

Board of Public Works,

Thank you for your consideration on the Mifflin Street Capitol Square reconstruction project. I appreciate your thoughtful deliberation and review. I also support your unanimous vote to move forward with the project as presented. I agree with the assessment of Alder Verveer, City Engineer Phillips, and City Traffic Engineer Dryer that given the many compromises inherent in the north side design as presented by Engineering staff and considering the significant impact that a delayed construction schedule would have on events planned around the square this year, that it was in the city's best interest to move forward with the planned construction.

At the same time, I am left feeling disappointed that a more viable and less compromised north side design was not presented. The design that was available for your review last Wednesday (green paint on the sidewalk that weaved around bus shelters, eliminating outdoor café seating and recently installed granite planters, and putting at risk the majority of established street trees in the terrace) is not a design that I would support under any circumstances. I believe that the absence of a better conceived north side option was a missed opportunity.

While I'm confident that this plan represented a good-faith effort to consider a north side placement, I do not believe it represents best practice design as it relates to protected bike lanes adjacent to transit stops. Given the prominence that protected bike infrastructure holds in all cities that have achieved a bike mode share above 10%, it will be important for Madison to become more familiar and comfortable with these design elements for future projects.

Please find attached a small collection of examples of how a protected bike lane and transit stop can be designed to work together with minimal conflict between users. This short [video](#) clip from San Francisco shows a how this typically plays out in the real world. As you will see, there are great variations in design elements that all accommodate a protected bike lane between a transit platform and the sidewalk. This formed the basis of the concept I shared in my previous communication and differs significantly from what was presented to you last week.



Decades of support and investment in bike infrastructure in Madison have resulted in significant ridership (5.2% mode share) and recognition (Platinum Bike City). As our population and density continue to increase, the importance and value of developing a connected bike network that comfortably and safely accommodates people of all ages and abilities grows as well. Learning and adopting best practice design from communities that have been successful will help us deliver safe and comfortable transportation options for our residents and visitors.

Thank you for the time and energy you invest in our city.

Grant Foster  
Member PBMVC & LRTPC

Examples of protected bike lanes adjacent to transit platforms













