



City of Madison

City of Madison
Madison, WI 53703
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Master

File Number: 13815

File ID: 13815

File Type: Resolution

Status: Unfinished
Business

Version: 3

Reference:

Controlling Body: COMMON
COUNCIL

Lead Referral: PLAN COMMISSION

File Created Date : 02/24/2009

File Name: SECOND SUBSTITUTE - Stating that the policy of the City of Madison is to encourage or, where appropriate, require that seek policies and incremental changes to the built environment, as well major new policies and public works projects, shall that in the

Final Action:

Title: SECOND SUBSTITUTE - Stating that the policy of the City of Madison is to encourage or, where appropriate, require that seek policies and incremental changes to the built environment, ~~as well major new policies and public works projects, shall~~ that in the aggregate ~~cause vehicle miles traveled (VMT) 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~~ allow citizens to minimize motor vehicle travel.

Notes: waiting for alternate

CC Agenda Date: 08/04/2009

Agenda Number: 68.

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

Enactment Date:

Attachments: Version 2 Substitute Resolution - 13815 ,Version 1 Resolution - 13815 ,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 Brasser	Approve
2	06/30/2009	Dean Brasser	Approve
3	07/29/2009	Debra Simon	Delegate
3	07/29/2009	Dean Brasser	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				
	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
	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 TRANSPORTATION PLANNING COMMITTEE		03/19/2009	
	Notes:						
1	PLAN COMMISSION	03/03/2009	Refer	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION		03/24/2009	
	Notes:						
1	PLAN COMMISSION	03/03/2009	Refer	TRANSIT AND PARKING COMMISSION		04/14/2009	
	Notes:						
1	TRANSIT AND PARKING COMMISSION	03/10/2009	Refer	TRANSIT AND PARKING COMMISSION		04/14/2009	Pass
	Notes:						
1	LONG RANGE TRANSPORTATION PLANNING COMMITTEE	03/19/2009	Return to Lead with the Following Recommendation(s)	PLAN COMMISSION		04/20/2009	Pass
	Notes:						
1		03/24/2009	Return to Lead with the Recommendation for Approval				
	Notes:						
1	PEDESTRIAN/BICYCLE/MOTOR VEHICLE COMMISSION	03/24/2009	Return to Lead with the Recommendation for Approval	PLAN COMMISSION		04/20/2009	Pass
	Notes:						
1	TRANSIT AND PARKING COMMISSION	04/14/2009	Return to Lead with the Recommendation for Approval	PLAN COMMISSION		04/20/2009	Fail
	Notes:						
1	PLAN COMMISSION	04/20/2009	Rerefer	PLAN COMMISSION	05/18/2009	06/01/2009	Pass
	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.

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

2	COMMON COUNCIL	07/07/2009	Refer to a future Meeting to Adopt	COMMON COUNCIL	08/04/2009	Pass
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Notes: Adopt at the 8/4/09 Common Council Meeting.

3	COMMON COUNCIL	08/04/2009
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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

SECOND SUBSTITUTE - Stating that the policy of the City of Madison is to ~~encourage or, where appropriate, require that seek policies and~~ incremental changes to the built environment, ~~as well major new policies and public works projects, shall that~~ in the aggregate ~~cause vehicle miles traveled (VMT) 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 allow citizens to minimize motor vehicle travel.~~

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 places~~ barriers on the ability to access work and other needs; and

WHEREAS, transportation inefficiency ~~is a major contributor~~ places economic costs ~~to on~~ 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, a methodology for estimating VMT will be developed and reported to the Plan Commission by January 15, 2010; 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 ~~is to encourage or, where appropriate, require seek policies and that~~ incremental changes to the built environment, ~~as well major new policies and public works projects, shall~~ that ~~allow~~ in the aggregate ~~citizens to minimize motor vehicle travel 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 Evaluate 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 Evaluate 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 FURTHER RESOLVED, 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 programs; and,
BE IT FURTHER RESOLVED, that specific strategies for implementing these objectives and policies be contained in neighborhood and area plans.~~

BE IT FURTHER RESOLVED, that an interagency staff team comprised of Planning, Traffic Engineering and the Metropolitan Area Transportation Planning Board shall present annual reports to the Common Council, Plan Commission and Long Range Transportation Planning Committee, describing trends in traffic volumes and, to the extent possible, aggregate vehicle-miles traveled (VMT),

BE IT FURTHER RESOLVED that the staff team will propose an initial methodology for reporting traffic volumes and VMT to the Plan Commission by January 15, 2010,

BE IT FURTHER RESOLVED that as relevant city bodies make decisions on land use and transportation infrastructure, they consider the objective of minimizing motor vehicle traffic and its negative effects,

BE IT FURTHER RESOLVED that when the Comprehensive Plan is amended to include the goals and policies, the Plan Commission, with input from the Long Range Transportation Planning Committee, shall identify the mechanisms and processes that will be used to evaluate projects against the policies, including a quantifiable goal for minimizing motor vehicle traffic and its negative effects, and shall identify the data collection methodology that will be used as part of the measurement and monitoring program,

BE IT FURTHER RESOLVED the Long Range Transportation Planning Committee by one year after adoption of this resolution shall evaluate and recommend to the Plan Commission and 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~~ Long Range Transportation 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.