

Hacker, Marsha

From: Hoffman, Jeanne
Sent: Tuesday, May 03, 2011 4:31 PM
To: Hacker, Marsha
Subject: FW: [SustainDane] City of Madison's Sustainability Plan

Please post to legistar #21481

Thanks.
Jeanne

The Ped/Bike, Motor Vehicle Commission was supposed to address the city of Madison's draft Sustainability Plan yesterday but did not because we lost our quorum when people went to the redistricting committee meeting.

But I had prepared some material, mostly questions, and mostly focused on the transportation elements of the plan based on some of what I read at

<http://www.cityofmadison.com/sustainability/sustainPlan.cfm> .

I copy it below with the hope that some people can address the questions that could, in turn, spur the development of other, better questions and possibly comments.

Before I do so however, I want to say how impressed I am with the whole undertaking. I tend to come off as more critical than I really intend, something you should check up to my general academic "modus operandi."

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1. Although this is called a draft, is it really the final version? That was the case with the Comprehensive Plan.
 2. Why is a Sustainability Plan separate from Comprehensive Plan? A Comprehensive Plan should have sustainable elements built into it, not be "separate but equal" (or "unequal").
 3. What do other cities do? Glaring to me is a discussion of what is being done elsewhere, including in Milwaukee.
 4. What policies does the City have right now to further the sustainable qualities of its own features, whether they be its fleet of vehicles, its buildings, its parks, its roads, its parking lots, or anything else?
Does it use its IT facilities to help promote non-motorized transportation?
Case made in one memo about how 65% of the city's workforce does not live in the city. There could be hiring preferential to residents who pay city property taxes. Have to look at the law and possibly get it changed. Do we use TIF money to foster business growth or to line the pockets of developers who not only live outside the city but who pay no state taxes? Does the City work with other units of government to further any sustainability goals?
That's called partnership.
 5. The big animal in the room is how money is allocated. Is it allocated to facilitate car travel or to build bike lanes and enhance the bus system? Can parking revenue be used in part to discourage car travel but also to help provide other options? Do we fund separate City Engineering and Traffic Engineering departments, or do we have a Transportation Department that oversees Metro, Parking, Streets and so on? How are other cities organized?
Do we first clear snow from residential streets and parking lots, or do we first make sure pedestrian paths and bus routes/stops are clear?
 6. Why is transportation considered under the "environmental" category while housing is considered separately, more as a social issue?
Transportation is as much a social/health/economic issue as an environmental issue.

7. Why is Parking separated from Transportation? A balanced transportation system includes consideration of streets and parking, among other things.

Bill Knobeloch's comments at the TPC were spot on except that he did not mention San Francisco's excellent pilot program

-- <http://sfpark.org/> .

8. Is there a Sustainable Transportation program that downtown business could participate in?

Susan De Vos

Sustain Dane Website - <http://www.sustaindane.org>

* Sustainability Discussion Courses

* Rain Barrels

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