

CITY OF MADISON TRANSPORTATION COMMISSION

ACTION ITEM DETAIL – JUNE 7, 2023

ACTION TITLE: Complete Green Streets – Changes to MGO 16.23

PRESENTER: Tom Lynch, Director of Transportation.

ACTION SUMMARY

This TC action approves changes to MGO 16.23 to make it consistent with the Complete Green Streets (CGS) policy adopted by council on January 3, 2023 by resolution 23-00003 (legistar 74926). It allows new streets created through the subdivision process to reflect the street types that are part of the CGS policy. The revision also provides updates to reflect current submittal requirements, processes for plats and certified survey maps; and updating of standards and criteria for approval.

BACKGROUND

The Complete Green Streets policy adopted in early 2023 provides a new paradigm for street design, which focuses less on maintaining motor vehicle speeds and more on safety, particularly for vulnerable users. Generally the policy moves towards narrower streets which foster slower speeds. The policy could be immediately applied on existing streets with reconstruction projects.

However, width on new streets is dictated by the subdivision ordinance (MGO 16.23), which supercedes the Complete Green Streets resolution. The current subdivision ordinance generally resulted in wider streets, which exist in many of our newer neighborhoods. Wide streets with seldom used street parking yield numerous neighborhood complaints regarding speeding.

A recent example of where the CGS policy could not be applied because of MGO 16.23 is a proposed road near Milwaukee St and Sprecher Rd. The TC advocated for a narrower road, but the narrower road could not be constructed without violating MGO 16.23. This ordinance revision seeks to reconcile the subdivision ordinance with Complete Green Streets.

DESCRIPTION

The MGO 16.23 revision:

- Adds CGS street types into the definitions, and generally classifies them as Arterials, Collectors, or Local Streets.
- Removes required street widths and right of way widths.
- Requires that street type, as identified in the current CGS guide, be identified in subdivision plats.
- States that dedicated right of way should be listed on the plat, consistent with the street type.
- Makes the following statement under “Design Standards”

Complete Green Streets.

The most current Complete Green Streets Guide shall be used to develop street type, width, and allocation of space between transportation modes. The tables Guide shall be used to develop typical sections, travel way width, and total right of way width. For any subdivision or land division that proposes to deviate from the design standards in the guide, the Plan Commission shall consider the recommendation of the Transportation Commission before taking action on such subdivision or land division.

- Makes the following statement under “Public Streets, Bikeways, and Walkways”.
Public walkways, bikeways, paths, or sidewalks shall be installed within all public right of ways and public easements as required by the most current version of the Complete Green Streets Guide, unless a variance is granted by the Transportation Commission. The location of public walkways, bikeways, and paths may be modified to protect and preserve significant trees.

EQUITY GOAL IMPACTS

The Complete Green Street policy seeks to provide safe streets for all modes of transportation to every neighborhood. This benefits all of our residents, and helps institutionalize a focus on safety and accommodation.

FISCAL & PROCUREMENT DETAILS

It is not anticipated this MGO change will have substantial financial effects.