



FINAL Correction Sheet: Madison in Motion

- Suggested Modifications to Draft Documents (February 21, 2017) -

The following is a summary of comments and recommended modifications to the Madison in Motion *draft* plan documents received to-date. These have been submitted by MiM Oversight Committee members, Common Council members, Project Management Team (agency staff), City advisory boards/committees/commissions, stakeholder and focus groups, and the general public (during the Summer/Fall 2016 public outreach activities).

Common Council Member (Ahrens): MiM Summary Document (p. 30, Figure 8), Background Report (p. 1-28, Figure 15) and Briefing Book/Existing Conditions (p. 20); ensure consistency of data for existing miles (and percentage of total) of Madison streets with no sidewalks, sidewalks on one side and sidewalks on both sides. All documents should reflect the following corrected figures:

Miles and percent of streets in Madison with sidewalks

SIDEWALK STATUS	MILES	% OF TOTAL
Both Sides	541	64%
One Side	93	11%
None	209	25%

Project Management Team (also MiM Oversight Committee, 2-16-17): MiM Summary Document (p. 74); modify the plan recommendation pertaining to sidewalk in new and existing neighborhoods

Policy and Best Practice Recommendations

- Continue the City’s sidewalk installation policy in new development areas and existing neighborhoods. Install sidewalks on both sides of all streets in all new subdivisions. Install retrofit sidewalks on both sides of all existing streets, as they are reconstructed. In limited instances, exceptions to this policy may be recommended by the Board of Public Works and

approved by the Common Council. Such exceptions to the installation of sidewalks include unique topography or if the installations will result in the loss of a significant number of trees in the terrace.

- *Recommendation for New Developments:* The City should continue to enforce its ordinance requiring developers to install sidewalks along both sides of the street in all new developments at their own expense.
- *Recommendation for Site Redevelopment:* When sites are redeveloped along existing roadways without sidewalks, require the developer to install sidewalks on the site if they do not currently exist.
- *Tier 1 Streets and Sidewalks:* Tier 1 streets are those classified as arterials and collectors, streets upon which local bus service is provided, streets where there exists a high level of pedestrian activity for school access and streets that provide connections to neighborhood commercial/community services. As such, Tier 1 streets should be given the highest priority for the addition of sidewalks in existing neighborhoods.

Project Management Team: MiM Summary Document (p. 72, Map 11 Existing and Proposed Bikeways); carefully review proposed on-street and off-street bicycle facility recommendations, to ensure consistency with the most current adopted City Engineering capital budget

MiM Oversight Committee: MiM Summary Document; add Table of Contents and List of Figures/Maps

MiM Oversight Committee: MiM Summary Document (Chapter 7, pp. 65-95); create a more organized, numeric method for displaying the plan recommendations, within each Madison in Motion “Theme” (policy and best practice recommendations, 1-5 year action items and 6-10 year action items)

Project Management Team: MiM Summary Document (pp. 78-80); insert recommended example street cross-sections (for local, collector and arterial roadways)

Board of Public Works (1-4-17): MiM Summary Document (p. 73, Map 13 Freeway Crossing); modify the map to make more readable; specifically, make the recommended changes to existing roadway crossings and entirely new crossings more clearly distinguishable (for both new roadway crossings and bike/ped crossings)

Project Management Team: MiM Summary Document (pp. 67-68); insert new recommendation

Action Items (next 1-5 years)

- Secure funding for additional Metro storage and maintenance capacity (i.e., new maintenance facility), in order to accommodate additional transit vehicles needed to meet existing service demands and potential service expansion. Evaluate the potential to include such a facility as a component of a start-up Bus Rapid Transit project and federal funding application.

Project Management Team: MiM Summary Document (p. 70); modify the language in the recommendation pertaining to technological enhancements to bicycling

Policy and Best Practice Recommendations

- Continue to explore how emerging technologies can help improve bicycle safety and increase bicycle mode split. Examples include more reliable bicycle detection, vehicle-to-infrastructure/vehicle-to-vehicle (V2I/V2V) technologies and the use of electric-assisted bikes. Promote the use of new technologies related to bicycles, address relevant regulatory issues and support emerging technology training for City staff.

Project Management Team: MiM Summary Document (p. 68); add section on Action Items (next 1-5 years; 6-10 years and beyond) and the following recommendations

Action Items (next 1-5 years)

- Evaluate potential for point-deviation transit systems, similar to the YWCA van system or Transportation Network Companies (TNCs), especially to serve lower income neighborhoods and employment nodes not well-served by current Metro service (where traditional fixed route transit service provides lengthy travel times or requires transfers). Evaluate a range of on-demand transit services for certain areas and last mile connections, including the use of a variety of vehicle sizes and route structures (**insert and reference matrix: Ridesharing and Innovative Transit Methods**).

Action Items (6-10 years and beyond)

- Working with WisDOT, Madison Area TPB, and other regional partners (including local communities outside of Madison), create a process that evaluates express bus service between surrounding communities and various regional destinations, with a goal of making transit travel time more competitive with driving.

Transit and Parking Commission (1-11-17): MiM Summary Document (p. 84); modify the recommendation referring to the City of Madison Comprehensive Plan update; Action Item timeframe should be changed to “Next 1-5 Years”

Transit and Parking Commission (1-11-17): MiM Summary Document (p. 88); modify the recommendation referring to affordable housing/transit-oriented development planning

Policy and Best Practice Recommendations

- Integrate affordable housing planning with transit planning, transit-oriented development planning, and Activity Center planning. Identify ways to enhance the accessibility of affordable housing by public transit services, especially for people with disabilities and other vulnerable populations (e.g. children, seniors, low-income communities).

Transit and Parking Commission (1-11-17): MiM Summary Document (p. 94); insert new recommendation, under the Theme “Work with Regional Partners to Create a Seamless Regional Transportation System”

Action Items (next 6-10 years, and beyond)

- Working with Dane County communities, explore ways to evaluate current State of Wisconsin laws and regulations pertaining to the use of development impact fees. Identify ways to expand the variety of capital and operating expenditures that are impact-fee eligible, in order to more effectively address the unique transportation impacts created by development projects in different urban contexts.

Transit and Parking Commission (1-11-17): MiM Summary Document (p. 67); insert new recommendation, under the Theme “Improving the Public Transit System in Madison and throughout the Region”

Action Items (next 1-5 years)

- Through the Transit Development Plan process, Metro should continue to coordinate with other providers of specialized transportation service throughout the region, in order to provide the best service for passengers while eliminating duplicative service. Continue mobility training programs and incentives and investigate other innovative ways to encourage the migration of passengers from paratransit to fixed-route service. Continue to work with paratransit riders, employers, staff, and service agencies to efficiently schedule trips and combine rides when practical.

Economic Development Committee (1-18-17): MiM Summary Document (p. 68); modify the intercity rail service recommendation, and insert a new recommendation; under the Theme “Improving the Public Transit System in Madison and throughout the Region”

Action Items (next 6-10 years, and beyond)

- Working with WisDOT, Amtrak, other state and federal agencies, and Dane County communities, create a process that evaluates the potential use of existing freight railroad corridors for future passenger transit services, including (but not limited to) regional rail service to surrounding communities and high speed intercity passenger rail service to Madison. As part of that evaluation, identify potential locations for an intercity passenger rail station within the City. A potential future passenger rail station must be located in a manner that provides convenient access to downtown and other key destinations in the City. Ensure that such as station location can be integrated with all supporting transportation facilities and services (such as taxi, bicycle, pedestrian, Metro Transit, parking, shuttles, etc.), and can serve as a potential activity center for additional redevelopment activities.
- Working with WisDOT and local railroad operators, maintain the viability of the existing rail transportation corridor in the City of Madison for potential future passenger rail operations. Ensure that the rail corridor right-of-way providing access between Madison and Milwaukee, and Madison and the Twin Cities remains intact.

Dane County Regional Airport (1-20-17): MiM Background Report (p. 1-30) and Briefing Book (p. 26); modify language describing airport passenger ridership.

“Madison has scheduled commercial passenger air service through Dane County Regional Airport (IATA code MSN, ICAO code KMSN), located six miles northeast of downtown Madison. The airport served approximately 1.8 million passengers in 2016...”

Sustainable Madison Committee (1-23-17): MiM Summary Document (p. 75); insert new recommendation under the Theme “Building and Maintaining Comfortable and Safe Pedestrian Facilities”

Policy and Best Practice Recommendations

- On all City streets where sidewalks are installed (or retrofitted) and where terraces are paved, consider the use of permeable pavement to provide enhanced stormwater management.

Sustainable Madison Committee (1-23-17): MiM Summary Document (p. 90); insert new recommendation under the Theme “Transportation Enhancing Public Health and Safety”

Action Items (next 1-5 years)

- Work with WisDOT to implement the recommendations contained in the Wisconsin Strategic Highway Safety Plan (2014-2016), particularly those pertaining to improving driver alertness and reducing driver distractions.

Madison in Motion Oversight Committee Member Ken Golden (1-26-17): MiM Summary Document; various modified recommendations and new recommendations.

(p. 67) Modified recommendations under the Theme “Improving the Public Transit System in Madison and Throughout the Region”

Policy and Best Practice Recommendations

- Continue to utilize cost effective technologies that make using transit easier. Improving vehicular location technologies can provide more precise information to transit riders monitoring their bus via mobile apps.

Action Items (next 1-5 years)

- Metro Transit should continue to develop and implement its five-year long-range transit service plan - the Transit Development Plan (TDP) - in close collaboration with the Madison Area Transportation Planning Board (MPO), as a means of implementing the City’s public transit objectives and policies.
- Expand the use of vanpools throughout the region, to provide high quality intercity and inter-regional public transportation options for employees living in areas not currently served by public transit.
- Study possible transit funding sources for feasibility and effectiveness including: user fees such as fuel taxes or vehicle miles traveled charges; vehicle registration fees; public financing mechanisms such as sales taxes or bond measures; private sector financing programs such as developer fees or assessment districts; city infrastructure fees, or public-private partnerships.
- Working with community leaders, businesses, Dane County and other local units of government, create a process that evaluates opportunities to institute a new regional transportation or transit governance entity - as a mechanism to finance and manage public transit services in the Madison metropolitan area and Dane County. Create a strategy to advocate for State legislation allowing such an entity.

(p. 79) Modified recommendation under the Theme “Building and Maintaining Streets and Roadways for All Users”

Policy and Best Practice Recommendations

- Incorporate Complete Streets design components when constructing new and reconstructing existing streets and roadways:
 - Consider “road diets,” with two-way left turn lanes (TWLTLs), where appropriate, pedestrian islands and bicycle facilities, to improve roadway safety and better accommodate bicyclists and pedestrians.

(p. 82) Modified recommendation under the Theme “Creating and Managing On-Street and Off-Street Parking”

Policy and Best Practice Recommendations

- Evaluate the efficacy of a “Park Once” program to help reduce automobile traffic and parking in the downtown and other areas of the City. Evaluate the use of dedicated shuttles from parking facilities on the edge of downtown and peripheral parking locations, such as the Alliant Energy Center and other locations, to help manage automobile traffic accessing the downtown. Evaluate the use of circulator transit services in the rapidly densifying downtown area and other locations in the City, to help manage automobile traffic.

(p. 86) Modified recommendation under the Theme “Improving Connectivity, Bridging Gaps and Enhancing Choice”

Policy and Best Practice Recommendations

- Expand availability of subsidized or market-priced 10 ride cards and transit passes to low income riders by installing transit pass vending kiosks at transfer points, public buildings and undeserved areas.

Project Management Team/also edit by Long Range Transportation Planning Committee (1-26-17): MiM Summary Document (Ch. 7, p. 95); insert new theme and plan recommendation (1-5 year action items)

New Theme – “Measuring and Monitoring Transportation System Performance”

Action Items (next 1-5 years)

- The City of Madison should work with local and regional partners (including the Madison Area Transportation Planning Board, Wisconsin Department of Transportation and other area jurisdictions) to develop and maintain a transportation

system performance measurement and monitoring program, to monitor transportation mode share changes over time. The performance measurement program should establish a base year 2016 dataset, utilizing the National Household Transportation Survey (NHTS) and providing necessary resources to increase the sample size (to ensure statistical validity) and to also allow for geographic targeting of data collection within certain locations of the City (to ensure that economically disadvantaged or other potentially underserved populations are reached). The City should also enhance its current data collection program to collect transportation system user volumes at specific locations throughout the City, including motor vehicle counts, transit user counts, as well as bicycle and pedestrian counts, and monitor changes over time. **In addition, the City should continue to develop and refine new performance measures over time (as well as consider evolving measures), as new data sources and data collection techniques become available and reliable. Special emphasis should be given to performance measures that are specifically tailored to individual transportation modes, demographic groups and geographic locations in the City.**

- The City of Madison should coordinate with and assist the Madison Area Transportation Planning Board, as appropriate, as it develops and monitors the transportation system performance measures at the regional level.

Long Range Transportation Planning Committee (1-26-17): MiM Summary Document (at end) or new separate document; develop an Addendum to the Madison in Motion plan, identifying the City department that will lead the implementation of the 1-5 Year and 6-10 Year Action Items (as well as the supporting/participating departments).

Long Range Transportation Planning Committee (1-26-17): MiM Summary Document (p. 71); insert new recommendation under the Theme “Building and Maintaining Comfortable and Safe Bicycle Infrastructure”.

Action Items (next 1-5 years)

- Conduct a bicycle system route evaluation and create a map that identifies the current low-stress bicycle network (i.e., multiuse paths, protected bike lanes, low-traffic local streets, etc.), in order to help identify gaps in the continuity of the low-stress network and/or other problem areas.

Plan Commission (2-6-17); augmenting LRTPC recommendation above (underlined): MiM Summary Document (at end) or new separate document; develop an Addendum to the Madison in Motion plan, identifying the City department that will lead the implementation of the 1-5 Year and 6-10 Year Action Items (as well as the supporting/participating departments); for 1-5 Year

Action Items, identify budget priority items for consideration in annual capital and operating budgets, which agencies will be responsible for accomplishing the priority items, and identifying measures for implementation success.

MiM Oversight Committee (2-16-17): MiM Summary Document (p. 67); insert new recommendation under the Theme “Improving the Public Transit System on Madison and throughout the Region”.

Policy and Best Practice Recommendations

- Metro Transit should continue to seek to maintain the provision of ADA paratransit service above the current ADA minimum standards, which will help to adequately meet the needs of its customers (contingent upon continued robust regional funding).

MiM Oversight Committee (2-16-17): MiM Summary Document (p. 79) Modified recommendation under the Theme “Building and Maintaining Streets and Roadways for All Users”

Policy and Best Practice Recommendations

- As opportunities for reconstruction of existing streets arise, identify existing roadways with excess capacity (i.e., those with unutilized on-street parking lanes). To the extent possible, for construction of new streets and reconstruction of existing streets, narrow the street and reallocate space to more productive uses than underutilized asphalt, such as widening the terrace, installing or expanding boulevards, or expanding bike or pedestrian facilities.

MiM Oversight Committee (2-16-17): MiM Summary Document (p. 68); insert new recommendation under the Theme “Improving the Public Transit System on Madison and throughout the Region”.

Action Items (next 1-5 years)

- Require, as appropriate, that a variety of Bus Rapid Transit infrastructure or other system accommodations be dedicated by developments located along designated BRT corridors or adjacent to BRT station areas, in conjunction with applicable regulations and/or zoning required for development approval.

Project Management Team: MiM Summary Document (p. 92); insert new recommendation under the Theme “Using Emerging Technology to Enhance the Transportation System”.

Policy and Best Practice Recommendations

- Monitor how technological advances change preferences for shopping and other consumer activities over time, and how those changes affect various aspects of transportation infrastructure and the built environment – such as delivery/drop off needs and affects on traffic, parking, bicycle and pedestrian mobility, etc.