

MADISON DEPARTMENT



OF TRANSPORTATION

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# Transportation Demand Management Program

City of Madison Department of Transportation

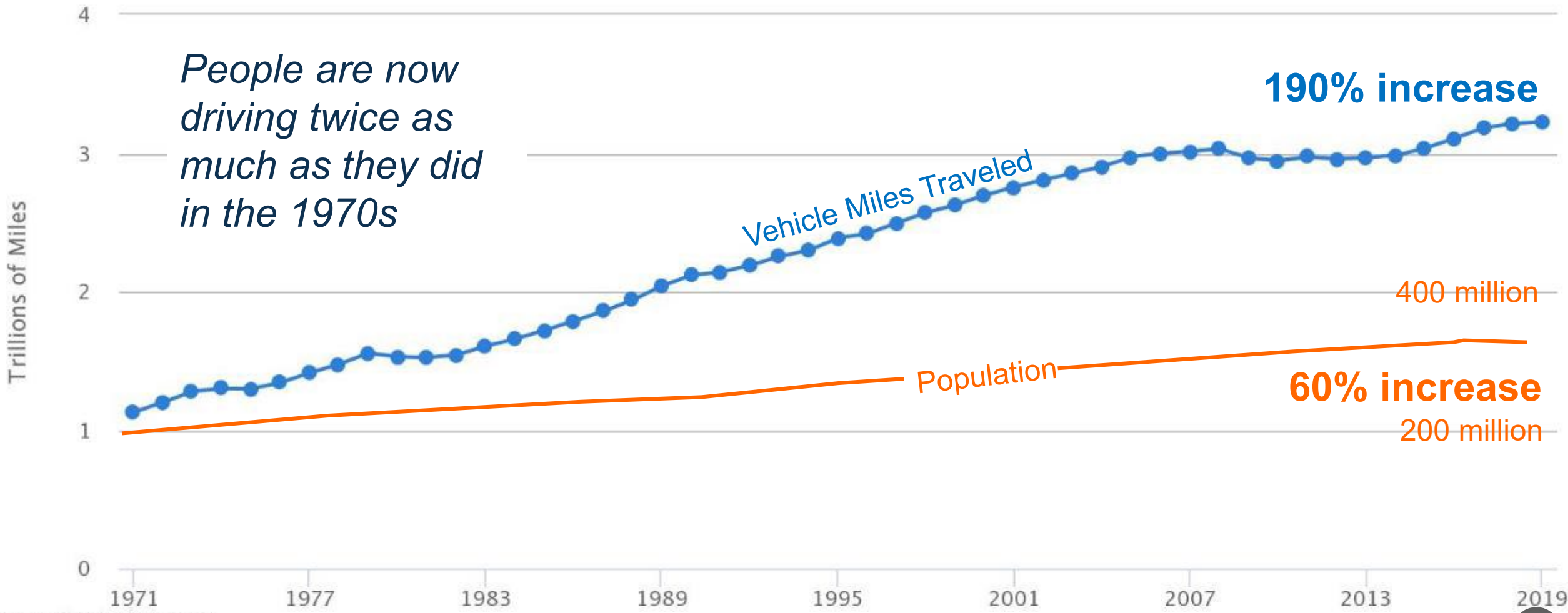
*Philip L. Gritzmacher, Jr., AICP*

# WHAT IS TRANSPORTATION DEMAND MANAGEMENT?

A package of policies and strategies designed to increase transportation system efficiency and shift travel patterns to reduce the number and length of single-occupancy vehicle (SOV) trips.



# Annual Vehicle Miles Traveled in the United States



*People are now driving twice as much as they did in the 1970s*

**190% increase**

Vehicle Miles Traveled

400 million

Population

**60% increase**

200 million

Last updated: February 2020  
Printed on: May 5

# 50 Years - Auto Funding and Investment

## I-90 and USH 12/18

October 16, 1962



Wisconsin Historical Society, Madison Interstate Interchange WHi-40382



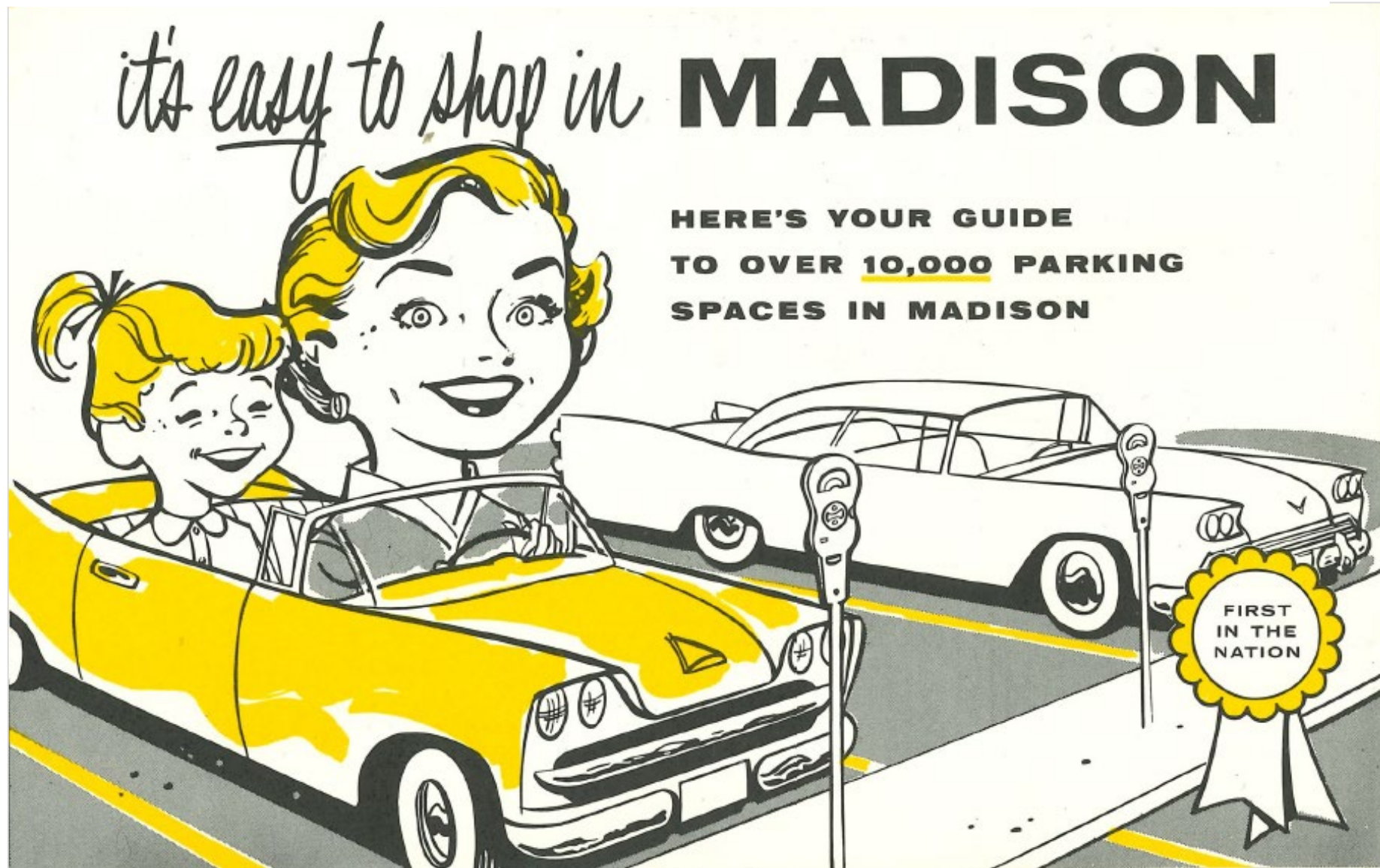
## Manchester Dept Store Parking

Mifflin at Wisconsin Ave

Wisconsin Historical Society, Vinje, Arthur, Pigeon Hole Parking

WHi-78176

# 50 years - Auto Funding and Investment





**At capacity with limited opportunities for expansion**

## Why Madison, Wisconsin Attracts More Millennials Than Any Other City

How Madison's talent base makes it a major player for attracting companies

***“Madison is where Austin was in the***



By Jeff Barrett CEO, Barrett Digital [@barrettall](#)

***late 1990s. It has the talent, access to***

***capital, connectivity and livability that***

***is seen in all major growing startup***

***markets.”***

# Study shows Austin traffic congestion among the nation's worst

Ad



STARTECH



\$21<sup>79</sup>

## MOST POPULAR

- 1 November 2018 election results  
Nov 6 at 4:28 PM
- 2 Cruz edges O'Rourke by 3 points, says he will 'represent every Texan'  
Nov 7 at 12:53 AM
- 3 Bastrop County assistant DA arrested. charged with familv

<https://www.statesman.com/news/20130516/study-shows-austin-traffic-congestion-among-the-nations-worst>

By Ben Wear

 Follow

Posted May 16, 2013 at 12:01 AM  
Updated Sep 27, 2018 at 12:00 AM



Another day, another study showing Austin traffic is bad. And getting worse.

INRIX, a Kirkland, Wa., company that collects real-time traffic data from more than 100 million vehicles worldwide using global positioning devices, rates Austin traffic as the fourth worst in the United States. And the company's recently released 2012-13 report indicates that traffic here bucked a national and international trend last year and got worse.

Austin traffic congestion increased 3 percent in 2012, compared to 2011, INRIX says, even as congestion fell 22 percent in North America and 18 percent in Europe. And for the first three months of 2013, congestion in Austin increased another 8 percent versus that same time period in 2012.

The average delay at rush hour in Austin, INRIX said, is about 22 percent compared to a similar trip taken in free flowing traffic. The national average is 6.6 percent.



# A frightening view of things to come for Austin? Traffic congestion can be a job killer

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Downtown Austin traffic at Sixth Street and Lamar Boulevard.

ARNOLD WEISS/GETTY IMAGES



**Help Pave the Way for Thousands of Austin's Youth.**

Dedicate your brick at our new Home Club.

**DONATE**

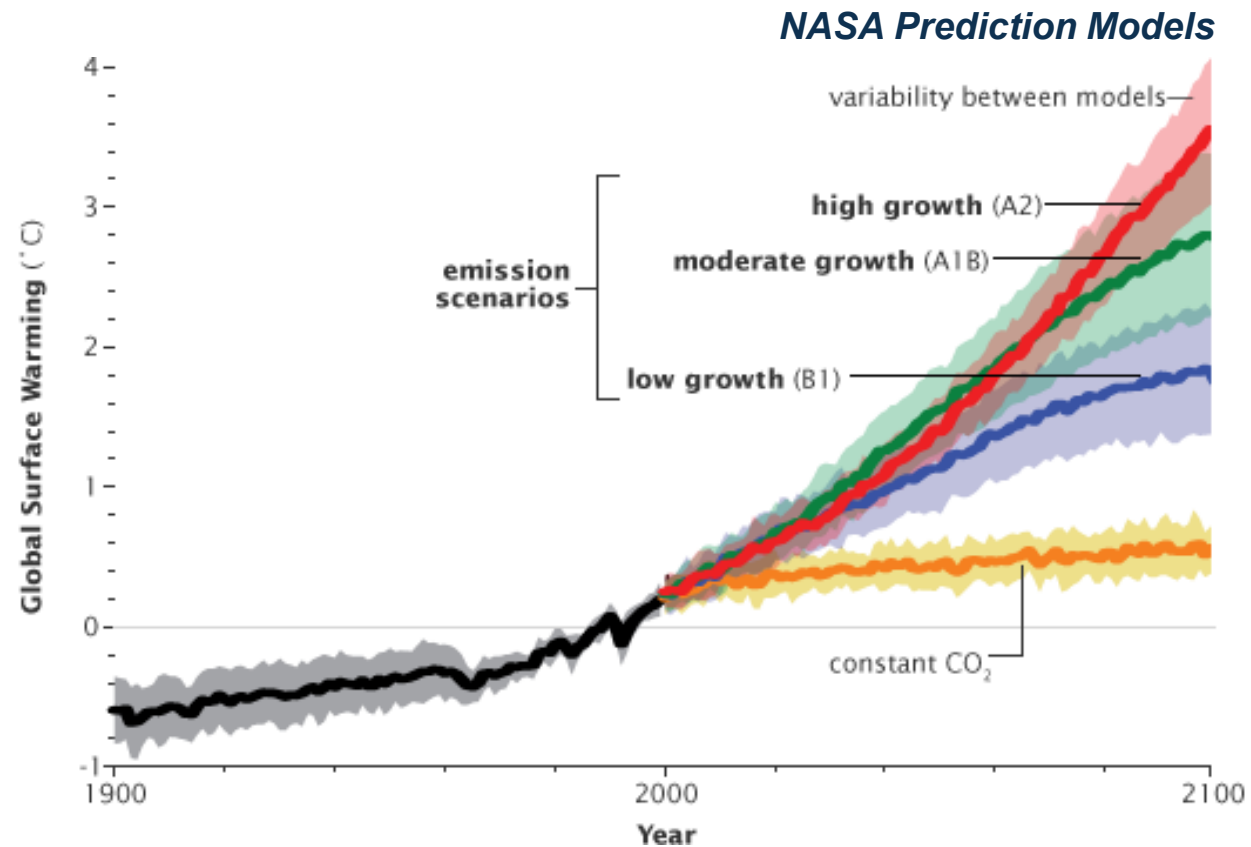


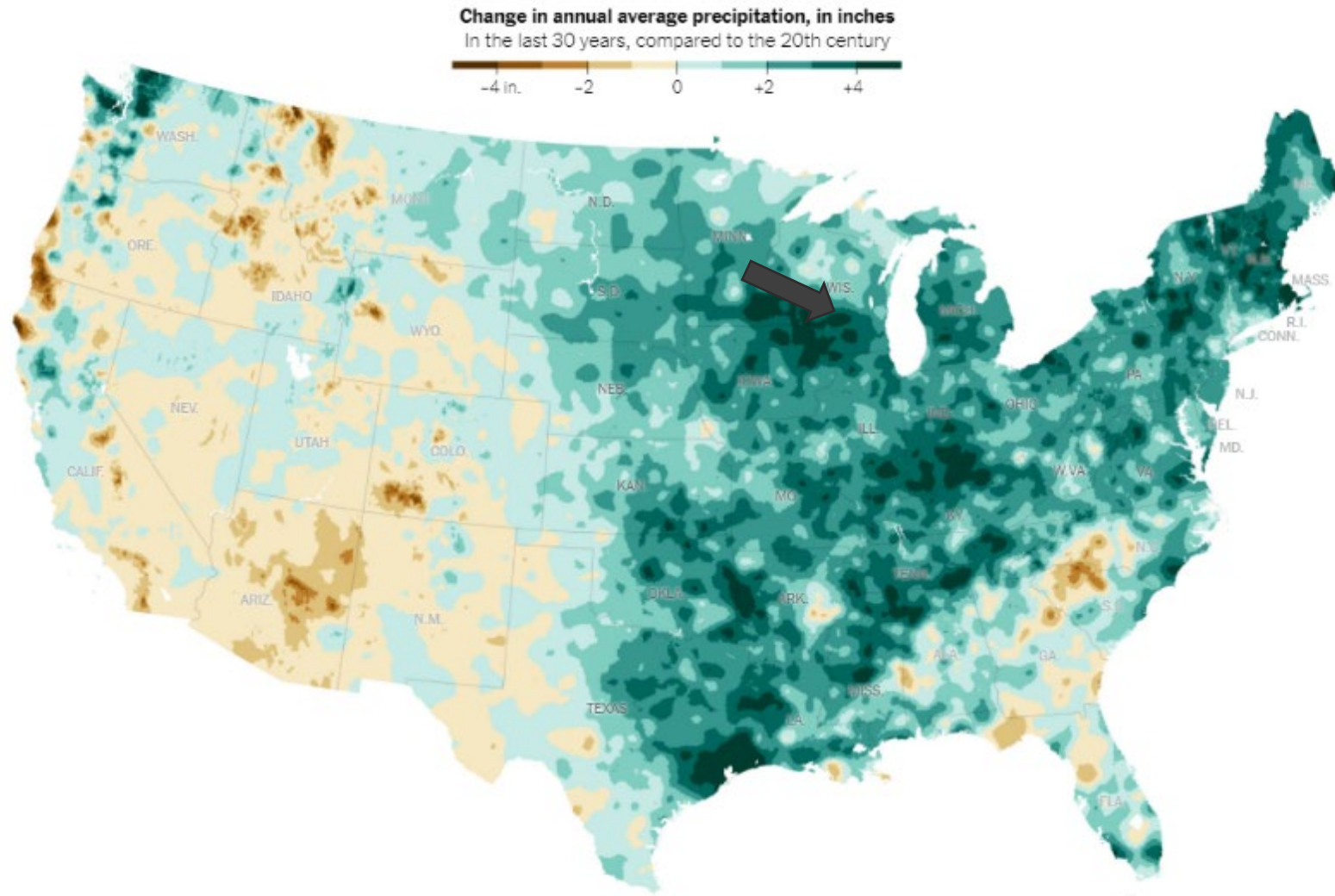
**BOYS & GIRLS CLUBS**  
OF THE AUSTIN AREA

**GREAT FUTURE**

# *A Hotter Future Is Certain, Climate Panel Warns. But How Hot Is Up to Us.*

Some devastating impacts of global warming are now unavoidable, a major new scientific report finds. But there is still a short window to stop things from getting even worse.



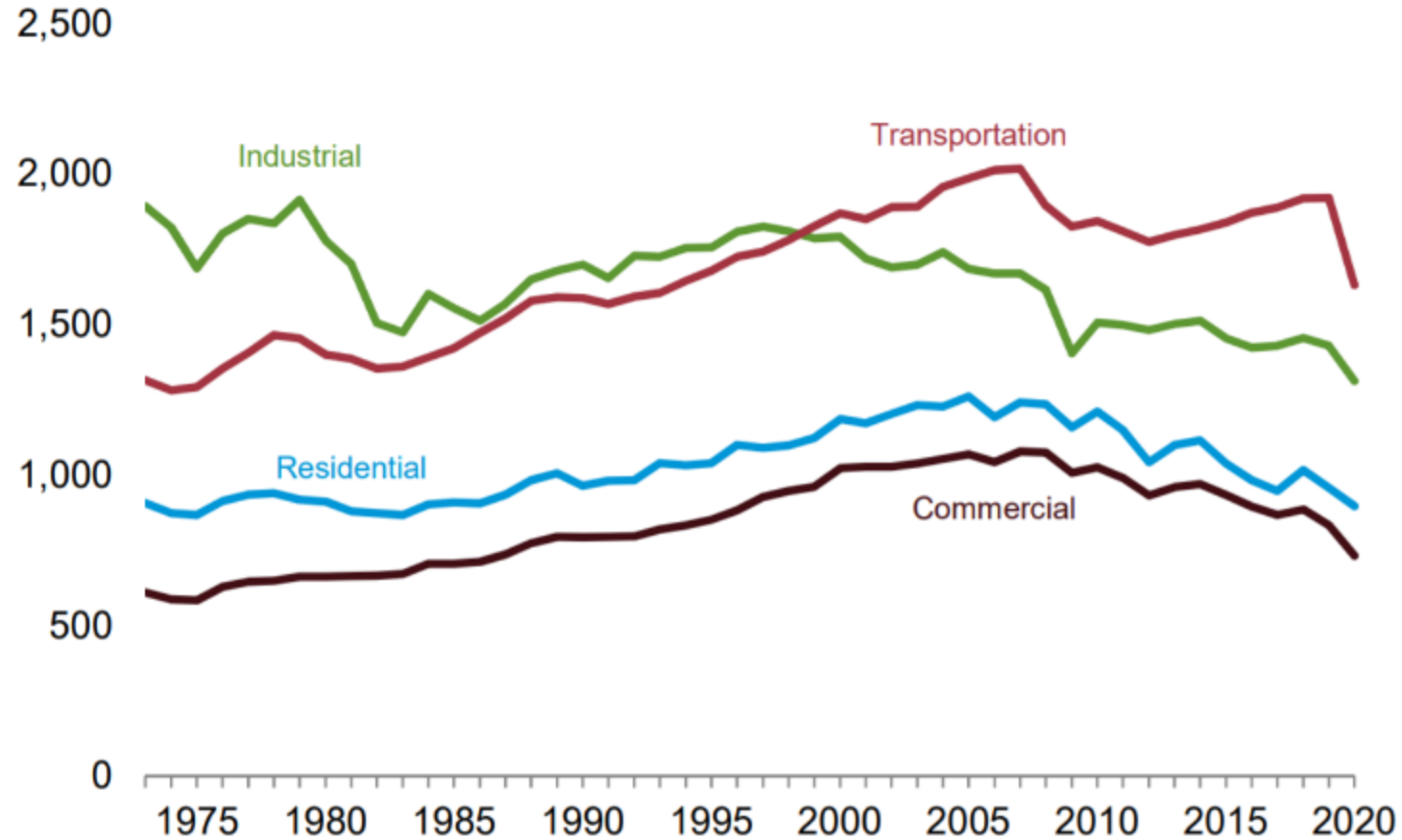


Source: [NOAA's National Centers for Environmental Information](#)



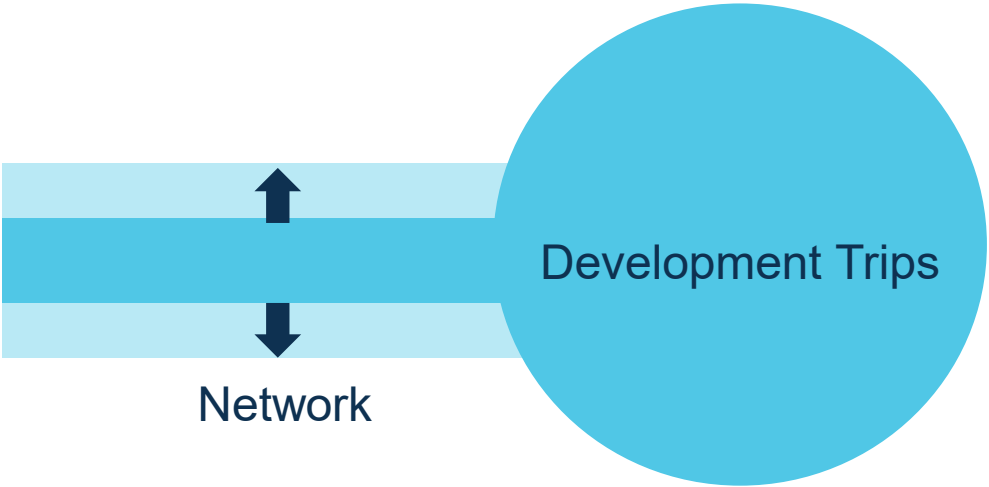
# Carbon Dioxide Emissions by Sector

Total [a] by End-Use Sector [b], 1973–2020



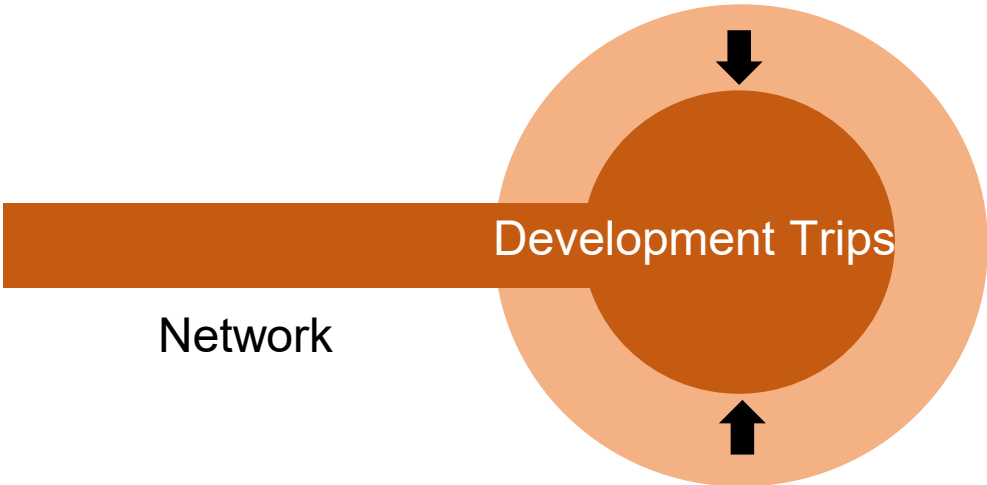
# Methods of Facilitating Growth

## Traditional



Increase network capacity to accommodate trips

## TDM



Reduce trips to accommodate network

Here are 200 people in 177 cars



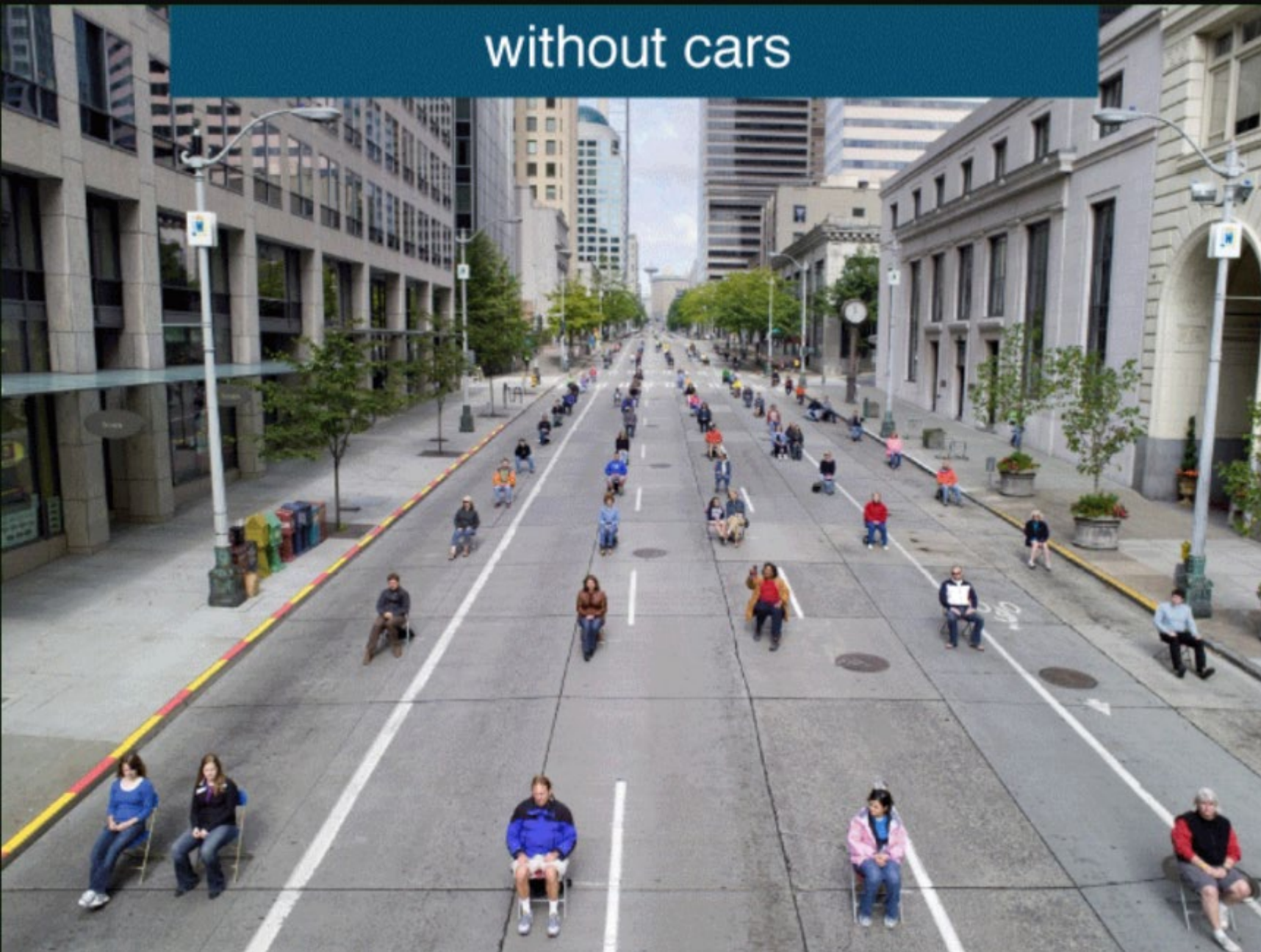
How Do We Facilitate Growth without Parking?

- **Walking**
- **Biking**
- **Transit**

<http://i.imgur.com/kw8DaST.gif>

15

without cars



How Do We Facilitate Growth without Parking?

- **Walking**
- **Biking**
- **Transit**

<http://i.imgur.com/kw8DaST.gif>



on 3 buses



How Do We Facilitate Growth without Parking?

- **Walking**
- **Biking**
- **Transit**

<http://i.imgur.com/kw8DaST.gif>

17

# TDM is Aligned with City Plan Strategies



## Strategy 5 Action:

c) Facilitate the creation of transportation management associations and implementation of **TDM strategies to serve high-intensity development** at Activity Centers and along major transit corridors.



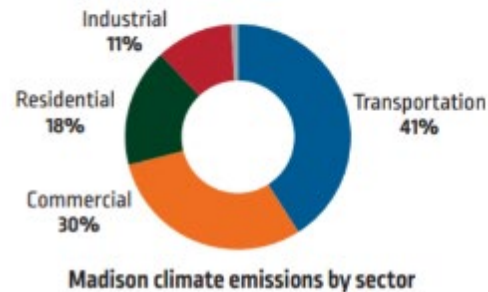
## Priority Recommendations:

11. Develop a prototype TMA in Madison, at an appropriate area of the city, to organize individual employers and **administer TDM initiatives**.
12. Evaluate employer-based **TDM measures to increase the use of alternatives to the SOV** and reduce the need for parking.

# Aligned With Sustainability Vision



**Climate change threatens our health, our economy, our environment, and our quality of life.** Simply put, it is one of the greatest threats of our time, and we all need to do our part to fix it. Madison is ready to do its part. We know that making a big dent in our emissions will mean doing things a little differently. Luckily, changing our ways comes with a lot of benefits – cleaner air and water, lower asthma rates, lower energy bills, less flooding, and more jobs. Madison is ready to step up and build a better economy and community for our future.



## #3 Continue to invest in transit and other low-carbon transportation modes

- Charge forward by constructing a bus rapid transit system with clean electric buses
- Continue improving and expanding Metro routing to provide fast, frequent service
- Require new development to incorporate features that help future residents and workers get around without a car
- Construct bike lanes and bike paths to eliminate barriers and reach unserved areas
- Keep improving our street crossing to improve access and connectivity for walking

Source: Climate Forward Agenda Unveiled by Mayor Rhodes-Conway on 21<sup>st</sup> April 2021

# TDM In Madison Land Use Regulations

## Conditional Use

*Give consideration to TDM measures and participation in a transportation management association (TMA).*

## Planned Development District

*A TDM plan may be required to resolve traffic and parking concerns. It should include measurable goals, strategies, and actions to encourage travelers to use alternatives to driving alone, especially at congested times of day.*

## Employment Campus District

*Requirement of master plan for any rezoning submittal which needs to have a TDM Plan with measurable goals, strategies, and actions to encourage non-SOV trips.*

## Mixed Use Center District

*City Traffic Engineer may require a traffic impact analysis (TIA) to determine the impacts of the District. A TDM plan may be required to resolve traffic and parking concerns.*

## Big-box Retail

*Single retail business establishments of or over 40,000 sq. ft. with 100 or more full-time employees are required to have a TDM Plan or participate in a TMA.*

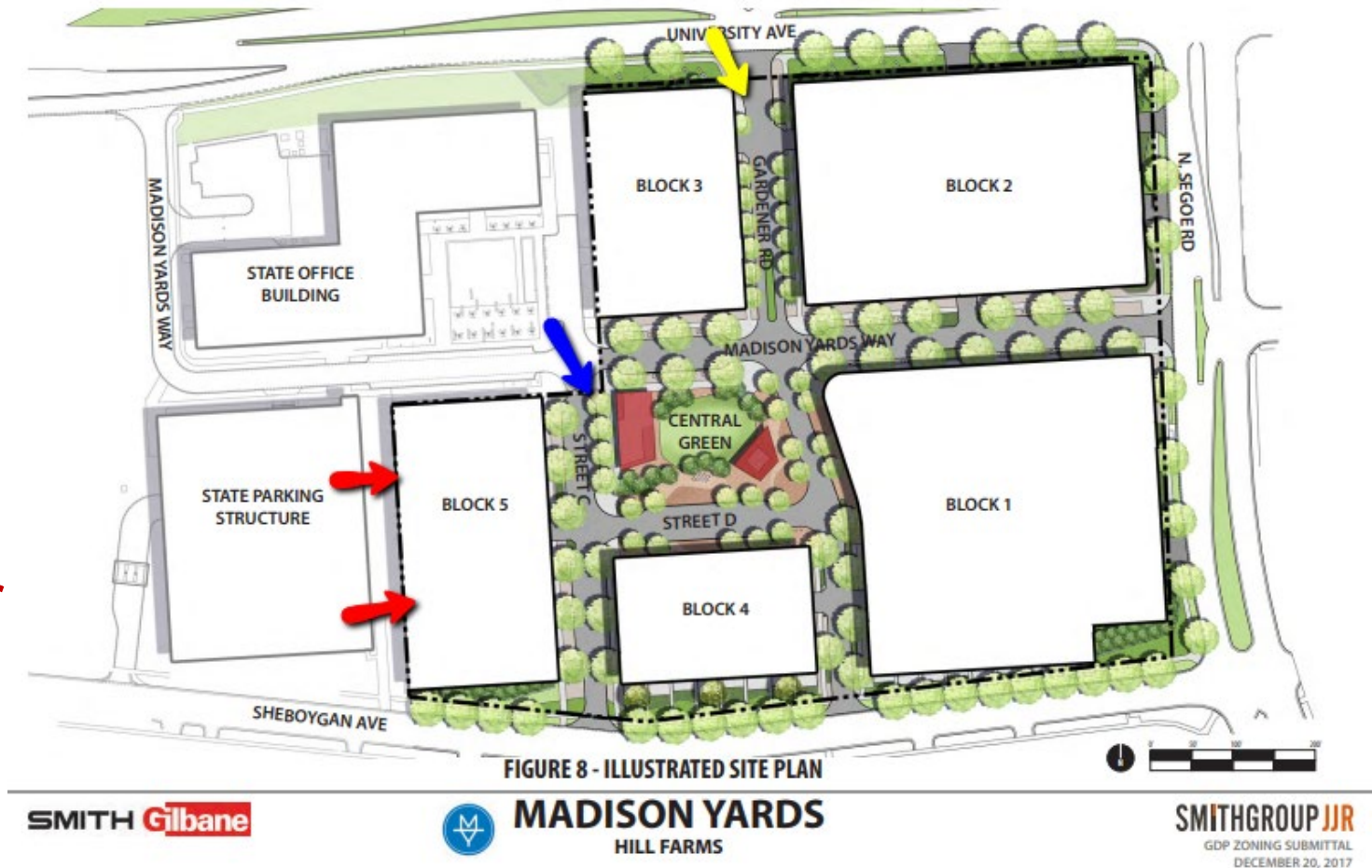


# Current TDM Challenges

- Madison has been requesting/requiring some form of TDM and transportation impact mitigation through the development review process for over 20 years.
- Its application has been uneven.
- Developers are unsure what TDM measures may be required.
- Plan Commission and Council members struggle to determine how many TDM measures are enough to warrant approval – leading to prolonged discussions.
- Environment of uncertainty for developers and policy makers.

# TDM in Madison – Madison Yards

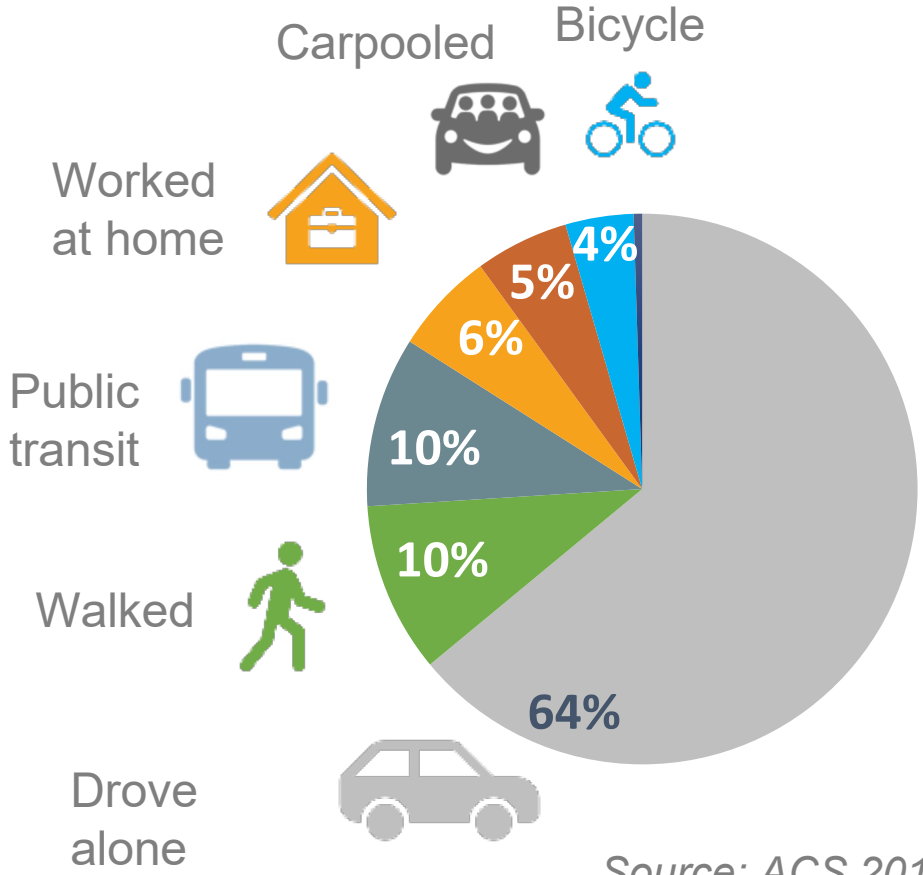
- 4/13/20 PC
- 4/27/20 PC
- 5/19/20 CC
- 6/8/20 PC
- 6/17/20 TPPB
- 7/14/20 CC – over 1 hour
- 7/27/20 CC



# What Would a New TDM Program Do?

- Roughly two-thirds of work-related commute trips in Madison are SOV trips.
- TDM policies can shift travel patterns to reduce the number and length of SOV or drive-alone trips by encouraging alternative ways of commuting and limiting new car travel.

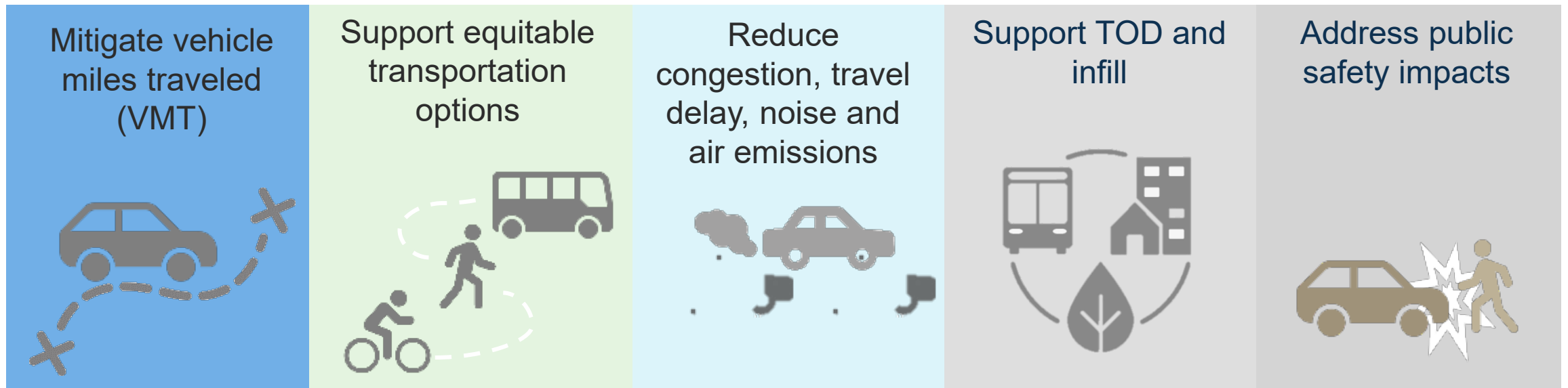
Means of transportation to work in Madison



Source: ACS 2019 1-year

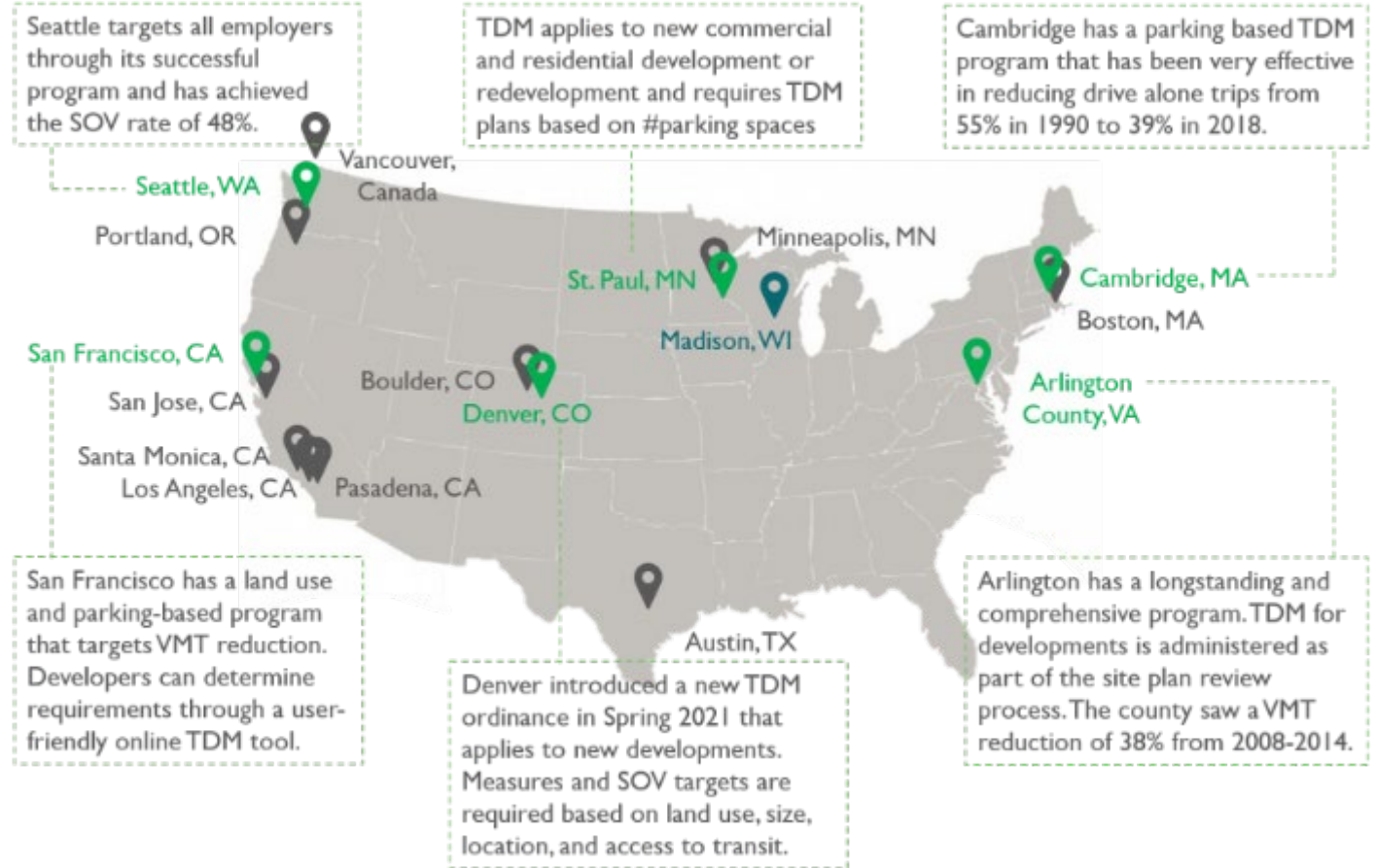
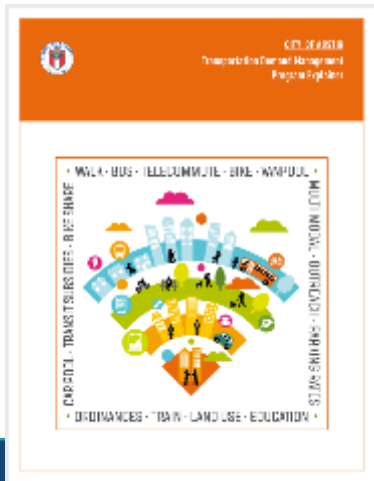
# Purpose & Community Benefits

- Limit negative traffic impacts such as emissions, noise and congestion, by improving sustainable transportation choices, infrastructure, and services.
- Also proactively address localized issues of public health and safety, livability and multimodal access.





# Communities Across the Country are Implementing TDM Programs

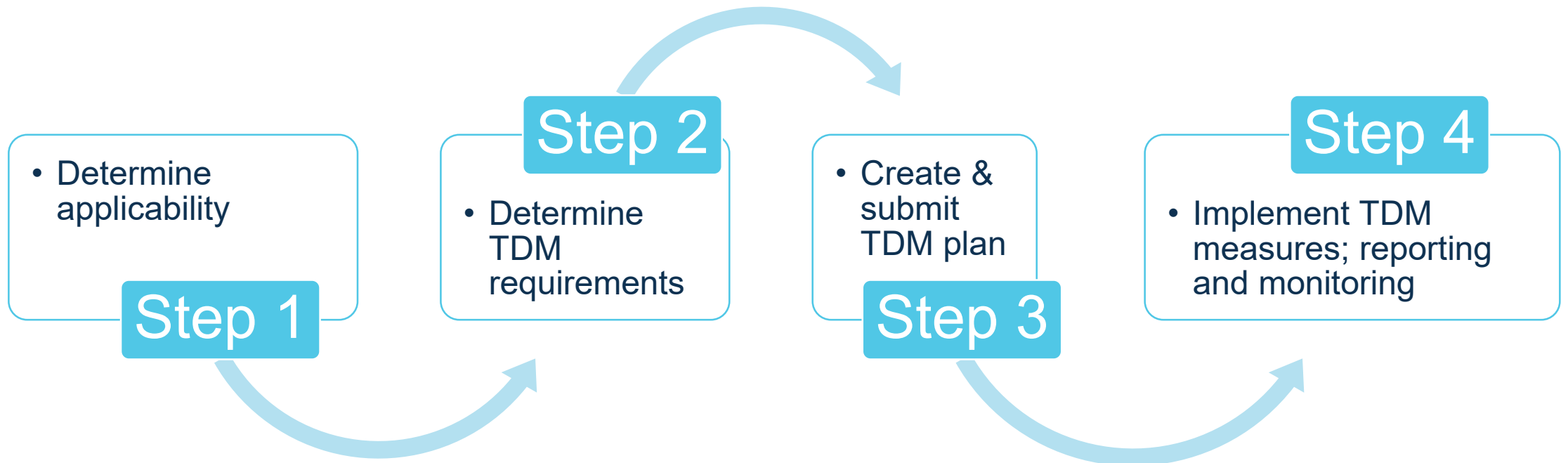


# Austin's Response

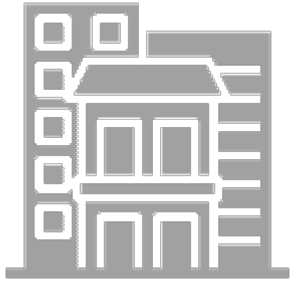
*... currently exploring options to update its land development code which will include updates to its Transportation Demand Management policies. The updated land development code will officially codify TDM requirements in an effort to reduce single occupancy vehicle traffic generated by new development projects. Developers will be required to work with Austin Transportation staff to create site-specific TDM plans which will include an array of TDM strategies.*



# Madison's Proposed TDM Process



# Factors That Determine TDM Requirements



## Land use(s)

Requirements and measures vary across residential and non-residential uses (employment, commercial, institutional).



## Development size

Requirements are proportional to the development size, i.e., number of residential units or non-residential floor area.



## Proposed parking

Requirements also depend on parking capacity. Higher parking ratios mean more TDM requirements.



## Location

Proximity to transit service provides base points. Ability to implement measures influences TDM requirements.

# Identify Mitigation Measures

- Each measure is worth points ranging from one to ten.
- Points depend on efficacy in reducing vehicle travel, documented best practices, cost, and contextual relevance for Madison.
- Measures may include modifiers for proximity to transportation services (transit, carshare, bikeshare)

Category	Code	TDM Measures	Max Ppints
Active Transportation	AT-1	Dedicated Access to Bike Parking	1
	AT-2	Indoor Covered Bike Parking	1
	AT-3	Bicycle Maintenance Facilities	1
	AT-4	Clothes Lockers and Showers	1
	AT-5	Bicycle Lockers or Secure Storage Room	2
	AT-6	Shared Fleet of Bikes for On-site Users	2
	AT-7	Off-site Bike Infrastructure	1-4
	AT-8	Off-site pedestrian infrastructure	1-4
	AT-9	Traffic calming	1-4
Transit	T-1	Validate Transit Passes for Visitors	1
	T-2	Subsidize Monthly Transit Passes OR Daily Passes	1-3
	T-3	Fund Transit Facilities and Amenities	1-4
	T-4	Complementary Transit Passes	7
Parking Management	P-1	Cash out for employees	10
	P-2	Unbundle Parking	10
	P-3	Market-Rate Parking Fees	10
	P-4	Shared Parking Agreement or Off-Site Parking	5
	P-5	Carpool preferential/free parking	1
Shared Mobility	SM-1	Provide a Shuttle bus	3
	SM-2	Provide Vanpool	3
	SM-3	Provide car share parking space.	2
	SM-4	Car share memberships	2
	SM-5	Install a bike share station	6
	SM-6	Provide memberships to employees and residents	2
	SM-7	Emergency Ride Home program	2
	SM-8	Shared Fleet of Vehicles	1
Information & Communication	I-1	Marketing & informational campaign	1
	I-2	Multimodal wayfinding signs	1
	I-3	Alternative Transportation Kiosk	2
Delivery	D-1	Delivery Supportive Amenities	1
	D2	Package Drop-Off Area	2
	D-3	Provide VMT-Reducing Delivery Services	1
Land Use	LU-1	Affordable Housing at 30% AMI	1-10
	LU-2	Affordable Housing at 60% AMI	1-5
	LU-3	Add Land Use Mix	1-5
	LU-4	On-site Daycare Facility	4
	LU-5	Provide Other Specific Trip-reducing Service	1
Employer Policies	EP-1	Flexible Work Schedules Policy	1
	EP-2	Work from Home Policy	1
Other	O-1	Join a Transportation Management Association (TMA)	1
	O-2	Innovative measure	As desired

Developments in "General Urban" would only be required to meet 90% of the score of a development in Downtown

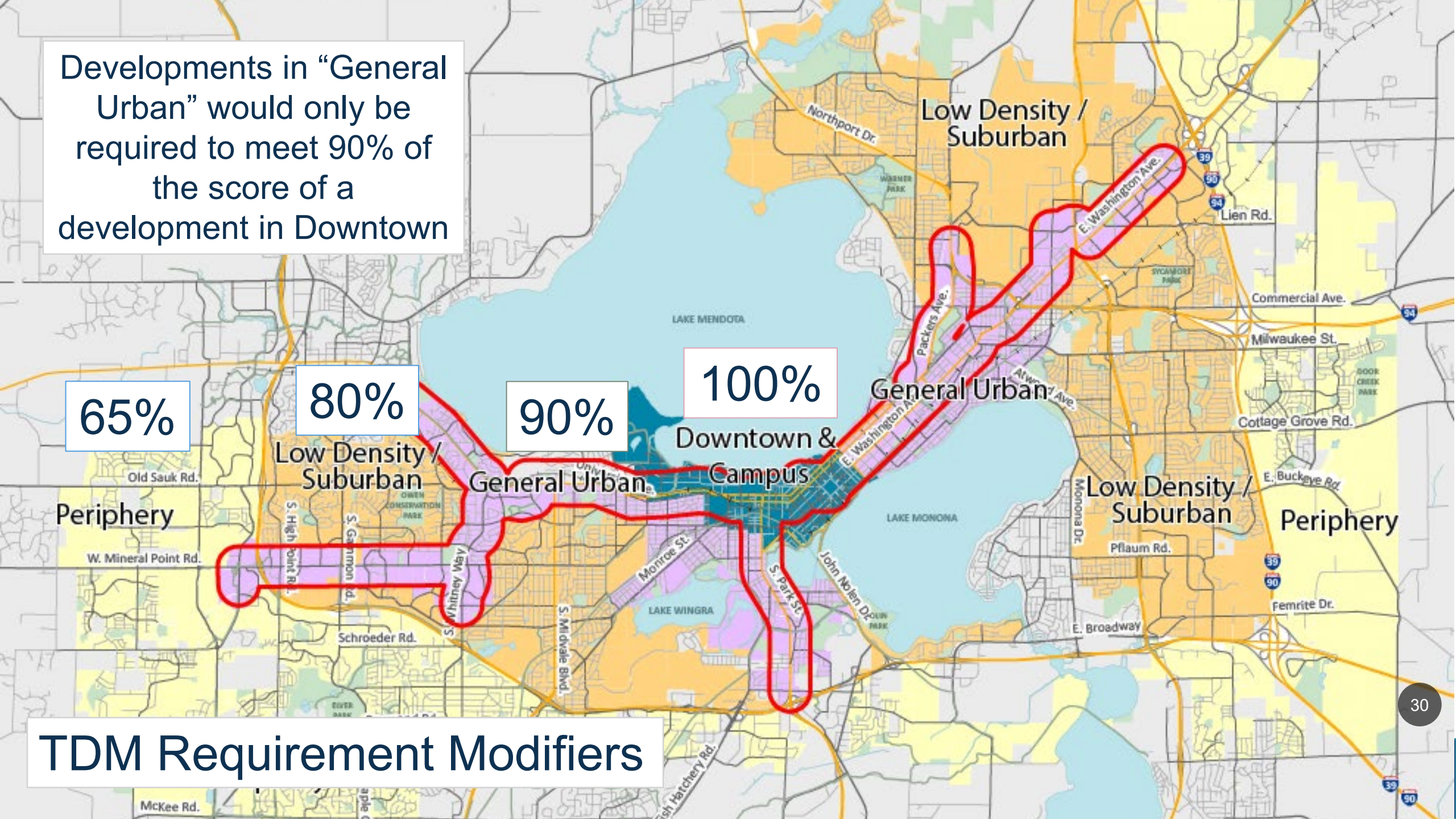
65%

80%

90%

100%

TDM Requirement Modifiers



**1 point**  
*Peak Only*

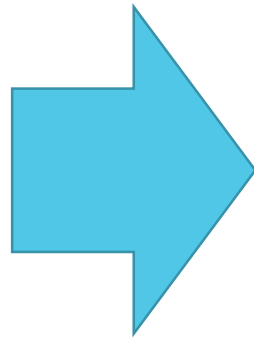
**3 points**  
All-day

**5 points**  
*BRT*

Points provided in future BRT service area to encourage development along corridor.

# Transit Mitigation Points

# Would Use TDM Tool For Process



### Proximity to Alternative Transportation

With all-day transit service area?  
  
[Click here for Map \(coming soon\)](#)

With 1/4 mile of bike sharing station?  
  
[Click here for Map](#)

With 1/4 mile of car sharing station?  
  
[Click here for Map](#)

### What Zone is your Project Located In

[Click here for Density Zone Map \(coming soon\)](#)

### What kind of Project is this?

Use Category (or categories)

### Project Details

Enter project information into the boxes marked in blue. To find minimum parking required by ordinance for Commercial, Educational, or Institutional uses, go to: [Chapter 28.141 of the Municipal Code -- Table 28I-3. Off-Street Parking Requirements.](#)

Residential Use Characteristics		Employment Use Characteristics	
<input type="text" value="100"/>	Number of Dwelling Units	<input type="text" value=""/>	Floor area square footage
<input type="text" value="150"/>	Parking Provided	<input type="text" value=""/>	Parking Provided
<input type="text" value="1.50"/>	Parking Ratio	<input type="text" value=""/>	Parking Provided per 500 sq ft
<input type="text" value="18"/>	TDM Required	<input type="text" value="N/A"/>	TDM Required

Commercial Use Characteristics		Educational Use Characteristics	
<input type="text" value=""/>	Floor area square footage	<input type="text" value=""/>	# of Students
<input type="text" value=""/>	Parking Provided	<input type="text" value=""/>	Parking Provided
<input type="text" value="0.00"/>	Parking Minimum by Ordinance	<input type="text" value=""/>	Parking Minimum by Ordinance
<input type="text" value="0.00"/>	Parking Ratio of Provided to Min	<input type="text" value="0.00"/>	Parking Ratio of Provided to Min
<input type="text" value="N/A"/>	TDM Required	<input type="text" value="N/A"/>	TDM Required

Institutional Use Characteristics	
<input type="text" value=""/>	Floor area square footage
<input type="text" value=""/>	Parking Provided
<input type="text" value=""/>	Parking Minimum by Ordinance
<input type="text" value="0.00"/>	Parking Ratio of Provided to Min
<input type="text" value="N/A"/>	TDM Required

Required Points		Provided Points		Compliant
<input type="text" value="18"/>	Residential	<input type="text" value="23"/>	Residential	<input type="text" value="YES"/>
<input type="text" value=""/>	Employment	<input type="text" value=""/>	Employment	<input type="text" value=""/>
<input type="text" value=""/>	Commercial	<input type="text" value=""/>	Commercial	<input type="text" value=""/>
<input type="text" value=""/>	Educational	<input type="text" value=""/>	Educational	<input type="text" value=""/>
<input type="text" value=""/>	Institutional	<input type="text" value=""/>	Institutional	<input type="text" value=""/>

(Calculated based on your inputs from Step 1)

### VMT Reduction Strategies

All Blue Boxes Require Additional Input. Please Fill In!

#### Active Transportation Strategies

Check	Category	Measure	Points	Description
<input checked="" type="checkbox"/>	Infrastructure	Dedicated Access to Bike Parking	1	Provide a convenient and separate access to the bike parking area without stairs (e.g. on the same level as the entrance, or via a ramp or elevator).
<input checked="" type="checkbox"/>	Infrastructure	Indoor covered bike parking near Entrance	1	Locate the bike parking in a covered, indoor space, less than 100 feet from the main entrance.
<input checked="" type="checkbox"/>	Infrastructure	Bicycle Maintenance Facilities	1	Provide a bicycle maintenance station for on-site employees, tenants, residents and visitors. Tools and supplies should include at minimum: a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/ Allen wrenches, torx keys, screwdrivers, and spoke wrenches.
<input type="checkbox"/>	Infrastructure	Clothes Lockers and Showers	1	Provide 1 shower along with 5 clothes lockers for every 30-50 bike parking spaces.
<input type="checkbox"/>	Infrastructure	Bicycle Lockers or Secure Storage Room	2	Provide lockers for secure, long-term storage of bikes: 1 locker for every 20 DUs or 30 employees.
<input type="checkbox"/>	Programmatic	Shared Fleet of Bicycles	2	Provide an on-site shared fleet of free loner bicycles for use by residents/ employees. Fleet should include at least 1 bicycle for every 10 DUs or 30 employees, with a minimum of 5 bikes.
<input checked="" type="checkbox"/>	Infrastructure	Improve Surrounding <u>Pedestrian</u> Infrastructure	4	Improve pedestrian infrastructure (side walks, curb ramps, crosswalk, RRFB, etc.) on adjacent properties within 500 ft. of project consistent with city plans and ordinances and federal accessibility requirements. 1 point per 100ft of infrastructure, up to 4 total points.
<input type="checkbox"/>	Infrastructure	Improve Surrounding <u>Bicycle</u> Infrastructure	0	Improve bicycle infrastructure (bicycle lanes, cycle tracks, new crossings, bike-ped paths, etc.) within 500 ft. of project consistent with city plans, ordinances, and federal requirements. One point per amenity or one point per 100 ft. of infrastructure, up to 4 points.
<input checked="" type="checkbox"/>	Infrastructure	Traffic Calming Measures	2	Install traffic calming measures such as speed humps and roundabouts. One point per small-dollar measure (e.g. pedestrian flags, temporary speed hump) and two points per large-dollar measure (e.g. RRFB, permanent speed hump). Must be located within 500 ft. of project and be consistent with city plans, ordinances, and federal requirements. One point per amenity or one point per 100ft of infrastructure, up to 4 points.

#### Transit Strategies

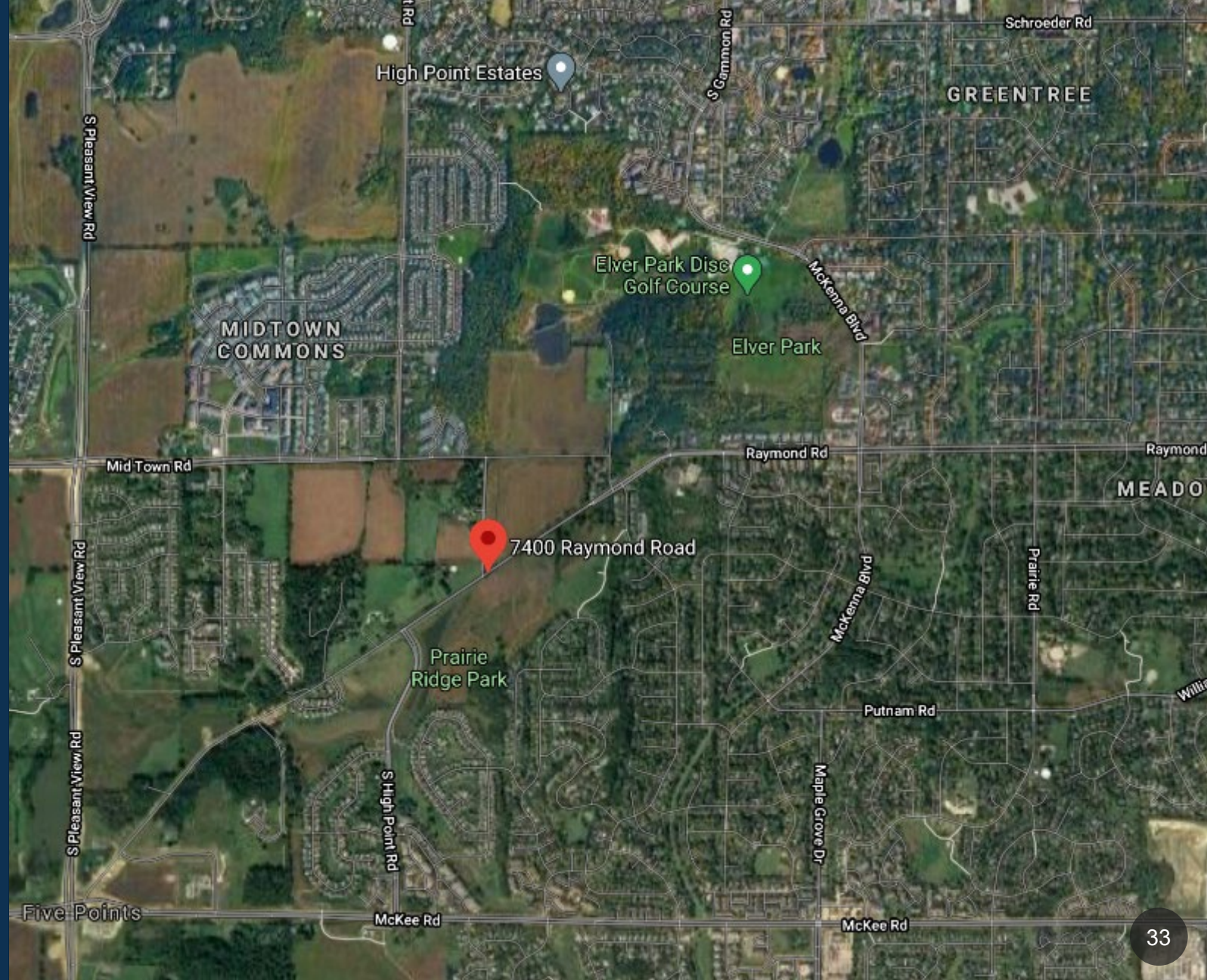
The the project within the all-day transit service area?   
 Measures worth 50% less if not. (From Step 1)

<input type="checkbox"/>	Programmatic	Validate Transit Passes for Visitors	1	Validate Transit Passes for all residents, employees, or visitors	
<input type="checkbox"/>	Programmatic	Subsidize Monthly Transit Passes OR daily passes	% subsidy 50%	Points 0.75	Provide subsidized monthly transit passes to employees/residents (one per DU or employee). 1 point per 25% subsidy, up to 75%.
<input type="checkbox"/>	Infrastructure	Fund transit facilities and amenities	# Inc. 0	Points 0	Build or fund transit facilities and existing or proposed stops including benches, trash receptacles, shelters, and real-time arrival screens. Up to 1 point per feature, up to a maximum of 4 points. Metro Transit must accept proposal prior to points being awarded.
<input type="checkbox"/>	Programmatic	Complementary Transit Passes	3.5	Provide complementary monthly transit passes to employees/residents (one per DU or employee).	



# Hypothetical Project 1

- **Property:** 7400 block of Raymond Road
- **Use:** Residential
- **No. of DUs:** 100
- **Proposed parking:** 150 stalls
- **Parking:** 1.5 stall/DU
- **Project Size:** Medium



# Exploration Trial TDM Requirements: Residential

	Small	Low-Medium	Medium	High-Medium	Large
<b>Residential uses</b>	<b>10-25 DU</b>	<b>26-50 DU</b>	<b>51-100 DU</b>	<b>101-150 DU</b>	<b>150+ DU</b>
<b>Parking Stalls per dwelling unit (DU)</b>	<b>Mitigation points required</b>				
< 0.5	no TDM	5	7	9	12
0.5 - 0.99	no TDM	9	12	15	17
1.0 - 1.49	12	15	17	19	22
1.5 - 1.99	17	19	22	25	27
2.0 - 2.5	22	25	27	29	32
2.5 +	27	29	32	35	37

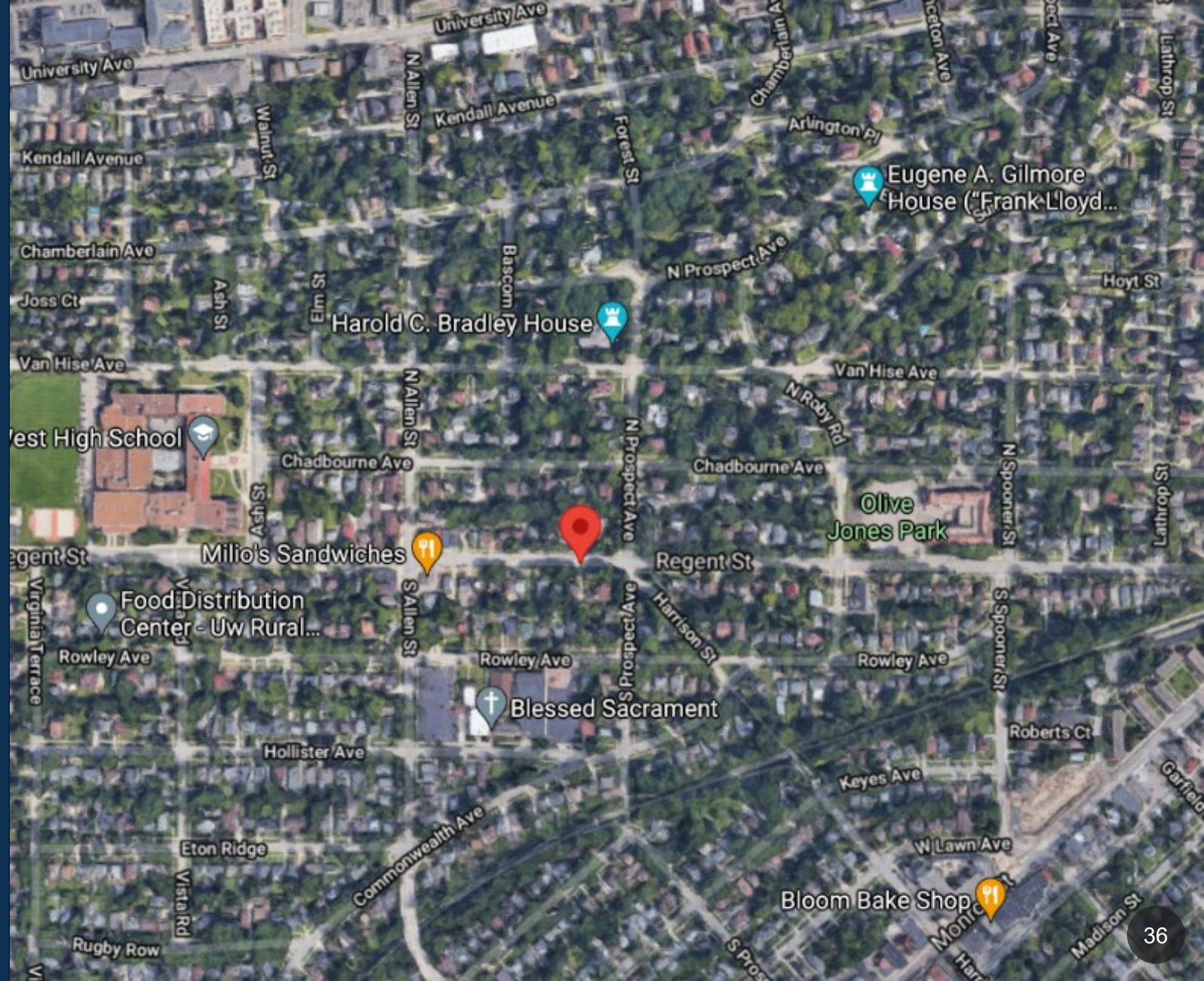
**22 x 65% for Low Density/Suburban Area = 14 Points**  
*Earns 50% of points for Transit, Car Share, and Bike Share*

# Hypothetical Project 1 – Potential TDM Measures

Code	Hypothetical TDM measures	Points
AT-1	Dedicated Access to Bike Parking	1
AT-2	Indoor Covered Bike Parking	1
AT-3	Bike Maintenance Facilities	1
IC-1	Marketing and Information Campaign	1
P-1	Priced parking – Unbundled Parking	10
<b>TOTAL</b>		<b>14/14</b>

# Hypothetical Project 2

- **Property:** 2100 block of Regent Street
- **Use:** Commercial
- **Floor area:** 20,000 sq. ft. (grocery store)
- **Proposed parking:** 65
- **Ratio of proposed parking to parking minimum:** 1.30
- **Project Size:** Small



# Exploration Trial TDM Requirements: Commercial

	Small	Low-Medium	Medium	High-Medium	Large
<b>Commercial uses</b>	<b>&lt; 40,000 sf</b>	<b>40,001 - 100,000 sf</b>	<b>100,001 - 150,000 sf</b>	<b>150,001 - 200,000 sf</b>	<b>&gt; 200,000 sf</b>
Ratio of proposed parking to use-specific parking minimum (PM)	<b>Mitigation points required</b>				
<b>Under PM</b>	no TDM	5	7	9	12
<b>1.00 - 1.24 times PM</b>	no TDM	9	12	15	17
<b>1.25 - 1.49 times PM</b>	9	12	15	17	19
<b>1.50 - 1.74 times PM</b>	12	15	17	19	22
<b>1.75 - 2 times PM</b>	15	17	19	22	25
<b>2+ times PM</b>	17	19	22	25	27

**9 x 90% for General Urban Area = 8 points**  
*Earns 100% of points for Transit, Car Share, and Bike Share*

# Hypothetical Project 2 – Potential TDM Measures

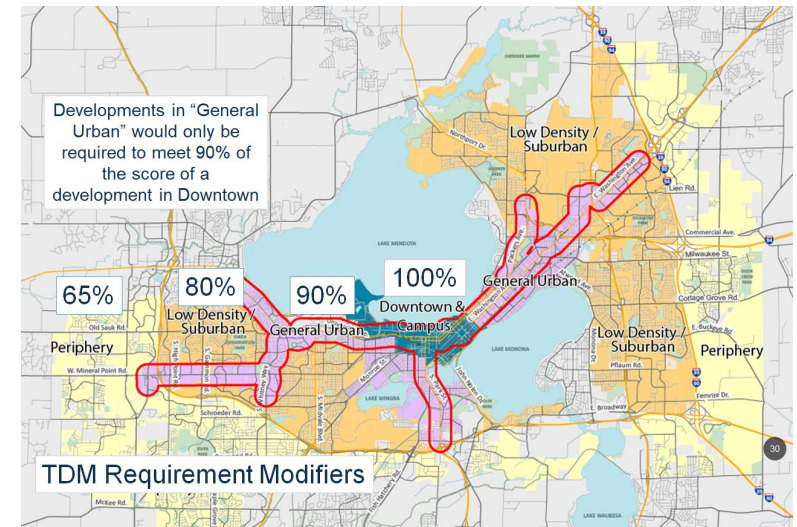
Code	Hypothetical TDM measures	Points
AT-6	Provide Complementary Bikeshare Membership or passes	2
IC-3	Alternative Transportation Kiosk	2
D-3	Provide VMT-reducing delivery services	1
LU-3	Proximity to Transit (All-day service)	3
<b>TOTAL</b>		<b>8/8</b>

# Other Considerations

- Program would go into effect 6 months after approval
- Program would not impact existing properties until:
  - Expansion of Parking
  - Expansion of Use
  - Change of Use (as defined in TDM Plan)
  - Redevelopment
- City / MPO to provide guidance for implementation for TDM-information measures

# Modifications due to Stakeholder Feedback

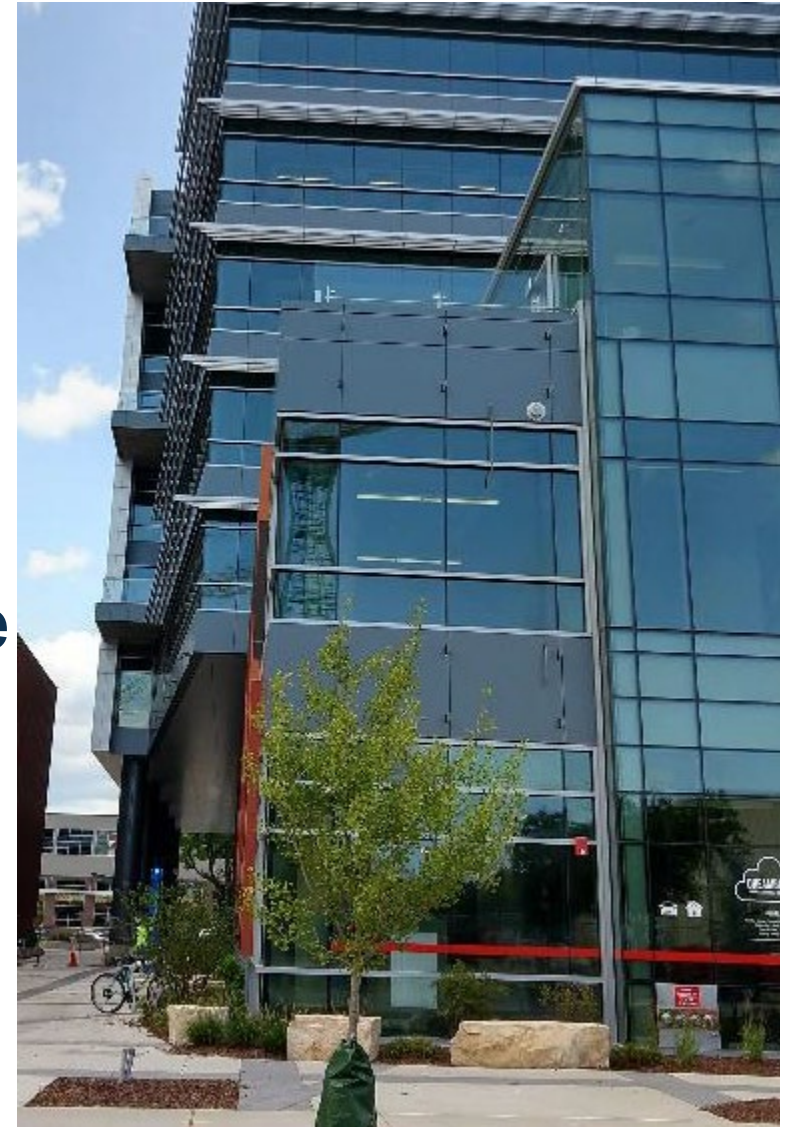
- TDM modifiers to reduce points requirements where TDM measures are harder to implement (periphery).
- Reduced the reliance on walkscore, which penalized new developments.
- Streamlined measures to reduce complexity.
- More closely aligned point values to coincide with cost to implement
- Developed procedure for existing mall and other multi-use sites.





# Modifications due to Stakeholder Feedback

- Point reduction / appeals process added for special circumstances/cases
- Use of property deeds for TDM tracking, similar to leases
- Moved to bi-annual re-certification to reduce administrative burden for stakeholders
- Adding additional outreach meetings
- Adding report-out after 6 months, to gather feedback from those participating in program



# Next steps

- Incorporate Additional Stakeholder Feedback
- Introduce to Council – Sept 2022
- TPPB / PC – October 2022
- Council Approval – Nov/Dec 2022

Required Points		Provided Points		Compliant
18	Residential	23	Residential	YES
	Employment		Employment	
	Commercial		Commercial	
	Educational		Educational	
	Institutional		Institutional	

*(Calculated based on your inputs from Step 1)*

### VMT Reduction Strategies

All Blue Boxes Require Additional Input. Please Fill In!

#### Active Transportation Strategies

Check	Category	Strategy	Points	Description
<input checked="" type="checkbox"/>	Infrastructure	Dedicated Access to Bike Parking	1	Provide a convenient and separate access to the bike parking area without stairs (e.g. on the same level as the entrance, or via a ramp or elevator).
<input checked="" type="checkbox"/>	Infrastructure	Indoor covered bike parking near Entrance	1	Locate the bike parking in a covered, indoor space, less than 100 feet from the main entrance.
<input checked="" type="checkbox"/>	Infrastructure	Bicycle Maintenance Facilities	1	Provide a bicycle maintenance station for on-site employees, tenants, residents and visitors. Tools and supplies should include at minimum: a bicycle pump, wrenches, a chain tool, lubricants, tire levers, hex keys/ Allen wrenches, torx keys, screwdrivers, and spoke wrenches.
<input type="checkbox"/>	Infrastructure	Clothes Lockers and Showers	1	Provide 1 shower along with 5 clothes lockers for every 30-50 bike parking spaces.
<input type="checkbox"/>	Infrastructure	Bicycle Lockers or Secure Storage Room	2	Provide lockers for secure, long-term storage of bikes: 1 locker for every 20 DUs or 30 employees.
<input type="checkbox"/>	Programmatic	Shared Fleet of Bicycles	2	Provide an on-site shared fleet of free loner bicycles for use by residents/ employees. Fleet should include at least 1 bicycle for every 10 DUs or 30 employees, with a minimum of 5 bikes.
<input checked="" type="checkbox"/>	Infrastructure	Improve Surrounding <u>Pedestrian</u> Infrastructure	4	Improve pedestrian infrastructure (side walks, curb ramps, crosswalk, RRFB, etc.) on adjacent properties within 500 ft. of project consistent with city plans and ordinances and federal accessibility requirements. 1 point per 100ft of infrastructure, up to 4 total points.
<input type="checkbox"/>	Infrastructure	Improve Surrounding <u>Bicycle</u> Infrastructure	0	Improve bicycle infrastructure (bicycle lanes, cycle tracks, new crossings, bike-ped paths, etc.) within 500 ft. of project consistent with city plans, ordinances, and federal requirements. One point per amenity or one point per 100 ft. of infrastructure, up to 4 points.
<input checked="" type="checkbox"/>	Infrastructure	Traffic Calming Measures	2	Install traffic calming measures such as speed humps and roundabouts. One point per small-dollar measure (e.g. pedestrian flags, temporary speed hump) and two points per large-dollar measure (e.g. RRFB, permanent speed hump). Must be located within 500 ft. of project and be consistent with city plans, ordinances, and federal requirements. One point per amenity or one point per 100ft of infrastructure, up to 4 points.

#### Transit Strategies

The the project within the all-day transit service area? Measures worth 50% less if not. (From Step 1)		No		
<input type="checkbox"/>	Programmatic	Validate Transit Passes for Visitors	1	Validate Transit Passes for all residents, employees, or visitors
<input type="checkbox"/>	Programmatic	Subsidize Monthly Transit Passes OR daily passes	% subsidy 50%	Points 0.75
<input type="checkbox"/>	Infrastructure	Fund transit facilities and amenities	# Inc. 0	Points 0
<input type="checkbox"/>	Programmatic	Complementary Transit Passes	3,5	Provide complementary monthly transit passes to employees/residents (one per DU or employee).

# Questions?

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