



City of Madison

City of Madison
Madison, WI 53703
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Master

File Number: 13815

File ID: 13815

File Type: Resolution

Status: Report of Officer

Version: 1

Reference:

Controlling Body: PLAN
COMMISSION

File Created Date : 02/24/2009

File Name: Stating that the policy of the City of Madison is to encourage or, where appropriate, require that incremental changes to the built environment, as well major new policies and public works projects, shall in the aggregate cause vehicle miles traveled per

Final Action:

Title: Stating that the policy of the City of Madison is to encourage or, where appropriate, require that incremental changes to the built environment, as well major new policies and public works projects, shall in the aggregate cause vehicle miles traveled per capita to decrease by 25 percent, as compared with a 2005 baseline, by 2020 and that this goal shall be incorporated into the City's Comprehensive Plan.

Notes: waiting for substitute

Sponsors: Satya V. Rhodes-Conway, Brian L. Solomon and
Robbie Webber

Enactment Date:

Attachments: Trowbridge_doc.pdf ,Comments 042009.pdf

Enactment Number:

Author:

Hearing Date:

Entered by: lveldran@cityofmadison.com

Published Date:

Approval History

Version	Date	Approver	Action
1	03/02/2009	Dean Brassler	Approve

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Council Office	03/02/2009	Referred for Introduction				
	Action Text:		This Resolution was Referred for Introduction				
	Notes:		Plan Commission, Long Range Transportation Planning Commission, Pedestrian/Bicycle/Motor Vehicle Commission, Transit & Parking Commission				
1	COMMON COUNCIL	03/03/2009	Refer	PLAN COMMISSION		04/20/2009	Pass

Action Text: A motion was made by Ald. Bruer, seconded by Ald. Verveer, to Refer to the PLAN COMMISSION. The motion passed by voice vote/other.

Notes: Additional Referral(s): Long Range Transportation Planning Commission, Pedestrian/Bicycle/Motor Vehicle Commission, Transit and Parking Commission

1	PLAN COMMISSION	03/03/2009	Refer	LONG RANGE TRANSPORTATI ON PLANNING COMMITTEE	03/19/2009
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Action Text: This Resolution was Refer to the LONG RANGE TRANSPORTATION PLANNING COMMISSION

Notes:

1	PLAN COMMISSION	03/03/2009	Refer	PEDESTRIAN/BIC YCLE/MOTOR VEHICLE COMMISSION	03/24/2009
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Action Text: This Resolution was Refer to the PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION

Notes:

1	PLAN COMMISSION	03/03/2009	Refer	TRANSIT AND PARKING COMMISSION	04/14/2009
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Action Text: This Resolution was Refer to the TRANSIT AND PARKING COMMISSION

Notes:

1	TRANSIT AND PARKING COMMISSION	03/10/2009	Refer	TRANSIT AND PARKING COMMISSION	04/14/2009	Pass
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Action Text: Members thought that, before considering this proposal, it would helpful to have some of the sponsors and City staff (from Planning) available to answer questions about the proposal, including who/how standards would be set.

A motion was made by Poulson, seconded by Hinz, to Refer the item to the next meeting of the TRANSIT AND PARKING COMMISSION. The motion passed by voice vote/other.

Notes:

1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	03/19/2009	Return to Lead with the Following Recommendation(s)	PLAN COMMISSION	04/20/2009	Pass
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Action Text: Ald. Satya Rhodes-Conway/Ald. Robbie Webber then submitted a motion to make some edits to Resolution ID 13815:

On page 2, modify the "Therefore Be It Resolved" clause. On line 2, insert "on a project-by-project basis" directly after the word "require".

On page 2, add a new "Be It Finally Resolved" clause, to read:

"BE IT FINALLY RESOLVED that staff should, when appropriate, work to improve methods of measuring vehicle miles of travel and the gathering of data at an increasingly fine scale."

On page 2, modify Objective 6 to insert the word "motor", and read - Objective 6: Create and maintain a City of interconnected, compact, mixed-use neighborhoods, districts, corridors and edges, which minimizes the need for motor vehicle use both within neighborhoods and across the city.

Also on page 2, modify Policy 3, delete "judge" and "an objective", and add text to read - Policy 3: Evaluate proposals for new development against the goal of reducing motor vehicle miles traveled per capita by 25 percent from 2005 to 2020.

On page 3, make the same basic changes to Policy 8, to read - Policy 8: Evaluate proposals for transportation infrastructure against the goal of reducing motor vehicle miles traveled per capita by 25 percent from 2005 to 2020.

Notes:

Excused: 1 Michael A. Basford

Ayes: 8 Carl D. DuRocher; Gary L. Poulson; Paul E. Skidmore; Tim Gruber; Eric W. Sundquist; Michael W. Rewey; Robbie Webber and Satya V. Rhodes-Conway

Noes: 2 Melanie Hampton and Robert J. Schaefer

Non Voting: 1 Mark N. Shahan

1 03/24/2009 Return to Lead with
the
Recommendation for
Approval

Action Text: A motion was made by Skidmore, seconded by Strawser III, to Return to Lead with the
Recommendation for Approval to the PLAN COMMISSION. The motion passed by the following vote:

Notes:

1 PEDESTRIAN/BICYCLE/ 03/24/2009 Return to Lead with PLAN 04/20/2009 Pass
MOTOR VEHICLE
COMMISSION the
COMMISSION Recommendation for
Approval

Action Text: A motion was made by Skidmore, seconded by Strawser III, to Return to Lead with the
Recommendation for Approval to the PLAN COMMISSION. The motion passed by the following vote:

Notes:

Absent: 1 Beth A. Whitaker

Excused: 2 Mark N. Shahan and Cheryl E. Wittke

Ayes: 4 Paul E. Skidmore; Charles W. Strawser III; Susan M. De Vos and Aaron
S. P. Crandall

Noes: 2 Mary P. Conroy and Judy Compton

Non Voting: 1 Robbie Webber

1 TRANSIT AND PARKING 04/14/2009 Return to Lead with PLAN 04/20/2009 Fail
COMMISSION the
COMMISSION Recommendation for
Approval

Action Text: Webber explained that everything that is included in the recommendations is already in the Comprehensive Plan (CP). This is just putting numeric goals to things already in the CP. If you have a policy but no goal, then it's too easy to ignore it. When we have new developments, we want a goal to shoot for. This adds that goal. There are already mechanisms that collect data.

Other members expressed concern that either this was too broad or too limited. For example, the model used does not take into account type of travel or if it's a Prius or Hummer. It doesn't show trips of people driving through the City starting at Sun Prairie. Perhaps this goal wouldn't jibe with public works goals such as possibly adding parking spots when the Government East ramp is upgraded. It could be argued under this resolution that increased parking would encourage people to drive. There was also concern that the first "be it resolved" clause used the word "required." There was a question about who would decide what was appropriate and what was required. Webber continued to emphasize that any possible reduction measures would be a discussion and that these policies already existed, minus the numerical goals, in the Comprehensive Plan.

The group discussed the fact that perhaps the goals would be met with no further action on the City's part if gas prices go up. There was a question of the relationship between the re-writing of the zoning ordinance and the Comprehensive Plan. Perhaps this resolution is not the right vehicle to make reduction of vehicle miles traveled work. Maybe requiring consideration of things like walkability and mass transit in the zoning ordinance would be the right way to move this forward. There was concern about approving neighborhoods that have the infrastructure to accommodate bikes, pedestrians and buses without the funding to support that.

Webber moved adoption of the resolution with the changes recommended by LRTPC; seconded by White.

Those in favor of the resolution said this is just one of many tools we need in our toolbox to reach our goals. Although others were in favor of the overall objective, they were concerned this was not the way to succeed, that it would be in conflict with other City policies and projects, that the goal of 25% was arbitrary and that the word "required" was troubling.

Poulson moved that the resolution be amended on page four to read "THEREFORE, BE IT RESOLVED THAT it shall be the policy of the city of Madison to encourage or, where appropriate, require that incremental changes to the built environment, as well [as] major new policies and public works projects, [ADDED: excluding projects by the parking utility,] shall in the aggregate cause vehicle miles traveled per capita to decrease by 25 percent, as compared with a 2005 baseline...." McCabe seconded the amendment.

Poulson spoke to his amendment by saying he was concerned about the upcoming Government East ramp project in relationship to this resolution. The City doesn't need a lot of new parking but we have to deal with the ramps we have. A good case could be made for increasing the number of stalls. We don't know the practical impact of this.

Others argued that perhaps the need for more stalls could be taken care of by the private sector or that it is not even appropriate for the City to provide more stalls. Any move to make reductions should be a discussion. No one entity, such as the parking utility, should be excused from that discussion.

Voting on the amendment: Ayes – Poulson and McCabe. Noes – Webber, White, Hinz, Streit, Bergamini. The amendment failed.

Back to the discussion on the main motion, the group continued to have concerns about how the goals would be implemented. Those in favor continued to stress that this would only give numerical goals to policies already in place. Hinz said if it the numbers were truly only a goal, one sentence would suffice: "We're setting a goal of reducing vehicle miles traveled by X year by 25%." He felt the current resolution did a lot more than that. Overall, the members felt the goal was good but were not comfortable with how the resolution said we'd reach the goals. There were also those who were concerned with what the resolution didn't say. For example, how would we meet this goal without more mass transit? Webber said maybe this would encourage mass transit.

The motion failed.

Notes:

Absent: 1 Brian L. Solomon
Excused: 1 Jed Sanborn

Ayes: 2 Robbie Webber and Amanda F. White

Noes: 6 Gary L. Poulson; Duane F. Hinz; Sharon L. McCabe; Kenneth M. Streit; Margaret Bergamini and Carl D. DuRocher

1 PLAN COMMISSION 04/20/2009 Rerefer PLAN 05/18/2009 06/01/2009 Pass
COMMISSION

Action Text: A motion was made by Sundquist, seconded by Boll, to Rerefer to the PLAN COMMISSION, due back on 5/18/2009. The motion passed by the following vote:

Notes: This item was referred to the Plan Commission meeting of May 18, 2009 in order to have to have additional City staff available to answer questions about the resolution. Staff requested that members of the Commission forward specific questions or requests for data for the May 18 discussion of this item to Brad Murphy by May 4 to allow staff sufficient time to prepare.

The approved motion was a substitute motion replacing the original motion by Sunquist and seconded by Bowser to recommend approval of the resolution.

Excused: 1 Beth A. Whitaker

Ayes: 6 Tim Gruber; Lauren Cnare; Julia S. Kerr; Eric W. Sundquist; Judy K. Olson and Judy Bowser

Noes: 2 James C. Boll and Michael A. Basford

Non Voting: 2 Michael G. Heifetz and Nan Fey

1 PLAN COMMISSION 06/01/2009 RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER Pass

Action Text: A motion was made by Kerr, seconded by Olson, to RECOMMEND TO COUNCIL WITH THE FOLLOWING RECOMMENDATIONS - REPORT OF OFFICER. The motion passed by the following vote:

Notes: The Plan Commission recommend that the Council adopt an alternate resolution that includes the following modifications from the original resolution:

-That a methodology for estimating VMT will be developed and reported to the Plan Commission by January 15, 2010.

-That a new BE IT FURTHER RESOLVED CLAUSE be added stating "When the Comprehensive Plan is amended to include the goals and policies, the Long Range Transportation Planning Committee and Plan Commission shall identify the mechanisms and process that will be used to evaluate projects against the policies, and shall identify the VMT data collection methodology that will be used as part of the annual measurement and monitoring program.

-That the language "or where appropriate, require" be removed from the title and the "THEREFORE BE IT RESOLVED" clause.

-That the word "judge" be replaced by the word "evaluate" in Objective 2, Policy 8 and Objective 6, Policy 3, described under the "THEREFORE BE IT RESOLVED" clause.

-That a new BE IT FURTHER RESOLVED CLAUSE be added stating "that specific strategies for implementing these objectives and policies be contained in neighborhood and area plans."

This motion passed by the following vote: 7:1 (AYE: Ald. Kerr, Sundquist, Bowser, Boll, Olson, Gruber, and Basford; NO: Ald. Cnare; NON-VOTING, Fey and Pearson.)

Excused: 2 Michael Schumacher and Michael G. Heifetz

Ayes: 7 Julia S. Kerr; Eric W. Sundquist; Judy K. Olson; James C. Boll; Judy Bowser; Michael A. Basford and Tim Gruber

Noes: 1 Lauren Cnare

Non Voting: 2 Douglas J. Pearson and Nan Fey

Text of Legislative File 13815

Fiscal Note

Adoption of this policy resolution has no direct budgetary impact. There are, however, no staff or other resources currently budgeted to develop the baseline data or to complete the

additional study and analysis of vehicle mile impacts associated with new development as required by this resolution. Without additional resources, this resolution could result in the reallocation of available staff resources from existing projects.

Title

Stating that the policy of the City of Madison is to encourage or, where appropriate, require that incremental changes to the built environment, as well major new policies and public works projects, shall in the aggregate cause vehicle miles traveled per capita to decrease by 25 percent, as compared with a 2005 baseline, by 2020 and that this goal shall be incorporated into the City's Comprehensive Plan.

Body

WHEREAS, Madison is committed to social and environmental sustainability, as stated in the Comprehensive Plan: "The City of Madison must grow in a sustainable manner to meet the needs of the present without compromising the ability of future generations to meet their own needs. The Comprehensive Plan will work to accomplish this through environmental stewardship; compact, mixed-use development; safe, convenient and efficient transportation facilities; and high quality, cost effective community services," and,

WHEREAS, social and environmental sustainability cannot be achieved without an economy that allows citizens to meet their needs and prosper materially' and,

WHEREAS, transportation inefficiency is a major contributor to environmental degradation, including air emissions that increase levels of ozone, particulates, and greenhouse gases; stormwater runoff; heat island effects; and habitat and agricultural land destruction; and,

WHEREAS, transportation inefficiency is a major contributor to social inequity, placing income barriers on the ability to access work and other needs; and

WHEREAS, transportation inefficiency is a major contributor economic cost to individuals, businesses, and the city, via the burdens of owning, maintaining, and fueling vehicles, and of building, maintaining, and rebuilding roadway and stormwater infrastructure; and,

WHEREAS, environmental effects may soon be linked more directly to economic costs, as state and national policy requires Madison and environs to lessen their air impacts; and,

WHEREAS, maximizing transportation efficiency implies a system that allows individuals and businesses to access employment, school, shopping, other businesses, fellow citizens' homes, and other opportunities with the least environmental, social, and economic cost' and,

WHEREAS, this objective requires coordination of transportation and land use planning on a citywide scale, and cannot be achieved by compact, mixed-use development within neighborhoods alone; and,

WHEREAS, such coordination requires a clear goal that can be applied to incremental changes to the built environment, both public and private; and,

WHEREAS, a standard measure of environmental, social, and economic costs in an auto-dominated system is vehicle miles traveled per capita; and,

WHEREAS, this cost measure has increased sharply over recent decades,

THEREFORE, BE IT RESOLVED THAT it shall be the policy of the city of Madison to encourage or, where appropriate, require that incremental changes to the built environment, as well major new policies and public works projects, shall in the aggregate cause vehicle miles traveled per capita to decrease by 25 percent, as compared with a 2005 baseline, by 2020, and that this goal shall be incorporated into the city's Comprehensive Plan as indicated by underlined additions:

Objective 6: Create and maintain a City of interconnected, compact, mixed-use neighborhoods, districts, corridors and edges, which minimizes the need for vehicle use both within neighborhoods and across the city.

Policy 1: Create, adopt and implement zoning and land division regulations that will enable the creation of mixed-use development such as Traditional Neighborhood Developments (TND) and Transit-Oriented Developments (TOD).

Policy 2: Address important corridors and edges in neighborhood plans.

Policy 3: Judge proposals for new development against an objective of reducing vehicle miles traveled per capita by 25 percent from 2005 to 2020.

Policy 4: Require mitigation measures for land uses where motor vehicle use cannot be measured through vehicle miles traveled, such as those that facilitate vehicle idling, off-road use, and parking.

Policy 5: Evaluate progress on this objective annually by assessing the city's vehicle miles traveled per capita.

Note: Refer to the Neighborhoods & Urban Design sections of the Land Use chapter for definitions and discussion concerning districts, corridors and edges. [Land Use section, page 2-14]

Objective 2: Provide and improve transportation infrastructure such as roadways, sidewalks, etc. in coordination with redevelopment projects and new development, in a manner that fosters compact urban development patterns both within neighborhoods and across the city, in accordance with the Land Use chapter.

Policy 1: Encourage the development of mixed-use activity centers throughout the City that are supportive of alternative transportation modes.

Policy 2: Encourage a mixture of land uses in areas that helps foster a transportation environment that allows numerous transportation modes to interact effectively.

Policy 3: Implement compact and contiguous growth throughout the City of Madison and maximize the efficiency of the existing street network and street capacity.

Note: Compact development allows bicycling, walking and public transit to be more effective transportation alternatives.

Policy 4: In new neighborhoods, plan and construct a pattern of streets, sidewalks, bicycle facilities and public transit facilities that maximizes the connectivity of land uses within the neighborhood and connectivity to areas outside the neighborhood.

Note: A mixture of land uses within new neighborhoods should be encouraged, which will help foster more walking, bicycling and use of public transit.

Policy 5: Concentrate infill and redevelopment projects along transit corridors and other appropriate redevelopment areas, in order to allow for more efficient and effective provision of transit services.

Policy 6: In neighborhoods with aging infrastructure (such as Marquette, Dudgeon-Monroe, Schenk-Atwood, Tenney-Lapham, etc.), reinvest in infrastructure that supports the functionality and livability of the neighborhood, particularly near the downtown and other major employment areas.

Note: Maintaining the desirability of these neighborhoods will allow more employees to consider working close to downtown and other employment centers.

Policy 7: Encourage redevelopment to occur in a manner that is integrated with various components of the transportation system

Policy 8: Judge proposals for transportation infrastructure against an objective of reducing vehicle miles traveled per capita by 25 percent from 2005 to 2020.

Policy 9: Evaluate progress on this objective annually by assessing the city's vehicle miles traveled per capita [Transportation section, page 3-3],

BE IT FURTHER RESOLVED, that the Long Range Transportation Planning Commission by one year after adoption of this resolution shall evaluate and recommend to the Common Council travel demand-reduction policies, including but not limited to adoption of "transportation demand management" techniques, that should be pursued by the city, and,

BE IT FINALLY RESOLVED that the Plan Commission by one year after adoption of this resolution shall evaluate and recommend to the Common Council policies to mitigate the negative effects of off-road vehicle use, idling, and parking.