Middleton to Univ Ave
Junction Rd. (CTH-M)	Watts to Mineral Point
McKee Road (CTH PD)	CTH M to Nesbitt Rd
Old Middleton Rd.	Capital Ave to City of Middleton
Old Sauk Rd.	Excelsior Dr. to Pleasant View Rd
	Pleasant View west to city limit

IMPLEMENTATION PRIORITY RECOMMENDATIONS

92. (HIGH) The Transportation, Public Works and Planning and Development Departments shall evaluate projects in the Transportation Improvement Program where sidewalks do not currently exist to establish the desirability and feasibility of installing sidewalks when the project is implemented according to the priorities established in the *Pedestrian Transportation Plan*.

93. (HIGH) The Transportation, Public Works and Planning and Development Departments shall review projects in the Transportation Improvement Program where sidewalks currently exist to evaluate sidewalk surface quality and whether any other pedestrian improvements should be incorporated into the project to enhance pedestrian travel in the corridor.

94. (HIGH) The Transportation, Public Works and Planning and Development Departments shall review signal, intersection and bridge projects in the Transportation Improvement Program to evaluate and recommend pedestrian enhancements that could be incorporated into the project to improve pedestrian travel.

Future Pedestrian Transportation Planning

Madison is poised to become one of the great walking cities in the United States. The City's history has laid a solid foundation for a walkable community. This Pedestrian Transportation Plan aims to preserve and build on this foundation to make Madison an even better place to walk.

Many areas in Madison were developed in the pre-automobile era. Walking was the dominant form of transportation. Streets were arranged in a grid pattern and sidewalks were installed along all streets, often being paved before the streets themselves. Stores and homes were in close proximity so residents could easily walk between them. Transportation and land use decisions made 100 years ago that made these areas walkable still make these areas walkable today.

Madison's more recent history has also contributed toward the City being poised to become one of the nation's great walking cities. It was more than 20 years ago when Madison started to provide special pedestrian facilities such as curb cuts and overpasses/underpasses. These efforts have given Madison a head start in becoming a premiere walking city.

This *Pedestrian Transportation Plan* takes up where history has left off by bringing together previously isolated efforts into a common framework to create a coordinated approach for making Madison an even better place to walk. A significant accomplishment of this Pedestrian Transportation Plan in working toward this goal is that it defines a comprehensive framework

for describing, discussing and evaluating the pedestrian environment. Further it identifies and defines issues related to each element of the pedestrian environment. Finally, this Pedestrian Transportation Plan lays a solid foundation for the future of walking in Madison because it identifies current practices that the City should continue, current practices the City should continue with greater emphasis, new initiatives the City should pursue, and issues that the City should research further.

In these ways, Madison's first Pedestrian Transportation Plan takes many positive steps forward in making Madison an even better place to walk. However, it is also important to recognize that this plan is part of an on-going process and even now, the City recognizes issues that future updates of this plan should address.

Some directions future editions of Madison's Pedestrian Transportation Plan should pursue include:

- funding for pedestrian projects - how much do various items cost, what are some innovative funding ideas;
- specific ways to measure success of the plan;
- accountability for implementing recommendations - what are the checks and balances;
- incorporating specific project recommendations;
- interjurisdictional issues;
- documentation of commission roles in decisions.

FUTURE PEDESTRIAN TRANSPORTATION PLANNING RECOMMENDATIONS

95. (HIGH) Traffic Engineering shall review and update the *Pedestrian Transportation Plan* every 5 years.

96. (HIGH) The Transportation, Public Works and Planning and Development Departments shall monitor progress toward achieving the pedestrian vision and recommendations defined in the *Pedestrian Transportation Plan*.

97. (HIGH) The Transportation, Public Works and Planning and Development Departments shall review the need for restructuring current staff and resources and/or hiring additional staff and/or acquiring additional funding to implement the recommendations defined in the *Pedestrian Transportation Plan*.

Appendix 1: Citizen's Guide to Making Madison an Even Better Place to Walk

Everyone has a role in making Madison an even better place to walk. As a citizen, you have three primary roles: advocate, educator and informer.

Pedestrian advocates will play an important role in any effort to make Madison an even better place to walk. Speak up and let City staff and elected officials know when they do good and bad things for pedestrian travel.

Education is also an important component of making Madison an even better place to walk. Many people are not familiar with their rights and responsibilities as a pedestrian or the rights and responsibilities motorists have with respect to pedestrians. If each one of us makes an effort to educate themselves, their neighbors, their friends and their relatives, pedestrian safety will improve.

The final important role all citizens play in making Madison an even better place to walk is that of informer. Familiarize yourself with pedestrian facilities in your neighborhood and learn to define and communicate the underlying factors of your concerns to City staff and your elected officials.

This handbook provides you with information to carry out these roles and to get actively involved in making Madison a better place to walk.

What Can I Do to Make Madison a Better Place to Walk

Making Madison a better place to walk will not happen overnight. It will involve an on-going team effort from law makers, designers, engineers, contractors, maintenance workers, and YOU.

There are many things you can do to help make Madison a better place to walk:

- Explore the walking resources in your neighborhood.
- Help to organize a neighborhood walk to show your neighbors how many places are within walking distance.

- Learn more about walkable neighborhoods by reading, talking to people and attending meetings and conferences.
- Replace at least one car trip each week with a walking, bicycle or transit trip.
- Work with your child's school to make sure they teach pedestrian safety and encourage walking to school.
- Schedule a neighborhood planning session to identify places that encourage or discourage pedestrian travel and make recommendations for improvements.
- Alert the City to pedestrian barriers you encounter (see "Contacting the City" section).

Defining Your Issues and Concerns

An important aspect of getting involved to make Madison an even better place to walk is learning to define your concerns in a way that it is possible to identify the root cause of the problem and pursue an appropriate course of action to alleviate the situation.

The City often receives complaints similar to 'I have a hard time crossing such and such a street.' Without additional information, it is difficult to know the real concern. Are there too few adequate gaps in traffic? Are motorists failing to yield to the pedestrian in the crosswalk? Is there an object the pedestrian finds it difficult to see around and therefore has difficulty determining whether or not it is safe to cross? Is the concern only a problem at particular times of day? This is the type of detailed information the City needs to be able to target your real concerns. Without this information, City staff may either observe the crossing at a time when your concern is not a problem, or they may take action to alleviate another problem you had not identified. As a result, without a better description of a citizen's concerns, it is hit or miss as to whether or not the real concern gets solved.

Another common request the City gets is 'please install a stop sign at such and such an intersection.' In this case, the citizen has analyzed the situation on his/her own and made his/her own decision about an appropriate solution to alleviate a problem. However, experience has shown that there are often side effects of the solution that the citizen had not considered and there are often more satisfactory solutions. Therefore, it can be more productive to carefully identify your real concern and provide this information to City staff. You might also suggest a possible solution you would like the City to consider. By providing both types of information, the end result is more likely to be satisfactory to all involved.

Elements of Pedestrian Environment

On aspect of successfully defining your concerns is to identify the element(s) of the pedestrian environment that are relevant to your concern. The following outline provides a framework for identifying elements of the pedestrian environment. For more information about terms with which you may not be familiar, please refer to the Madison Pedestrian Transportation Plan for further explanation.

Community and Site Development

Planning, Zoning, Land Use

Site Design

Walkways

Sidewalks

Connector Paths

Crossings

Street Corner

Curb Ramps

Curb Radii

Curb Extensions

Interactions between Vehicles and Pedestrians: Spatial Aspects

Refuge Islands

Grade-Separated Crossings

Pavement Markings

Colored/Textured Pavement, Raised Crosswalks

Interactions between Vehicles and Pedestrians: Temporal Aspects

Pedestrian Signals

Traffic Signal Timing

Pedestrian Detector Mechanisms

Other Elements of the Built Environment

Street Design

Transit Connections

Physical Design vs. Behavioral Issues

A skill central to defining your concerns is to be able to figure out if your concern stems from a physical design issue or a pedestrian or motorist behavior issue. Some concerns are obviously one or the other, but for others both categories of issues might come into play. It is important to know if a problem stems from a physical design issue or a behavioral issue because each suggests very different appropriate solutions.

Physical Design

Walkways

, Walkway does not exist

, Walkway is not maintained adequately

-snow removal

-surface quality

-encroaching vegetation

Crossings: Street Corners

, Curb cut missing

, Curb cut orients pedestrians to middle of intersection

, Telephone pole or other object too close to corner so sight line between motorists, pedestrians is blocked

Crossings: Spatial Interaction Between Pedestrians and Motorists

, Refuge island not accessible or does not extend across crosswalk to provide protection

, Crosswalk markings too faint to see

, Impossible to stay within marked crosswalk if pedestrian uses curb cut

Crossings: Temporal Interaction Between Pedestrians and Motorists

, I cannot make it all the way across street before the pedestrian signal changes to solid DON'T WALK.

, I cannot reach the push button because: I cannot get onto the refuge island or there is too much space between the edge of the sidewalk and where the button is mounted.

, Adequate gaps in traffic for me to cross at this unsignalized intersection are very infrequent.

Behavioral Issues

Walkways

, Bicyclists, in-line skaters pass too quickly, closely, and/or without warning

Crossings: Spatial Interaction Between Pedestrians and Motorists

, Vehicles stop across crosswalks

, Vehicles fail to yield to pedestrians in crosswalks

Crossings: Temporal Interaction Between Pedestrians and Motorists

, Motorists run red lights

, Motorists fail to yield to pedestrians when turning right on red

, Motorists fail to yield to pedestrians when turning left

, Motorists exceed speed limit

, Pedestrians dash across street against pedestrian signal

Pedestrian Resources to Read, View

Citizens for Better Environment. *Back to the Future: Designs for Walkable Neighborhoods* Video. 1996. [$7]; 152 W. Wisconsin Ave. #510; Milwaukee, WI 53203; (414) 271-7280

Kunstler, James Howard. *Home From Nowhere: Remaking Our Everyday World for the 21st Century*, Simon & Shuster, 1996.

Morrish, William and Catherine Brown. *Planning to Stay: Learning to See the Physical Features of Your Neighborhood*, Milkweed Editions, Minneapolis, MN 1994.

PedNet - Computer Mailing List that focuses on discussions related to pedestrian transportation. To subscribe, send an e-mail message to majordomo@flora.ottawa.on.ca. The body of the message should read "subscribe pednet."

Pedestrian Federation of America. *Walk Tall: A Citizen's Guide to Walkable Communities*, Washington, D.C. 1995. [$2]; 1506 21st St., NW, Suite 200; Washington, DC 20036

Washington State Energy Office, *Municipal Strategies to Increase Pedestrian Travel*, Olympia, WA 1994. [$3]; 925 Plum St. SE, Bldg No. 4; Olympia, WA 98504-3165; (360) 956-2132

How to Express Concerns to the City

City Commissions Impacting Pedestrians

Several of the City Committees and Commissions that regularly make decisions impacting the pedestrian environment are listed below. These groups play central roles in determining if you can walk to your destination, if it is convenient, if it is safe and if it is enjoyable.

You may want to consider getting on the mailing list for these committees, attending their meetings, and/or becoming an appointed member to one of these groups.

Board of Public Works

Meets 1st, 3rd Wednesday except when 1st of month is a Wednesday; 4:00p.m.; 103A City County Building; 210 Martin Luther King, Jr. Blvd.; 266-4751.

Pedestrian-Bicycle-Motor Vehicle Commission

Meets 4th Tuesday of the month; 5:00p.m.; Rm. 260 Madison Municipal Building; 215 Marting Luther King, Jr. Blvd; 267-8750.

Plan Commission

Meets 1st and 3rd Mondays of the month; 5:30 p.m.; Room 201 City County Building; 210 Martin Luther King, Jr. Blvd.; 266-4635.

City Staff Contacts for Pedestrian Questions

Unsafe Sidewalks, Curb Cuts **266-4537**

Cracks, tipped & tilted slabs and curb cuts are handled by City Engineering.

Missing Sidewalks, Curb Cuts **266-4537**

To begin a request for new construction, contact City Engineering and your alderperson.

Shrubs Blocking Sidewalk **266-4551**

Report vegetation hanging over the sidewalk to Building Inspection.

Pedestrian Signal Malfunction **266-4767**

Burned out lights, quiet buzzers and other signal problems are handled by the Traffic Engineering Shop.

Signs, Signals and Markings **266-4761**

To request a crosswalk or traffic signal, contact Traffic Engineering.

Speeding Traffic **266-4624**

Report license plates of speeders to the Speeding Hotline.

Unshovelled Snow or Ice **266-4551**

Problems with snow removal are handled by Building Inspection.

Neighborhood Traffic Mgt. **266-4761**

Traffic Engineering works with neighborhoods to develop neighborhood traffic management plans.

Neighborhood Association **267-8744**

Neighborhood Planning can help you to get involved in your neighborhood.

Contacting Alderpeople **266-4071**

To contact your alder or find out who s/he is, call the Council Office.

THIS PAGE INTENTIONALLY LEFT BLANK

APPENDIX 2: Pedestrian Plans Reviewed

California Emergency Medical Services Authority. *Pedestrian Safety in California: A State Plan.* February 1994.

City of Bellevue Transportation Department. *Pedestrian and Bicycle Transportation Plan*. May 1993.

City of Portland Bureau of Transportation Engineering and Development. *1994 Sidewalk and Curb Ramp Inventory.*

City of Portland Office of Transportation. *Pedestrian Master Plan.* Preliminary Discussion Draft. October 1995.

Florida Department of Transportation Safety Office, *Florida Pedestrian Safety Plan.* February 1992.

Genesee Transportation Council. *Bicycle and Pedestrian Action Plan for the Rochester Metropolitan Area*. February 1996.

Go Boulder. *City of Boulder Sidewalk Program*. July 1993.

Ithaca-Tompkins County Transportation Council. *2015 Long Range Plan.* January 1995.

LaCrosse Area Planning Committee. *Bicycle and Pedestrian Plan Element: A Component of the LaCrosse Area Long-Range Transportation Plan*. August 1994.

Maine Department of Transportation. *You Can Get There From Here: The Pedestrian Plan.* January 1995.

Missouri Highway and Transportation Department. *Bicycle & Pedestrian Chapter*. 1994.

New Jersey Department of Transportation. *Pedestrian Compatible Planning and Design Guidelines*. April 1996.

New Jersey Department of Transportation. *Statewide Bicycle and Pedestrian Master Plan.* June 1995.

Ohio-Kentucky-Indiana Regional Council of Governments. *Creating a Greater Cincinnati Metropolitan Area Comprehensive Pedestrian System: You Can Get There From Here*. June 1993.

Oregon Department of Transportation. *Oregon Bicycle and Pedestrian Plan: An Element of the Oregon Transportation Plan*. June 1995.

Seattle Engineering Department. *Pedestrian and Bicycle Program.* 1994 Work Plan.

Souteastern Wisconsin Regional Planning Commission. *A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010.* Planning Report No. 43. December 1994.

Spokane Regional Transportation Council. *Spokane Regional Pedestrian/Bikeway Plan.* April 1994.

Other Pedestrian Resources Reviewed

Bureau of Traffic Management, Office of Transportation. *Reclaiming Our Streets*. Portland, Oregon. February 1993.

Calthorpe Associates. *Transit-Oriented Development Design Guidelines.* City of San Diego. 1992.

Dixon, Linda. "Bicycle and Pedestrian Level of Service Performance Measures and Standards for Congestion Management Systems." *Transportation Research Record*. Not published yet.

FHWA. *A Compendium of Available Bicycle and Pedestrian Trip Generation Data in the United States*. FHWA-PD-95-009. October 1994.

FHWA, *Planning, Design and Maintenance of Pedestrian Facilities.* FHWA-IP-88-019. March 1989.

Florida Department of Transportation, *Walkable Communities*

ITE. *Design and Safety of Pedestrian Facilities.* December 1994.

Khisty, C. Jotin. "Evaluation of Pedestrian Facilities: Beyond the Level-of-Service Concept." *Transportation Research Record*, No. 1438. P. 45-50.

Krawczyk, Paul. "Creating Pedestrian and Bicycle Systems in Conjunction with New Development." *ITE Journal*. May 1995. P. 24-26.

Morrish, William R. And Catherine R. Brown. *Planning to Stay: Learning to See the Physical Features of Your Neighborhood*. Minneapolis, MN: Milkweed Editions. 1994.

FHWA. *National Bicycling and Walking Study: Transportation Choices for a Changing America*. FHWA-PD-94-023.

NHTSA. *Law Enforcement Pedestrian Safety.* DOT HS 808 0008. NTS-23.

Oregon Chapter American Planning Association. *Recommendations for Pedestrian, Bicycle and Transit Friendly Development Ordinances*. Working Draft, February 1993.

Oregon Department of Transportation. *Best Management Practices for Transportation/Land Use Planning*. Working Draft, August 1992.

Pedestrian Federation of America, *Walk Tall: A Citizen's Guide to Walkable Communities*

Transportation Research Board. "Planning and Implementing Pedestrian Facilities in Suburban and Developing Rural Areas." *National Cooperative Highway Research Program Report 294A*. June 1987.

Untermann, Richard. *Accommodating the Pedestrian: Adapting Towns and Neighborhoods for Walking and Bicycling*. Van Nostrand Reinhold Company. 1984.

Washington State Energy Office. *Redevelopment for Livable Communities.* Olympia, WA. 1996.

Washington State Energy Office. *Municipal Strategies to Increase Pedestrian Travel*. WSEO #94-211. August 1994.

Appendix 3: Definitions and Abbreviations

AASHTO American Association of Highway and Transportation Officials

ADA Americans with Disabilities Act of 1990. Broad legislation mandating provision of access to employment, services, and the built environment to those with disabilities.

Capital Budget The Capital Budget refers to the budget passed each year by the Madison Common Council that outlines approved funding for City programs and services.

Chicane Chicanes are a form of curb extension that alternate from one side of the street to the other. The road is in effect narrowed first from one side and then the other and then from the first side again in relatively short succession. Chicanes break up the typically long sight lines along streets and thus combine physical and psychological techniques to reduce speeds.

Crosswalk According to the Wisconsin State Statutes [340.01(10)] and the Madison General Ordinances (12.01), "crosswalk" means either of the following, except where signs have been erected by local authorities indicating no crossing:

a) Marked crosswalk: any portion of a highway clearly indicated for pedestrian crossing by signs, lines or other markings on the surface: or

b) Unmarked crosswalk: in the absence of signs, lines or markings, that part of a roadway, at an intersections, which is included within the transverse lines which would be formed on such a roadway by connecting the corresponding lateral lines of the sidewalks on opposite sides of such roadway or, in the absence a a corresponding sidewalk on one side of the roadway, that part of such roadway which is included within the extension of the lateral lines of the existing sidewalk across such roadway at right angles to the center line thereof, except in no case does an unmarked crosswalk include any part of the intersection and in no case is there an unmarked crosswalk across a street at an intersection of such street with an alley.

Cul-de-sac A street closed at one end.

Curb Extension see neckdown.

Curb Radius Curb radius measures the sharpness of the corner formed by two intersecting streets. Specifically, it refers to the radius of the circle formed by the curve of the curb at the corner.

Curb Ramp A combined ramp and landing within a public sidewalk to accomplish a change of level at a curbed or otherwise separated street crossing.

Perpendicular Curb Ramp

A street corner with perpendicular curb cuts provides a curb cut for each crossing direction that is at a right angle to the curb.

Diagonal Curb Ramp

A diagonal curb cut provides a single curb cut to serve two street crossing directions.

Direct Route The shortest reasonable route between two points. A route is direct if it does not involve significant out of direction travel which could be avoided. Out of direction travel is significant if it is more than 50% longer than the straight line distance between two points. (OREGON APA)

DOT Department of Transportation

FHWA Federal Highway Administration

Free Flow Turn Lane Free-flow turn lanes are designed to allow motorists to maintain a high turning speed. From a motorist perspective, this improves intersection operation by reducing the number of right turning vehicles that have to stop. However, because motorists expect to turn without stopping, it is less likely they will stop for pedestrians in the crosswalk, although it is required by law.

Grade-Separated Crossing Pedestrian crossings can either be provided at street level (at-grade) or over/under the level of vehicular traffic (grade-separated). Providing a grade-separated rather than an at-grade crossing is warranted when traffic conditions are such that pedestrians perceive that the added effort required to use the overpass or underpass is worth it.

ISTEA Intermodal Surface Transportation Effieciency Act of 1991. Federal transportation legislation that made transportation funds more flexible so they could be used for bicycle and pedestrian projects as well as highways.

ITE Institute of Transportation Engineers

Mid-Block Crosswalk When pedestrians cross the street mid-block, on the other hand, motorists are required to yield to pedestrians only when a pedestrian is crossing within a marked mid-block crossing. If pedestrians cross the street mid-block outside of a marked crosswalk, there is no legal crosswalk defined and pedestrians must yield the right of way to motorists.

Mode A particular form of transportation, such as walking, bicycling, transit, or automobile.

MUTCD Manual on Uniform Traffic Control Devices

Neckdown A neckdown is a narrowing of a street, either at an intersection or midblock, in order to reduce the width of the street. While the term usually is applied to a design which widens a sidewalk at the point of crossing, it also includes the use of islands what force traffic toward the curb while reducing the roadway width.

Obstruction-Free Area The obstruction-free area of a street corner is the space between the curb and the lines created by extending the inside edge of the sidewalk to the curb face. Curb cuts are located in this area and pedestrians wait in this area to cross the street.

Path Paths are typically used by pedestrians, cyclists, skaters and joggers. It is not realistic to plan and design a path for the exclusive use by pedestrians, as other users will be attracted to the facility. (Oregon DOT)

Pedestrian Any person afoot or any person in a wheelchair, either manually or mechanically propelled, or other low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person. (WI Statutes 340.01 (43))

Pedestrian Connector A walkway, trail or other pedestrian facility not situated along a street. This may occur as a walkway with a public right-of-way where no street has been built, in a public walkway easement on private property, or as a path in a park or other open space.

Pedestrian Crash Types The National Highway and Traffic Safety Administration has identified nine crash types that account for more than 70 percent of of all pedestrian collisions (CA plan):

Dart out: The pedestrian enters the street midblock and is struck by, or walks or runs into a moving vehicle, typically in residential neighborhoods.

Walking Along Roadway: The pedestrian is struck by a vehicle while walking along the edge of the roadway or the shoulder. This occurs most often on country roads after dark.

Multiple Threat: The pedestrian, crossing a multilane street, is permitted to cross by one or more vehicles that stop or slow down in order to yield. The pedestrian is then hit by another vehicle traveling in the same direction as the yielding vehicle. The yielding vehicle(s) forms a visual screen between the pedestrian and the striking vehicle.

Vehicle Turn/Merge: The driver is turning into and merging with traffic, and his vehicle strikes a pedestrian who is generally headed in a direction different from the driver's focus of attention.

Ice Cream Vending Truck: The pedestrian is struck going to or from an ice cream vending vehicle. The accident occurs almost exclusively in residential areas. Most occur as the pedestrian is leaving the vending vehicle.

Backing Up: A pedestrian is struck after failing to see a vehicle backing

up, or not being seen by the driver of the backing vehicle.

Intersection Dash: Similar to the dart out, this type of accident occurs in or near a marked or unmarked crosswalk. A person runs across the intersection, is seen too late by the driver, and is struck.

Bus Stop: A bus has stopped to discharge passengers. A person leaves the bus, begins to cross the road in front of the bus, and is struck by an overtaking vehicle.

Pedestrian Delay Pedestrian delay occurs when a pedestrian must wait for an opportunity to cross the street safely, that is, without conflict with motor vehicles. Pedestrian delay occurs at signalized and unsignalized locations and at midblock crossings.

Pedestrian Facilities Improvements which provide for public pedestrian foot traffic including sidewalks, walkways, crosswalks and other improvements, such as lighting and benches which make it accessible, convenient, safe and enjoyable to walk. (OREGON APA)

Pedestrian Scale Lighting Light standards or placements no greater than 14 feet in height located along walkways. (OREGON APA)

Pedestrian Signal Pedestrian signal refers to the WALK/DON'T WALK signals installed at some intersections to regulate the times during which it is legal for pedestrians to cross the street.

Raised Crosswalk A raised crosswalk is a variation of a speed hump that raises a crosswalk to sidewalk level rather than having the sidewalk dip to street level. Raised crosswalks increase a crosswalk's visibility and send the message that this is an important pedestrian area.

Refuge Island Refuge islands are a raised or painted area in the middle of a street that allows pedestrians to tackle traffic in each direction of travel separately. Therefore, where refuge islands are provided, pedestrians only have to find an adequate gap in traffic in one direction of travel at a time. This can significantly reduce pedestrian delay and chances of conflict with motorists.

Shoulder Shoulders can serve pedestrians in rural areas. The shoulder widths recommended by AASHTO are usually adequate to accommodate pedestrians. (Oregon DOT)

Sidewalk An improved exterior pathway intended for pedestrian use along a vehicluar way in the public right-of-way or in a public pedestrian easement. [from ADA Interim Final Rule 14.2]

A walkway that is located along a roadway, separtated with a curb and/or planting strip, and has a hard, smooth surface. (Oregon DOT)

Prepared exterior routes designed to provide pedestrian accessibility parallel to a street or highway. (ITE)

Speed Humps Raised street sections, or speed humps, can reduce vehicle speeds on local

streets. The hump is a raised area, no greater than 3.5 inches high, extending traversely across the street. Speed humps typically are constructed with a longitudinal length of 12 feet.

Terrace The terrace is the area in between the sidewalk and the curb face. In residential areas, this area is often a grassy strip and where street trees are planted. In commercial areas, the terrace is often paved or concreted and there is no clear division between sidewalk and terrace.

Traffic Circle Traffic circles are circles of varying diameter formed by curbs placed in intersections. Motorists must drive around the circle, or in the case of longer vehicles, driver may drive slowly onto and over a mountable concrete curb forming the circle.

Transportation Improvement Program (TIP) The Transportation Improvement Program lists all road construction and reconstruction projects for the up-coming five years for which the City might pay for with federal funds.

TRB Transportation Research Board

Walkway A pedestrian facility, whether in the public right-of-way or on private property, which is provided for the benefit and use of the public.

A transportation facility built for use by pedestrians. Walkways include sidewalks, paths and shoulders. (Oregon DOT)

Yield the right-of-way to a pedestrian The operator of a vehicle is required to reduce speed, or stop if necessary, to avoid endangering, colliding with or interfering in any way with pedestrian travel. (WI Statutes 340.01 (75))

AGENDA #_____

City of Madison, Wisconsin

A SUBSTITUTE RESOLUTION

Adopting the *Pedestrian Transportation Plan for Madison, Wisconsin* as part of the City's Master Plan and adopting the recommendations contained within the plan.

Drafted By: David Dryer, City Traffic Engineer; DJM; HLP

Date: July 2, 1997 (Revised August 22, 1997)

Fiscal Note: While adoption of this resolution does not represent a commitment to funding, it does identify a series of actions that will require expenditures to be authorized by subsequent Common Council actions.

Presented July 15, 1997

Referred Pedestrian-Bicycle-Motor Vehicle Commission*, Board of Public Works, Plan Commission, Citizen's Advisory Committee on People with Disabilities, Transit Parking Commission

Rereferred

Reported Back

Adopted _____ POF _____

Rules Suspended

Public Hearing

APPROVAL OF FISCAL NOTE IS NEEDED
BY THE COMPTROLLER'S OFFICE
Approved By

_____
Comptroller's Office

SUBSTITUTE RESOLUTION NUMBER _____

ID NUMBER 21925

SPONSORS: Alds. Golden, Holtzman, Vedder, and Olson

WHEREAS, everyone is a pedestrian every day;

WHEREAS, the Objectives and Policies for the City of Madison clearly advocate a walkable community: "provide safe, convenient and comfortable pedestrian circulation within the developed portions of the City" and "minimize the need to use private automobiles";

WHEREAS, the City of Madison has a demonstrated commitment to walking through establishing the City's bicycle/pedestrian coordinator position in 1982 and through several public committees and commissions that regularly deal with pedestrian transportation and safety issues including the Pedestrian-Bicycle-Motor Vehicle Commission, Board of Public Works, Plan Commission, Citizen's Advisory Committee for People with Disabilities; and the Long-Range Transportation Planning Committee;

WHEREAS, in September, 1982 the Common Council accepted a report entitled "Madison Pedestrian/Bicycle Safety Plan" that served as a guide and resource tool for addressing bicycle and pedestrian safety;

WHEREAS, several citizen advocacy groups including Parents Encouraging Driving Safely (PEDS), the Bicycle Transportation Alliance of Dane County, Citizens for a Better Environment, New Transportation Alliance and Wisconsin Alliance for Safe Walking and Wheeling stress the importance of promoting walking;

WHEREAS, the Dane County Regional Transportation Plan (updated 1997) states as its overal goal "develop a balanced, integrated all-mode transportation system that is safe, economically efficient, environmentally sound; moves people and goods in an energy efficient manner; and is within the framework of growth and development policies of the region";

WHEREAS, the Intermodal Surface Transportation Efficiciency Act requires Metropolitan Planning Organizations to include bicycle and pedestrian components in their transportation plans;

WHEREAS, the Amercians with Disabilities Act is intended to provide people with disabilities an equal opportunity for access

to jobs, transportation, public facilities and services;

WHEREAS, the National Bicycling and Walking Study published by the Federal Highway Administration marks an increased federal commitment to walking and sets national goals of doubling the number of trips made by walking and bicycling, while at the same time reducing by 10 percent the number of injuries and fatalities to pedestrians and bicyclists;

WHEREAS, the City of Madison has received a grant from the Wisconsin Department of Transportation to develop a Pedestrian Transportation Plan for Madison, Wisconsin;

WHEREAS, the plan has been developed with input from City staff, commissions and citizens;

WHEREAS, a summary and draft of the Pedestrian Transportation Plan have been widely distributed to City staff, commissions and citizens for feedback; a public hearing was held in May 1997; and all testimony and written comments have been considered and guided revisions that have been made to the draft plan;

WHEREAS, the plan is intended to provide a policy framework and guide to City of Madison agencies and commissions in developing and maintaining a pedestrian transportation system that provides pedestrian access and mobility throughout the developed portions of the city;

WHEREAS, the plan is also intended to serve as an educational document for people interested in learning more about pedestrian transportation and advocating for improved walking conditions;

WHEREAS, the plan proposes strategies for how to make Madison an even better place to walk;

NOW THEREFORE BE IT RESOLVED that the *Pedestrian Transportation Plan for Madison, Wisconsin* be adopted as an element of the City's Master Plan; and

BE IT FURTHER RESOLVED that the Common Council hereby adopts the recommendations in the plan (as listed below) for making Madison an even better place to walk and that the appropriate City staff assign priority to these recommendations to implement the plan's recommendations:

PLANNING, LAND USE, ZONING AND DEVELOPMENT RECOMMENDATIONS

1. The Transportation, Public Works and Planning and Development Departments shall work with interested organizations, developers and City commissions to develop and adopt new comprehensive guidelines, ordinances and other measures that will foster pedestrian oriented planning, land use, zoning and development.

SITE DESIGN RECOMMENDATIONS

2. The Transportation, Public Works and Planning and Development Departments shall work with interested organizations, developers and City commissions to develop and adopt new site design guidelines, ordinances and other measures that will foster pedestrian oriented site design, including such design features as pedestrian connectors and amenities, building and entrance orientation, landscape design, architectural design, parking lot design, and transit orientation.

SIDEWALK RECOMMENDATIONS

Installation:

3. City Engineering shall consult with the Wisconsin Department of Transportation on sidewalk matters along Connecting Highways and shall follow the City's sidewalk installation guidelines for these streets as for all other streets within the City of Madison.
4. The Departments of Public Works, Transportation and Planning and Development as well as the Plan Commission, Board of Public Works and Pedestrian Bicycle Motor Vehicle Commission shall continue to recommend that sidewalks be installed as an integral component of new developments in accordance with the Madison General Ordinances [16.23(a)(d)(6)].
5. The Public Works, Transportation and Planning and Development Departments shall review the Madison General

Ordinances [16.23(a)(d)(6)] to evaluate the criteria to be considered in determining whether or not sidewalks should be required and recommend changes to the ordinance based on their findings.

6. The Departments of Public Works, Transportation and Planning and Development shall review the circumstances of recent sidewalk requirement exemptions for new developments and conditional use redevelopment projects and report their findings and recommendations based on these findings to the Plan Commission, Board of Public Works and the Pedestrian Bicycle Motor Vehicle Commission.

7. The Departments of Public Works, Traffic Engineering and Planning and Development and the Plan Commission, Board of Public Works and the Pedestrian Bicycle Motor Vehicle Commission shall consider the retrofit installation criteria outlined in the *Pedestrian Transportation Plan for Madison, Wisconsin* when making recommendations to the Common Council regarding retrofitting sidewalks in already developed areas.

Design:

8. All City agencies involved in sidewalk design and construction shall continue to follow MGO 10.06, the City's *Standard Specifications for Public Works Construction*, and the national guidelines published by the Transportation Research Board, the American Association of State Highway and Transportation Officials and the Institute for Transportation Engineers.

Maintenance:

9. The Parks Division and the City Forester shall consider impacts on the walkway when planting new trees along sidewalks or paths.

10. The Common Council shall strive to provide adequate funding in each Capital Budget so that City Engineering can implement the City's Sidewalk Maintenance Program adopted by the Common Council in 1996.

11. City Engineering and the Streets Division shall continue to be responsive to citizen complaints regarding sidewalks that are in disrepair.

12. The Building Inspection Unit shall work to better publicize snow removal expectations and Building Inspection Unit phone number for reporting problem areas.

13. The Pedestrian-Bicycle-Motor Vehicle Commission and the Building Inspection Unit shall investigate ways to improve the effectiveness of snow removal on sidewalks, crosswalks, pedestrian connectors and curb ramps.

14. The Building Inspection Unit shall prepare a report each year upon the request of the Pedestrian-Bicycle-Motor Vehicle Commission for their review in order to monitor/evaluate the effectiveness of the City's snow removal policies for sidewalks, crosswalks and curb ramps.

15. Neighborhood Associations should encourage neighborhood snow removal monitoring and assistance programs.

16. The Streets Division shall investigate the pros and cons of City responsibility for snow removal on sidewalks and crosswalks and should present a report to the Pedestrian-Bicycle-Motor Vehicle Commission.

Inventory:

17. Traffic Engineering and City Engineering shall develop and update a sidewalk and pedestrian connector inventory annually to reflect new plats added to the City and areas retrofitted with sidewalks.

18. Traffic Engineering and City Engineering shall prepare a report as requested by the Pedestrian-Bicycle-Motor Vehicle Commission summarizing the current status of the sidewalk and pedestrian connector network and the City's retrofitting priorities for the upcoming year, including priorities for implementing pedestrian facilities included in and around newly platted areas.

PEDESTRIAN CONNECTOR RECOMMENDATIONS

Installation:

19. The Public Works, Transportation, and Planning and Development Departments and the Parks Division shall continue to consider rail corridors, parks, greenways and other public access lands for locating pedestrian connectors.

20. The Public Works, Transportation, and Planning and Development Departments and the Parks Division shall continue to encourage the Wisconsin DNR to designate and assist in the development of the Capitol City State Trail

that will provide urban trail linkages between the Military Ridge and Glacial Drumlin State Bike Trails.

21. In plats for new developments where the public streets and the required sidewalks along the street do not provide an adequate pedestrian scale grid (such as where there are cul-de-sacs and loop streets),The Public Works, Transportation, and Planning and Development Departments shall encourage and require developers to include pedestrian connectors in their plats that provide a pedestrian-scale grid, connect cul-de-sacs to adjacent streets, and that provide mid-block connections between loop streets and longer blocks to maintain pedestrian access and mobility on a pedestrian scale throughout the development.

22. The Public Works, Transportation, and Planning and Development Departments shall identify high priority desirable pedestrian connectors to retrofit in already developed areas for which no easement currently exists, so that the City can make efforts to acquire the right-of-way as opportunities present themselves.

Design:

23. When designing pedestrian connectors, the Public Works, Transportation, and Planning and Development Departments, and the Parks Division shall continue to follow the sidewalk design guidelines as outlined in the Pedestrian Transportation Plan for Madison, Wisconsin or the American Association of State Highway and Transportation Officials bicycle path guidelines as appropriate depending on the type of pedestrian connector to be installed.

TERRACE RECOMMENDATIONS

Design:

24. All City agencies involved in the design and construction of terraces shall continue to follow the design guidelines established in the City's *Standard Specifications for Public Works Construction*.

CURB RAMP RECOMMENDATIONS

Installation:

25. City Engineering shall continue its efforts to retrofit intersections with curb ramps where they currently do not exist.

26. City Engineering shall continue to require developers to install curb ramps at all street corners in new developments.

Design:

27. When curb ramps are installed or reconstructed, City Engineering shall, whenever possible, design the street corner to be able to provide curb ramps that minimize the pedestrian crossing distance and permit all pedestrians to be able to negotiate the curb ramp perpendicular to its slope.

28. The Transportation, Public Works and Planning and Development Departments shall work with the Citizens Advisory Committee on People with Disabilities and the US Architectural and Transportation Barriers Compliance Board to improve the City's guidelines for curb ramp design.

29. Traffic Engineering and City Engineering shall research developing a methodology for evaluating accessibility of curb ramps, so curb ramps that are inadequate can be identified and replaced during street and/or sidewalk reconstruction.

CURB EXTENSION RECOMMENDATIONS

Installation:

30. City Engineering and Traffic Engineering shall consider installing curb extensions on streets where there are high pedestrian volumes or other special design situations in order to enhance the pedestrian crossing, to encourage appropriate vehicular speeds at neighborhood entrances, and to shorten the crossing distance for pedestrians.

Design:

31. Traffic Engineering and City Engineering shall review current design guidelines for curb extensions and make appropriate recommendations for improving curb extension design to enhance pedestrians' ability to see and be seen and shorten crossing the pedestrian crossing distance.

CURB RADIUS RECOMMENDATIONS

Design:

32. Traffic Engineering and City Engineering shall increase emphasis on pedestrian issues when selecting curb radii for street corner designs.

OBSTRUCTION-FREE AREA RECOMMENDATIONS

Design:

33. Traffic Engineering and City Engineering shall continue to research the issue of obstruction-free areas further and make recommendations about improving how these areas are designed.

CROSSWALK MARKING RECOMMENDATIONS

Installation:

34. Traffic Engineering shall continue to follow the state and national guidelines to determine where crosswalks should be marked.

Design:

35. Traffic Engineering and City Engineering shall continue to design crosswalk markings according to their present guidelines.

36. Traffic Engineering and City Engineering shall continue to work with the Disability Rights Coordinator and the visually impaired community to improve crosswalk and intersection designs including consideration of audible pedestrian signals to facilitate visually impaired pedestrians' ability to safely and conveniently cross streets.

Maintenance:

37. Traffic Engineering and City Engineering shall experiment with crosswalk marking materials to try to decrease the frequency that crosswalks need to be remarked.

SPECIAL SURFACE TREATMENT RECOMMENDATIONS

Installation:

38. Traffic Engineering shall continue to research the pros and cons of special surface treatment options for crosswalks such as pavers, colored or textured concrete, and raised crosswalks to develop recommendations about locations where installing such treatments will improve pedestrian access, convenience and safety.

Design:

39. Traffic Engineering and City Engineering shall continue to research special surface treatment design and make recommendations for improving their design.

Maintenance:

40. Traffic Engineering and City Engineering shall continue to research special surface treatment maintenance issues and shall make recommendations for improving their maintenance based on their findings.

REFUGE ISLAND RECOMMENDATIONS

Installation:

41. Traffic Engineering shall continue to follow its current guidelines for determining where refuge islands should be installed.

Design:

42. Traffic Engineering shall research refuge island design further and make recommendations about how pedestrian refuge islands could be better designed to enhance pedestrian travel.

GRADE SEPARATED CROSSING RECOMMENDATIONS

Installation:

43. Traffic Engineering shall continue to recommend grade-separated crossings in locations where pedestrians are likely to perceive the additional effort required to use the overpass or underpass as beneficial.

Design:

44. Traffic Engineering and City Engineering shall continue to consult city and national guidelines for designing grade-separated crossings.

PEDESTRIAN SIGNAL RECOMMENDATIONS

Installation:

45. Traffic Engineering shall continue to follow MUTCD guidelines for determining where to install pedestrian signals.

Design:

46. Traffic Engineering shall continue to install and maintain educational signs and stickers explaining pedestrian signal operation at both fixed time and actuated traffic control signals with pedestrian signals.

TRAFFIC SIGNAL TIMING RECOMMENDATIONS

47. Traffic Engineering shall work proactively with pedestrian advocates to review pedestrian concerns about pedestrian signals and make recommendations for improving pedestrian safety and convenience through adjustments to pedestrian signal timing and push button installation guidelines.

PEDESTRIAN DETECTOR MECHANISM RECOMMENDATIONS

48. Traffic Engineering shall continue to research pedestrian push button placement and to make recommendations about modifying guidelines for pedestrian push button and other detection systems that will improve pedestrian accessibility.

MID-BLOCK CROSSWALK RECOMMENDATIONS

Installation:

49. Traffic Engineering shall continue to consult its current guidelines for making decisions about where to install mid-block crosswalks.

T INTERSECTION RECOMMENDATIONS

Design:

50. City Engineering shall require contractors and developers to install curb ramps at each end of crosswalks at T intersections.

FREE FLOW TURN LANE RECOMMENDATIONS

Design:

51. Traffic Engineering shall not recommend free flow turn lanes in areas of high pedestrian activity, or where such lanes would compromise pedestrian access, mobility and/or safety.

STREET DESIGN RECOMMENDATIONS

52. The Public Works, Transportation, and Planning and Development Departments and Madison Metro shall consider implications for pedestrian travel when they select street widths, corner radii, bus routes and bus stop locations.

TRAFFIC CALMING RECOMMENDATIONS

Installation and Design:

53. Traffic Engineering shall implement its Neighborhood Traffic Management Program as a component of enhancing pedestrian travel in neighborhoods by working toward such goals as slowing vehicular traffic, shortening pedestrian crossing distances, drawing attention to pedestrian crossings, and enhancing the visual environment.

54. Traffic Engineering shall implement and evaluate traffic calming devices as mechanisms to enhance pedestrian travel.

TRANSIT CONNECTIONS RECOMMENDATIONS

55. Madison Metro shall work with Traffic Engineering and City Engineering to determine where sidewalks are missing along bus routes and to develop priorities for retrofitting sidewalks in these areas to improve pedestrian access to the transit system.

56. Madison Metro shall work with Traffic Engineering and City Engineering to develop strategies for improving how bus pads are provided to create an accessible link between the pedestrian transportation network and the transit system.

DESIGN GUIDELINES RECOMMENDATIONS

57. City agencies and commissions shall refer to the vision, goals, and objectives described in the *Pedestrian Transportation Plan* to guide their decisions about the design, construction and maintenance of pedestrian facilities.

58. The Traffic Engineering Division shall work with City agencies involved in the design, construction and maintenance of pedestrian facilities to develop a reference manual of design, construction and maintenance guidelines for pedestrian facilities.

HAZARDOUS PEDESTRIAN LOCATIONS RECOMMENDATIONS

59. The Traffic Engineering Division shall continue to maintain maps of pedestrian crashes and analyze these data to identify trends and problem locations and crash types, as one element of improving pedestrian facility designs to enhance pedestrian travel.

60. The Traffic Engineering Division and the Police Department shall review data requested on the crash report forms to determine if the data currently collected for pedestrian crashes allows for adequate analysis of these crashes and make recommendations for improving these forms based on their analysis.

61. The Madison Metropolitan School District and other educational institutions should use pedestrian crash data to develop education programs to improve pedestrian safety.

62. The Traffic Engineering Division shall continue to use pedestrian crash data along with more proactive measures to modify pedestrian facility designs to improve pedestrian safety.

63. The Police Department shall use pedestrian crash data to develop enforcement programs targeted at both motorists

and pedestrians to improve pedestrian safety.

WALKWAY CONTINUITY DURING CONSTRUCTION RECOMMENDATIONS

64. Traffic Engineering shall require contractors to maintain pedestrian access through/around construction sites in a way that minimizes the interruptions to normal pedestrian access and the need for pedestrians to cross the street.

PEDESTRIAN FACILITY FUNDING RECOMMENDATIONS

65. The Transportation, Public Works and Planning and Development Departments, along with the Comptroller shall work together to investigate funding options for pedestrian improvements to replace, supplement, or otherwise modify reliance on special assessments to property owners.

EDUCATION RECOMMENDATIONS

66. Traffic Engineering shall continue to make pedestrian safety resource materials available to citizens and visitors.

67. Traffic Engineering and the Police Department shall encourage the school systems, colleges and University of Wisconsin to include pedestrian safety courses in their regular course curricula.

68. The City of Madison shall strive to continue to maintain a Pedestrian/Bicycle Coordinator and a Pedestrian/Bicycle Safety Educator on staff.

69. Each agency implementing pedestrian transportation education programs shall include an evaluation component that monitors how well these programs are reaching their target audiences.

70. The Police Department and Traffic Engineering shall increase their efforts to develop and implement educational programs for pedestrians, motorists and bicyclists that promote safe and courteous interactions between these modes.

Pedestrian Education:

71. The Police Department and Traffic Engineering shall work toward developing and implementing educational programs targeted at pedestrian understanding of pedestrian signals, including the flashing DON'T WALK signal, and pedestrian push buttons.

Motorist Education:

72. The Madison Metropolitan School District and private schools should include appropriate pedestrian safety information and educational opportunities in their driver's education courses and elementary grade curricula.

73. The Police Department and Traffic Engineering shall work toward developing and implementing educational programs targeted at motorist understanding of 1) their responsibility to yield to pedestrians in crosswalks, 2) the seriousness of exceeding the speed limit and implications for pedestrian injuries and fatalities in crashes, and 3) how running red lights and failing to yield to pedestrians before turning right on red impacts pedestrian travel.

Bicyclist Education:

74. The Police Department and Traffic Engineering shall work toward developing and implementing educational programs targeted at bicyclist and pedestrian understanding of how bicyclists and pedestrians should interact on sidewalks and multi-use paths.

Law Enforcement Officer Education:

75. The Police Department shall include in its officer training programs information about the issues concerning pedestrian safety, the importance of pedestrian and traffic law enforcement, and the role the officers play in promoting pedestrian safety.

ENCOURAGEMENT RECOMMENDATIONS

76. The City of Madison shall investigate providing incentives for employers to encourage their employees to walk to work.

77. Neighborhood associations should develop and implement neighborhood walking tours.

78. Traffic Engineering shall work toward developing and implementing coordinated media campaigns to encourage walking.

79. Employers should consider offering incentives to their employees to encourage them to walk to work.

80. Businesses should investigate offering incentives to customers who arrive by foot.

ENFORCEMENT RECOMMENDATIONS

81. The Police Department shall encourage consistent and regular enforcement of traffic laws that enhance pedestrian safety by routinely citing violations by both pedestrians and motorists.

GENERAL PEDESTRIAN PLANNING RECOMMENDATIONS

Pedestrian-related Ordinances:

82. The Long-Range Transportation Planning Committee shall analyze the Madison General Ordinances to determine how consistently they direct City agencies and commissions to provide for accessible, convenient, safe and enjoyable pedestrian travel, and shall evaluate how well they are being implemented. Based on this analysis, the committee shall make recommendations to improve City ordinances and their implementation that will enhance pedestrian travel.

Working Knowledge of Pedestrian Issues:

83. Traffic Engineering shall distribute copies of the *Pedestrian Transportation Plan* to City staff and commission members as an educational tool to raise their awareness of pedestrian issues and adopted City pedestrian vision, goals, policies, objectives, and standards.

84. Traffic Engineering shall encourage WisDOT to sponsor pedestrian training programs for engineers, planners, architects, landscape architects and developers.

85. Department and Division heads shall encourage City staff involved in planning, design and/or maintenance of pedestrian facilities to attend conferences and workshops that offer training related to pedestrian issues within available training resources.

86. The City Disability Rights Coordinator shall consider making arrangements for periodic pedestrian facility tours for City engineers and planners to enhance their understanding of pedestrian facility design considerations for people with disabilities.

87. Department and Division heads, when hiring staff involved in planning, design and/or maintenance of pedestrian facilities, should consider including relevant pedestrian knowledge/skills/abilities as a desired qualification and should consider including questions about pedestrian experience and issues in the interview process.

Transportation Improvement Program & Capital Budgets:

88. The Departments of Planning and Development, Transportation and Public Works shall consider pedestrian improvements in their on-going transportation planning processes.

89. City Engineering, Traffic Engineering and Madison Metro shall review the projects in the Transportation Improvement Program and the Capital Budget each year for desired pedestrian improvements and shall take these recommendations into account as they develop their annual work programs.

90. The Pedestrian-Bicycle-Motor Vehicle Commission, Long-Range Transportation Planning Committee, the Transit Parking Commission, the Citizen's Advisory Council on People with Disabilities, the Plan Commission and the Board of Public Works shall review the projects in the Transportation Improvement Program and the Capital Budget each year for desired pedestrian improvements and shall take these recommendations into account as they develop their annual work programs.

91. City Engineering, Traffic Engineering and Madison Metro shall include desired pedestrian facility improvements within the scope and budget of transportation improvement projects included in the Transportation Improvement Program and the Capital Budget.

IMPLEMENTATION PRIORITY RECOMMENDATIONS

92. The Transportation, Public Works and Planning and Development Departments shall evaluate projects in the Transportation Improvement Program where sidewalks do not currently exist to establish the desirability and feasibility of installing sidewalks when the project is implemented according to the priorities established in the *Pedestrian Transportation Plan*.

93. The Transportation, Public Works and Planning and Development Departments shall review projects in the Transportation Improvement Program where sidewalks currently exist to evaluate sidewalk surface quality and whether any other pedestrian improvements should be incorporated into the project to enhance pedestrian travel in the corridor.

94. The Transportation, Public Works and Planning and Development Departments shall review signal, intersection and bridge projects in the Transportation Improvement Program to evaluate and recommend pedestrian enhancements that could be incorporated into the project to improve pedestrian travel.

FUTURE PEDESTRIAN TRANSPORTATION PLANNING RECOMMENDATIONS

95. Traffic Engineering shall review and update the *Pedestrian Transportation Plan* every 5 years.

96. The Transportation, Public Works and Planning and Development Departments shall monitor progress toward achieving the pedestrian vision and recommendations defined in the *Pedestrian Transportation Plan*.

97. The Transportation, Public Works and Planning and Development Departments shall review the need for restructuring current staff and resources and/or hiring additional staff and/or acquiring additional funding to implement the recommendations defined in the *Pedestrian Transportation Plan*.

BE IT STILL FURTHER RESOLVED, that 12 months after adoption of this resolution, Traffic Engineering will coordinate preparation of an annual report for the Common Council summarizing the results and/or status of the recommendations approved in this plan.