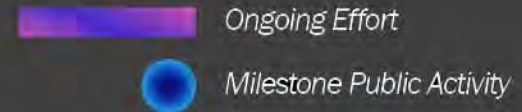




# Sustainable Madison Transportation Plan Oversight Committee

February 20, 2014

# Schedule



2 0 1 3

2 0 1 4

2 0 1 5

OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR

Data Collection

Land Use Vision

Existing Conditions

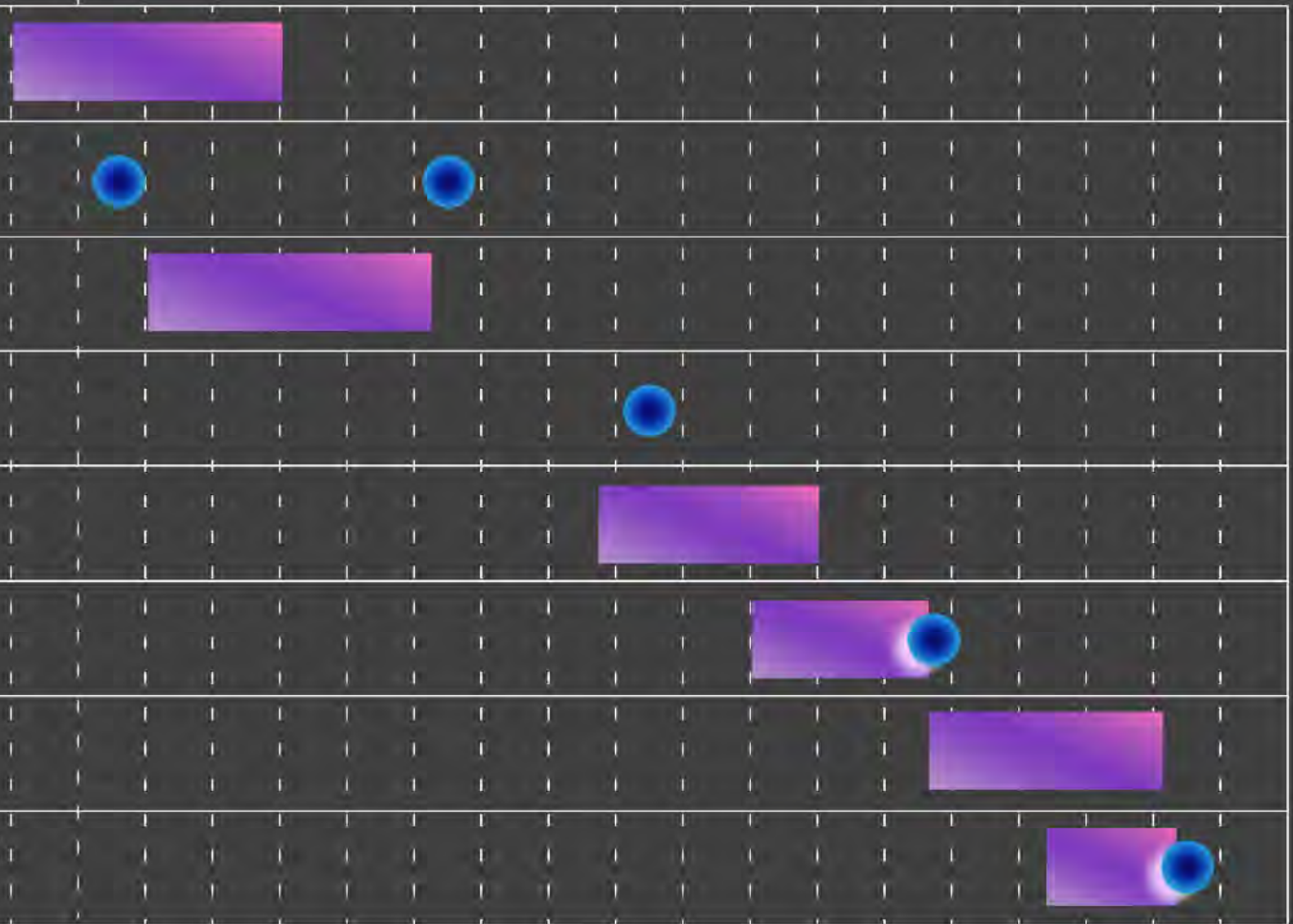
Candidate Project Workshop

Scenario Development

Project Prioritization/ Workshop

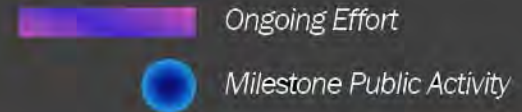
Implementation Plan

Final Plan Development and Presentation





# Schedule



2 0 1 3

2 0 1 4

2 0 1 5

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Land Use Vision

Existing Conditions

Candidate Project Workshop

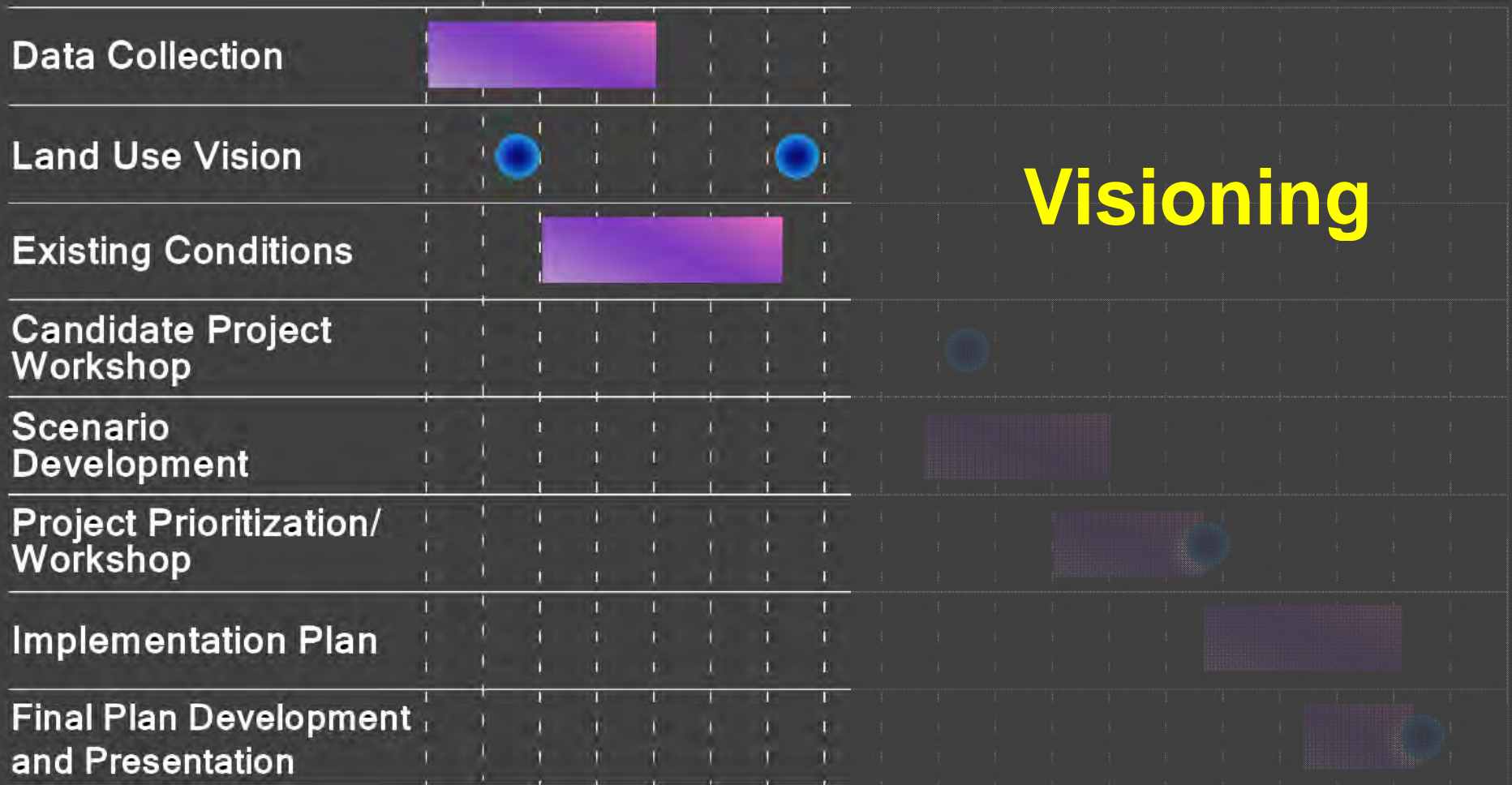
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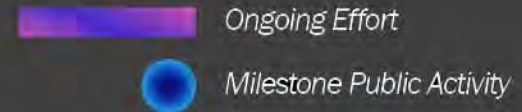
Implementation Plan

Final Plan Development and Presentation

**Visioning**



# Schedule



2 0 1 3

2 0 1 4

2 0 1 5

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Data Collection

Land Use Vision

Existing Conditions

Candidate Project Workshop

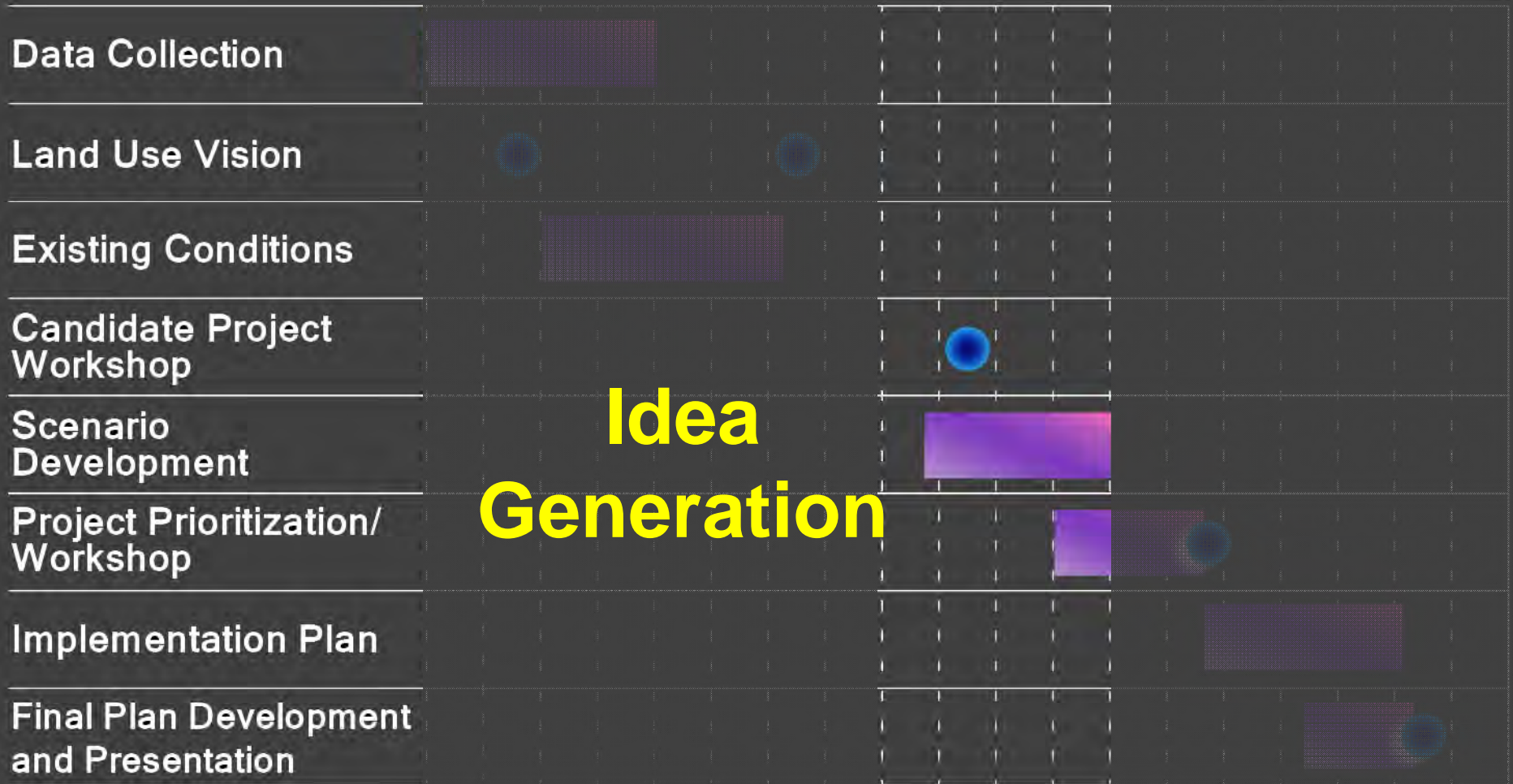
Scenario Development

Project Prioritization/ Workshop

Implementation Plan

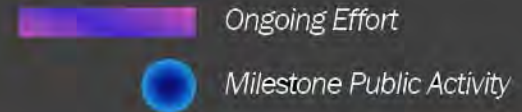
Final Plan Development and Presentation

Idea  
Generation





# Schedule



2 0 1 3

2 0 1 4

2 0 1 5

OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR

Data Collection

Land Use Vision

Existing Conditions

Candidate Project Workshop

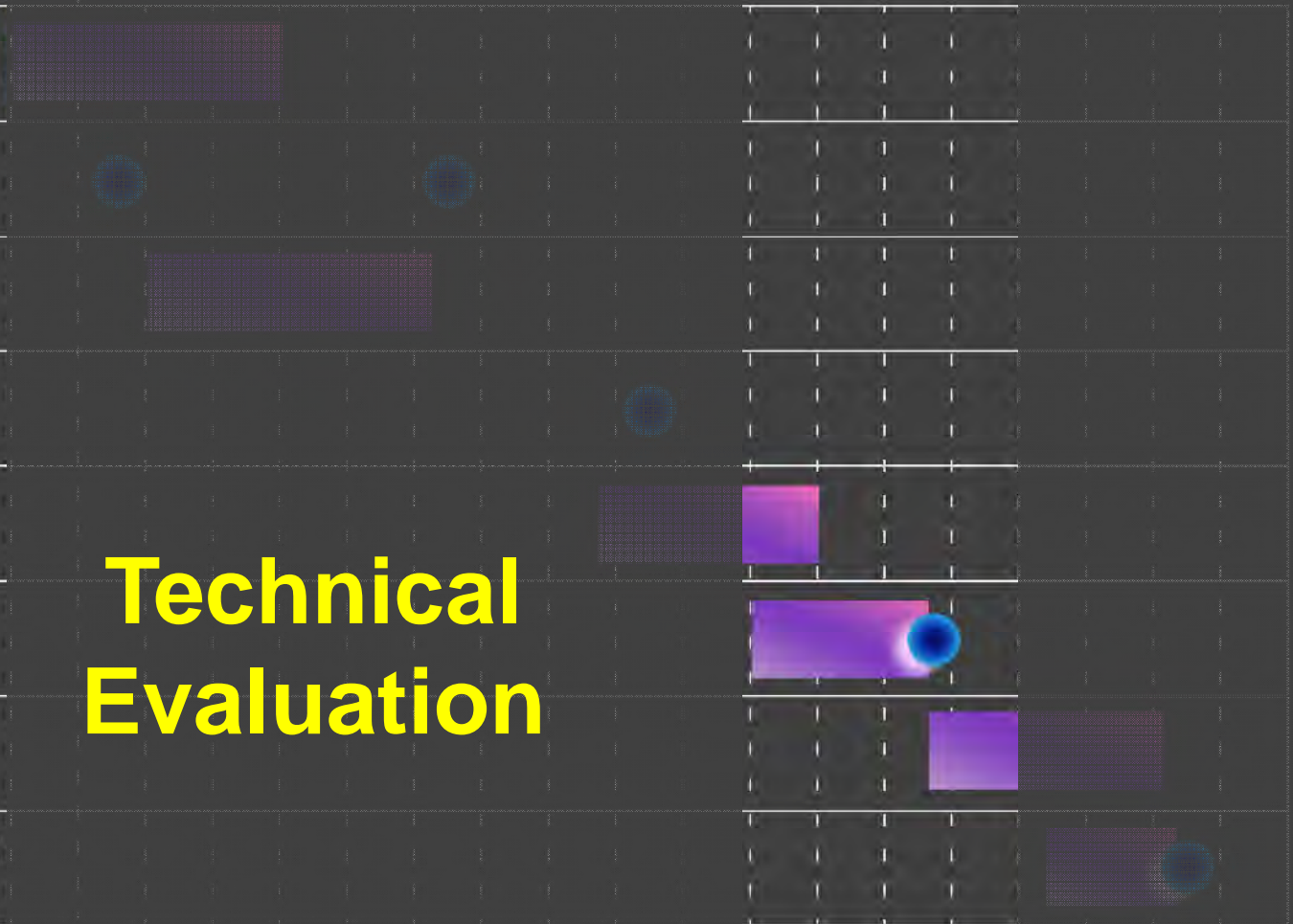
Scenario Development

Project Prioritization/ Workshop

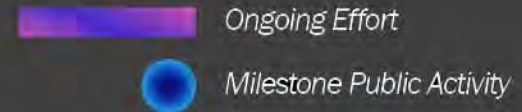
Implementation Plan

Final Plan Development and Presentation

**Technical Evaluation**



# Schedule



2 0 1 3

2 0 1 4

2 0 1 5

OCT NOV DEC JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC JAN FEB MAR APR

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Land Use Vision

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Candidate Project Workshop

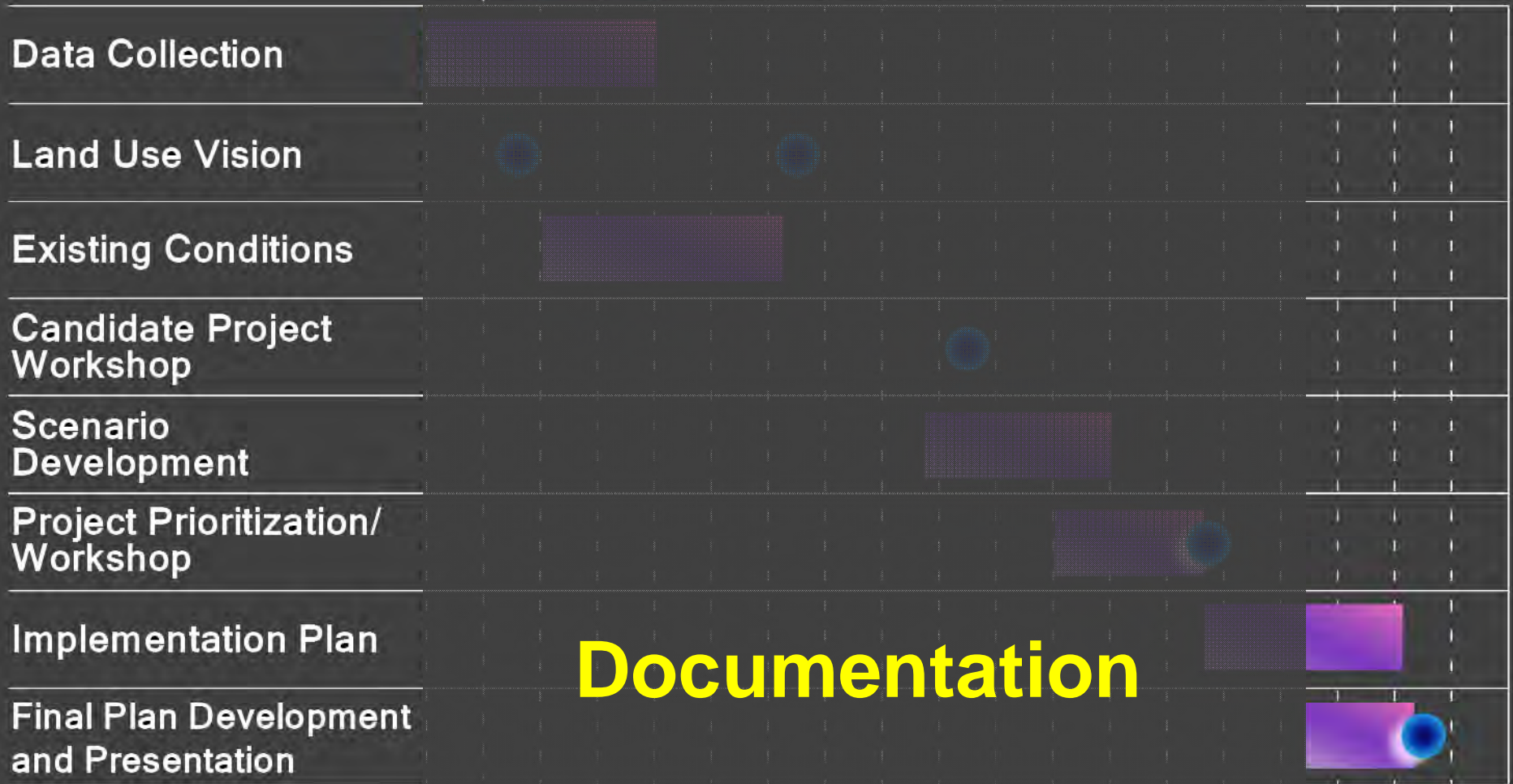
Scenario Development

Project Prioritization/ Workshop

Implementation Plan

Final Plan Development and Presentation

Documentation





# Community Process Objectives

- Provide Information
- Receive Feedback

# Multi-Media



## Information Input

News Releases

TMP Alternatives & Recommendations

TMP Project News

TMP Public Meetings & Events

Alerts / Updates

Blogs

## Output to Citizens

### Websites

City of Madison Website

Planning Division Website

Transportation Master Plan Project Website

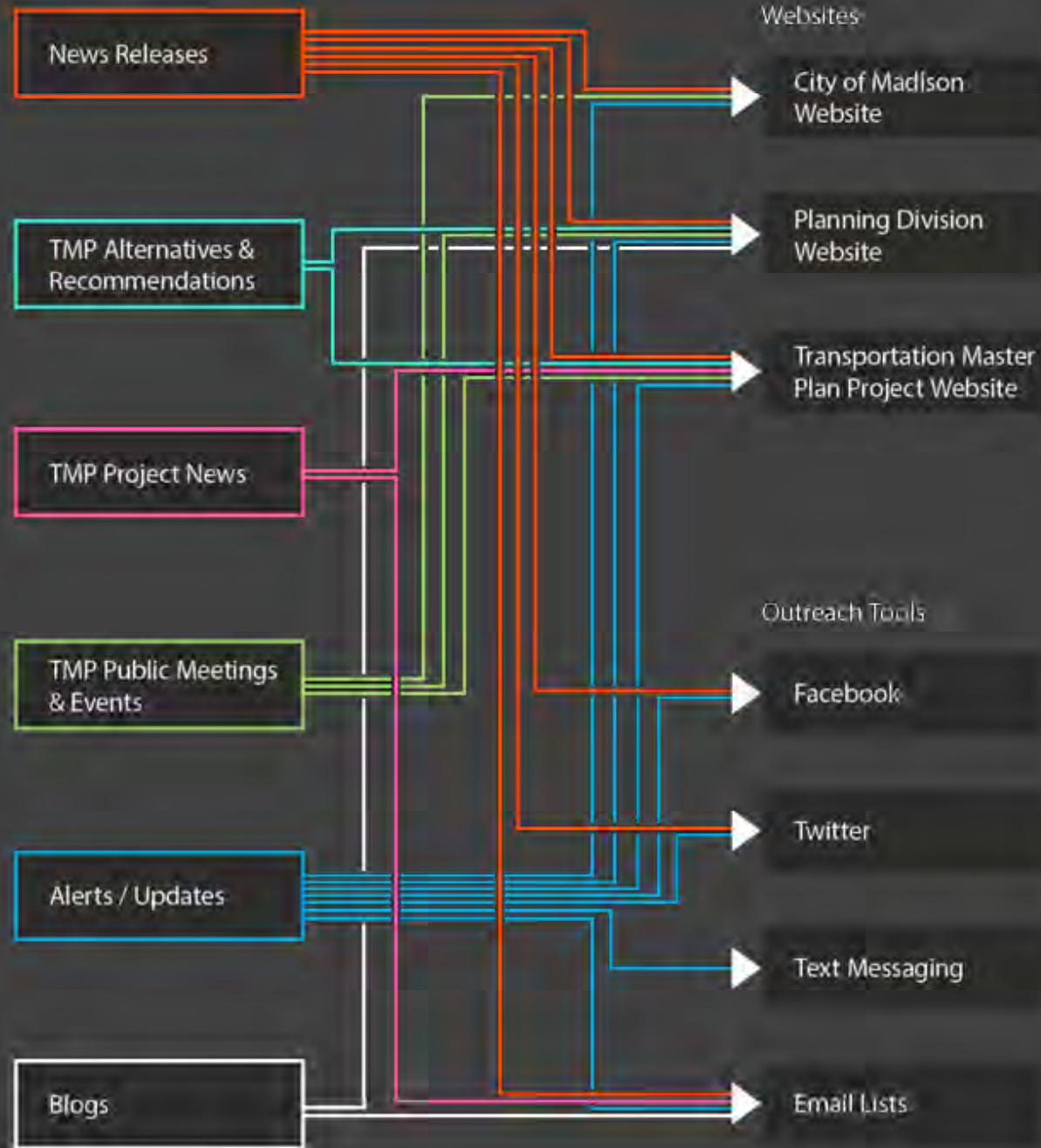
### Outreach Tools

Facebook

Twitter

Text Messaging

Email Lists



# Direct Outreach



# Stakeholder Meetings and Focus Groups

- Property Owners
- Young Business Owners
- Neighborhood Leaders
- Religious Leaders
- Elected Officials

# Special Meetings and Presentations

- Recreation centers
- Schools
- University of Wisconsin
- Churches and religious organizations
- Coffee shops
- ????



**Printed Material**

# Sustainable Madison Fact Book

- Concise
- Relevant
- User-Friendly

## South Perry Neighborhood Center Revitalization

Beginning in the early 2000s, the South Perry streetscape project was initiated by the neighborhood to improve the historic Perry Street Business Center. The neighborhood, working with the City, designed a streetscape revitalization program that included new sidewalks, transit shelters, street trees, pedestrian lighting, and seating. The streetscape improvement and traffic revisions have helped to create an inviting and safe environment for shoppers and residents that has balanced all transportation modes, for automobiles, transit riders, bicyclists, and pedestrians.

This reinvigorated neighborhood business area offers services within walking distance for many residences. New specialty shops have helped South Perry become a destination for customers citywide. Events such as the South Perry Street Fair celebration continue to build upon the momentum started by the new streetscape improvements.



9th and Perry Street Business District revitalization was a joint effort between the City, residents, and business owners. The result: safer streets, improved access to businesses, and increased vibrancy.

Image from City of Spokane

## GETTING AROUND SPOKANE TODAY

Spokane has a population of over 209,000 people and some 120,000 employees living and working on just less than 60 square miles. Spokane remains an important transfer and shipping point for the region's natural resource economy including mining, logging, wood products, and agricultural industries. Increasingly, health care, high-tech, and biotech companies are locating in the city, diversifying and bolstering the economy.

Bisected by the Spokane River and buffered by bluffs, geography has shaped the City. Whereas the outskirts of the city have larger lots and streets with limited connectivity, the core of the city features a street grid with a mix of residential and commercial uses.

## MANY PARTS, ONE TRANSPORTATION SYSTEM

Spokane's transportation system is comprised of a diverse array of investments; together they represent one of the City's greatest assets in public infrastructure. The system allows us to get to work, run errands, access daily needs, locate utilities, and move goods and materials through the region. Take a minute to think about how the transportation system benefits you.

Our transportation infrastructure includes sidewalks; bicycle trails, lanes and paths; local streets and state highways; the Spokane Transit Authority bus routes, transit stops, park and rides, the Plaza bus terminal; freight facilities for trucks and rail and designated freight routes; Spokane International Airport; and the Amtrak and Greyhound station.



## BEST PRACTICE: Multimodal Safety Improvements

A pedestrian-friendly "perchop" islands along a major arterial near Denver instructs drivers to yield to pedestrians and people on bicycles and allows safer crossing.

An excess travel lane was removed from this bridge to allow room for people on bicycles and on foot without building new and expensive sidewalks.

Images from Nelson\Nygaard and Holman\Citymaas

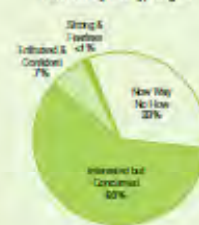
#### Case Study:

##### Four Types of Cyclists in Portland, Oregon

The City of Portland developed a typology of cyclists who bicycle for transportation purposes (as opposed to for recreation) to understand how to attract more residents to bicycling through an update of its Bicycle Master Plan. Shown in the figure below, these categories are:

- **Strong & Fearless.** These cyclists bike regardless of cycling conditions and represent about 1% of Portland's population. They largely helped shape Portland's first Bicycle Master Plan in 1996, which provided bike lanes on many arterial streets as well as bicycle boulevards on quiet local streets.
- **Enthusied & Confident.** Comprising about 7% of the population, this group prefers to use bike lanes or bike boulevards. It consists of potential cyclists who were attracted to ride more regularly as the City developed bicycle facilities and accounts for the large recent increases in cycling in Portland.
- **Interested but Concerned.** The majority of residents (59%) like riding a bicycle, ride occasionally and express interest in riding more, but are primarily concerned about the safety of riding in traffic.
- **No Way, No How.** These residents (33%) are not interested or not able to ride.

Portland Cyclist Typologies



Sources: <http://www.portlandonline.com/transportation/index.cfm?id=53373&cat=2300332> and <http://www.portlandonline.com/transportation/index.cfm?id=53373&cat=44517>

Data Source: City of Portland Bureau of Transportation

#### WHO USES THE BICYCLE NETWORK IN DAVENPORT?

The Duck Creek and Riverfront Trails connect many parks within Davenport and are established as off-street multi-use trails. Bicyclists share these paths with walkers, runners, and rollerbladers. Overall, these facilities serve a more leisurely environment, where most bicyclists are recreational users and only a small number are commuting to and from activity centers or places of interest. This is particularly true of the Duck Creek Trail, which does not connect to downtown Davenport or the Mississippi River.

On the other hand, the Marquette Street and Jersey Ridge Road bike lanes provide on-street connections to a variety of destinations. The lanes are more visible as they are incorporated into frequented travel corridors, as opposed to the multi-use trails that are separated from regular travel. Bicyclists along these corridors are generally commuting from one location to another or making use of them for shorter trips. The lanes themselves will begin to attract even those who are concerned with bicycling safety, although the lack of a comprehensive network and more east-west travel options is likely to keep bicycling limited to those who are most fearless, as described in the case study above.

#### WHAT ARE THE GAPS IN DAVENPORT'S BICYCLE NETWORK?

Davenport's off-street paths provide east-west bicycle routes across the city and the Marquette/Washington Street, Jersey Ridge Road, and Main Street bike corridors provide north-south routes. However, there are numerous gaps in Davenport's bicycle network that are an impediment to both existing and potential cyclists, including:

- There is a large separation between the north-south bike routes on Main Street and Jersey Ridge Road
- There are no east-west bike facilities between the Riverfront Parkway and Duck Creek Path trails
- There are no bike facilities north of the Duck Creek path and few identified bike-friendly routes
- There are no north-south bike facilities west of Marquette Street

In addition to addressing gaps in bike network that would provide mobility across the city, it is also important to recognize the role local streets play in the bicycle system. Bicycle-friendly streets allow cyclists to access bike routes from their homes and other destinations. The Quad City Metro Area map provides a comprehensive evaluation of the condition of local streets for bicycling throughout the Quad City Area.



# Public Events

# Vision Meeting 1



# Vision Meeting 2

- Agenda Item #2



# Project Candidates Workshop

- Kickoff Meeting – *Optional*
- Multi-Day Work Sessions
- Wrapup Presentation





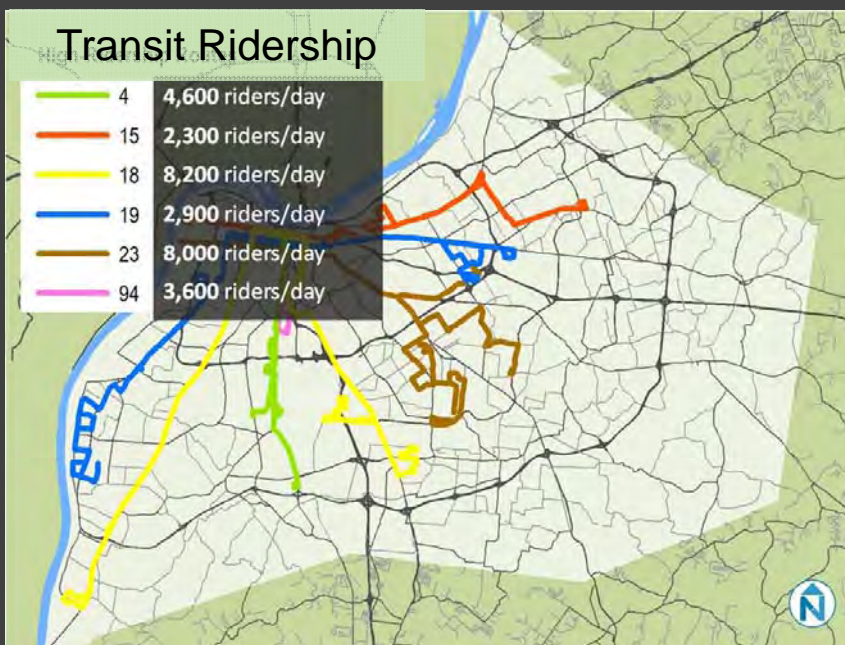
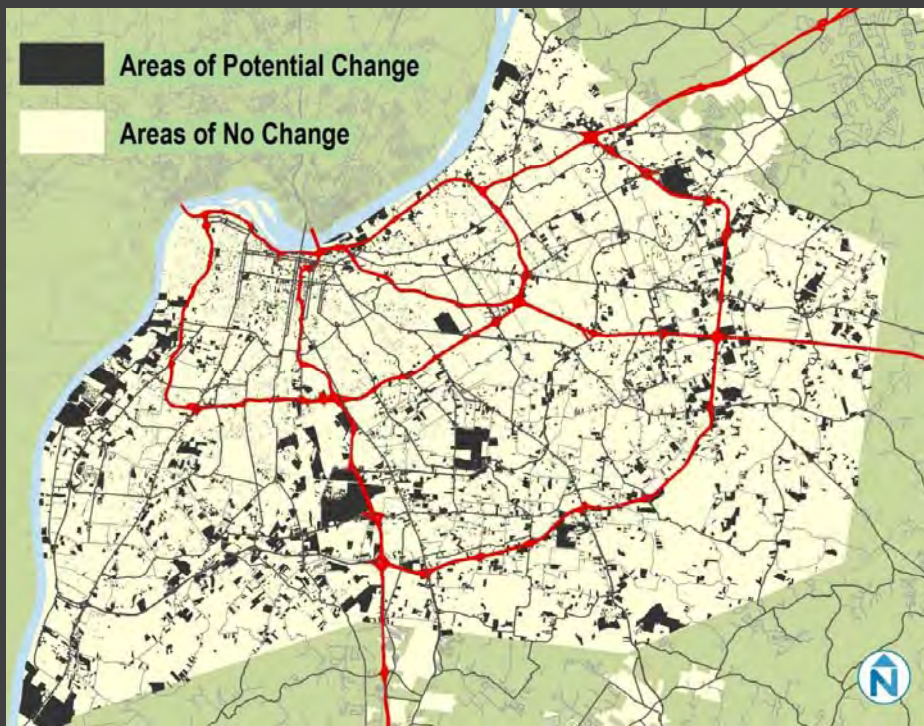
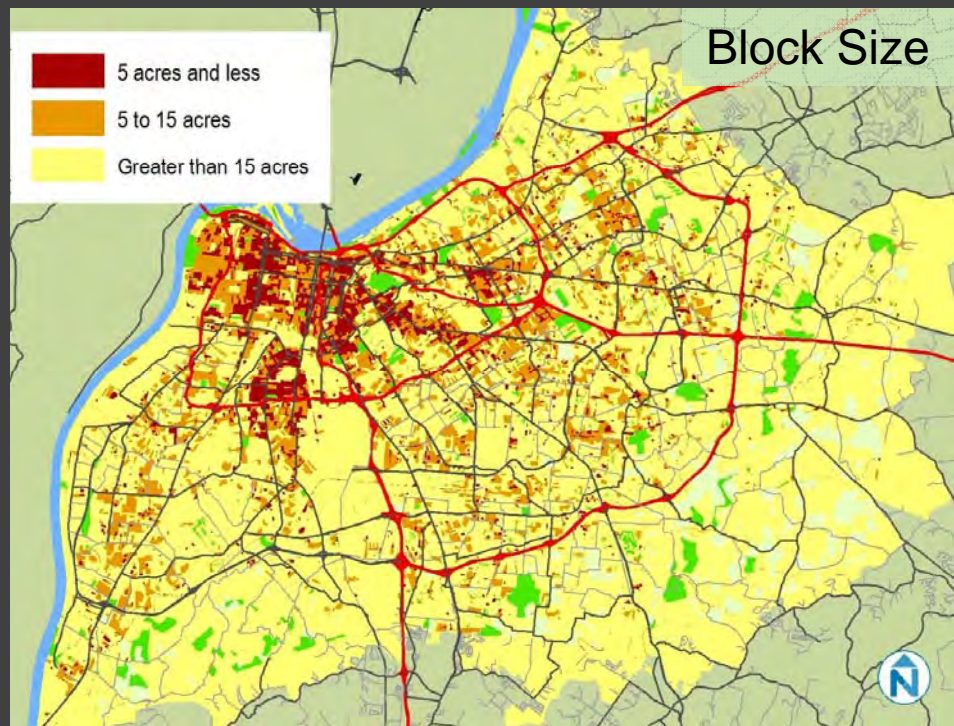
# Idea Generation

1. Current Plan and Work Program
2. Previous Neighborhood & Agency Plans
3. Candidate Workshop

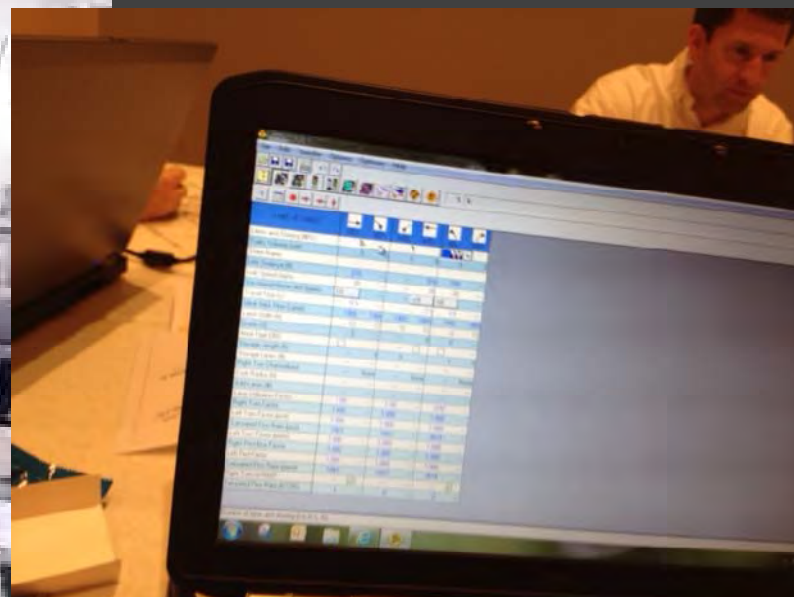
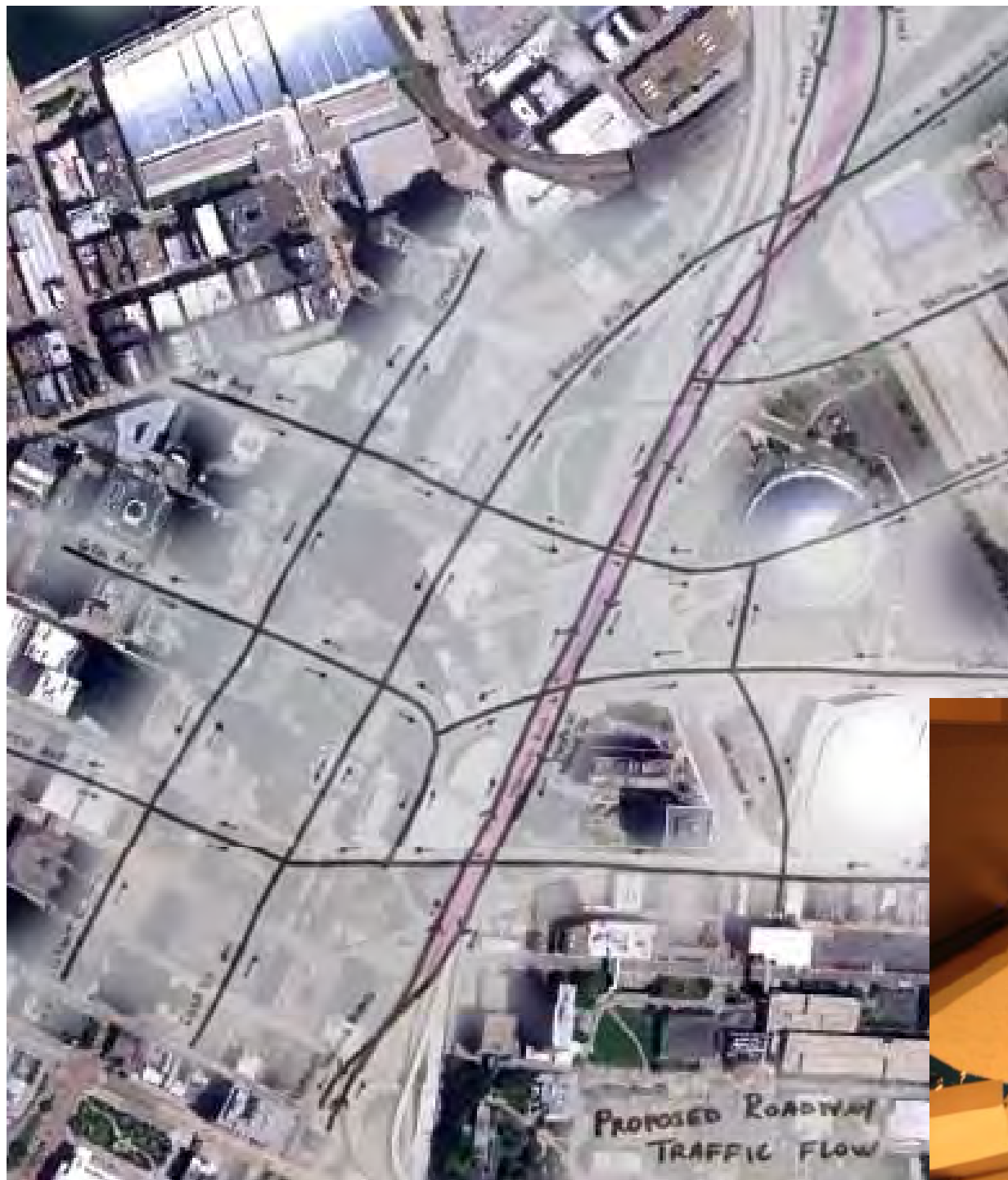
# Multi-Day Work Sessions















# Prioritization Meetings


- Share Evaluation Results
- Compile Input on Priorities

# Tier 1 Projects – First 5 Years

	ID	Description
	B-100	Harney St Bikeway (Downtown)
	OW-008	19th-20th St Couplet Conversion
	CS-002	Cuming St
	CS-028	Leavenworth and St. Mary's
	RC-036	144th St
	P-012	Underwood Ave.- Dundee Streetscape
	NS-PUB-003	16th St
	NS-PUB-019	Capitol Ave
	P-008	24th St
	P-009	Park Ave
	NS-PUB-004	Capitol Ave
	NS-PUB-018	Miracle Hills
	B-101	13th St & Capitol Ave Bikeway Branch
	B-102	13th St & Cass St Bikeway Branch
	NS-PUB-020	11th St

 7 Vehicle Capacity Projects

 7 Ped/Bike Projects

 1 Economic Development/Quality of Life Project



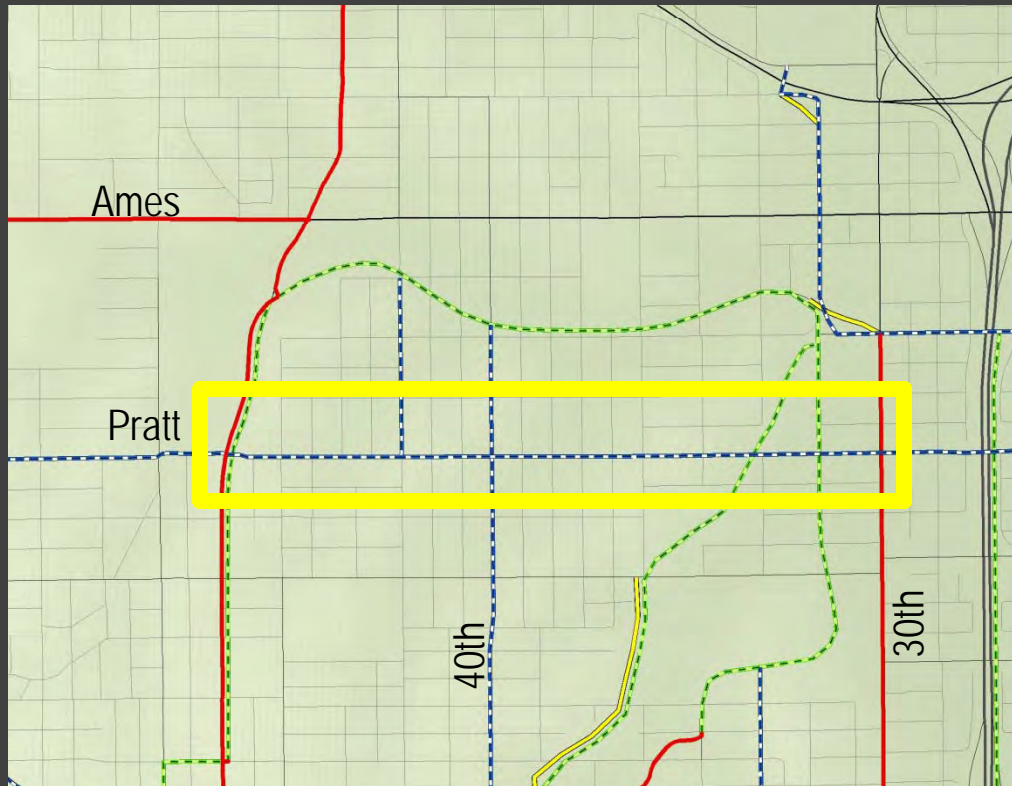
# Tier 1 Projects – First 5 Years

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	B-101	13th St & Capitol Ave Bikeway Branch
	B-102	13th St & Cass St Bikeway Branch
	NS-PUB-020	11th St

- Vehicle Capacity (90%)
- Ped/Bike Projects (5%)
- 1 Economic Development/  
Quality of Life Project  
(5%)



Many bike projects do well on the list.

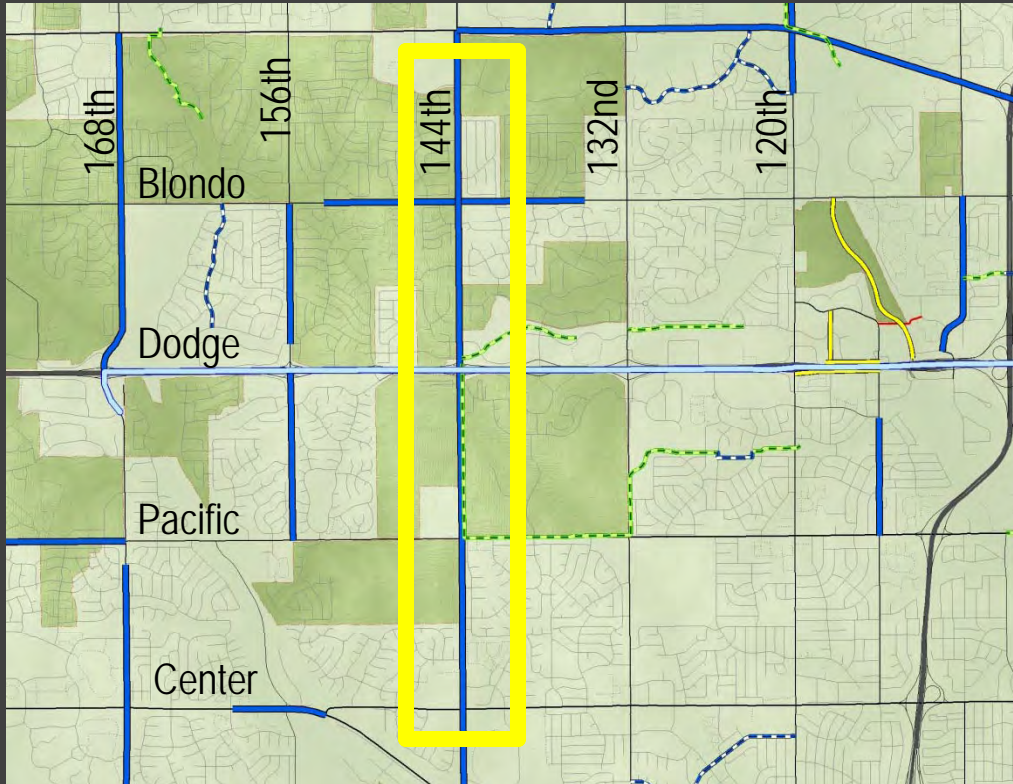


## *Pratt Street Bicycle Boulevard*

- *Added bicycle route in a well-connected neighborhood with many calm, low-speed streets*
- *Parallel to Fontenelle Boulevard sidepath: is Pratt redundant?*

B-059 <i>Pratt St Bike Boulevard</i>	GOAL 1: Balanced Options	GOAL 2: Safety and Health	GOAL 3: Livable and Connected Neighborhoods	GOAL 4: Economic Returns, Fiscal Sustainability
High-Performing	■	■	■	
Low-Performing				■

**Some road widening projects performed well.**



## *144<sup>th</sup> Street Capacity*

- *Includes completion of sidepath system*
- *Key to mobility for west Omaha*
- *Ties into major proposed east-west bike connections*

**RC-036**

*144<sup>th</sup> Street*

**GOAL 1:**

Balanced Options

**GOAL 2:**

Safety and Health

**GOAL 3:**

Livable and Connected  
Neighborhoods

**GOAL 4:**

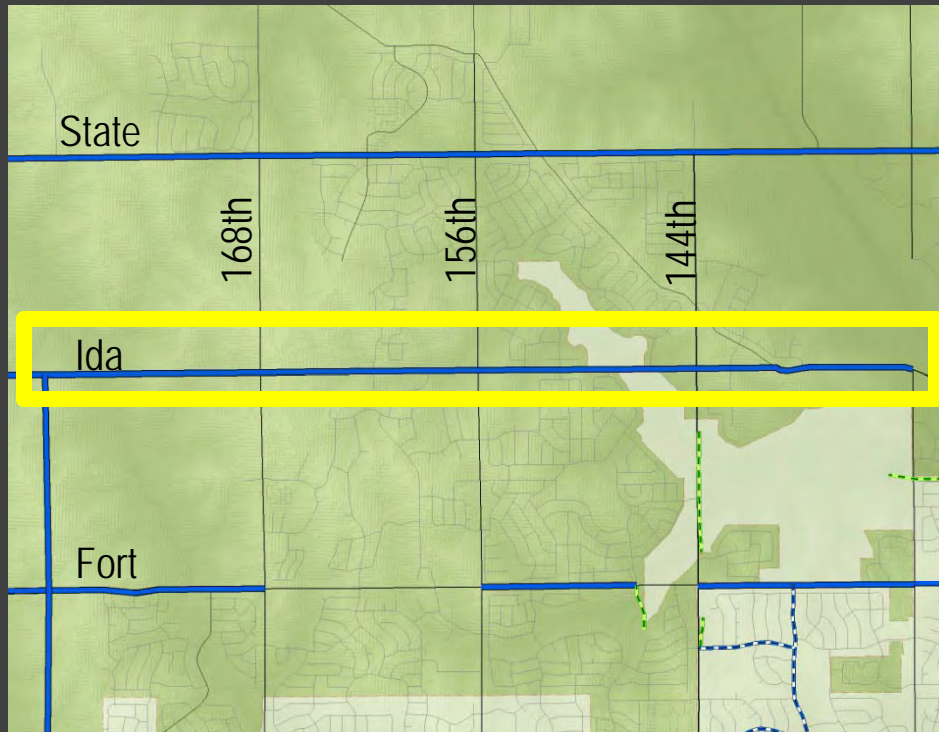
Economic Returns,  
Fiscal Sustainability

High-Performing

Low-Performing



Other road widening projects did not, but this was usually a function of how useful and needed they really were.



## *Ida Street, 2 to 4 lanes*

- *Currently mostly undeveloped*
- *Could 3-lane option work?*
- *Is entire extent needed?*

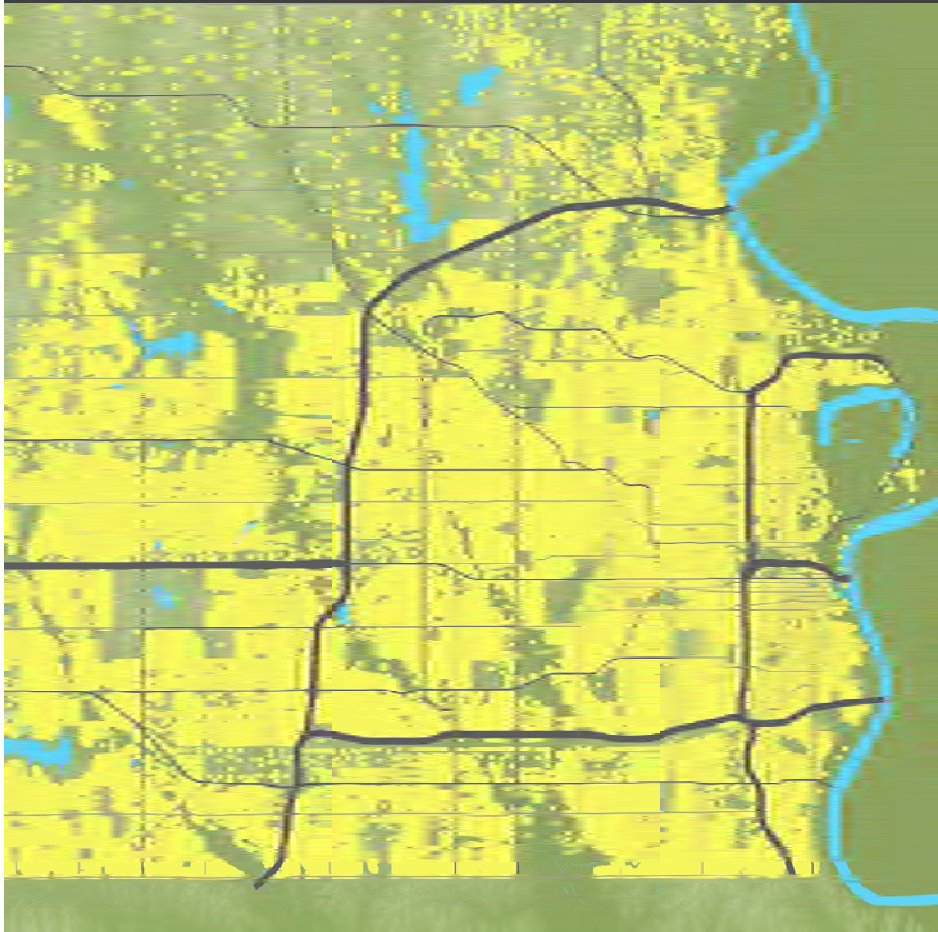
RC-054 <i>Ida St – 132<sup>nd</sup> to 180<sup>th</sup></i>	GOAL 1: Balanced Options	GOAL 2: Safety and Health	GOAL 3: Livable and Connected Neighborhoods	GOAL 4: Economic Returns, Fiscal Sustainability
High-Performing				
Low-Performing				

## Draft Plan/Adoption

- Present Major Draft Components
- Solicit Final, Pre-Publication Input


















# Incentive-Based Infill Policies



- Delay Planned Sewer Extensions
- Create Financing For Infill Parking & Infrastructure
- Department Or Agency For Development
- Advantageous Regulatory Environment
- Tiered Impact Fee Structure
- Amenitized Transportation Investments


# Projects

## Priority Projects – First 3 Years

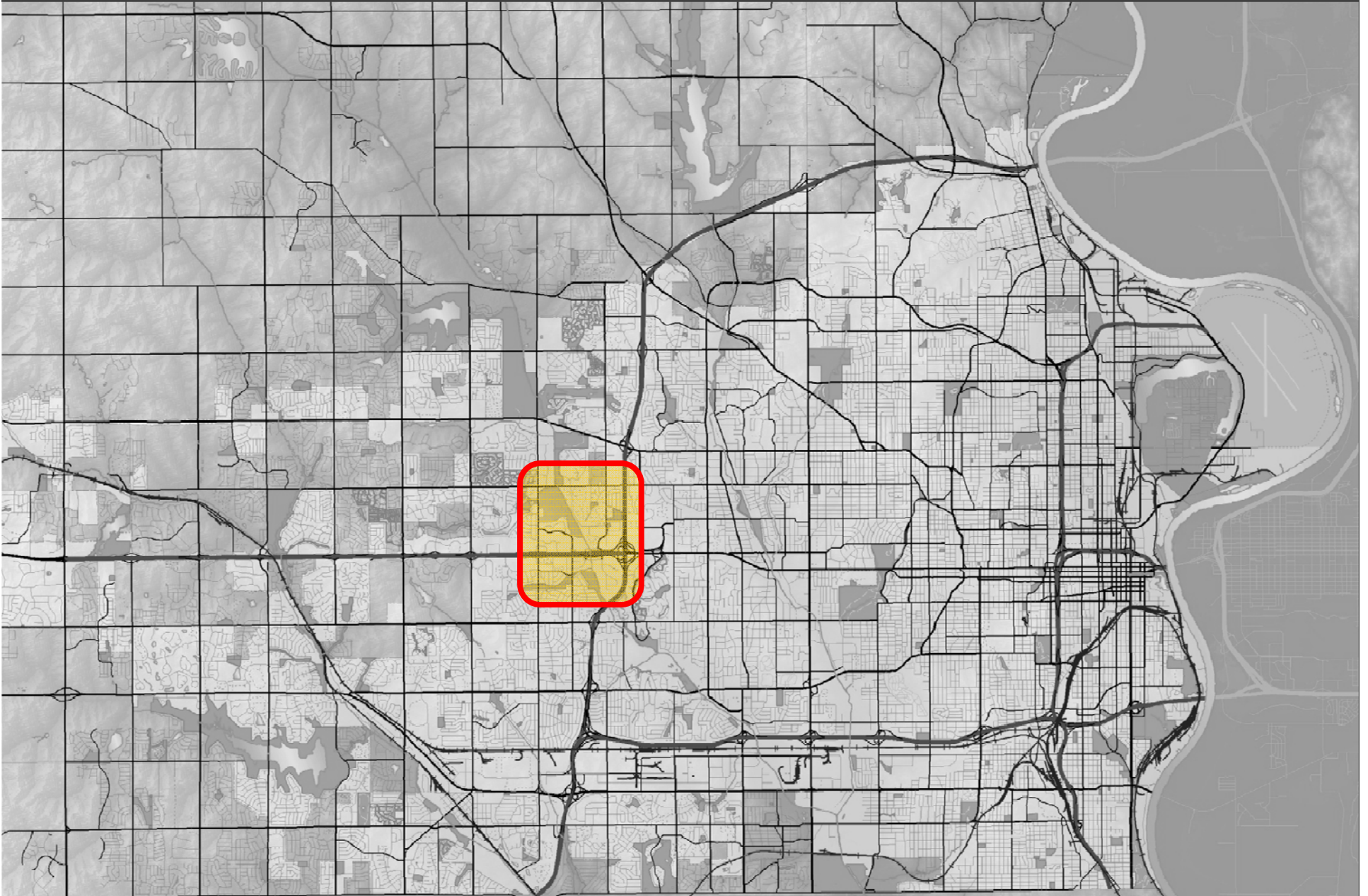
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 	16 <sup>th</sup> Street Reconstruction
 	Park Ave

 3 Vehicle Capacity Projects

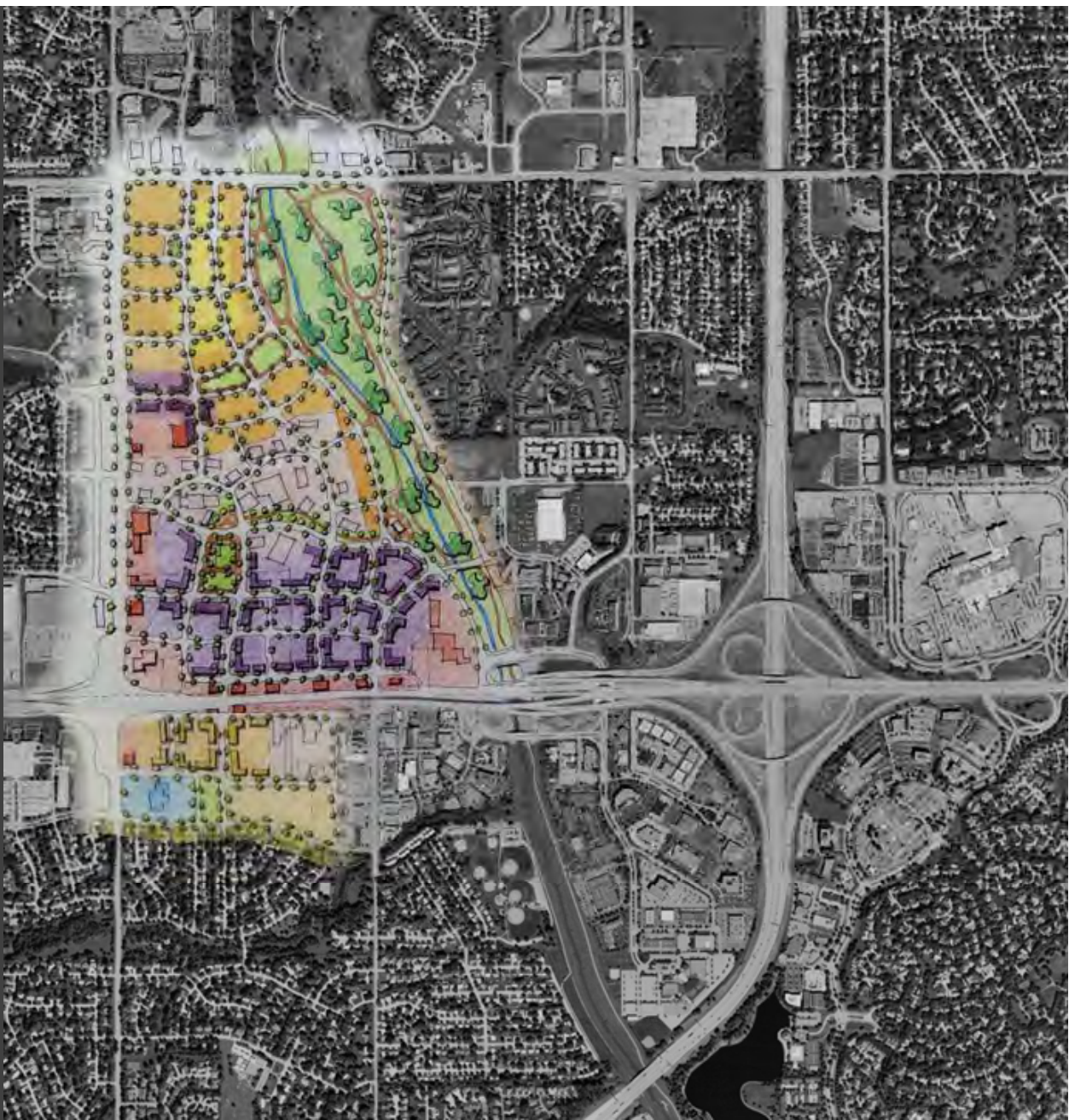
 5 Ped/Bike Projects

 1 Economic Development/ Quality of Life Project

# Public/Private Partnership



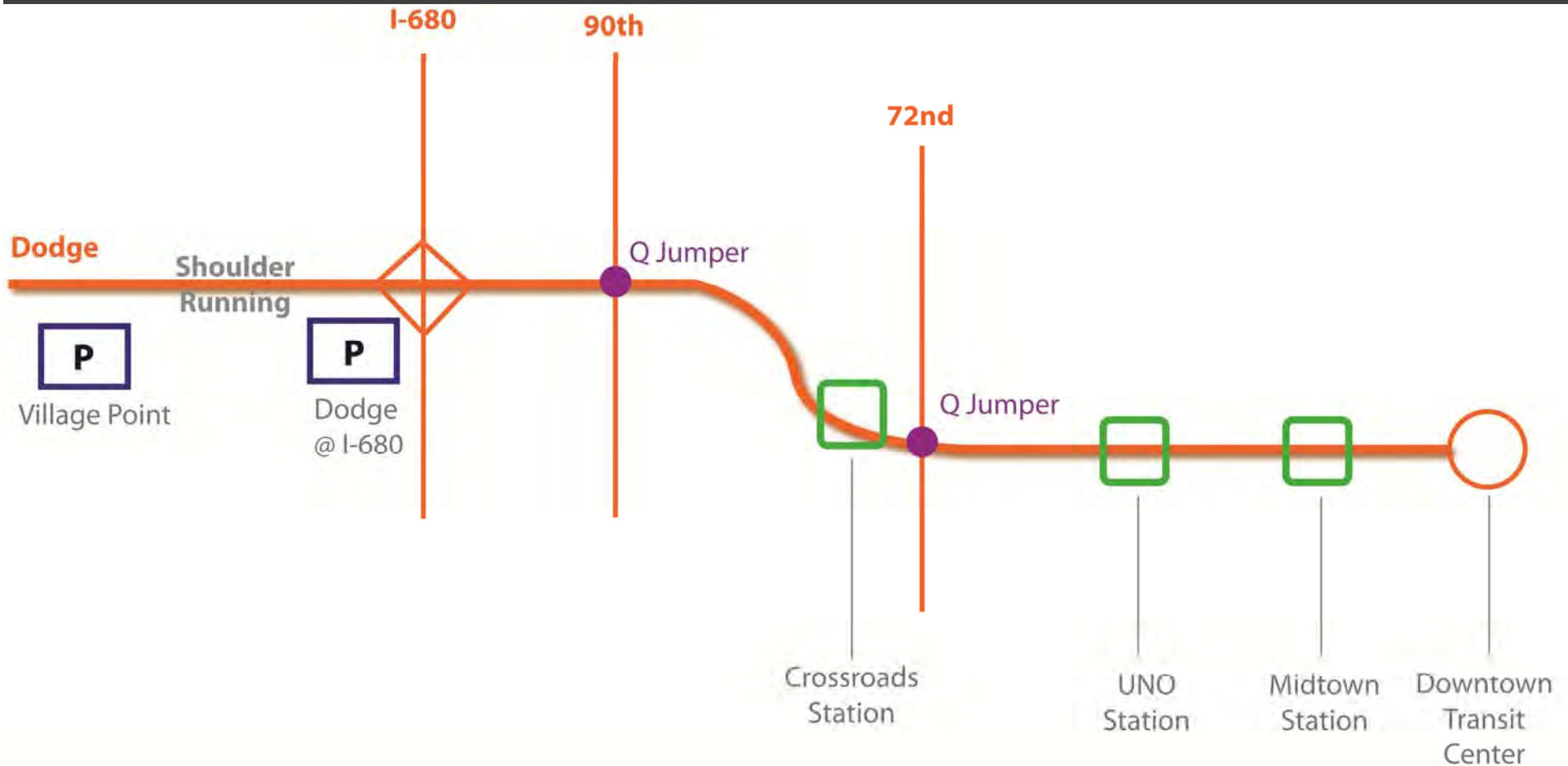








# Partner Agency Policy











# Economic Development





# Priority Projects

