

Recommendations for 2011 – 2013 City of Madison Capital Budget
Madison Pedestrian/Bicycle/Motor Vehicle Commission
May 25, 2010

Members of the PBMVC:

Thank you for the opportunity to provide suggestions for bicycle projects for the 2011 – 2013 capital budget. 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. Additionally, some of these projects have previously been included in the capital budget, but due to lack of progress, they have been included again here.

Primary Goal

- Provide a budget to produce a city-wide bike plan. 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. It should be noted that this plan would likely include all of the recommendations made below in some form.

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 safe accommodations for bicycles at the Williamson/Blair/John Nolen intersection. This intersection is particularly dangerous where the side path crosses the driveway entrance to Machinery Row and where the Capital City Trail crosses Williamson Street. Short-term safety improvements are desperately needed and every effort should be made to completely

reconstruct this intersection with the future improvements to the rail corridor related to high-speed rail service.

- Provide safer and more efficient accommodations for bicycles at the Regent/Monroe intersection, particularly for those continuing straight through the intersection on the SW Commuter Path.
- 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 and Overpass

- Complete all City of Madison phases of the Cannonball path
- Complete the Glacial Drumlin trail into Madison, connecting with the Capital City Trail
- Complete the City of Madison connection to the proposed Middleton Good Neighbor Path
- Build a Perry Street overpass that crosses the Beltline between Park Street and Fish Hatchery Road

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

Other Projects

- Fund a bicycle station as part of the development of the downtown high-speed rail station

The following recommendations are operational in nature and may fall outside of the Capital Budget process. However, these recommendations are critical to implementing capital budget projects and priorities.

Operation Recommendations

- Increase staff time dedicated to bicycle issues, particularly within Engineering and Traffic Engineering. City staff has indicated that budgeted projects in 2010 and projects slated for 2011 are in jeopardy of not being completed due to a lack of city staff resources.
- Create interdepartmental staff and community bike team to communicate on a routine and frequent basis so that bicycling projects may move more quickly and efficiently through the planning and implementation stages.
- Regularly count bicyclists and evaluate bicycle usage; adopt a consistent methodology for evaluating and reporting bicycling levels; conduct comprehensive counts on the two national count days.
- Ensure that bicycles are integrated into all planning for the potential commuter rail line.

Thank you,
Amanda White, Director of the Madison Office
Kevin Luecke, Lead Planner