

Suggested Modifications to Northeast Neighborhoods Plan

(Based on comments of 7-16-09 and 8-20-09 LRTPC meetings)

SECOND MODIFIED: 8-27-09

(page 44, first paragraph, at top ...modify as shown below)

Providing additional access to the Interstate system requires approval from the Federal Highway Administration, following a formal feasibility study. An Interchange Justification Report/Environmental Assessment for a potential new access point is a major undertaking that needs to address specific justification criteria that have been established for the evaluation. An Interchange Justification Study also requires a local government sponsor such as the City of Madison. It is recommended that the City of Madison not be a local sponsor of - nor participate financially in - an Interchange Justification Study.

(page 44, possible revision to Figure 4)

The LRTPC recommended that “CTH T/TT be no more than 4 lanes wide, unless further detailed study demonstrates the need for a ‘6-lane with roundabout’ configuration”. This could affect the cross-section in the graphic.

Note: The Committee also felt that the “further detailed study” of this corridor should take place soon, or else the opportunity for the developer to pay for the facility could be lost.

(page 50, paragraph headed with “c) Pedestrian and Bicycle Paths”...modify as shown below)

c) Pedestrian and Bicycle Paths

Several long, primarily off-street pedestrian and bicycle paths are recommended through the planning area. These paths connect with the regional bicycle trail system and connect points within the neighborhood. Shorter path segments provide connections and amenity within the neighborhood. It is recommended that the bicycle and pedestrian paths be constructed at the time of development, as is done with other public transportation facilities such as streets and sidewalks.

(page 51-52, starting on 51, paragraph headed with “a) Madison Metro Transit”...modify as shown below)

a) Madison Metro Transit

Two options for service to serve initial development in the planning area are illustrated on **Map 10 Transportation Plan-Initial Transit Service**. These routes are Peripheral

Loop Option A that utilizes the East Towne Bus Stop and Peripheral Loop Option B that utilizes the East Transfer Point. **Map 11 Transportation Plan-Future Transit Service** illustrates potential transit service when the planning area is more fully developed and also incorporates commuter rail service. These routes are Connector Option C that travels through the planning area between the East Towne Bus Stop and the East Transfer Point and Local Circulator Option D that illustrates a service throughout the planning area based out of a commuter rail station at City View Drive. A brief description of the routes is provided on these maps. It is strongly recommended that the Common Council identify and provide a budget authorization for funding of transit service to the Northeast Neighborhoods in its early phases of development. This funding should be provided when the neighborhood reaches 10% of projected residents or employees. This transit service should be provided during the very early phases of development in the planning area, in order to provide public transit opportunities to the first residents and employees to live and work in this area.

(page 53, 6.b, last paragraph...modify as shown below)

TDM measures also can include “alternative work hours” program options that reduce the number of days commuters need to travel to the worksite, ~~or that shift commuting travel to non-peak period times of the day.~~ Alternative work hours can include:

- Compressed work weeks, in which employees work a full 40-hour work week in fewer than the typical 5 days
- ~~Flexible work schedules, which allow employees to shift their work start and end times (and thus travel times) to less congested times of the day~~
- Telecommuting, in which employees work one or more days at home or at a “satellite work center” closer to their homes

(page 64, B.1.b, add new “third” paragraph – in underline below - after second paragraph)

Individual employers should be organized, possibly through the formation of a Transportation Management Association, in an effort to administer a range of TDM-based incentives. Such incentives could include those that address the financial, time and convenience aspects of individual transportation choices. These can include preferential parking for ride sharers and subsidies for transit riders. Other employer-based support measures may include transit pass programs, on-site sales of transit passes and guaranteed ride home programs.

Further, the City of Madison should require management entities and individual businesses to prepare and implement TDM programs as part of development approvals and also require individual businesses to join a TMA to jointly implement TDM programs. The City should consider the creation of an ongoing assessment district that would assess larger businesses (employing more than 50 people in one location, for example) to help fund these programs. The funds would be based on the number of

employees expected at the proposed facility and could be used to pay for measures and incentives to reduce SOV trips and VMT. A potential component of a TDM program is an alternative commute coordinator, employed by the district or larger businesses. These coordinators have proven to be an essential link in actually implementing the programs once established.

(page 65, paragraph headed *Household Vehicle Miles Traveled (VMT) Reduction*)
Add the following to the end of that paragraph:

However, household VMT can be monitored in the planning area as part of the planning area travel survey described above. A component of the survey should include the reporting of vehicle odometer readings of residents in the planning area. In this way, household VMT can be tracked over time, at intervals corresponding with the administration of the travel survey.