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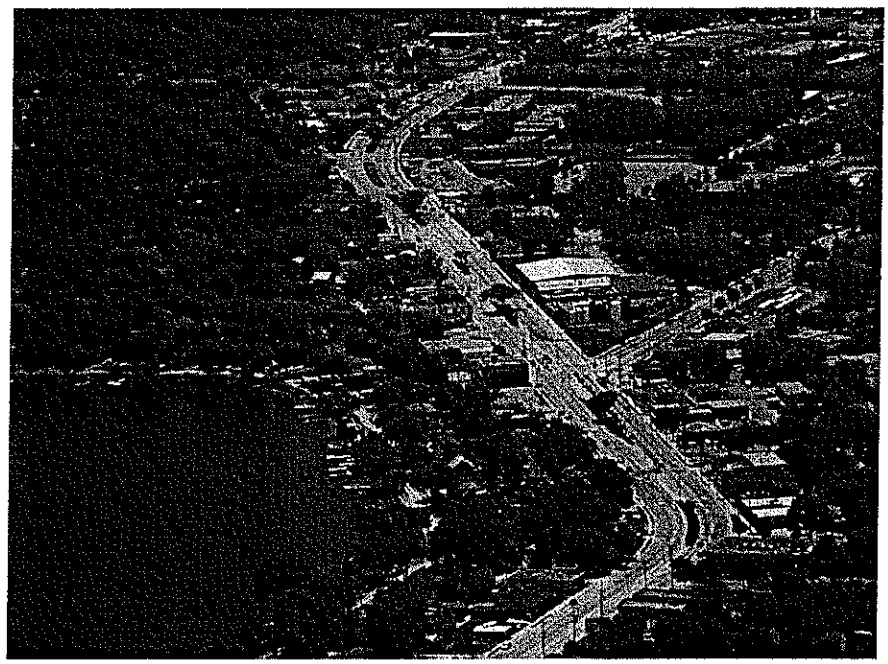

3 TRANSPORTATION

THE PLAN: GOALS, OBJECTIVES, IMPLEMENTATION POLICIES AND RECOMMENDATIONS

REVISED 10/17/05

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TRANSPORTATION OVERVIEW

The purpose of the Transportation chapter is to guide transportation decisions in the City of Madison and the larger metropolitan area. This chapter updates, revises and refines the goals, objectives, policies and recommendations of various adopted City and regional plans.

~~In many cases the content of the goals, objectives, policies and recommendations in the Transportation chapter will overlap with those in the other Comprehensive Plan chapters, such as the Land Use chapter and the Housing chapter. The Comprehensive Planning law requires all chapters of the comprehensive plan to be integrated and made consistent with each other. However, in some situations, some goals, objectives, policies and recommendations may appear to be in conflict with others.~~

~~It is the intent of the Transportation chapter that potential conflicts either be eliminated or minimized by carefully balancing the individual goals, objectives, policies and recommendations of each chapter with the broader goal of protecting the public interest. To achieve this balance, the City's Plan Commission, Common Council and other decision making bodies will need to carefully consider the implications and effects of their decisions and actions on all comprehensive plan chapters and amend the chapter from time to time to eliminate or minimize any significant conflicts that may arise.~~

SUMMARY OF TRANSPORTATION ISSUES

The transportation system should be designed and maintained in a manner that:

- improves air quality;
- increases the use of public transit, bicycling, walking and carpooling, as alternatives to single-occupancy vehicles;
- improves access and circulation within the existing capacity of the street system (with consideration for all modes of transportation);
- improves pedestrian and bicycle mobility and accessibility throughout the City;
- provides strong transportation linkages to inter-city modes of transportation, such as air and inter-city passenger rail transportation;

- supports existing and new development in accordance with the policies of the (Land Use chapter of the Comprehensive Plan) by emphasizing the importance of developing housing and attracting key businesses that will benefit each area of the City;

- minimizes the negative impacts of transportation on existing and future neighborhoods; and;

- minimizes the demand for automobile parking, without negatively impacting development opportunities (i.e., manage long- and short-term parking demand and provide incentives to encourage the use of alternative transportation modes).

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES

Goal: Develop and maintain a coordinated and balanced transportation system that provides a variety of choices among transportation modes (including automobile, public transit, air travel, bicycle and pedestrian).

OBJECTIVES AND POLICIES FOR CREATING A BALANCED AND EFFICIENT TRANSPORTATION SYSTEM

Objective 1: Plan for and provide a balanced and efficient transportation network that offers realistic and viable alternatives to automobile travel and maximizes use of existing transportation investments (such as investments in public transit, roadway infrastructure, etc.).

Policy 1: Work closely with the Wisconsin Department of Transportation (WisDOT) and the Madison Area Metropolitan Planning Organization (MPO) to develop a long-range regional land use and transportation plan every 5 years.

Policy 2: Ensure coordination of the City of Madison Comprehensive Plan with the MPO's long-range regional land use and transportation plan.

Goal: Develop and maintain a transportation system that supports new and existing residential, employment, commercial and recreation areas, preserves and enhances neighborhood livability and the quality of life for City of Madison residents, while providing for the safe and ~~effective~~ efficient movement of people and goods.

LAND USE AND TRANSPORTATION SYSTEM COORDINATION OBJECTIVES AND POLICIES

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 (in accordance with the Land Use chapter).

Policy 1 ~~5~~: ~~Develop~~ Encourage the development of mixed-use activity centers throughout the City that are supportive of alternative transportation modes.

Policy 2 ~~6~~: Encourage a mixture of land uses in areas that help foster a transportation environment that allows numerous transportation modes to interact effectively.

Policy 3 ~~1~~: 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 ~~2~~: In new neighborhoods, plan and construct a pattern of streets, sidewalks and bicycle 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 ~~3~~: 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 ~~4~~: 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.

Objective 3: Encourage transit-oriented development (TOD) at strategic locations in the City as identified in City plans.

Note: For a thorough discussion of special land use overlay designations and their principles, standards and guidelines – including Transit-Oriented Development (TOD) and Traditional Neighborhood Development (TND) - please see Volume II, Land Use Chapter, pages 2-102 ?????.

Policy 1 6: Use Transport 2020 and other high-capacity transit system plans as guides for implementing transit-oriented development in Madison.

Policy 2 ~~1~~: Adopt and implement transit-oriented development plans and standards that address:

- Land use patterns;
- Zoning (including building setbacks, development density/intensity);
- Building design;
- Auto, pedestrian, and bicycle access to the area;
- Site design;
- Traffic and parking management;
- Implementation strategies.

Policy 3 ~~5~~: Focus regulatory provisions for transit-oriented developments on creating active, walkable streets. This can be achieved through development of detailed plans that will address the following issues ~~chapters~~:

- Land use;

  Active streets require a mix of land uses that will generate pedestrian activity. While the mix of uses may vary from TOD to TOD, the land use mix should offer many activities within walking distance and place a range of housing types in close proximity to the transit system. Typically, retail uses should be located on the ground floor of buildings with office and residential uses above. Formal civic and open space uses are also desirable in TODs.

- Sidewalks;

  Require bicycle and pedestrian facilities ~~sidewalks and pedestrian/bicycle walkways and paths~~ on all streets within TODs. In addition, provide interior (i.e. within a development site) walkways and paths to ensure safe and convenient pedestrian mobility.

- Building placement and orientation;

  Orient buildings to the street with minimal or no setbacks from the sidewalk, depending on the established development pattern in the area and the level of "urbanism" desired at the site. Corner buildings are especially important and must "hold the corner" with facades on both streets. Require build to lines, which create a street wall with consistent building frontages, where appropriate.

- Entrances;

  Provide building entrances that open onto public streets with clear connections to the sidewalk in order to provide convenient access to transit facilities.

- Fenestration;

Provide windows at the ground level of buildings and with a minimum percentage of glass based on the size of the facade.

- Block size;

  Require small blocks in order to create a high level of connectivity that provides a choice of routes for travelers, active walking environments, and the opportunity for diversity in design.

- Placement and supply of parking;

  Prohibit large and highly visible surface parking in TODs, especially in the core areas of TODs. The supply of parking may be reduced from the amount that is typically provided ~~conventional requirements~~ in some instances. Parking supply and management should be addressed in the specific special area plan for each TOD.

- Street standards;

  Design street systems to be comfortable for walking. A high degree of street connectivity between the TOD and the local street network is essential. Encourage traffic calming measures such as pedestrian crossings, medians and bulb-outs, and encourage a grid system of streets, small blocks, and alleys.

  Note: Consider integrating the "woonerf" street design concept (a shared-use street concept) in TODs, where appropriate. Originating in Holland, woonerf translates as "living yard" and literally refers to a farmyard, a place with multiple uses. The woonerf streets can be characterized by a lack of separated raised pavements, a variety of surface treatments suited to a pedestrian environment, use of trees, plantings and street furniture to define and screen parking, use of bollards and street lighting to define space, use of simple "gateways" at the entry points, and low car speeds.

- Building density and intensity;

  Provide development at relatively high densities that will support transit service, while providing minimum amounts of greenspace in the TOD.

Note: Densities in existing TODs around the nation range from under 10 dwelling units per acre to 100+ units per acre. Seven dwelling units per acre is considered the minimum density for transit service. Development at densities of 30 dwelling units per acre and higher can support both bus and rail transit. ~~Generally, the density in TODs should match or exceed the highest densities found elsewhere in the City.~~

- Memorable public spaces.

  Design TODs to create memorable public and private spaces that attract pedestrians and foster transit use. High-quality open spaces, distinctive architecture, and establishment of a landmark/focal activity area can be used to create memorable spaces.

Policy 4 ~~3~~: Prepare and adopt transit-oriented development zoning standards in order to foster the implementation of TOD projects.

Policy 5 ~~2~~: Use, where TOD zoning is not applicable, the planned unit development zoning process combined with detailed neighborhood development plans and/or site specific special area plans to plan for and implement transit-oriented development projects.

Policy 6 4: Vary specific development standards for transit-oriented development projects from site to site based on a variety of factors including, but not limited to the:

- Type of transit vehicle served by the TOD site;
- Frequency of transit service at the site;
- Local and regional market for various land uses at the site; and,
- Existing land use pattern and density in the area around the site.

ROADWAY SYSTEM OBJECTIVES AND POLICIES

Objective 4: Work with WisDOT, Dane County, the Madison Area MPO and the University of Wisconsin to fund, maintain and develop a transportation thoroughfare system that ensures:

- Safe and efficient movement of people and goods, and is designed in a manner that utilizes all modes of transportation

- Efficient and cost-effective use of public resources in maintaining existing and constructing new streets

- Minimal negative impacts to the community

Policy 1: Work with the Madison Area MPO to ensure consistency with the regional and state roadway functional classification system.

Policy 2: Ensure that new arterial and collector streets (primarily new neighborhoods) are constructed to meet the transportation needs in growing areas of the City. Ensure that the City's Neighborhood Development Plan (NDP) processes include the development of a complete arterial and collector roadway system as part of new neighborhoods. Use official mapping as a tool to ensure the proper development of future arterial and collector roadways.

Policy 3: Work with the Madison Area MPO to review possible jurisdictional transfers, where appropriate. Jurisdictional transfers are when a unit of government gives up its ownership and maintenance responsibility of a roadway to another unit of government (such as Dane County transferring jurisdiction of a County Trunk Highway to WisDOT, essentially creating a new State Highway). Develop a plan to implement jurisdictional transfers, where warranted.

Policy 4: Develop a hierarchy of City of Madison bicycle corridors for use in making roadway infrastructure decisions.

Note: Bicycle corridors should be inventoried and classified for their function in providing bicycle mobility, similar to a roadway functional classification. This classification system should be used to help prioritize bicycle facility improvements.

TRAFFIC MANAGEMENT OBJECTIVES AND POLICIES

Objective 5: Alleviate traffic congestion, where appropriate, in a manner that improves traffic flow and minimizes travel delays, but also minimizes the impacts on adjacent land uses and neighborhoods.

Policy 1: Work with the Madison Area MPO to refine and update the regional travel demand-forecasting model, as appropriate, and use the model as a tool for managing future traffic (and roadway infrastructure decisions). Ensure that the travel demand-forecasting model is consistent with City of Madison traffic simulation models.

Policy 2: The roadway system should be designed and maintained in a manner that minimizes neighborhood impacts. Specific capacity improvements and other traffic management treatments should be sought in a way that minimizes negative impacts on neighborhoods (examples include planting buffers with street trees, using roundabouts, where appropriate, etc.).

Policy 3: Consider increased roadway capacity on City roadways only after all other alternative approaches have been considered.

Policy 4: Use transportation system management (TSM) strategies to improve traffic flow, where appropriate. TSM measures include traffic signal control systems, Intelligent Transportation System (ITS) technologies (such as real-time traffic and parking information along roadways), intersection improvements, channelization (such as dedicated turn lanes), and access management techniques.

Policy 5: Develop an access management plan for arterial roadways in the City of Madison. The access management plan should include the consideration of combining driveways, moving driveways away from intersections, controlling left turn movements, providing pedestrian refuge areas using raised medians, and other treatments.

Policy 6: Consider retrofitting streets with excess capacity to provide improved pedestrian and bicycle access and connections. Where feasible, consider the conversion of two-way streets to one-way streets and the use of two-way left turn lanes.

Policy 7: Consider the creation of a parkway design for arterial streets. Parkways can be designed to utilize narrower lane widths, incorporate street trees (to provide a barrier between moving traffic and pedestrians), use narrower sight lines to calm traffic and create an appealing streetscape.

NEIGHBORHOOD STREET DESIGN OBJECTIVES AND POLICIES

Objective 6: Design neighborhood streets in a manner that accommodates all modes of transportation – including automobile, public transit, bicycle, and pedestrian travel – and limit the impacts of motor vehicle traffic on neighborhoods.

Policy 1: Design new and existing local streets that provide for traffic movement, while ensuring a safe and attractive pedestrian- and bicycle-friendly neighborhood environment.

Policy 2: Consider long-term street maintenance and availability of funds when designing neighborhood streets.

Policy 3: Encourage neighborhood street designs that allow parking on both sides of the street, where appropriate. Ensure that the design of neighborhood streets is consistent with all applicable City street standards, including the City's Traditional Neighborhood Development (TND) ordinance ~~and other adopted street standards~~.

Policy 4: Consider traffic calming improvements and strategies for use on local streets that will encourage pedestrian travel, bicycle travel and the use of public transit (where excessive speeding is a problem and/or to improve pedestrian travel) and will not negatively affect emergency vehicles and public transit services.

~~*Note: The City of Madison Traffic Engineering Division Neighborhood Traffic Management program should continue to be used to evaluate potential traffic calming projects throughout the City. City Traffic Engineering should work closely with the University of Wisconsin to develop and implement safety enhancements that ease conflicts between traffic and pedestrians at key locations in the UW campus.~~ (FIRST SENTENCE INCLUDED IN IMPLEMENTATION SECTION)

Policy 5: City Traffic Engineering should work closely with the University of Wisconsin and neighborhood associations to develop and implement safety enhancements that ease conflicts between traffic and pedestrians at key locations throughout the UW campus and in City neighborhoods.

TRANSPORTATION DEMAND MANAGEMENT (TDM) OBJECTIVE

Objective 7: Utilize Transportation Demand Management (TDM) measures, as part of a comprehensive City-wide strategy to reduce the amount of automobile traffic in Madison, and enhance the desirability of non single-occupancy vehicle (SOV)-based transportation modes. The formation of Transportation Management Associations (TMAs) should be considered, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.

Note: Transportation demand management (TDM) is a set of actions or strategies, the goal of which to encourage travelers to use alternatives to driving alone, especially at the most congested times of the day. The term TDM encompasses both alternative modes to driving alone and the techniques, or strategies, that encourage use of these modes. TDM alternatives include travel options such as:

- *Carpools and vanpools;*
- *Public and private transit (including shuttles); and,*
- *Bicycling, walking, and other non-motorized travel.*

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 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; and*
- *Telecommuting, in which employees work one or more days at home or at a "satellite work center" closer to their homes.*

TDM strategies include improvements in alternative modes of transportation; financial and/or time incentives for commuters who use alternative modes; information dissemination and marketing activities that heighten travelers' awareness of and/or interest in alternatives; and supporting services that make the use of alternatives more convenient or that remove psychological impediments to use of alternatives. Examples of TDM strategies are:

- *Improvements to existing transportation services, such as shuttle buses and vanpool programs;*
- *Financial/time incentives, for example, preferential parking for ridesharers, subsidies for transit riders, and transportation allowances;*
- *Parking management programs;*
- *Priority treatment for ridesharers, for example, high occupancy vehicle (HOV) lanes and freeway ramps; and*
- *Employer support measures, such as employee transportation coordinators, on-site transit pass sales, on guaranteed ride home programs; and*
- *Marketing and promotion techniques (such as transportation fares or periodic prize drawings for users of alternatives modes).*

PEDESTRIAN ACCESSIBILITY AND WALKING ENVIRONMENT OBJECTIVES AND POLICIES

Objective 8 ~~7~~: Improve pedestrian connections among land uses in the City to create a continuous and seamless pedestrian system, and to enhance the walkability and pedestrian environment of the City.

Policy 1: Sidewalks should be provided on all new streets in all new subdivisions.

Policy 2: Maintain, update and implement a pedestrian system plan to identify and prioritize sidewalk needs (e.g. pedestrian ramps, crosswalk enhancements, etc.). An implementation program for funding pedestrian improvements in existing neighborhoods should continue to be used. ~~Work closely with the University of Wisconsin to identify priorities and implement enhancements in the UW campus area~~.

Policy 3: Work closely with the University of Wisconsin and neighborhood associations to identify priorities and implement enhancements in the UW campus area and in City neighborhoods.

Policy 3 4: Encourage a mix of land uses and densities, high quality design of the built environment, and pedestrian-scale streetscapes (to enhance pedestrian comfort and create a more pedestrian-oriented environment).

Policy 4 5: Improve and enhance the pedestrian connections between buildings within development areas, utilizing pedestrian amenities such as trees, planters, street furniture, awnings, building windows, etc.

Policy ~~5~~ 6: Utilize traffic calming techniques and strategies in high pedestrian activity areas, such as schools and parks, using the Traffic Engineering Neighborhood Traffic Management program. Identify priority areas for the possible use of traffic calming strategies in a sidewalk system plan.

Policy ~~6~~ 7: Enhance the pedestrian environment and pedestrian connections throughout the City of Madison. Encourage a scale of development and variety of land uses that make walking an attractive alternative to other means of travel. Utilize streetscapes and other creative pedestrian crossing improvements to

enhance ~~the sense of~~ pedestrian safety and security, and improve the overall pedestrian environment in the City.

Policy ~~7~~ 8: Identify existing barriers to pedestrian mobility, (such as highways without adequate crossing facilities, cul-de-sacs and other non-traditional street designs such as L-shaped streets) and prioritize locations where improvements ~~new crossings~~ are most needed. Such improvements could include new crossings or connections to link areas within neighborhoods (including sidewalks that link the ends of cul-de-sacs to one another).

Policy 8 9: Employer-based Transportation Demand Management (TDM) measures should be instituted as part of a comprehensive City-wide TDM program, in order to enhance the desirability of non single-occupancy vehicle (SOV)-based transportation modes, including pedestrian transportation. The formation of Transportation Management Associations (TMAs) should be considered, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.

Policy 9 10: Maintain sidewalks and walkways for year-round use, including appropriate snow removal. Enforce sidewalk snow removal and maintenance ordinances, as appropriate. Ensure adequate snow removal at transit boarding pads, and at areas connecting to and within transit shelters.

PUBLIC TRANSIT OBJECTIVES AND POLICIES

Objective 9 8: ~~Provide adequate funding levels, through Metro Transit (Metro), to~~ Implement a variety of public transit services throughout the City of Madison (including connections to surrounding municipalities and other major activity centers), in an efficient and effective manner. ~~Extend public transit routes to areas of new growth and establish transit corridors where higher density development is encouraged (in an effort to provide a strong public transit ridership base).~~ Implement transit services in a manner that endeavors to increase system-wide ridership, reduce the costs to provide transit services and help to increase revenues for Metro operations.

Note: Improvements to the transit system will help to increase transit ridership, but changes in land use densities, parking policies, and the pedestrian environment will also have an impact on ridership.

Policy 1: Provide adequate funding levels, through Metro Transit (Metro) and other public and/or private funding sources, to implement transit services

throughout the metropolitan area (consistent with Metro plans and route objectives).

Policy ~~1~~ 2: Create a strong public transit linkage to land use and future land use planning activities. Implement the Land Use chapter of the Comprehensive Plan and its urban design recommendations, in particular, the Transit Oriented Development (TOD) recommendations - in order to create a more transit-friendly environment.

Note: See Objectives 2 and 3, above, for a discussion and policies pertaining to the benefits of a strong linkage between land use/development and transit services - including the benefits of implementing Transit-Oriented Development projects throughout the City.

~~*Note: Land use recommendations that help create a more transit-friendly environment include:*~~

- ~~*Increase clustered and mixed land uses around transit stops*~~
- ~~*Create interconnected parkways and roads with sidewalks, street trees and pedestrian scale lighting, where appropriate, which will improve the pedestrian environment.*~~
- ~~*Develop and redevelop activity centers to be accessible by bicycle, walking, transit and automobiles.*~~

~~*Note: Improvements to the transit system will help to increase transit ridership, but changes in land use densities, parking policies, and the pedestrian environment will also have an impact on ridership*~~. *(MOVED UP: AFTER OBJECTIVE 8)*

Policy ~~2~~ 3: Continue to extend public transit routes to areas of new growth - including new employment and residential developments and establish transit corridors where higher-density development is encouraged (in an effort to provide a strong public transit ridership base). ~~In terms of new development, continue to provide new transit service to future development including new employment and residential developments. Continue to review and comment on~~ Evaluate how new developments are served and how the form of new developments (and their transit users) affects the provision of transit services.

Note: Transit routes may require restructuring in some areas to help make transit services in these areas more viable. To the extent possible, establish transit service in

newly-developing areas, so that future residents can establish transit-oriented commuting patterns.

Policy ~~3~~ 4: Integrate transit hubs and transfer stations into TOD areas and activity centers, as development and redevelopment occurs throughout the City.

Policy 4 5: Conduct periodic transit route restructuring analyses. Conduct a route assessment that will analyze existing and future route design and the role of transfer points in the transit system, including a detailed analysis of the effectiveness of transit routes (by route segment), and an evaluation of ridership levels.

Note: The transit route assessment should utilize a boarding (riders getting on the bus) and alighting (riders departing the bus) survey and an evaluation of transit service markets (using demographic, employment and land use data).

Policy ~~5~~ 6: Identify opportunities to create new off-street transportation corridors. Consider the use of the railroad corridors for numerous transportation modes - such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi-use transportation functions.

Note: Work with Dane County, the Madison Area MPO and the University of Wisconsin to conduct an inventory of railroad corridors within the City and develop a long-range plan for their use. Preserve abandoned railroad right-of-way, where appropriate. Work to obtain abandoned rail lines for use as pedestrian/bicycle trails or for other future transportation purposes. Active railroad corridors should also be considered for shared transportation uses, where appropriate.

Policy 6 7: Metro Transit should continue to develop a long-range transit service plan - the Transit Development Program (TDP) - in close collaboration with the Madison Area MPO.

Note: The Land Use chapter should help guide the development of the TDP, and strong emphasis should be given to designated TOD activity centers. Land use-oriented transit service recommendations include:

- *Consider additional limited stop/express services, to help provide more competitive transit service in peripheral areas of the City, particularly in terms of travel times;*
- *Continue to examine how best to integrate routes and timed transfers at activity centers;*

- *Consider adopting routes that minimize large loops in order to increase competitiveness with auto travel times; and,*

- *Continue to consider using ITS technologies that enhance transit information, reliability, security and convenience (such as real-time bus location information at transit stops.).*

Policy ~~7~~ 8: Continue to make improvements to Metro transit services that help persons with disabilities utilize regular fixed-route services.

Policy ~~8~~ 9: Metro should enhance transit services that attract ridership from those who own their own vehicles (i.e., "choice" riders), particularly in the downtown and other large employment areas (where parking supplies may be limited and/or costly to provide).

Note: Possible transit service improvements that could help attract choice riders include:

- *Pursuing the development of more pre-paid unlimited ride pass programs, commuter-choice pass programs, and employer-subsidized transit fare programs with large employers and employer associations in the City;*

- *Pursuing further introduction of Intelligent Transportation Systems (ITS) technologies that enhance service reliability, real-time information, convenience and security; and,*

- *Continuing to install bicycle racks on buses.*

Policy ~~9~~ 10: Develop a parking/park-and-ride management plan as a means to help improve the viability and effectiveness of public transit services in the City.

Policy ~~10~~ 11: Work with Dane County, the Madison Area MPO, the University of Wisconsin and the Wisconsin Department of Transportation to implement the recommendations of Transport 2020, which recommend initiating a system that provides high-capacity transit linkages throughout the City (utilizing new express bus service, commuter rail, and streetcar service, and improvements to the local bus system). Volume II, Map 3-1, at the end of this chapter, illustrates the Transport 2020 Start Up System and Volume II, Map 3-2 Full System Vision.

Note: The long-term transportation system vision proposed in Transport 2020 is a public transit system that utilizes several transit modes, including commuter rail, electric

streetcars, express bus services, park-and-ride lots and improvements to local bus service. Extensions of this system to serve many communities in Dane County are anticipated over time.

Policy ~~11~~ 12: Ensure the direct provision of high quality public transit linkages among higher-density activity centers (such as TODs and other areas of high trip generation). Ensure that local passenger rail station areas receive high priority for TOD planning activities.

Policy ~~12~~ 13: Explore opportunities to provide special rail services to numerous special events in Madison. Such a service would provide a unique experience for visitors, potentially reduce traffic congestion on certain local roadways and neighborhood streets, and reduce the need for parking in the area near special events.

Policy ~~13~~ 14: Work with Dane County, the Madison Area MPO, and the Wisconsin Department of Transportation to explore opportunities to institute a new regional transportation or transit authority (RTA), as a mechanism to finance and manage public transit services in the Madison urban area and Dane County.

Policy ~~14~~ 15: Employer-based Transportation Demand Management (TDM) measures should be instituted as part of a comprehensive City-wide TDM program, in order to enhance the desirability of non single-occupancy vehicle (SOV)-based transportation modes, including public transit. The formation of Transportation Management Associations (TMAs) should be considered, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.

ADA PARATRANSIT SERVICE OBJECTIVES AND POLICIES

Objective 10 9: Ensure that quality Americans with Disabilities Act (ADA) paratransit services are provided to persons who cannot utilize available fixed-route accessible bus services.

Policy 1: Ensure that Metro Transit and other providers provide quality ADA paratransit service. Metro should continue to evaluate the performance and service provided by contractors, and work to improve those services.

Policy 2: Metro Transit should continue to explore strategies for providing cost effective transit service to persons with disabilities, as ADA paratransit services are generally much more expensive to provide and should continue to purchase low-floor buses when replacing or expanding its fleet.

INTERCITY BUS OBJECTIVES AND POLICIES

Objective 11 ~~10~~: Maintain the provision of intercity bus service to and from the City of Madison.

Policy 1: Ensure that the City considers the needs of intercity bus companies in its transportation decision-making, such as the siting of transit stations and bus staging areas.

Policy 2: Ensure that the impacts of intercity bus services and their facilities on residential neighborhoods are minimized.

BICYCLE SYSTEM AND FACILITIES OBJECTIVES AND POLICIES

Objective 12 ~~11~~: Provide for a continuous and interconnected bicycle route and trail network that is viable, convenient, and safe, and a system that will encourage both commuter and recreational bicycling.

Policy 1: Work with Dane County, the Wisconsin Department of Transportation, the Madison Area MPO and the University of Wisconsin to implement the Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin (September 2000).

Policy 2: Integrate on-street bicycle lanes as part of roadway construction and reconstruction projects. Stripe and sign on-street bicycle routes and lanes, as appropriate.

Policy 3: Ensure that the City of Madison's bicycle facility planning is closely coordinated with that of the University of Wisconsin.

Policy 4: Ensure that ~~local~~ bicycle facilities are adequately planned for as part of Madison's detailed neighborhood development planning processes. Ensure that these planned bicycle facilities provide for good connectivity within and between

neighborhoods. Special attention should be given to areas of the City that may be under-served by on- and off-street bicycle facilities.

Policy 5: Ensure that bicycle parking facilities – both within the public right-of-way and on development sites – are located in appropriate locations (such as near building entrances), be appropriately designed/sized, located in prominent public areas and be well-maintained (including adequate snow removal). Ensure that development review processes acknowledge bicycle parking and other bicycle facility needs.

Policy 6 ~~5~~: Develop a hierarchy of City of Madison bicycle corridors for use in making roadway infrastructure decisions.

> *Note: Bicycle corridors should be inventoried and classified for their function in providing bicycle mobility, similar to a roadway functional classification. This classification system should be used to help prioritize bicycle facility improvements.*

Policy 7 6: Provide high quality bicycle route and bicycle facility linkages among recommended high-intensity activity centers (such as TODs and other areas of high trip generation) and transit hubs/stations. Ensure that adequate bicycle parking facilities are located at TODs and transit hubs/stations.

Policy 8 ~~7~~: Ensure that adequate wayfinding facilities are included along bicycle routes.

Policy 9 ~~8~~: Identify existing barriers to bicycle mobility, (such as highways without adequate crossing facilities, cul-de-sacs and other non-traditional street designs such as L-shaped streets) and prioritize locations where improvements ~~new crossings~~ are most needed. Such improvements could include new crossings or connections to link areas within neighborhoods (including sidewalks or multi- use paths that link the ends of cul-de-sacs to one another).

Policy 10 ~~9~~: Employer-based Transportation Demand Management (TDM) measures should be instituted as part of a comprehensive City-wide TDM program, in order to enhance the desirability of non single-occupancy vehicle (SOV)-based transportation modes, including bicycle transportation. The formation of Transportation Management Associations (TMAs) should be considered, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.

TRAIL NETWORKS OBJECTIVES AND POLICIES

Objective 13 ~~12~~: Create a comprehensive and continuous city-wide network of on- and off-street bicycle facilities and walking trails ~~and boat trails~~ that are interconnected with county and regional trail systems.

Policy 1: Identify opportunities to create new off-street multi-use trails. Consider the shared use of the railroad corridors for numerous transportation modes - such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi-use transportation functions. Special attention should be given to areas of the City that may be under-served by off-street trails.

Note: Work with Dane County, the Madison Area MPO and the University of Wisconsin to conduct an inventory of railroad corridors within the City and develop a long-range plan for their use. Preserve abandoned railroad right-of-way, where appropriate. Work to obtain abandoned rail lines for use as pedestrian/bicycle trails or for other future transportation purposes. Active railroad corridors should also be considered for shared transportation uses, where appropriate.

Policy 2: Cooperate with landowners, local municipalities, Dane County and state agencies to ensure the completion and maintenance of multi-use trail networks.

Policy 3: Proactively acquire land or affirmative access easements whenever development or land subdivision occurs along proposed trail routes.

Policy 4: Ensure that facilities for bicycling and walking are included as components of newly constructed or reconstructed arterial or collector streets, and local streets, as appropriate.

MOPED TRANSPORTATION OBJECTIVES AND POLICIES

Objective 14 13: In close collaboration with the University of Wisconsin, develop policies and regulations that ensure the safe and well-managed use of mopeds in the City of Madison.

Policy 1: Work with the University of Wisconsin and the Wisconsin Department of Transportation to ensure the proper registration, licensing and inspection of mopeds. Enforce existing laws regulating the use of mopeds, including those

that address driving responsibilities on roadways, parking and the prohibition of driving mopeds on sidewalks.

PARKING MANAGEMENT OBJECTIVES AND POLICIES

Objective 15 ~~14~~: Provide for the construction and maintenance of parking facilities as part of an integrated strategy for urban development and redevelopment. Consider the desired density of land uses, ability to utilize alternative modes, availability of on-street parking, and the impacts on the pedestrian environment in future parking planning, management, and parking facility design activities.

Policy 1: Develop and implement a downtown parking management plan

Note: The downtown parking management plan should include the following issues:

- *An inventory and usage survey of all parking facilities, both private and public in the downtown area. Identify surface parking lots with the potential for future redevelopment;*
- *An assessment of the cost of providing parking (e.g. capital, operation, maintenance, enforcement, etc.) and revenues (e.g., fees and enforcement fines), and a determination of what share of those costs are and should be assessed to users of public parking;*
- *An evaluation of strategies for minimizing parking demand (e.g. encouraging innovative parking pricing programs among downtown employers, transit and carpooling incentives, shared parking programs, etc.), and an evaluation of parking strategies that efficiently allocate the most convenient and desired parking to customers (e.g. pricing, time restrictions); and,*
- *An assessment of the viability for creating additional parking on some downtown streets (for high visibility-parking, calming traffic, and helping to create more street level activity).*

Policy 2: Provide parking facilities that can be conveniently accessed by downtown customers and visitors.

Note: The most desirable and convenient parking should be managed to encourage customer and visitor access. The least convenient parking lots/ramps should be targeted for long term and employee usage. Parking management strategies should continue to be employed, in order to manage the usage of City-owned parking facilities, such as

instituting time limits and pricing policies to ensure higher turnover for short-term parking.

Policy 3: Promote shared parking agreements for compatible uses (e.g. office parking with high demand during the weekdays and entertainment uses with high demand during evenings and weekends), in order to make more efficient use of parking facilities.

Policy 4: On-street parking in residential areas near employment and commercial sites should strike a balance between providing resident parking and providing overflow commercial and employee parking.

Note: Implementation strategies that address residential area on-street parking, and allow flexibility for neighborhood-specific situations, may include:

- *Continuance of "resident-only" permit zones; and,*
- *Continued use of time limited on-street parking with residential exemptions.*

Policy 5: Increase flexibility with minimum parking requirements to reflect typical daily demand and allow innovative parking provisions. Explore the use of innovative public and private parking requirements and approaches, including the use of minimum or maximum parking requirements in City ordinances.

Note: The City should consider continuing to exempt the downtown area from minimum parking requirements. The City should also recognize and acknowledge unique situations in the downtown and other parts of the City, and allow for flexibility in parking provision decisions in response to unique circumstances.

INTERCITY PASSENGER RAIL OBJECTIVES AND POLICIES

Objective 16 ~~15~~: Work with WisDOT, Amtrak, and other agencies to provide intercity passenger rail service to and from Madison.

Policy 1: Work with the Midwest Regional Rail Initiative (MWRRI) to promote and implement intercity passenger rail service in Madison.

Policy 2: Maintain the passenger rail transportation corridor in the City of Madison and work to identify the appropriate location for an intercity passenger rail station in the City. Ensure that the rail corridor right-of-way providing

access between Madison and Milwaukee, and Madison and the Twin Cities remains intact.

Policy 3: Plan for a future passenger rail station that is convenient to downtown, can be integrated with all support transportation (such as taxi, bicycle, pedestrian, Metro Transit, parking, shuttles, etc.) and can serve as a potential activity center for additional redevelopment activities.

FREIGHT RAILROADS OBJECTIVES AND POLICIES

Objective 17 ~~16~~: Maintain and improve freight rail access to the City of Madison and ensure safe street/rail corridor crossings. Ensure that the impacts of freight rail service on neighborhoods are minimized and mitigate existing impacts, as appropriate.

Policy 1: Provide, maintain and enhance freight railroad service in the City of Madison. Work to promote the redevelopment of existing industrial areas with industries that will use and benefit from existing freight railroad facilities. Within the development of new neighborhood development plans, locate freight-oriented businesses near existing railroad corridors, as a mechanism to enhance and broaden the economic development base in the City.

Policy 2: Work with trucking, rail, and air providers to investigate opportunities to enhance intermodal freight transportation (i.e., two or more freight transportation modes interacting together, such as semi-truck and rail).

Policy 3: Investigate changes in freight rail activity (or land uses adjacent to freight rail activity) in order to determine and mitigate potential negative impacts to adjacent residential areas. Rail and intermodal activities located in these locations should be moved to areas that are more compatible for freight activity, such as industrial areas of the City.

Policy 4: Work with WisDOT and the Federal Railroad Administration (FRA) to establish Quiet Zones throughout the City, where appropriate.

Note: Quiet Zones are federally designated corridors where specific railroad crossing safety measures have been installed (such as gates, lights and median barriers) and where train whistle blowing is prohibited. Quiet Zones are most appropriate in areas where noise from freight railroad activities is not compatible, such as residential areas and some types of commercial areas.

Policy 5: Monitor increases in rail activity and changes in street traffic volumes (for at-grade railroad street crossings), in order to evaluate and mitigate safety risks.

Policy 6: Work with the Wisconsin and Southern Railroad (WSOR) to consider policies that would encourage rail traffic to operate more during off-peak roadway travel times. Such a policy would minimize roadway traffic delays and improve safety conditions.

Policy 7: Consider the use of the railroad corridors for numerous transportation modes, such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi-use transportation functions.

Note: Work with Dane County, the Madison Area MPO and the University of Wisconsin to conduct an inventory of railroad corridors within the City and develop a long-range plan for their use. Preserve abandoned railroad right-of-way, where appropriate.

AIR TRANSPORTATION OBJECTIVES AND POLICIES

Objective 18 ~~17~~: Work with Dane County, the administrators of Dane County Regional Airport and other air transportation providers in their efforts to maintain and improve air passenger services (including increases in direct, non-stop flights out of Madison) and maintain and improve air freight services - in order to attract, maintain and enhance business development in the City. Minimize the noise impacts of air service to the City of Madison's residential neighborhoods.

Policy 1 ~~3~~: Work with Dane County to ensure that appropriate transportation support facilities and services are provided and coordinated at the Dane County Regional Airport - for employees and travelers using the airport. These support facilities and services include auto and bicycle parking facilities, pedestrian facilities and amenities, private taxi services, airport shuttles, and public transit services.

Policy 2 4: Explore opportunities to provide improved street and highway access to Dane County Regional Airport – including the potential addition of more direct Interstate Highway access, where feasible.

Policy 3 ~~5~~: Work with Dane County to ensure that potential future intercity passenger rail services (as being evaluated by the Midwest Regional Rail Initiative) are planned and coordinated with airport plans and activities.

Policy 4 ~~1~~: Consider potential airport noise issues, height limitations and other safety zone issues as they relate to changes in land use in areas near the airport. Encourage compatible land uses in areas near the Dane County Regional Airport, such as warehouses and other industrial development, while discouraging residential uses in these areas.

Policy 5 ~~2~~: Work with Dane County to evaluate the impacts of air traffic on residential areas throughout the City. Prepare an air traffic management plan to address negative impacts of air service on residential areas, including potential future expansion of airport activities.

TRUCKING OBJECTIVES AND POLICIES

Objective 19 ~~18~~: Provide truck routes for the safe and efficient movement of truck traffic within and through the City, in order to provide access to and serve the needs of Madison businesses. Minimize the negative impacts of trucks on existing and future residential neighborhoods.

Policy 1: Designate truck routes in a manner that directs trucks to destinations via the most appropriate roadways, while discouraging travel through residential areas where possible.

Note: Truck routes are most appropriate for arterials and collector roadways. Volume II, Map 3-3 Truck Routes, at the end of this chapter, illustrates existing Madison area truck routes.

Policy 2: Design and construct truck routes (and roads used to access industrial areas) to adequately accommodate heavy truck traffic.

Policy 3: Maintain and enforce ordinances that regulate and minimize negative noise and other impacts of trucking on residential neighborhoods, such as ordinances managing engine jake-braking, truck delivery times and vehicle idling.

Policy 4: Work with trucking, rail and air interests to investigate opportunities to enhance intermodal freight transportation.

WATERWAYS OBJECTIVES AND POLICIES

Objective 20 ~~19~~: Ensure that recreational waterway activities are safe, and negative impacts on nearby residential areas, shorelines, water quality and other water resources, are minimized.

Policy 1: Provide for and maintain an appropriate level of public access to waterways within the City of Madison.

Note: Volume II, Map 3-4 Waterways, at the end of this chapter, illustrates Madison area waterways.

Policy 2: Work with Dane County to ensure that lake rules and regulations are properly enforced and maintained.

Note: The lakes and shorelands can be used for a variety of active and passive recreational activities. The appropriate level of public access and recreational activity on area waterways should be determined through more detailed planning activities.

TRANSPORTATION CHAPTER IMPLEMENTATION RECOMMENDATIONS

The implementation of transportation system facilities and services is accomplished in a variety of ways – through ongoing detailed planning and development processes, established transportation management programs and other transportation implementation mechanisms.

Many of these established processes are administered by the City of Madison. However, some planning and project development processes that affect the City are managed by other local, regional or state agencies and entities.

Some examples of how various transportation facilities and services in the City of Madison are implemented, and their respective planning and project development processes include:

- Design and development of local streets in new neighborhoods, as part of the City's Neighborhood Development Planning (NDP) processes.

- Implementation of transit system improvements – including a route addition or modification, installation of a new bus shelter or construction of a new park-and-ride facility through Metro Transit's 5-year plan, the Transit Development Program (TDP).

- Evaluation, prioritization and implementation of traffic calming measures, through the City of Madison Traffic Engineering Division's Neighborhood Traffic Management Program (NTMP).

- The planning, design and development of a major arterial roadway facility, such as the Verona Road/West Beltline highway corridor (MPO Regional Transportation Plan process; Wisconsin Department of Transportation's Engineering/Environmental Impact Statement process).

- The planning and project development of new high-capacity transit service in Madison and other Dane County communities (including new express bus service, commuter rail, and streetcar service, and improvements to the local bus system). The multi-agency planning and project development partnership of Madison, Dane County, WisDOT, and UW-Madison - called Transport 2020 – is working toward the implementation of this long-term transit vision.

The City of Madison Comprehensive Plan Transportation Chapter recognizes the importance of these established processes as a vehicle for implementing the City's vision. It is critically important that the City's transportation system goals, objectives and policies are integrated into these ongoing planning, development and implementation processes.

It is also important that all affected parties and interests, stakeholders, neighborhood representatives, elected officials and other City policy makers are highly involved in these planning and implementation processes.

The City of Madison consistently strives to ensure full public and stakeholder participation in its planning/development processes and transportation implementation programs, and the City urges other regional and state entities to ensure appropriate Madison involvement.

The following implementation recommendations reflect the importance of the many established planning and project development processes affecting the City of Madison, and recommend a high level of continued City involvement. In addition, some new planning and development activities are recommended to help implement City transportation objectives and policies.

General Transportation Implementation Recommendations	
Implement the City of Madison Comprehensive Plan Transportation Goals, Objectives and Policies though the implementation of a variety of state, regional and local planning, project development and implementation processes.	Traffic Engineering City Engineering City of Madison Department of Planning and Development City Boards and Commissions Common Council Madison Metropolitan Planning Organization Wisconsin Department of Transportation

Ensure that City of Madison elected officials, policy makers and agency staff participate on policy and technical advisory committees of the all multi-agency transportation planning and project development processes that affect the City.	City Boards and Commissions
Continue to explore the feasibility of creating a Street Utility that would aid the construction, enhancement, operation and maintenance of transportation facilities and services.	Engineering Traffic Engineering
Creating a Balanced and Efficient Transportation System	
Implement the transportation system recommendations contained in the MPO's long-range regional land use and transportation plan.	Traffic Engineering Wisconsin Department of Transportation Dane County Madison Area Metropolitan Planning Organization
Roadways	
Construct new arterial and collector streets (in new neighborhoods) as growing areas of the City are developed, and utilize official mapping throughout the City as a tool to ensure the proper design and development of such future roadways.	Traffic Engineering City Engineering City of Madison Department of Planning and Development
Establish a City policy to ensure that the design and continuing maintenance of private streets, where deemed appropriate, is consistent with all applicable City design and maintenance standards.	Traffic Engineering City Engineering

Traffic Management	
Develop an access management plan for arterial roadways in the City of Madison. The access management plan should include the consideration of combining driveways, moving driveways away from intersections, controlling left turn movements, providing pedestrian refuge areas using raised medians, and other treatments.	Traffic Engineering City of Madison Department of Planning & Development Zoning Text Amendment Staff Team City Engineering Plan Commission Common Council
Conduct a detailed update of the Isthmus Traffic Redirection Study. The study should consider the need to move traffic to and through the Isthmus area, and the impacts of traffic on Isthmus and downtown neighborhoods.	Traffic Engineering City of Madison Department of Planning & Development City Engineering Plan Commission
Neighborhood Street Design	
Utilize the City of Madison Traffic Engineering Division Neighborhood Traffic Management Program (NTMP) to evaluate potential traffic calming projects throughout the City.	Traffic Engineering City of Madison Department of Planning and Development City Engineering Plan Commission

Amend the Zoning and Subdivision Ordinances: The City intends to amend existing ordinances and create new ordinances as necessary to implement the policies and recommendations of the Comprehensive Plan. Special focus will be placed on creating new mixed-use zoning districts, a Traditional Neighborhood Development district and zoning standards for Transit-Oriented Development.	Department of Planning & Development Zoning Text Amendment Staff Team City Boards and Commissions Plan Commission Common Council

Pedestrian Accessibility and Walking Environment	
Maintain, update and implement a pedestrian system plan to identify and prioritize sidewalk needs (e.g. pedestrian ramps, crosswalk enhancements, streetscape enhancements, etc.). An implementation program for funding pedestrian improvements in existing neighborhoods should continue to be used. Work closely with the University of Wisconsin to identify priorities and implement enhancements in the UW campus area.	Traffic Engineering City of Madison Department of Planning and Development City Engineering Other City departments and agencies U.W. Madison
Create a planning process to identify and map existing barriers to pedestrian mobility (such as highways without adequate crossing facilities), identifies where key linkages are missing, and prioritize locations where new crossings are most needed.	Traffic Engineering City of Madison Department of Planning & Development City Engineering City Boards and Commissions
Utilize the City of Madison Traffic Engineering Division Neighborhood Traffic Management Program (NTMP) to evaluate potential traffic calming projects throughout the City.	Traffic Engineering City of Madison Department of Planning & Development City Engineering

Maintain sidewalks, walkways, transit boarding pads, and connecting to and within transit shelters for year-round use, including appropriate snow removal. Enforce sidewalk snow removal and maintenance ordinances, as appropriate. Consider the creation of a volunteer snow removal program to address snow removal at sidewalks near transit shelters and bicycle parking racks.	Madison Metro City Engineering Traffic Engineering
Public Transit	
Metro Transit should continue to develop its long-range transit service plan - the Transit Development Program (TDP) - in close collaboration with the Madison Area MPO, as a means of implementing the City's public transit objectives and policies.	Madison Metro Madison Area Metropolitan Planning Organization
Develop a parking/park-and-ride management plan as a means to help improve the viability and effectiveness of public transit services in the City.	Madison Metro City Boards and Commissions Madison Area Metropolitan Planning Organization
Implement the recommendations of Transport 2020, which recommend initiating a system that provides high-capacity transit linkages throughout the City (utilizing new express bus service, commuter rail, and streetcar service, and improvements to the local bus system).	Dane County Madison Area MPO U.W. Madison Wisconsin Department of Transportation
Create a process that evaluates opportunities to institute a new regional transportation or transit authority (RTA), as a mechanism to finance and manage public transit services in the Madison urban area and Dane County.	Dane County Madison Area MPO Wisconsin Department of Transportation

Americans with Disabilities Act Paratransit Service	
Continue to implement infrastructure and transit operational improvements that ensure that quality Americans with Disabilities Act (ADA) paratransit services are provided to persons who cannot utilize available fixed-route accessible bus services.	Madison Metro Traffic Engineering City of Madison Department of Planning and Development
Intercity Bus	
Develop a long-range intercity bus service plan to ensure the continued provision of intercity bus services to and from the City of Madison, ensure the proper siting of transit stations and bus staging areas and address the impacts of intercity bus services and their facilities on residential neighborhoods.	Madison Metro
Bicycle System and Facilities	
Implement the Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin (September 2000).	Dane County Wisconsin Department of Transportation Madison Area MPO U.W. Madison City Boards and Commissions Proposed Dane County Regional Council of Governments

Create a planning process to develop a hierarchy of City of Madison bicycle corridors for use in making roadway infrastructure decisions. As part of this planning process, bicycle corridors should be inventoried and classified for their function in providing bicycle mobility, similar to a roadway functional classification. This classification system should be used to help prioritize bicycle facility improvements. This bicycle planning process should also create a map that identifies ~~identify~~ existing barriers to bicycle mobility, such as highways without adequate crossing facilities, identifies where key linkages are missing, and prioritize locations where new crossings are most needed.	Traffic Engineering City of Madison Department of Planning and Development City Engineering City Boards and Commissions
Transportation Demand Management	
Institute employer-based Transportation Demand Management (TDM) measures as part of a comprehensive City-wide TDM program, in order to enhance the desirability of non single-occupancy vehicle (SOV)-based transportation modes – including public transit, ridesharing, bicycle and pedestrian transportation.	Traffic Engineering City of Madison Department of Planning and Development Madison Metro
Develop a prototype Transportation Management Association (TMA) in the City of Madison, at an appropriate area of the City (such as downtown Madison), as a mechanism to organize individual employers and administer TDM initiatives.	Traffic Engineering City of Madison Department of Planning and Development Madison Area MPO City Boards and Commissions

Trail Networks	
Conduct an inventory of railroad corridors within the City and develop a long-range plan for their use, including the potential use of corridors for numerous transportation modes - such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi-use transportation functions.	Dane County Madison Area MPO City Boards and Commissions U.W. Madison
Air Transportation	
Update the FAR Part 150 Study, which evaluates the impacts of air traffic on residential areas throughout the City and outlines a management plan for air traffic (in order to address any negative impacts of air service on residential areas).	Dane County City of Madison Department of Planning and Development Plan Commission