

**Recommendations for 2012 City of Madison Capital Budget
Madison Pedestrian/Bicycle/Motor Vehicle Commission
May 24, 2011**

Members of the PBMVC:

Thank you for the opportunity to provide suggestions for bicycle projects for the 2012 capital budget. The Bike Fed applauds the City's work in implementing 2011 improvements to move bicycling forward in Madison. A few of these exciting improvements include:

- Consolidation of the city's bicycling-related budget so that the city's efforts to improve bicycling can be easily assessed.
- Planning and design work for bicycling improvements at the Williamson/Blair/John Nolen intersection is underway.
- Bicycle improvements at the Monroe/Regent intersection are currently being installed.
- The city is actively working on constructing a section of the Cannonball Path and planning for the final phases and a connection between the Capital City Path and the Glacial Drumlin Trail is underway.
- Expansion of Bike Boxes and Bike Boulevards
- Pilot of bike corral parking is planned to begin this summer

Despite these gains, much work remains to make Madison among the best cities in the world to bike in. The Bike Fed recommends the inclusion of the items below in the next capital budget. Projects are listed by subject area, and not necessarily by priority.

Primary Goal

- Provide a budget to produce a city-wide bike plan. The existing Platinum Bike Report is not a bicycle plan, and does not provide the specifics that a transportation plan should provide. This plan will combine the existing Platinum Bike Report, the 2000 Dane County Bike Plan and the Rails to Trail Report into a single overarching vision for bicycling in Madison. The plan will include specific recommendations, an implementation strategy, a timeline for project completion and budget that the City of Madison, the business community and the greater community can support. A comprehensive bike plan will be a critical tool in assisting the City reach its full potential for bicycling programs and infrastructure.

Capital Budget

- Double the average Engineering Department bicycle project budget to at least \$4 million annually.
- Approximately 3% of the current Engineering capital budget is spent on off-street bike trails, which reflects Madison's approximate bicycle mode share of 3%. To increase the number of people bicycling, we must increase the money invested in bike infrastructure.

- Budget at least \$250,000 for traffic calming for local streets. These funds should be specifically targeted at implementing and improving bicycle boulevards, which create traffic calmed streets that benefit pedestrians and residents, in addition to providing safe streets for cyclists.
- Increase the city's dedicated Safe Routes to School capital budget to at least \$150,000 annually. The budget should be used exclusively for the improvement of walking and biking facilities near schools.
- Create a budget dedicated to creating and installing directional signage throughout the bicycle network. On-street and off-street signage should indicate to cyclists the direction, distance and approximate time to popular destinations around the city and region.

Intersection Projects

- Provide safer and more convenient accommodations for bicycles at the John Nolen Drive/North Shore intersection. Widening the island in John Nolen Drive would provide a safer waiting area for bicyclists.

Off-Street Paths

- Plan and design the City of Madison connection to the proposed Middleton Good Neighbor Path.
- Plan and design the Starkweather Creek East Branch Path to Sun Prairie. When built, this path will be to the northeast side of Madison what the Southwest Commuter Path is to the southwest side of the city: a highly used transportation and recreation facility used by thousands of people every day.

On-Street Projects

- Work with landowners to complete direct connections from Mifflin Street to the Yahara River Path on the east end of the street and to the SW Commuter Path on the west end of the street.
- Build a counter-flow bike lane, ideally barrier separated, around all sides of the capitol square.
- Build counter-flow connections to the capitol square on East Mifflin Street and West Main Street.
- Increase the use of traffic calming and signage to make bicycle boulevards a place where bicyclists' safety and convenience are prioritized; improvements should include turning stop signs to allow through bicycle traffic while including counter measures to discourage through motor vehicles

Thank you,
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