

Form: 23919

Madison

Started at: 8/14/2023 03:23 PM - Finalized at: 9/1/2023 06:37 PM

Page: Application Tips

- **A word version of this application is available for download, at bit.ly/BFCappFall2023 (<https://bit.ly/BFCappFall2023>) (last updated 5/17/23)** - that document highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected. ****Applicants are STRONGLY encouraged to download the latest version of this document when each new round opens!****
- Find a Glossary of Terms used in the BFC Application here (<https://docs.google.com/spreadsheets/d/1IK31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0>). If you come across a term on the application that is not listed on the glossary that you have questions about, please email bfa@bikeleague.org.
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>).
- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.
- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.
- **It is not necessary to be able to check every box on this application to earn a BFC designation**. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.
- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).
- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.
- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.
- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.
- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.
- If you need help with the online application, visit our Application Portal FAQs page here (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>) or contact us at bfa@bikeleague.org.

Page: Application Intro

Community Name:

Madison

Has the community applied to the Bicycle Friendly Community program before?

Returning Application > Renewing at Current Award Level

What year was the community's most recent BFC application?

2019

What was the result of the community's most recent BFC application?

Platinum

If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map (<http://bikeleague.org/bfa/search/map?bfaq=>) and used to promote your community through League social media channels.

Community Website:

www.cityofmadison.com (<http://www.cityofmadison.com>)

Community's Twitter URL:

<https://twitter.com/CityofMadison> (<https://twitter.com/CityofMadison>)

Community's Facebook URL:

<https://www.facebook.com/CityofMadison/> (<https://www.facebook.com/CityofMadison/>)

Community's Instagram URL:

<https://www.instagram.com/cityofmadisonwi/?hl=en> (<https://www.instagram.com/cityofmadisonwi/?hl=en>)

Community's Flickr or other public photo sharing URL:**Page: Contact Information****Applicant First Name**

Renee

Applicant Last Name

Callaway

Job Title

Pedestrian Bicycle Administrator

Department

Traffic Engineering

Employer

City of Madison

Street Address (No PO Box, please)

215 Martin Luther King Jr Blvd

City

Madison

State

Wisconsin

Zip

53703

Phone #

608-266-6225

Applicant Email Address

recallaway@cityofmadison.com

Did you work with any other local government agencies, departments, or city staff on this application?

Yes

Please list up to 10 additional government agency contacts.

Agency Contacts

Ben Lyman
Madison Area MPO
Planner
blyman@cityofmadison.com

Colleen Hayes
Traffic Engineering
Pedestrian Bicycle Outreach Specialist
chayes@cityofmadison.com

Did you work with any local advocacy organizations or citizen volunteers on this application?

Yes

Please list up to 10 additional local advocacy contacts.

Advocacy Contacts

Caitlin Hussey
Wisconsin Bike Fed
Director of Safe Routes to School and Engagement in Dane County
caitlin@wisconsinbikefed.org

Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?

Yes

Please list the primary contact for each organization or group.

Additional Advocacy Contacts

Harald Kleims
Madison Bikes
President
harald@madisonbikes.org

Jason Ilstrup
Downtown Madison Inc
President
jilstrup@downtownmadison.org

Ben Neff
Capital Off Road Pathfinders
President
ben.neff@madcitydirt.com

(For internal use only.)

Name:

Satya Rhodes-Conway

Title:

Mayor

Email:

satya@cityofmadison.com

Street Address

210 Martin Luther King Jr Blvd

City

Madison

State

Wisconsin

Zip

53703

Page: Community Profile pt. 1

Please note: The application will refer to your type of jurisdiction as **'community'** throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

A1. Name of Community:

Madison

A2. Name of County/Borough/Parish:

Dane

A3. State:

Wisconsin

If you haven't already, we strongly encourage you to reach out to your statewide bicycle advocacy organization, Bicycle Federation of Wisconsin, to work with you on this application. They have helped other communities like yours to successfully complete the BFC application. Learn more at: www.wisconsinbikefed.org (<http://www.wisconsinbikefed.org>).

A4. Link to map of community boundaries:<https://goo.gl/maps/3wz8t1eSZo8Dvhf1A> (<https://goo.gl/maps/3wz8t1eSZo8Dvhf1A>)**A5. Type of Jurisdiction**

Town/City/Municipality

A6. Size of community

82.49

A7. Total Population:

272903

A8. Population Density:

3308

For definitions, see FHWA Bikeway Selection Guide (page 20) (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf).

A9a. Rural

0%

A9b. Rural Town

1-24%

A9c. Suburban

1-24%

A9d. Urban

25-49%

A9e. Urban Core

25-49%

A10. What is the street network density of the community?

10.1-15.0

A11. What is the average intersection density?

61-100

A12. Do any of the following significant physical barriers to cycling exist in your community?

Major highways or divided arterials with no or limited crossings, Topographical challenges (e.g. very hilly community), Extreme heat, Extreme cold/heavy snow, Other seasonal or weather challenges, Bridges that are inaccessible or unsafe for cyclists, Large body of water (e.g. river), Railroad corridors

Page: Community Profile pt. 2

Find the following information for your community at: <https://data.census.gov/> (<https://data.census.gov/>)

Click here for detailed instructions to find answers to each question below:

(Click here to view or hide detailed instructions)

How to search:

We highly recommend that you do this on a desktop computer as the tables are easier to read on that screen. However, you can still find them from the dropdown menu on your phone or tablet.

A13. Census Profile Link:

From the main search field at <https://data.census.gov/> (<https://data.census.gov/>), enter your community's name and click the search icon.

From the search results, click "View Profile" on the right hand side.

(e.g. See the profile pages for Madison, WI: <https://data.census.gov/profile?g=1600000US5548000> (<https://data.census.gov/profile?g=1600000US5548000>); or for Athens – Clarke County, GA: <https://data.census.gov/profile?g=0600000US1305990138> (<https://data.census.gov/profile?g=0600000US1305990138>); or for Jamestown S'Klallam Tribe, WA: <https://data.census.gov/profile?g=2500000US1655> (<https://data.census.gov/profile?g=2500000US1655>))

IF YOUR COMMUNITY DOES NOT FALL NEATLY INTO A CENSUS PLACE: Please use A13 to provide the link to your best source of the following data for all of the following questions below. For questions A14-A22, please provide best estimates for each question. Use the space provided in question A23 to provide any additional information or context about your community to help our reviewers better understand your socioeconomic and demographic details for your community.

A14. Median Age and Older Population

****NOTE: this question has been updated in February 2023 to better reflect the updated format presented at <https://data.census.gov/> (<https://data.census.gov/>).****

Tip: This data is available under the "Populations and People" section of your community's census profile page. "Median Age" is shown at the top of the "Populations and People" section, while "Older Population" is third from the bottom of this section, just above "Residential Mobility". You can also click on Table "S0101" for a more detailed breakdown of the age categories in your community.

A15. Percent of the Population that Speaks a Language Other Than English at Home

Click on the "Populations and People" section of your community's census profile page, and then scroll down to "Language Spoken at Home". Enter the number listed above "Language Other Than English Spoken at Home in (your community)" on the left in question A15.

You can also click on Table "S1601" for a more detailed breakdown of the languages spoken at home in your community.

A16. Percent of population that is Foreign Born

Click on the "Populations and People" section of your community's census profile page, and then scroll down to "Native and Foreign Born". Enter the number listed above "Foreign Born population in (your community)" on the left in question A16.

You can also find this information on Table "DP02" under PLACE OF BIRTH for this information, as well as under WORLD REGION OF BIRTH OF FOREIGN BORN for a more detailed breakdown.

A17. Median Household Income

This data is listed at the top of your community's census profile page, or can be found by clicking on the "Income and Poverty" section or on Table "S1901" for your community.

A18. Poverty Rate

This data is available under the "Income and Poverty" section of your community's census profile page. Click on "Income and Poverty" from the top menu bar of your community's profile page, and scroll down to "Poverty".

A19. Bicycle Commute Rates by Sex

From your community's census profile page, click on the "Employment" section and then scroll down to "Commuting" and click on **Table S0801: COMMUTING CHARACTERISTICS BY SEX**. On table S0801, select the most recent **5-Year Estimates Subject Table**, then find "Means of Transportation to Work" and scroll down to the row that says "Bicycle". Scroll to the right to find the percentages for **Total Estimate, Male Estimate**, and **Female Estimate** in the "Bicycle" row.

A20. Percent of Household with No Vehicles Available

From your Census profile link, click on the "Housing" section and then click on Table "DP04". Once on table DP04, scroll to the section "VEHICLES AVAILABLE" to find the information for this question. **Scroll to the right to find the percentage for your community next to "No vehicles available"**.

A21. Disability Characteristics

From your Census profile link, click on the "Health" section and then the "Disability" section. Enter the number listed above "Disabled Population in (your community)" on the left in question A21a. Questions A21b-e can be found on the bar graphs on the left in this same section.

A22. Racial & Ethnicity distribution

Tip: From your community's census profile page, click on the "Race and Ethnicity" section and then click on Table P1 and then DP05 "ACS Demographic and Housing Estimates" and then scroll down to "RACE". **Scroll to the right to find the Percent column.**

For the first six categories below, enter the percentage numbers found for that category under "One Race" and then enter the total percentage listed for "Two or more races". Scroll down to the "HISPANIC OR LATINO AND RACE" section to find the total percentage for "Hispanic or Latino (of any race)".

A13. Census Profile link:

https://data.census.gov/profile/Madison_city,_Wisconsin?g=160XX00US5548000 (https://data.census.gov/profile/Madison_city,_Wisconsin?g=160XX00US5548000)

****NOTE: this question has been updated in February 2023 to better reflect the updated format presented at <https://data.census.gov/> (<https://data.census.gov/>).**

A14a. Median Age in community:

32.3

A14b. Older Population (Percent of Population that is age 65 and older):

13.5

A15. Percent of the Population that Speaks a Language Other Than English at Home:

12.5

A16. Percent of population that is Foreign Born:

12.5

A17. Median Household Income:

67270

A18. Poverty Rate:

18

Enter numbers only - answer must be in ##.## format.

A19a. Total Bicycle Commuters:

2.8

A19b. Male Bicycle Commuters:

3.6

A19c. Female Bicycle Commuters:

2

A20. Percent of Household with No Vehicles Available:

10.5

***Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!" (<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by Rooted in Rights (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

A21a. Total percent of "Disabled Population":

8.8

A21b. Percent of population with a hearing difficulty:

1.9

A21c. Percent of population with a vision difficulty:

1.2

A21d. Percent of population with a cognitive difficulty:

3.9

A21e. Percent of population with an ambulatory difficulty:

3.5

Enter numbers only - answers must be in ##.## format.

A22a. White:

72.1

A22b. Black or African American:

7.5

A22c. American Indian and Alaska Native:

0.2

A22d. Asian:

8.2

A22e. Native Hawaiian and Other Pacific Islander:

0

A22f. Some other race:

1.8

A22g. Two or more races:

10.2

A22h. Hispanic or Latino (of any race):

8.3

A23. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.

Page: Engineering

B1. Does your community currently have any of the following policies in place? Check all that apply.

Local Complete Streets ordinance, Local Complete Streets resolution

B1a1. What year was the local Complete Streets ordinance adopted?

2023

B1b1. Please provide a link to the local Complete Streets ordinance.

<https://www.cityofmadison.com/transportation/documents/Complete%20Green%20Streets/CGS%20Guide%20Final.pdf>
(<https://www.cityofmadison.com/transportation/documents/Complete%20Green%20Streets/CGS%20Guide%20Final.pdf>)

B1c1. Since the adoption of the Complete Streets ordinance, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B1a2. What year was the local Complete Streets resolution passed?

2023

B1b2. Please provide a link to the local Complete Streets resolution.

<https://madison.legistar.com/LegislationDetail.aspx?ID=5950464&GUID=066A5CEC-1084-4618-91CE-86BAA522FCC4&Options=ID%7CText%7C&Search=complete+green>
(<https://madison.legistar.com/LegislationDetail.aspx?ID=5950464&GUID=066A5CEC-1084-4618-91CE-86BAA522FCC4&Options=ID%7CText%7C&Search=complete+green>)

B1c2. Since the passing of the local resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

More than 75%

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

Yes

B2a. Please describe.

Guidance is a part of the City's Complete Green Streets Guide and defines criteria for an All Age Ability bike route - <https://www.cityofmadison.com/transportation/initiatives/complete-green-streets>

B3. Has your community adopted a design manual or guidelines that establish minimum standards for the design of safe, comfortable, and accessible bicycle facilities?

Yes

B3a. Please provide a link to your community's bicycle facility design manual or guidelines.

<https://www.cityofmadison.com/transportation/initiatives/complete-green-streets> (<https://www.cityofmadison.com/transportation/initiatives/complete-green-streets>)

B3b. Do/es the manual or guidelines incorporate, reference, or follow any of the following standards? Select all that apply

Bike facility design standards that incorporate Universal Design principles by addressing the needs of all users and mobility types in public rights-of-way, FHWA Bikeway Selection Guide, FHWA Small Town and Rural Multimodal Network Guide, NACTO Guide for Designing for All Ages & Abilities, NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, AASHTO Guide for the Development of Bicycle Facilities, 4th Edition, Other

B3b1. If other, please describe.

GDCI Designing Streets for Kids

B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?

Mixed-use zoning or incentives, Planned Unit Development zoning, Transit Oriented Development ordinance or program, Form-based/design-based codes, Connectivity policy or standards, Affordable Housing policy or plan, Infill development incentives, Urban Growth Boundary or similar

B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?

Car parking minimums have been reduced in last 5 years, Paid public car parking

B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?

Requirements to accommodate bicyclists through construction sites in the public right-of-way, Policy to preserve abandoned rail corridors for multi-use trails, Policy to utilize utility corridors for multi-use trails, Policy that expands the use of bike infrastructure for other multi-modal users (people using scooters, wheelchairs, etc.)

B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?

State-level policies that limit or complicate the development of bike infrastructure

B7b. Please describe the state-level policy or requirement.

The State of Wisconsin has repealed its Complete Streets law so state projects no longer are required to follow complete streets principles. The State of Wisconsin has also enacted legislation to prohibit use of eminent domain to build shared-use paths or sidewalks.

B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?

Bike parking ordinance for all new developments specifying amount and location, Incentives or requirements for developers, property management companies, and/or employers to provide secure bike parking and other end-of-trip facilities for cyclists, Incentives, requirements, or other program(s) to encourage multi-family residential buildings and properties to provide secure bike parking and other end-of-trip facilities for residents and guests, Incentives, requirements, or other program(s) to encourage local schools to provide secure bike parking and other end-of-trip facilities for students and employees, Incentives, requirements, or other program(s) to encourage local retail such as grocery stores to provide secure bike parking and other end-of-trip facilities for customers and employees, Ordinance that allows bike parking to substitute for car parking, Public or private program that provides grants for bike racks or free bike racks upon request, System in place that allows residents to request the installation of new public racks

B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?

Yes

B9a. Please provide a link to your community's bicycle parking design standards.

https://library.municode.com/wi/madison/codes/code_of_ordinances?nodeId=COORMAWIVOIICH20--31_CH28ZOCOR_SUBCHAPTER_28IGERE_28.141PALOST
(https://library.municode.com/wi/madison/codes/code_of_ordinances?nodeId=COORMAWIVOIICH20--31_CH28ZOCOR_SUBCHAPTER_28IGERE_28.141PALOST)

B9b. Do your community's bicycle parking design standards meet any of the following?

Conform with APBP guidelines

B10. What percentage of public and private bike racks conform with APBP guidelines?

51-75%

B11. What, if any, end-of-trip facilities are available to the general public in your community?

Public bicycle repair or fix-it stations, Public air pumps, Bicycle Station or Hub that provides lockers and/or showers for bike commuters, Public uncovered bike racks, Public covered bike racks, Public secure bike cages, rooms, or pods for communal secure bike parking spaces (e.g. Oonee Pods), On-street bike corrals

B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?

Quality audit conducted for end-of-trip facilities (e.g. identifying facilities most in need of upgrade), Basic inventory conducted for end-of-trip facilities (e.g. identifying gaps in availability)

The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach (https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.

The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide (https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf) and Small Town and Rural Design Guide (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf), as well as NACTO's Designing for All Ages and Abilities contextual guide (https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf) and Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>).

As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.

We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, Benchmarking Bike Networks (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).

B13. Please provide a map to show your community's current bicycle network, including all current on- and off- street bike facilities.

I would like to link to an online map

B13a. Bicycle Network Map URL:

<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=5d9b5793e6404b8c89872c06bd5f26c2>
(<https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=5d9b5793e6404b8c89872c06bd5f26c2>)

B13a1. Secondary Bicycle Network Map URL:

<https://www.arcgis.com/apps/mapviewer/index.html?webmap=8e8686640e69491cb3458d4bfe767ce8> (<https://www.arcgis.com/apps/mapviewer/index.html?webmap=8e8686640e69491cb3458d4bfe767ce8>)

B13b. Optional comment field to provide more information about link(s):

The first link show a more traditional facility type map and the secondary map is the low-stress bicycle route map.

B14. Bicycle Network Worksheet

MPO completed in July 2023

Download File (https://bicycledfriendly.secure-platform.com/file/38043/eyJ0eXAI0iJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRRpYUlkIjozODA0MywiYWxsb3dOb3RTaWduZWRRVcmwiOiJGYWxzZSIsImNm9m9Q5-nyne7dqfv0sJYZ6q0VjXAY0ik0w?BFC_Fall%202023_B14_BFC%20Network%20Worksheet_Madison.xlsx)

The following answers for B15a-e should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above).

B15a. Total current Roadway Network:

1134.9

B15b. Percentage of Roadway Network that is high-speed:

11.85

B15c. Percentage of Roadway Network that is low-speed:

2.02

B15d. Percentage of Roadway Network where speed limit is unknown:

0.04

The following answers for B16a-h should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B16a. Total current mileage of on-street bike facilities:

358.27

B16b. Total current mileage of off-street bike facilities:

75.2

B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):

433.47

B16d. Total current mileage of other markings and features:

5.8

B16e. Ratio of Total Current Bicycle Network to Roadway Network:

38

B16f. Percentage of Roads with ANY on-street bike facilities:

32

B16g. Percentage of Roads with LOW-STRESS on-street bike facilities

9

B16h. Percentage of Total Bicycle Network that is Low-Stress:

40

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

No

The following answers for B18a-f should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

B18a. Planned On-Road Bike Facilities:

12.55

B18b. Planned Off-Road Bike Facilities:

32.9

B18c. Planned LOW-STRESS Bike Facilities:

12.55

B18d. Planned other markings & features:

2

B18e. Plans to upgrade any existing bike facilities:

The City frequently upgrades current facilities during resurfacing projects and chip seal projects. The project locations have not been selected for 2024 but each project will be reviewed for potential improvements of bike facilities.

B18f. Plans to lower speed limits or design speeds of any existing roads:

In 2021 and 2022, the speed limit was lowered on 21 miles of arterial and collector streets. In 2023, the speed limit will be lowered on an additional 5 miles of collector and arterial streets. In 2024, the City will be moving forward with a 20 mph local street speed limit. Currently two neighborhoods have been pilot locations for a 20 mph speed limit.

B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?

Bike/pedestrian overpasses/underpasses, Raised path crossings, Refuge islands, Path crossing with high visibility markings/signs/ HAWK signals/ Rapid Flashing Beacons, Curb extensions, Signalized crossings, Stop signs for vehicle traffic

B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?

Lowered speed limit on a local road in the last 4 years, Designed new roads with slow speeds, complete streets, and/or Safe System Approach principles, Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs), Narrowing motor vehicle traffic lane widths (lane diet), Car-free/Car-restricted zones, One or more road has been permanently closed to cars in the last 4 years, Temporary "pop-up" bike infrastructure or traffic calming /tactical urbanism, Shared Space/Home Zone/Living Street/Woonerf, Speed feedback signs/cameras, Other

B20a. If other, please describe.

Converted a two-way street to one-way to accommodate a shared-use path

B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?

"Cut-throughs" that improve connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs), Roundabouts that accommodate bicycles , Contra-flow bike lanes (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street), Conflict zones are marked with colored bike lanes, Bicycle left turn lanes, Shared bicycle/bus lanes, Removal of on-street car parking, Reverse angle parking, Bicycle-friendly storm sewer grates, Signed bike routes directing bicycle traffic to low-stress facilities, Off-street wayfinding signage with easily visible distance and/or riding time information for bicyclists , Parallel but separated paths for bicyclists and pedestrians

B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?

Efforts to reduce noise, Efforts to reduce air pollution, Efforts to provide shade, Street lighting on most arterials, Street lighting on most non-arterials, Mirrors to improve sight distance on shared-use paths, Lighting on most shared-use paths, Benches or other seating options added along bike routes/facilities, Public art or murals, Placemaking efforts to develop interesting or engaging places along the route

B22a. Please describe any efforts to incorporate public art or murals along your community's bicycle network.

The City has a vibrant art program and when possible has incorporated both short term and long term art. Example projects included a lighted display on an underpass along a creek that was up for a few months and a recent sculpture placed along a path near an Elementary School. A local Elementary School also worked with artists to place a mural in a ped/bike underpass that many students use each day to make a more welcoming environment. Recently the City passed a 1% for the Arts ordinance so larger projects are required to fund art which will increase opportunities for incorporating art into bike projects.

B22a. Public Art or Murals - Optional File Upload:

No File Uploaded

B22c. Please describe any placemaking efforts to develop interesting or engaging places along your bicycling network.

In the Leopold Neighborhoods, City departments worked collaboratively with residents to develop a resting area along the Cannonball Path next to a sculpture that was funded through the arts program. This space is next to Leopold Elementary and Adlo Leopold Park, which has a pump track, "shred to school" singletrack trail, community gardens and other features. This area has been planted with native plants and in the next month a live edge wood bench that was created by a local artist will be placed for people to sit and enjoy the path or just wait for children who are biking.

B22c. Placemaking Efforts - Optional File Upload:

No File Uploaded

B23. Are there any signalized intersections in your community?

Yes

B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

Video or microwave detection for demand-activated signals, Leading Pedestrian Intervals, Demand activated signals with loop detector (and marking), Push-buttons that are accessible from the road or trail/side path, Push-buttons are designed and located at an accessible height for a variety of users, Timed signals, Signals timed for bicycle speeds, Bicycle Signal Heads, Advanced Stop Line or Bike Box, Protected intersection, Colored bike lanes in conflict areas, Intersection crossing markings for bicycles, Refuge islands, Right corner islands ("pork chops"), Right-on-red restrictions in certain signalized intersections, Other

B23a1. If other, please describe.

Bicycle detection and bicycle detection indicators

B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?

Bollards and control access barriers have been removed or (re)designed at appropriate widths or angles to accommodate non-standard cycles such as hand cycles or adult tricycles, Bikeway lane widths have been (re)designed to accommodate wider non-standard cycles, Separated bike lanes or cycle tracks have been (re)designed to provide curb access to pedestrians using wheelchairs or other mobility aids, Construction or roadway maintenance detours for cyclists are designed with ramps and appropriate widths for non-standard cycles

B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?

Online reporting system (e.g. SeeClickFix or local 311 or similar website), Regular meetings, Contact staff directly via call/voicemail/email/text

B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?

Established funding or capital budget line item for routine maintenance of bike facilities, such as repainting bike lanes, Policy or set schedule for routine maintenance of on-street bike facilities (e.g. sweeping or repainting bike lanes), Policy or set schedule for routine maintenance of off-street bike facilities (e.g. repaving or vegetation maintenance), Policy or standards for clearing snow and ice from on- and/or off-street bikes facilities, Policy or set schedule for repaving roads

B26a1. Sweeping

Same time as other travel lanes

B26a2. Pothole maintenance/ surface repair

Within 48 hours of complaint

B26a3. Restriping/ repainting markings

As needed

B26b1. Sweeping

Quarterly or more frequently

B26b2. Vegetation maintenance

As needed

B26b3. Surface repair

Within one week of complaint

B26b4. Restriping/ repainting markings

As needed

B26c1. On-street bicycle facilities

Same time as other travel lanes

B26c2. Off-street bicycle and shared use facilities

Same time as roadways

B26d. What is your community's road repaving schedule or how often are roads routinely repaved in your community?

Every 10-12 years

B27. Does your community have a rail transit, bus, or other public transportation system?

Yes

B27a. Which of the following types of public transportation are offered in your community?

Public buses, Bus Rapid Transit (BRT), Paratransit

What percentage of your community's public buses are equipped with bike racks?

100%

Are bikes allowed inside public buses?

Folding bikes are allowed in folded position in buses

What percentage of bus stops are equipped with secure and convenient bike parking?

Unknown

Are bikes allowed inside BRT Vehicles?

Yes, at all times

What percentage of BRT buses are equipped with bike racks?

100%

What percentage of BRT bus stops are equipped with secure and convenient bike parking?

Unknown

What percentage of Paratransit vehicles are equipped with accessible bike racks?

None

Are adaptive cycles allowed inside Paratransit vehicles?

B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?

Yes

B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.

The Capitol Square is one of the main transit stops in our system and we have added contraflow bicycle lanes on the one-way streets leading to the Square and continuously improve access to the downtown. Madison will be starting our Bus Rapid Transit service in 2024 (currently under construction) and we have planned to allow bikes in buses at all times. We also are working on adding new bike parking for the BRT system and are doing an analysis to prioritize bike improvements needed to provide all ages ability bike access.

B27c. How are residents and visitors encouraged to combine cycling and public transportation?

Cyclists can practice mounting their bike on a bus bike rack at community events, Brochure(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Video(s) describing bike rack use/how to store bikes inside a transit vehicle(s), Information on bike racks/storage provided on transit schedules

Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.

B28. Does your community currently have a community-wide bike sharing program that is open to the general public?

Yes

Click "Add Bike Share Program" below to answer questions B28a-g for each bike share program in your community. You may add up to three (3) community-wide bike share programs below.

Bike Share Programs

Bike Share Programs

Program Name: BCycle Madison

URL: <https://madison.bcycle.com/>

Year Launched: 2011

Status: Permanent/long-term {18888331-703e-4241-aaf0-a5f2f607cb99}

Groups Involved: Private Company

Number of Bikes: 350

System Type: Automated kiosk-style bike share system, Electric/pedal assist bikes are available

Number of Stations: (if applicable) ?

Average Station Density: (if applicable) Unknown

Adaptive Cycle Program Details, if applicable: {eab6ba55-bae3-448b-b979-dd04d8967419}

Program Name: Red Bike Project

URL: <http://redbikes.org/>

Year Launched: 1996

Status: Permanent/long-term {18888331-703e-4241-aaf0-a5f2f607cb99}

Groups Involved: Private Company

Number of Bikes: 50

System Type: Long-term bike rentals, Bike library (free rentals)

Number of Stations: (if applicable)

Average Station Density: (if applicable)

Adaptive Cycle Program Details, if applicable: {eab6ba55-bae3-448b-b979-dd04d8967419}

B28h. How many trips were made in the last calendar year?

323,645

B28i. What specific efforts, if any, have been made to make the bike sharing program more equitable and accessible, including for low-income populations, people with disabilities, and/or non-English speakers?

Subsidized bike share memberships, Community outreach, Other

B28i. If other, please describe.

Community Pass Program where a BCycle pass can be checked out from any City library at no cost. Only requirement is to have a Library Card. The City received a Transportation Alternatives Program grant to increase stations in low income neighborhoods and the first docks/bikes from that grant will be placed in fall 2023.

B28j. Do(es) your bike share program(s) make ridership publicly available online?

No

B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?

Indoor cyclist training facility, Cyclocross course, Mountain bike park, Pump tracks, Signed loop route(s) around the community

B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.

Fitchburg - Silver, Sun Prairie - Bronze, Verona - Bronze, Monona - Bronze, Middleton - Bronze, Dane County - Bronze, Shorewood Hills - None, Maple Bluff - None, Blooming Grove - None

B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?

The City works closely with the MPO to coordinate planning for projects. The City also works to develop projects collaboratively with neighboring communities and often is the lead agency for projects. The City also serves as a resource for technical questions regarding designs, policies or other concerns.

B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?

Yes

B32a. If yes, please describe.

The City is working with the City of Milwaukee to move forward policies related to Complete Streets, Automated Enforcement and pushing for updated bicycle design guides at the state.

B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists.

The City of Madison is committed to providing year round access to bicycle facilities. Our primary bike paths are cleared by 7am in the morning so that people can rely on them being available. Our secondary system is cleared by noon the day following a snow storm although often they are clear sooner.

With the adoption of the Complete Green Streets Guide in January 2023, the City has a systematic way of assessing streets for the type of bicycle facility and have approved several new protected or separated facilities.

The City continues to try new solutions such as moving towards adding "cross bike" markings to allow bicycles to use RRFBs at bike boulevard street crossings, adding near side bike signals, and significantly increasing our raised crossings.

B34. If this is a renewing application, please summarize the biggest changes to your community's bicycle-related Engineering efforts or investments since your last BFC application.

The City has programmed numerous projects throughout the City where new protected bike facilities are being added. The City has become a NACTO affiliate city, adopted the use of NACTO guides and has approved guidance on building all ages and ability bike facilities. The City has one protected intersection constructed and will build a second in 2024. The City has also become a Vision Zero Network city and is reducing speed limits and making safety the top priority in all projects. The funding for small to mid-size projects is now weighted heavily on safety, gaps in the walk/bike network and equity. In addition, the City has gone from having a Complete Streets supporting resolution to having an adopted Complete Green Streets and having updated the subdivision ordinance to reflect the narrower street widths and focus on walking, transit and biking.

Page: Education

C1. Do any public or private elementary schools offer regular bicycle education to students?

Yes

C1a. What percentage of your public and private elementary schools offer bicycle education?

51-75%

C1b. What kinds of bike education/curriculum is offered in elementary schools? Check all that apply.

Learn to ride, ABC Quick Check, Bike handling skills, Traffic safety/rules of the road, Adaptive cycling education

C1c. Are there any on-bike learning opportunities for students at these elementary schools?

Yes

C1c1. What type of on-bike cycling education is offered?

Optional on-bike education

C1c2. Approximately how many elementary school students receive on-bike education annually?

175

C1c3. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, bicycles are provided to all students

C1c3a. If yes, does the fleet include adaptive bikes for elementary school students with physical and/or cognitive disabilities?

Yes

C1c3a. If yes, please describe.

There are adaptive bikes available through the school district's School and Community Recreation division for use when needed across the district.. Additionally some schools have adaptive bikes available for students that are used for kids to get around the building.

C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?

The Madison Metropolitan School District has two fleets of bicycles that are shared across the district. One fleet is sized more for elementary students and one is more for middle school students. Some schools also have their own fleet of bicycles. The City has a few bikes available including some strider bikes for younger children that have not yet learned to ride. A local non-profit, Dream Bikes, also has bikes available that can be used for educational programming. Bike education is prioritized in Title 1 schools.

C2. Do any public or private middle schools offer regular bicycle education to students?

Yes

C2a. What percentage of your public and private middle schools offer bicycle education?

1-25%

C2b. What kinds of bike education/curriculum is offered in middle schools? Check all that apply.

ABC Quick Check, Bike handling skills, Traffic safety/rules of the road

C2c. Are there any on-bike learning opportunities for students at these middle schools?

Yes

C2c1. What type of on-bike cycling education is offered?

Optional on-bike education

C2c2. Approximately how many middle school students receive on-bike education annually?

140

C2c3. Are bicycles provided to middle school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, bicycles are provided to all students

C2c3a. Does the fleet include adaptive bikes for middle school students with physical and/or cognitive disabilities?

Yes

C2c3a. If yes, please describe.

Yes. Madison School Community Recreation, a division of the school district, employs inclusion specialists that are able to ensure all students can participate in school activities, including the use of adaptive bikes.

C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?

The Madison Metropolitan School District has two fleets of bicycles that are shared across the district. One fleet is sized more for elementary students and one is more for middle school students. Some schools also have their own fleet of bicycles. A local non-profit, Dream Bikes, also has bikes available that can be used for educational programming. Bike education is prioritized in Title 1 schools.

C3. Do any public or private high schools offer regular bicycle education to students?

Yes

C3a. What percentage of your public and private high schools offer bicycle education?

1-25%

C3b. What kinds of bike education/curriculum is offered in high schools? Check all that apply.

Bike handling skills, Traffic safety/rules of the road

C3c. Are there any on-bike learning opportunities for students at these high schools?

Yes

C3c1. What type of on-bike cycling education is offered?

Optional on-bike education

C3c2. Approximately how many high school students receive on-bike education annually?

75

C3c3. Are bicycles provided to high school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?

Yes, a limited number of bicycles are available for students in need

C3c3a. If yes, does the fleet include adaptive bikes for high school students with physical and/or cognitive disabilities?

Yes

C3c3a. If yes, please describe.

There are adaptive bikes available through the school district's School and Community Recreation division for use when needed across the district.. Additionally some schools have adaptive bikes available for students that are used for kids to get around the building.

C3d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all high school students?

Alternative high schools are prioritized for bike education. Smaller classroom sizes allow for more individual instruction.

C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.

Learn to ride classes, Bike clinics or rodeos, Youth development bike clubs or teams (including road, cross racing, BMX, mountain biking, or other recreational youth cycling clubs or teams that include educational component), Temporary safety towns or traffic gardens, Recreational classes (e.g. trail riding classes, mountain biking clinics, etc.), Bike maintenance classes, Cycling classes or programs geared toward children or youth with disabilities, Scouts bicycle training or similar, Helmet fit seminars, Summer camps, Bicycle-related after school programming

C4b. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?

725

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

Yes

C5a. What type of classes are available for adults? Check all that apply.

Classes that include on-bike instruction, Information sessions/workshops, Online live/virtual classes

C5b. What topics are covered in these classes? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Sharing the road, trail, or path with vehicles or pedestrians, Bike commuting basics

C5c. Who teaches these classes? Check all that apply.

League Cycling Instructor, Local bike shop employee, Local bicycle advocate, Municipal employee (non-law enforcement), Other

C5c2. If other, please describe.

Local non-profits, Madison's School Community Recreation Program offers classes for adults, as well as University of Wisconsin staff.

C5d. On average, how often are these classes offered?

Monthly or more frequently

C5e. Are bicycles provided to adults by the community, non-profit, or other entity to allow every resident to participate in on-bike instruction?

Yes

C5e1. Does the fleet include adaptive bikes for adult students with disabilities?

Yes

C5e1a. If yes, please describe.

Programming through the University partners with a group that has access to a variety of adaptive bikes so that a person can use the appropriate bike for their needs.

C5f. Please estimate how many total adults are reached annually in your community through these classes?

275

C5g. How has the community made adult bike safety classes and other similar learning opportunities more inclusive and accessible for all members of the community?

Classes are hosted by or offered for certain affinity/identity groups (e.g. Women's-only, BIPOC-only, etc.), Classes are free or subsidized for low-income residents, Classes are regularly offered in historically underserved neighborhoods, Classes are available specifically for cyclists with disabilities, Accommodations are made for cyclists with disabilities to participate in all local classes upon request, Instructors are compensated directly by the community or another local entity so that classes can be offered free-of-charge or below-cost to all residents, Classes are regularly taught in languages other than English, Translation services are available for classes upon request, Sign language interpretation is offered or available upon request for all classes

C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?

Educational group rides, Videos on community website/TV channel/social media, Bike-specific website or social media accounts for community, Neighborhood listserves, Community newsletter (print or digital), Community maps (print or digital), Handouts or brochures, Permanent signage, displays, or information kiosks, Table or booth at community events

C6b. If checked, please provide up to 3 links to your community's bike-specific website and/or social media account(s):

<https://www.cityofmadison.com/bikeMadison> (<https://www.cityofmadison.com/bikeMadison>)

C6b. optional second link:

<https://www.madisonbikes.org/> (<https://www.madisonbikes.org/>)

C6b. optional third link:

<https://transportation.wisc.edu/bicycling/university-bicycle-resource-center/#UBRCclasses> (<https://transportation.wisc.edu/bicycling/university-bicycle-resource-center/#UBRCclasses>)

C7. Which of the following information is shared using the methods checked above? Check all that apply.

Introduction to bicycling/Learn to ride/Bike handling basics, Safe riding skills/habits, Bicycle maintenance, Traffic Skills/Rules of the Road/Sharing the road with vehicles, Sharing trail or path or pedestrians (e.g. path or trail etiquette), Commuting tips and resources, Traffic laws/ rules of the road, Bicycle purchase and fitting guidance, Equipment, gear, and accessories, Theft prevention, Riding in inclement weather, Family biking/riding with children, Multi-modal/combining bikes and transit

C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?

Community-wide public education campaign, Tabling Events, Pop-up events, or similar, Neighborhood listserves, Community newsletter/magazine article/blog, Information in new resident packet, Information for students and parents from the school system, Flyer/handout, Billboards, Bicycle-related traffic signs installed (e.g. Share the Road, Bicycles May Use Full Lane, etc.), Other

C8a. If other, please describe.

Motorist ticket diversion program for crosswalk violators.

C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?

Local government staff, Transit operators

C10. Are any of the following educational materials provided to community residents and/or businesses?

Other local, statewide, or national bike safety resource

C10a. If other, please list or describe.

Wisconsin Bike Fed, State of Wisconsin, and City of Madison have educational materials available to residents.

C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?

2

C12. When was the last time your community hosted a LCI seminar to bring on new instructors?

In the last 2 years

C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?

Public school teachers receive continuing education credits for taking cycling education classes, Traffic law enforcement officials regularly receive training on roadway safety and rules of the road as they relate to cyclists, Other

C13a. If other, please describe.

Employees in Traffic Engineering and Engineering are taken on regular rides with the City's Pedestrian Bicycle Outreach Specialist. These rides offer staff the opportunity to view different types of bike facilities (especially new ones), learn about the design and also experiencing them on a bike. Staff that are not regular bicyclists also have the opportunity for additional on-bike instruction.

C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?

Women , People of Color, Seniors, Non-English speakers, Low-income populations , College/University students , People with Disabilities, Homeless/unhoused people

C14a. Please provide an example or describe how educational efforts have focused on reaching women.

Bike Week WTFnB No Drop Ride & Social, Radical Adventure Rider Chapter shop nights, beginner bikepacking event and beginner mountain bike rides, Freewheel (community bike shop) offers build a bike/maintenance focused classes

C14b. Please provide an example or describe how educational efforts have focused on reaching people of color.

Black Men Cycling group targets Black males age 14-70 and encourages cycling as another tool for maintaining good health while also bringing attention to social causes impacting the life and safety of Black males, events like the Minority Mountain Bikers event at Trek Bicycles, grant funding for Latino lead bike encouragement/education videos, Slow Roll in predominantly BIPOC neighborhood

C14c. Please provide an example or describe how educational efforts have focused on reaching seniors.

Madison School Community Recreation 50+ programming includes a Back in the Saddle class to help people get comfortable riding a bike and a Let's Ride class that goes on short rides around the City to practice riding skills and learn how to get to destinations by bike. People without bikes are able to use one provided by the Free Bikes 4 Kids program.

C14d. Please provide an example or describe how educational efforts have focused on reaching non-English speakers.

Learn to Ride video and information in Spanish, educational classes offered in Spanish including the adult Learn to Ride class offered annually and a class to build bike skills

C14e. Please provide an example or describe how educational efforts have focused on reaching low-income populations.

Focus on offering bike education at predominantly low income schools and in partnership with community centers in low income neighborhoods.

C14f. Please provide an example or describe how educational efforts have focused on reaching college/university students.

Much of the educational efforts happen through the University Bicycle Resource which offers a variety of different classes focused on students and staff but open to anyone in the City

C14h. Please provide an example or describe how educational efforts have focused on reaching people with disabilities.

University of Wisconsin adaptive fitness class offers opportunities for people with disabilities to try out bicycling and learn how to ride an adaptive bike.

C14j. Please provide an example or describe how educational efforts have focused on reaching homeless/unhoused people.

Provide bike maintenance programming at the men's homeless shelter 3x per year

C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?

No

C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?

Primarily through promotion of opportunities to partner organizations to let them know of opportunities to participate in training as well as following the City's Equitable Hiring Guide when filling positions that will have education as part of their job.

C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?

Cultural competency or anti-bias training , Training or certification about teaching or working with neurodiverse (e.g. autistic, ADHD, etc.) students (youth or adults) , Training or certification about teaching or working with people with cognitive disabilities (youth or adults), Training or certification about teaching or working with people with physical disabilities or limited mobility (youth or adults), Training or certification about teaching or working with sensory impaired students (e.g. Deaf, Blind, Deaf and Blind) youth or adults

C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?

Learning opportunities and resources are available in language(s) other than English, Partnerships with local community groups or other government agencies to reach new audiences (see question F4 under Equity & Accessibility to provide more details), Intentional efforts to ensure that imagery, photos, and videos used in educational resources reflect the diversity of the community , Intentional efforts to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in educational materials

C19. Describe any other education efforts in your community that promote safe cycling.

Tri4Schools offers training teams to help kids develop healthy active lifestyles. Financial assistance is available to ensure that everyone can participate and children with special needs are also accommodated as needed. Many of the training teams are at the City's most low income schools. This is a very popular program and introduces many youth to biking through their program. Wisconsin Bike Fed, in partnership with the City, provides a variety of education efforts through their Safe Routes to School programming. In addition to after school and summer camp bike clubs where kids learn the basics of bike safety and riding safely as a group in their neighborhoods, the Bike Fed also offers Adventure Bike Camp. This summer camp gives kids the opportunity to expand on their skills as riders and to become more confident riding in an urban setting. The Bike Fed and City also have a strong partnership with Centro Hispano to provide bicycling instruction and camp opportunities to residents who are Spanish speakers. The lead Bike Fed educator is bilingual and communicates with participants in English and Spanish, fostering a sense of belonging and building a stronger connection during the learning process.

C20. If this is a renewing application, please summarize the most significant changes to your community's bicycle Education efforts or investments since your last BFC application.

Since the last application, the City and its primary education partner, the Wisconsin Bike Fed have weathered the cancellation of all the in-person programs because of the pandemic and have had to rebuild. However, this has offered an opportunity to be very intentional in focusing on under-served neighborhoods and populations and strengthen our partnership. Additionally, our City ped/bike education and outreach specialist hired in the last year comes with a wealth of knowledge of the nonprofit and K-12 education world. She worked in Madison public schools and for a variety of neighborhood based nonprofits for more than two decades. This experience has allowed us to more easily and authentically connect the Bike Fed's education efforts with school-based staff, including after school staff, as well as other out of school time (OST) programming, including neighborhood centers, throughout the City. New partnerships have also been established including a transportation focused working group to implement the City's Age Friendly Community Plan (including a number of bicycle related recommendations).

Page: Encouragement

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?

Trip reduction ordinance or incentive program, Guaranteed Ride Home program, Local business incentive program that rewards customers arriving by bicycle (e.g. Bicycle Benefits, etc.)

D1a. Please provide a link to your trip reduction ordinance or incentive program.

<https://www.cityofmadison.com/transportation/initiatives/transportation-demand-management> (<https://www.cityofmadison.com/transportation/initiatives/transportation-demand-management>)

D1a. Please provide a link to your Guaranteed Ride Home program.

<https://www.greatermadisonmpo.org/rideshare/GuaranteedRide.cfm> (<https://www.greatermadisonmpo.org/rideshare/GuaranteedRide.cfm>)

D1a. Please provide a link to your local business incentive program.

https://bicyclebenefits.org/pocketlist?city_id=6 (https://bicyclebenefits.org/pocketlist?city_id=6)

D2. What other groups actively promote bicycling in the community? Check all that apply.

Chamber of Commerce, Downtown Business Association/Business District, Tourism Board, Other civic associations (e.g. Rotary, Lion's Club, etc.), Other

D2a. If other, please describe.

Downtown Madison Inc - downtown advocacy business organization

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

Yes

D3a. If yes, please describe.

The BFB has been promoted by the City, Sustain Dane (a local environmental advocacy organization) and Downtown Madison Inc. This has been done through promotion in social media and presentations to businesses. UW-Madison is a Bicycle Friendly University.

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

Web-based route finding service, Printed/digital bicycle network map , Printed/digital mountain bike trails map, Printed/digital greenways and trails map , Printed/digital Safe Routes to Schools map(s)

D4a. Provide URL for web-based route finding service:

<https://www.arcgis.com/apps/mapviewer/index.html?webmap=8e8686640e69491cb3458d4bfe767ce8> (<https://www.arcgis.com/apps/mapviewer/index.html?webmap=8e8686640e69491cb3458d4bfe767ce8>)

D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?

Bike to Work Day(s), Bike To School Day(s), Bike Anywhere Day(s) or Week(s), Winter Bike to Work/School Day(s), Bicycle-themed festivals/parades/shows, Mayor-led/Council-led rides, Open Streets/Ciclovia/Sunday Parkways, Affinity or identify-based group rides or cycling events, Mentoring/Bike Buddy program for new riders, Family-friendly group rides or events (e.g. riding with young children), Bike commuter events, Commuter Challenges, Challenges aimed at students biking to school, Non-commuting related (i.e. errand-running) challenges and programs, Charity rides, Local or community-specific bike or "drive less" challenge, Car-free days, Local business program that provides discounts for customers arriving by bicycle, Trail construction or maintenance days, Non-competitive, no-drop group rides, Triathlons and bicycle races, Publish a guide or calendar of community bicycle events, Bike valet parking at events, Videos on bicycling on community website/TV channel, Publicly visible bike counter display(s)

D5b. Provide a link to your community's bike or "drive less" challenge website:

<https://roundtripgreatermadison.org/#/> (<https://roundtripgreatermadison.org/#/>)

D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

Organize event(s), Fund event(s), Contribute in-kind funding (i.e. police presence, closing roads, etc.), Assist in promoting event(s)

D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?

Women , People of Color, Seniors, Non-English speakers, Low-income populations , College/University students , People with disabilities, Neurodivergent people, Homeless/unhoused people

D7a. Please provide an example or describe how encouragement efforts have focused on reaching women.

The annual Bike Week has historically always included events specifically for women/trans/femme. This has taken a variety of different forms from rides to meet-ups to resource fairs. A number of organizations offer rides and other events for different ages and abilities.

D7b. Please provide an example or describe how encouragement efforts have focused on reaching people of color.

A number of clubs focus specifically on encouraging people of color to ride including a Black Girls Do Bike chapter and a Black Men Cycle group. A new project lead by a member of the Latino community is creating encouragement videos specifically to get more Latino community members out on bikes.

D7c. Please provide an example or describe how encouragement efforts have focused on reaching seniors.

The Sports for Active Seniors organization offers bike rides and the City has partnered to present information on biking. The City also recently created an Age Friendly City plan and a transportation focused group has been working on offering more opportunities for seniors to get out biking.

D7d. Please provide an example or describe how encouragement efforts have focused on reaching non-English speakers.

Wisconsin Bike Fed offers Learn to Ride opportunities at Centro Hispano, the leading nonprofit in our city that serves the Latinx community.

D7e. Please provide an example or describe how encouragement efforts have focused on reaching low-income populations.

Madison Library BCycle community passes which allows library users to check out a BCycle pass for a week.

D7f. Please provide an example or describe how encouragement efforts have focused on reaching college/university students.

The University staffs a Bicycle Resource Center, and several bicycle lockers, bicycle cages, and air and repair stands scattered throughout campus.

D7h. Please provide an example or describe how encouragement efforts have focused on reaching people with disabilities.

Through nonprofits like Madison Adaptive Cycling.

D7i. Please provide an example or describe how encouragement efforts have focused on reaching neurodivergent people.

Through nonprofits like Padres e Hijos en Accion.

D7j. Please provide an example or describe how encouragement efforts have focused on reaching homeless/unhoused people.

A bicycle repair stand was installed at the Beacon Men's Shelter and regular free bike repair events are offered at the shelter both to teach people how to do repairs, ensure bikes are in safe operaton condition and to engage with homeless community members around mobility issues.

D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?

Partnerships with local community groups or other government agencies to reach new audiences (Please see question F4 under Equity & Accessibility to provide more details), Intentional efforts to ensure that imagery, photos, and videos used in promotional resources reflect the diversity of the community , Intentional efforts to "normalize" cycling and to represent a variety of cycle and trip types (e.g. commuters, families on cargo bikes, adaptive cycles, etc.) in encouragement materials

D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?

Yes

D9a. Please provide details for each cycling club, group, or team that is active in your community.

Social or Recreational Clubs or Groups

Black Girls Do Bike: Madison

Website: <https://www.facebook.com/groups/BlackGirlsDoBikeMadison>

Type: Recreational bike club, People of Color/BIPOC bike club or ride group, Women/Trans/Femme bike club or ride group {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

Madison Bikes

Website: <https://www.madisonbikes.org/>

Type: Bike advocacy or activist group {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: Harald Kliems, harald@madisonbikes.org

Involved in App? No

Wisconsin Cycling (UW-Madison)

Website: <https://wisconsinbicycling.org/>

Type: Recreational bike club, Racing club or team, College or university student bike club or ride group {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

Madison Unicyclists

Website: <https://maduni.com/>

Type: Recreational bike club, Kidical Mass, Family Bike Party, or other family-oriented group {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

151 Adventure

Website: <https://151adventure.com/>

Type: Mountain bike club, Racing club or team, Kidical Mass, Family Bike Party, or other family-oriented group {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

Monday 40

Website: <https://monday40.com/>

Type: Recreational bike club, Women/Trans/Femme bike club or ride group, Slow ride group {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

Bombay Bicycle Club

Website: <https://bombaybicycle.org/>

Type: Recreational bike club, Touring or bike travel group or club {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

Radical Adventure Riders Madison

Website: <https://radicaladventureriders.com/chapters/madison>

Type: Recreational bike club, People of Color/BIPOC bike club or ride group, Women/Trans/Femme bike club or ride group, LGBTQIA+ bike club or ride group, Bike advocacy or activist group {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

Random Tandem

Website: <https://randomtandembikes.blogspot.com/>

Type: Recreational bike club, Disabled cyclist club or ride group {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

Sports for Active Seniors Biking

Website: <https://sportsforactiveseniors.org/sas-activities/biking/>

Type: Recreational bike club, Seniors bike club or ride group, Touring or bike travel group or club {208c78f4-e1ab-4968-b0b1-9d6f940cdeba}

Contact: ,

Involved in App? No

D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?

D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?

Safe Routes to School program, Youth cycling club(s), Youth mountain biking club/team, Trips for Kids chapter, Earn-a-Bike program or similar, Create a Commuter program or similar, Bicycling-related summer camp, Bike giveaway program for children or youth

D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?

Helmet giveaways or subsidy program, Bike light giveaways or subsidy program, Reflector giveaways or subsidy program, Lock giveaways or subsidy program, Bicycle giveaways or subsidy program , Low-cost or no-cost bicycle tune-up/maintenance program, Mobile bike repair services are available in the community

D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?

Free, voluntary bicycle registration system (e.g. local registration system, Bike Index, Project 529), Security cameras near public bike parking, Bike racks in well-lit, visible locations, Promotion of national or global bike registration system (e.g. Bike Index, Project 529), Bait Bike enforcement program or similar , Stolen bike recovery system

D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

1 shop for every 1 -15,000 residents

D14. Are there any bike co-ops or non-profit community bike shops within the community's boundaries?

Yes

D14a. Please provide the name and contact information for each co-op/non-profit community bike shop in your community.

Name: DreamBikes Madison

Website: <https://www.dream-bikes.org/>

Primary Contact:

Email: info@dream-bikes.org

Additional Details (optional): DreamBikes is one of a handful of shops and organizations that partners with the Bike Fed and the City in hosting Mobile Bike Repair events in underserved areas of Madison.

Name: Madison Freewheel Bicycle Co.

Website: <https://freewheelbikes.org/>

Primary Contact:

Email: info@freewheelbikes.org

Additional Details (optional):

D14b. Does the local government provide any of the following types of support for the bike co-op/non-profit community bike shop(s).

Contracts for services, e.g. bicycle skills or maintenance education, event support, etc., Free bicycle safety accessories for distribution, e.g. helmets or lights, Provision of abandoned or impounded bicycles for resale, Free PSA or advertising space

D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?

Cargo bikes are used in place of auto fleet (including golf carts or similar) to transport materials or goods, Public or departmental bike share available for employees free-of-charge for work-related trips, There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.), Telecommuting policy, Other

D15a. If other, please describe.

City of Madison as well as some private business provide secure bike parking and shower facilities to encourage staff members to bike to work. City of Madison provides free BCycle passes for staff to use on work-related trips.

D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.

Like many other cities across the country, Madison initially felt a great loss of community due to the pandemic. The in-person gatherings that once formed connections between community members which strengthened our city were either canceled or revised to be virtual. While safety was and is the main priority, and everyone did the best they could, these lack of face-to-face events limited human connection and sense of place. However, with great adaptation and precaution, we were able to perform many of our pre-pandemic biking events with a twist. We held our annual summer and winter Madison Bike Weeks in 2020, 2021, and 2022. These weeks included socially distanced bike rides, scavenger hunts, food donation drives, virtual inclusivity in cycling discussions, incentives at local businesses for biking as a means of transportation, virtual YouTube videos of bike tips and tricks for the winter months, and more. We transitioned our Learn to Ride to a virtual class (in English and Spanish) to help families recreate what had been a staple in-person event. Slowly, the City's events have returned and sometimes in new and better ways. Madison's Bike-a-Thon for middle school students came back to life even though it originally ended eight years ago. Dozens of sixth graders rode bicycles for ten miles in order to achieve a free ice cream cone at the finish line. The event was planned with the intention of teaching children safe biking skills and strategies when riding on the street, but the main takeaway from the riders was having fun with their friends and feeling the sense of belonging that many school aged children lost due to COVID-19. In short, Madison was able to maintain the cycling community through thoughtful planning in hopes of preserving a form of "normal" we conditioned ourselves to prior to a global pandemic. In 2023, Bike Week was re-established with pre-pandemic activities such as adult learn to rides, pride rides, biking socials, mobile bike repair pop ups, biking classes, etc. On August 5, 2023, Free Bikes 4 Kidz reestablished a community Slow Roll ride with a focus on increasing bike education, inclusion and accessibility. The pandemic was undoubtedly challenging, however, through perseverance and teamwork, Madison's bicycle community grew stronger through the opposition and became a consistent source of connection for the city.

D17. If this is a renewing application, please summarize the most significant changes to your community's bicycle Encouragement efforts or investments since your last BFC application

The City has spearheaded a new program in our most underserved neighborhoods with a popular Parks Alive event. At these events, we often partner with local bike nonprofits and other safety advocates to provide bike related activities. We offer free bike repair, including the opportunity to learn some basic repairs; bike giveaways; bike helmet fittings and giveaways; bike accessories giveaways, including locks, bells, lights; and a host of bike resources, including maps and bike safety education materials for cyclists of all ages.

Page: Evaluation & Planning**E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?**

Yes, a full-time, paid position

E2. Is there a Safe Routes to School Coordinator position?

Yes, there is one or more full-time, paid position(s)

E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?

5.03

Please download the FTE worksheet by clicking here (https://bit.ly/BFC_E3_FALL23) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC_Fall 2023_E3 FTE Worksheet_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact bfa@bikeleague.org.

E3a. Please upload your completed FTE worksheet here:

Download File (https://bicyclefriendly.secure-platform.com/file/38044/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWZrYUlkIjozODA0NCwiYXVxsb3dOb3RtaWduZWZrVcmwiOiJGYWxzZSIsImNbnm9BFC_Fall%202023_E3%20FTE%20Worksheet_TEMPLATE%281%29.xlsx)

E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?

League Cycling Instructor (LCI) certification, Regularly attend bicycle-related webinars, Regularly attend bicycle-related conferences, Present at bicycle-related webinars, trainings, or conferences, Racial Equity or Anti-racism training, Gender/LGBTQIA+ Equity or cultural competency training, Age-related Equity or Anti-ageism training, Disability-related Equity or Anti-ableism training, General cultural competency or anti-bias training, Finance/funding for transportation-related training

E4a. Which of the following bicycle or mobility-related conferences have your government employees attended in the last 4 years?

APBP Conference, NACTO Designing Cities Conference, NABSA Annual Conference or other bike share-related conference, Other

E4a1. Please list any other relevant conferences attended in the last 4 years:

Transportation Alternatives Vision Zero conference, Safe Routes to School conference

E4b1. Please list or describe the Racial Equity or anti-racism training(s) received, and how it has informed bicycling efforts in the community, if at all.

The City of Madison offers a variety of trainings to all employees in accordance with its Racial Equity and Social Justice Initiative to establish racial equity and social justice as a core principle in all decisions, policies and functions of the City. This informs our work in prioritizing underserved communities with education and infrastructure.

E4b2. Please list or describe the Gender/LGBTQIA+ Equity or cultural competency training(s) received, and how it has informed bicycling efforts in the community, if at all.

The City of Madison offers a variety of trainings to all employees, highlighting inclusivity and being aware and mindful of words and actions not only with residents, but co-workers as well.

E4b3. Please list or describe the Age-related Equity or Anti-ageism training(s) received, and how it has informed bicycling efforts in the community, if at all.

City trainings include age-related equity and anti-ageism. Age friendly community collaboration informs our work in decision making and outreach regarding transportation options. We look to get opinions from all stakeholders, young and old, when making decisions that affect all City of Madison residents.

E4b4. Please list or describe the Disability-related Equity or anti-ableism training(s) received, and how it has informed bicycling efforts in the community, if at all.

City of Madison hosted a Disability Summit and our Ped/Bike administrator served as a facilitator. Our Ped/Bike Outreach Specialist attends the City's Disability Resource Group meetings to listen, learn, and inform our education and outreach work.

E4b5. Please list or describe the general cultural competency or anti-bias training(s) received, and how it has informed bicycling efforts in the community, if at all.

All employees receive trainings around anti-bias and general cultural competency, including use of the RESJI (Racial Equity and Social Justice Initiative) tool to inform decisions in policy and programs.

E5. Does your community have an officially-recognized Bicycle Advisory Committee?

No, but other similar committee exists

E5e. If other similar committee exists, please describe:

Transportation Commission - when the Transportation Department was created it was determined that it was not as impactful to have so many committees all working on transportation. It was more impactful to have one committee charged with considering all multi-modal needs.

E6. What tools or systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?

Community-wide public engagement or participation guide or toolkit, Dedicated website, Social media accounts, Bicycle User Group listserv, Other

E6a. Please provide a link to your community's public engagement or participation guide or toolkit.

https://www.cityofmadison.com/civil-rights/documents/EngagementGuide_web.pdf (https://www.cityofmadison.com/civil-rights/documents/EngagementGuide_web.pdf)

E6b. How, if at all, has the guide/toolkit influenced or informed public input processes for bike projects?

This tool is used to help staff plan outreach in a way that meets the cities racial equity and social justice goals. Too often the voices of wealthier, whiter and older residents have dominated project input. This tool has been especially valuable for projects where some residents have organized in advance of full public engagement to try and steer the project outcome. Using this tool helps ensure that there is a plan in place to bring forward other voices.

E6c. Please provide a link to the dedicated website:

https://www.cityofmadison.com/projects?distance%5Bsearch_distance%5D=0.25&distance%5Bsearch_units%5D=mile&distance%5Baddress%5D=&agency=&type=1391&date-start%5Bvalue%5D%5Bdate%5D=&date-end%5Bvalue%5D%5Bdate%5D=&status=All&impact=All&district=&keyword= (https://www.cityofmadison.com/projects?distance%5Bsearch_distance%5D=0.25&distance%5Bsearch_units%5D=mile&distance%5Baddress%5D=&agency=&type=1391&date-start%5Bvalue%5D%5Bdate%5D=&date-end%5Bvalue%5D%5Bdate%5D=&status=All&impact=All&district=&keyword=)

E6d. Does your dedicated website include any of the following information, tools, or features?

Project-level status updates, Implementation status updates for bike plan, complete streets policy, or similar, Contact information and/or online form to provide feedback

E6e. If other tools or systems are in place to increase or improve community engagement, please describe.

Defined Equity Priority Areas in which additional processes and documentation are required for all projects to ensure that street projects are implemented equitably, an email list for people interested in bicycle issues to keep them informed, more funding for community navigators to hire them to lead the engagement in their own neighborhoods

E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?

Active engagement by agency staff with resident-driven community groups (e.g. neighborhood associations), Public Meetings, Focus Groups, On-site user surveys, Online surveys, 311 app or website or similar, Other mobile app crowdsourcing, Tabling at other community events/destinations, Pop-up bike infrastructure or demonstration projects with a feedback collection mechanism, Agency-led bike rides with planners, engineers, and/or elected officials that are open to the public, Bicycle infrastructure/facility audits that are open to the public, Door-to-door canvassing to share information and seek input

E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?

In-person tabling or other face-to-face engagement opportunities regularly take place at various popular local community destinations (e.g. local schools, parks, churches, barber shops, grocery stores, etc.), In-person tabling, canvassing, or other face-to-face engagement efforts have intentionally focused on underrepresented or disadvantaged neighborhoods, Public meetings are offered both virtually and in-person, Public meetings and other engagement opportunities are offered at a variety of times to accommodate a variety of work schedules, Public meetings are recorded and made available on the community's website, Food is regularly provided at public meetings or other engagement opportunities, Compensation or incentives are provided to public engagement participants for their time, Door-to-door canvassing to share information and seek input in underrepresented neighborhoods, Engagement opportunities are offered in languages other than English, or translation services are always available, Language translation services are made available upon request, Sign language interpreters and/or captioning is/are always available, Sign language interpreters and/or captioning is/are made available upon request, Maps and images are described verbally for low-vision participants, Partnerships with local community groups or other government agencies to reach new audiences

E9. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

E9a. What year was the plan originally adopted?

1975

E9a1. Has the plan been updated or revised since it was first adopted?

Yes

E9a2. If yes, what year was the plan most recently updated?

2017

E9b. Provide a link to the current plan.

<https://www.cityofmadison.com/transportation/studies/madison-in-motion> (<https://www.cityofmadison.com/transportation/studies/madison-in-motion>)

E9c. Is there a dedicated budget for implementation of the plan?

Yes

E9c1. What is the designated annual budget or funding allocated?

1239000

E9c2. List or describe funding source(s).

The 1239000 does not include funds for specific projects such as new path construction or on street facilities. This budget line item is for things like repaving, new signs and markings, speed boards, RRFBs and similar small capital improvements.

E9d. Does your plan include a specific, measurable goal to increase bicycle facilities?

Yes

E9d1. Please list the goals and/or what page(s) and paragraph(s) of the plan linked above the goal(s) can be found on.

From Madison in Motion:

Ensure Madison in Motion consistency with the recommendations in the Bicycle Transportation Plan for the Madison Metropolitan Area and Dane County, and implement the recommendations contained in that Plan.

Continue to expand bicycle networks throughout the metropolitan area, with priority given to eliminating system gaps, and developing additional facilities in areas where anticipated use is high.

Identify opportunities to improve existing facilities.

Continue to incorporate innovative bike facilities, such as cycle tracks, buffered bike lanes and innovative intersections, where appropriate and opportunities arise.

Continue to construct off-street paths, with priority placed on those that eliminate existing gaps in the network.

Remove major barriers to bicycling, whether by adding infrastructure at key spots or improving crossings of large roadways and other transportation infrastructure.

Continue to improve intersections by adding safety improvements, bike signals, diagonal crossings, and bicycle-sensitive actuation for traffic signals.

Identify and apply guidelines for innovative treatments, so Madison's bike infrastructure can benefit from piloting different treatments and evolve based on what is appropriate for local conditions.

E9e. Since the adoption or most recent update of the plan, approximately what percentage of the plan has been implemented?

Unknown

E9f. If there is a website to show your community's progress on implementation of the bike plan, please provide the link here:

E9g. What steps has your community taken to specifically engage with women, People of Color, people with disabilities, non-English speakers, low-income residents, and/or any other marginalized communities to invite their input and participation on the development and implementation of the bike plan?

City of Madison planning staff has been working to increase not just the engagement but the involvement of our low income, minority and non-English speaking communities. The City has also been listening to the feedback from these communities to improve our process. During our Comprehensive Plan the City had stipends for community organizations to lead input for their constituents in the manner they felt best. Organizations reported that the process was an improvement but they have pushed the City to work towards involvement not engagement. In many instances the City has stepped back to let communities lead the process and to recognize that there is an imbalance when all the City staff are paid to be at a meeting and the community organizations are not. There has also been a move to realize that things like child care and food are needed if we want more than the typical public meeting attendees at events. In addition, more efforts are being made to go to where people are instead of expecting them to come to the City. The City's efforts at more equitable planning and involvement is very much an evolving process.

E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)

Yes

E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.

Highlights:

2023 Engineering budget includes \$10,334,000 for large ped/bike only capital projects along with funding for many street projects that will make significant bike improvements. The Bikeways program provides funding to ensure that shared-use paths are maintained when they have a poor pavement quality rating (the same as any street).

2023 Traffic Engineering budget includes \$2,050,000. Of that \$500,000 is specifically for a set up bike improvement projects along the Bus Rapid Transit corridor. The remaining \$1,500,000 are intended to fund small to mid-size Vision Zero and ped/bike connectivity projects.

<https://www.cityofmadison.com/finance/budget>

E10b. Please upload the most recent transportation budget for your community.

No File Uploaded

E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?

Unknown

E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?

I find that it is hard to calculate an actual number. Every project in the City of Madison provides an opportunity to make improvements to our bike infrastructure. This could be a large upgrade such as adding a protected bike facility where none currently exists, upgrading a facility to be all ages ability or just adding improvements at intersections. Even with smaller resurfacing projects improvements to the bicycle facilities are a part of the design from the very beginning. Even a chip seal only project is an opportunity to revisit the pavement markings. On top of that there are several budget items highlighted above that are specifically to address bicycle improvements. This is funding for shared-use paths, resurfacing paths, and for making small to mid-sized improvements. The City also looks each year at paths to see if new lighting or signals might need to be included in the budget. The City includes in the budget funding to match federal grants and the City applies for both TAP funds and STBG-Urban funds for stand alone ped/bike projects.

E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?

Yes

E11a. Please describe.

Equity is a key criteria in selecting projects for local funding and when selecting projects for federal funding. In addition, projects are forwarded from our Neighborhood Resource Teams which work on issues in our underrepresented neighborhoods.

E12. Has your community conducted any kind of connectivity analysis for the bicycle network?

Yes

E12a. If yes, which of the following connectivity analysis methods or measures has the community used to evaluate your bicycle network?

Access to Destinations – e.g. What destinations can be reached using the transportation network?, Network quality – e.g. How does the network support users of varying levels of experience, ages, abilities, and comfort with bicycling or walking?

E12b. If yes, which of the following connectivity measures has your community used?

Bicycle Level of Traffic Stress, Bicycle Low Stress Connectivity

E12c. Please summarize the findings of your network analysis and how those findings have been used to improve your community's bicycle network.

The Level of Traffic Stress is used as one metric in our City's Transportation Improvement Project plan. The Low Stress Connectivity is used to help guide grant applications to try and move projects forward that will provide the best connectivity gains.

E13. Does your community have a performance measurement program for biking or active transportation infrastructure?

No

E14. How does your community collect information on bicycle usage? Check all that apply.

Permanent automated /electronic bicycle counters, App-based or other opt-in electronic data collection (e.g. Strava Metro, Dero Zap, etc.), Cordon counts that include bicyclists

Additional files may be uploaded at the end of the application.

E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)

Download File (https://bicyclefriendly.secure-platform.com/file/38045/eyJ0eXAI0iJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjozODANSwiYWxsb3dOb3RTaWduZWVcmwiOiJGYWxzZSIsImInbm92022BikesCountDataCompetitionWebinarSlides_10.26.22.pdf)

E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

No File Uploaded

E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

No File Uploaded

E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

No File Uploaded

E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)

No File Uploaded

E15. What is your best estimate for your community's current bicycle mode share?

unknown

E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)

No

E17. Does your community collect and track bicyclist crash data?

Yes

E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?

72.6

E18. Does your community collect and track bicyclist "near misses"?

No

E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?

0.8

E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?

Yes

E20a. If Yes, please provide a brief explanation of the analysis and how it is being used in the planning, prioritization, and implementation processes for bicycle infrastructure.

The report looked in depth at crashes including ped/bike crashes in the analysis and to provide additional information for prioritizing projects.

E20b. Please upload any associated data, visualizations and/or maps.

Evaluation of Crashes
Download File (https://bicyclefriendly.secure-platform.com/file/38047/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWRRpYUlkIjozODA0NywiYWxs3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6Imlnbn9COM_HIN_Report_ALL.pdf)

E20c. Has this analysis included any demographic or socioeconomic details or overlays to better understand who/what neighborhoods of the community are most impacted by traffic violence?

Yes

E20c1. If yes, please describe your process and findings.

There are significant disparities in safety outcomes across the city.

E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?

Yes

E21a. If yes, please state or summarize the goal, including timeframe.

Eliminate all serious and fatal crashes by 2035

E21b. What is the primary method or mechanism the community has implemented to achieve this goal?

Vision Zero plan, funding through a program called Safe Streets Madison, Complete Green Streets Guide

E21c. Please provide a link to any associated plan, policy, or program.

<https://www.cityofmadison.com/transportation/documents/Vision%20Zero/Vision%20Zero%20Madison%20Action%20Plan.pdf>
(<https://www.cityofmadison.com/transportation/documents/Vision%20Zero/Vision%20Zero%20Madison%20Action%20Plan.pdf>)

E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?

Specific penalties for failing to yield to a cyclist when turning , It is illegal to park or drive in a bike lane (intersections excepted), Penalties for motor vehicle users that 'door' bicyclists, Ban on texting while driving, Safe passing distance law, It is illegal to harass a cyclist, Law that allows cyclists to treat an unresponsive red light as a stop sign (i.e. "Dead Red" law)

E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?

Restrictions on sidewalk riding inside the Central Business District

E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.

Yes, as shown below the City has evaluated a number of ordinances (listed below) and repealed them. In addition, as a part of the City's Vision Zero Action Plan a subcommittee met to discuss how to move forward with a more equitable approach to law enforcement. The focus has shifted to focusing on dangerous driving behaviors that lead to serious/fatal crashes and reporting now happens quarterly on hazardous driving stops vs pretextual stops. 2022 Q4 Report - <https://madison.legistar.com/View.ashx?M=F&ID=11653722&GUID=1C33DA0C-B151-4771-8C59-885C67303779>

E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?

Yes

E25a. If yes, please describe.

Since the last application, the City has reviewed ordinances to identify ordinances that do not meet our Vision Zero goals that may also have unintended consequences related to racial equity and social justice. That has led to the repeal of the mandatory bike registration ordinance, the "trick riding" ordinance and the ordinance that banned biking on "footbridges". The Wisconsin Legislature has also approved Class 1, 2 and 3 e-bikes.

E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?

Officials are required to report all traffic enforcement stops made of motor vehicle drivers

E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?

Data summaries, analysis, or reports are published and made available to the public on a regular basis, Data and/or analysis is routinely shared with a citizen oversight board or committee

E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?

All enforcement in Wisconsin is in-person. The City will be reporting on racial disparities in enforcement as a part of the Vision Zero report (the first report will be completed in late 2023).

E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?

NACTO Cities for Cycling, NACTO Member City or Affiliate Member City, Walk Friendly Communities, AARP Age-Friendly Cities, Local and Regional Government Alliance on Race & Equity (GARE) Network Member

E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.

The City received a Transit Oriented Development grant that includes an analysis of our Bus Rapid Transit Corridor to recommend projects, prioritize them and do initial design work.

The City developed an All Ages Ability Bike Network that forms an important part of the Complete Green Streets Guide. Additional planning work and engagement is planned for later 2023 to update the map and prioritize gaps in the system.

E31. If this is a renewing application, please summarize the most significant changes to your community's bicycle Evaluation & Planning efforts or investments since your last BFC application.

Vison Zero
Complete and Green Streets Guide
Safe Streets Madison focused on equity

Page: Equity & Accessibility

The League defines (<https://bikeleague.org/content/equity-initiative>) "**Equity**" as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

"**Accessibility**" refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (<https://rootedinrights.org/video/disabled-bikers/>).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at bfa@bikeleague.org.

Thank you for continuing to learn and engage in this work along with us.

F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?

Yes

Please provide contact information for your community's DEI position or primary contact:

F1a. DEI Contact First Name:

Kristy

F1b. DEI Contact Last Name:

Kumar

F1c. DEI Contact Title/Role:

City of Madison Racial Equity and Social Justice Division Manager

F1d. DEI Contact Email:

kkumar@cityofmadison.com

F1e. Please describe how, if at all, the DEI initiative, department, or position supports equitable bike planning or outreach in the community.

The City have a Racial Equity & Social Justice Initiative Tool to help with understanding the equity ramifications of policies and programs. City staff has the opportunity to do training and seminars to help further our understanding of racial equity and social justice, how to use the tool, how community involvement efforts have succeeded or failed and to support other staff in improving our work. The City recently created a Racial Equity & Social Justice Public Participation Resource Guide.

The City has used the Racial Equity & Social Justice Initiative tool to help with developing criteria for selecting infrastructure projects for funding in our Neighborhood Traffic Calming program, SRTS program and Ped Bike Improvement program.

F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?

No

F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?

Yes

F3a. If yes, please list the name(s) of the department(s) and a primary contact for each.

Department of Civil Rights
Rebecca Hoyt, Disability Rights and Services Specialist
(608) 266-6511

F3b. If yes, please describe how, if at all, these departments or individuals have been involved in improving accessibility for cyclists with physical or cognitive disabilities in the community.

The Racial Equity & Social Justice Public Participation Guide has helped staff build engagement plans for neighborhood and transportation planning efforts. The City's Transportation Commission has participated in racial equity and social justice trainings and is familiar with the City's analysis tool and how to apply it to policies that are being reviewed.

F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?

BIPOC affinity bike club or community group(s), Femme/Trans/Women affinity bike club or community group(s), LGBTQIA+ affinity bike club or community group(s), Disabled cyclist affinity bike club or community group(s), Senior citizen affinity bike club or community group(s), Family-oriented affinity bike club or community group(s), Youth bike club or community group(s), Bicycle co-op or non-profit community bike shop, Local independent bike shop, Disabled people and/or disability advocates/activists, Language services agency or advocacy/support group, Affordable housing agency or advocacy/support group, Unhoused/homeless services agency or advocacy/support group, Immigrant or Refugee services or advocacy/support group, Reentry and/or Rehabilitation services agency or advocacy support group, Employment Service Centers, Preschools or Daycare Facilities, School District and/or public or private K-12 schools, College or University, Youth groups, clubs, or coalitions, Youth development organizations, Office on aging, senior services agency, or related affinity groups , Public library, Local civic associations or neighborhood groups, Faith-based organizations or places of worship, Civil rights or social justice-focused advocacy group or organization, Sustainability or climate-focused advocacy group or organization, Public health agency or local healthcare provider, Parks and recreation agency or similar, Emergency management/disaster response agency or similar, Transit agency or similar, Bike share provider or similar, Business or commercial districts or similar

F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.

Black Men Cycling and Black Girls Do Bike hosts group rides
Women's Cycling Group hosts weekly no-drop rides
Monday 40 is a queer friendly, inclusive group that hosts rides
Pride Ride happens every June with Trek
Random Tandems allows those with disabilities to check out a free tandem bike.
Sports for Active Seniors shares information and encourages older folks to stay active, biking included.
MSCR Goodman Rotary 50+ Fitness <https://www.msgr.org/programs/fitness/50-fitness-programs/> provides a Back in the Saddle class for adults over 50.
Area youth Mountain Bike Teams
DreamBikes repairs and sells or gives away bikes, as well as a rental program for Mountain Bike teams (with scholarships available).
Slow Roll Cycles hosts a weekly ride.
Wisconsin Council of the Blind advocates for infrastructure for all users
Centro Hispano provides Spanish language bike repair and learn to ride events
Road Home works with nonprofits like Free Bikes 4 Kidz to provide bikes
The Beacon Day Shelter offers free bike repair
Open Doors for Refugees secures donated bikes
Nehemiah provides bikes for its clients
MMSD birth to 3 program offers age appropriate bike education at an early age
Safe Routes to School/Wisconsin Bike Fed reaches new students every year.
Hoofers and Wisconsin Cycling offers casual recreational rides
Boys and Girls Club include biking in their programs
MSCR (Madison School Community Recreation) offers after school bike clubs
Madison Senior Center collaborates with AARP among other agencies for age friendly community programs
Madison Public Library hosts BCycle stations and participates in various bike programming throughout the year.
Downtown Madison and other various neighborhood groups keep bike infrastructure as a priority in developing neighborhood plans.
Madison Multicultural Catholic Center works to secure donated bikes for its clients
FairShare CSA Coalition hosts an annual bike ride for fun and to highlight local farms.
Local health care providers offer incentives for riding your bike, as well as discounts on helmets.
Madison Parks/Foundation for Madison Parks hosts a Parks Alive event with bike programming for underserved neighborhoods.
Greater Madison MPO provides a host of resources, including Emergency Ride Home program
BCycle partners with private and public entities to increase their footprint in Madison and surrounding communities.
Destination Madison promotes all types of bicycling opportunities through its various platforms.

F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?

No

F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling?

No

F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?

Yes

F7a. If yes, please provide a brief description of assessment or efforts and any relevant links.

As a part of the Vision Zero Action Plan development, an analysis was done looking at streets on the High Injury Network and areas of the City that are high poverty or communities of color.
https://www.cityofmadison.com/transportation/documents/Vision%20Zero/Action%20Plan_FINAL.pdf
During the development of Madison's Complete Green Streets Guide, the City looked at racial differences related to sidewalks, low stress bike routes and other important transportation data.
<https://www.cityofmadison.com/transportation/documents/Let's%20Talk%20Streets/Street%20Stats%20reduced.pdf>

F7b. If yes, please summarize the ways this assessment has influenced the decision-making process for the implementation of the related plan or effort?

This analysis has led to changes in how projects are initiated and funded. The City has revised several of our funding programs and created a new program focusing on safety, closing gaps in the walk/bike networks and equity.

F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?

Income/poverty status, Race/Ethnicity

F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.

The City's new Safe Streets Madison program uses equity considerations in scoring. Currently the City uses the Greater Madison MPO's Environmental Justice areas to determine which areas receive additional points.
<https://www.greatermadisonmpo.org/planning/documents/Appendix-C-RTP-EJ.pdf>

F9. Has your community adopted any of the following types of equity-related action plans?

Racial Equity Action Plan or similar, Limited English Proficiency (LEP) Plan or similar

F9a. Has this Racial Equity Action Plan or similar plan impacted or influenced bicycling planning efforts in your community?

Yes

F9a1. If yes, please describe.

The city's Racial Equity & Social Justice tools have influenced the development of a new process for prioritizing projects, influenced building Equity into the Complete Green Streets Guide and is used regularly to review policies and programs related to bicycling and transportation. The City's Transportation Commission held racial equity trainings to be more intentional in their work and are working on guidance for improving accessibility of their meetings as a next step..

F9a2. Provide a link to the Racial Equity Action Plan or similar plan:

<https://www.cityofmadison.com/civil-rights/programs/racial-equity-social-justice-initiative> (<https://www.cityofmadison.com/civil-rights/programs/racial-equity-social-justice-initiative>)

F9d. Has the Limited English Proficiency (LEP) Plan or similar plan impacted or influenced bicycling planning efforts in your community?

Yes

F9d1. If yes, please describe.

More documents related to planning, programs and services are being made available in a wider range of languages. Translation is more broadly available for planning efforts, smaller meetings allow people to request a translator be available and more documents are offered in more languages.

F9d2. Provide a link to the Limited English Proficiency (LEP) Plan or similar plan:

<https://www.cityofmadison.com/civil-rights/documents/CityofMadisonLanguageAccessPlan.pdf> (<https://www.cityofmadison.com/civil-rights/documents/CityofMadisonLanguageAccessPlan.pdf>)

F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?

Yes, there is an overall program or strategy for the entire community

F10b. Please describe your community's overall anti-displacement program or strategy, including how you are documenting or measuring the impact or outcomes.

This is a growing issue for the City of Madison with growing housing pressures. In 2019, a white paper detailed the issue and made recommendations. In recent years, the City has made zoning changes, made it easier to build Accessory Dwelling Units, provided housing height bonuses for affordable units, and done land banking.

<https://www.cityofmadison.com/dpced/planning/documents/Equitable%20Development%20Report%20111919.pdf>

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?

Padres e Hijos en Accion support families with cognitive needs including through bike rides. Through the grant program mentioned in F12 they have been able to continue growing their fleet of bikes and provide continued programming.

<https://www.facebook.com/parentsandchildreninaction/>

The University of Wisconsin also supports adults and children in the community through their Adaptive Fitness programming. Bicycling is one of the components that is offered to help people live a healthier, more active life.

Madison is also the location of one the Random Tandem's that can be checked out from local bike shop Budget Bicycle for use by people to support riding with friends and family members that have limited vision, balance concerns or other mobility challenges.

<https://randomtandembikes.blogspot.com/>

F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?

Through the support of the Madison Community Foundation, a coalition of non-governmental organizations in partnership with the City have offered funding to BIPOC lead bicycle projects. Projects funded so far include adaptive bicycles, summer bike programming and the creation of Spanish language bicycle encouragement videos.

Over the last several years grant funding through the Madison Community Foundation has also made it possible to add repair stations at a number of community centers and at a homeless shelter. The City works with the Wisconsin Bike Fed to do programming at these locations to help people learn how to use the repair stations and to support biking.

The City has also provided grant funding and other support to develop Slow Roll and other community rides aimed at increasing ridership in the BIPOC community.

Three locations in Madison participate in the Cycling without Age program.

F13. If this is a renewing application, please summarize the most significant improvements to your community's bicycle-related Equity and Accessibility efforts or investments since your last BFC application.

One of the biggest steps is the funding of BIPOC lead projects instead of projects being initiated and lead by a group of predominantly white bicyclists. Instead this funding has helped create new connections between local organizations and City staff where the projects are decided by and lead by the BIPOC community with resources and support available when and if needed. This effort has made these projects more authentic as residents feel a sense of ownership.

Page: Final Overview

G1. What are the top three reasons your community has made bicycling a priority?

Community connectivity, Public demand, Traffic and bicycle/pedestrian safety

G2. Briefly describe the most positive outcome of your community's support for bicycling.

Madison has a long history of being a bicycle community. Bicycling is woven into the fabric of our city for city staff, residents and visitors. City staff across departments consider the role of bicycling in the City as they plan and develop projects. The City even included a secure bicycle storage facility into the municipal building remodel, employees can check out BCycles in place of a city car and the impact of projects and plans are not just considered by the Pedestrian Bicycle Program staff. Madison's residents have created a culture where biking to work, school, dinner, the theater or church does not seem out of the ordinary. University football games have valet parking and festivals throughout town have full bike racks. Visitors are always amazed when they arrive in the winter and people are still riding or that the convention center includes a bicycle elevator to get people from the lake to the downtown. UW students frequently take their parents for a bike ride through the Arboretum when they visit as it is a classic Madison experience. Given the geography of the city with the downtown on a narrow Isthmus between lakes, the bicycle has been an important factor in keeping the city from creating a freeway through this beautiful and historic area. Bicycling also provides one of the top recreational activities that helps Madison residents stay healthy and live longer lives.

G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?

The benefits of biking and therefore bike infrastructure is a big piece of all engineering projects, and that information is a key part of nearly all our public meetings and discussions. Area and neighborhood plans are developed with the people who live in those areas and neighborhoods, and making our communities safer for ALL residents, especially bicyclists and pedestrians, is a driver of those plans. We collaborate with community partners around education to best message the benefits of biking and how we are working to make biking a mode of transportation safe for everyone.

G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?

1. Approval of Complete Green Streets Guide to improve street design and updating our Subdivision Ordinance to reflect the design guidance
2. Successful negotiations with Wisconsin DOT, DNR and the railroad to get the necessary permit to build a path underneath the interstate to begin closing the cap between the Capital City Trail and the Glacial Drumlin Trail (a critical piece of infrastructure that has been worked on for over 20 years)
3. Reinvigorated partnership with Wisconsin Bike Fed Safe Routes to School program to reach even more kids with bike education and opportunities.
4. Small and large bike infrastructure projects that make bicycling a safer (and even more fun!) endeavor for many of our residents.

G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

Although Madison is continuing to add new infrastructure there are even more areas that need an all ages, all abilities network to provide better low stress connections for all areas of the city. This will require budgeting not just for the actual infrastructure but also for the long term maintenance costs. Work is progressing in this direction but continued efforts are required.

G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?

Our biggest challenge is operations funding to maintain new infrastructure. Winter maintenance is a particular challenge, as we pride ourselves in keeping our bike facilities in dependable working order year round.

G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

In the next 12 months Madison has many new projects that will be happening.

1. New two-way protected bike lanes in downtown Madison on Wilson St (Phase 1 under construction; completion in 2024)
2. Atwood Ave lane reduction with new shared-use bike path, new facility with cycletrack and sidewalk and improved crossings
3. Completing the Cannonball Path
4. New shared-use path connection from the Southwest Path along Hammersly Rd
5. Safe Streets for All funding to do bike planning including finalizing our All Ages Ability Bike Network and prioritizing gaps in the system
6. Expansion of BCycle into low income and communities of color
7. Expansion of SRTS with hiring of consultant to develop a community-wide SRTS plan

G8. Optional: What other communities do you look to as peers or comparable role models for your community?

Milwaukee, Cambridge, Fort Collins, Montreal, Vancouver

G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

Yes

G10. How did you hear about the Bicycle Friendly Community program?

Long time applicant

Page: Supplementary Materials

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

File 1

City of Madison 2023 Supplemental Document

Download File (<https://bicyclefriendly.secure-platform.com/file/38610/eyJ0eXAiOiJKV1QiLCJhbGciOiJIUzI1NiJ9.eyJtZWVpYUlkIjoiODYxMCwiYWxsbn3dOb3RTaWduZWRVcmwiOiJGYWxzZSI6ImInbm92023%20Supplemental%20Document.pptx>)

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Optional:

Page: Funding Resources

This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.

This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the links on this page to learn more (<https://bikeleague.org/content/federal-funding-resources>), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact bfa@bikeleague.org (<mailto:bfa@bikeleague.org>) with any questions.

Last updated 2/17/23.

H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?

Yes

H1a. Does your MPO designate funding for bicycling and walking in their long-range plan?

Yes

H1b. Does the MPO's Transportation Improvement Plan (TIP) include bicycling and walking projects?

Yes

H1b1. If yes, has your community advocated for getting priority bicycling projects into the TIP?

Yes

H2. Under the Transportation Alternatives Program, States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?

No

H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants. The technical assistance can cover everything from scoping a project, to the application process, to the permitting process.

H3a. Has your state Department of Transportation offered technical assistance through the Transportation Alternatives Program?

No

H3b. Has your community requested technical assistance from your state DOT to help with TAP projects?

No

H3c. Has your community received technical assistance from your state DOT to help with TAP projects?

No

H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?

Federal Funding, State Funding, County/Regional Funding, Local Government Agency Funding, Foundations

What sources of Federal Funding are used?

Formula Funding (federal funding distributed by the state), Discretionary Infrastructure Grant Programs (communities apply directly to US DOT)

What Federal Formula Funding sources are used?

Transportation Alternatives Program (TAP), Surface Transportation Block Grant program funds (through MPO)

What Federal Infrastructure Grant Programs are used?

Safe Streets and Roads for All (SS4A) , Other Federal Infrastructure Grant Program Funding

If other Federal Infrastructure Grant Program Funding used, please describe.

Bridge

What sources of State Funding are used?

State Department of Transportation

What sources of County or Regional Funding are used?

MPO/RPO/County Transportation Department

What sources of Local Government Funding are used?

Local Transportation Department, Local Transit Agency, Other Local Agency Funding

If other Local Agency Funding source, please list.

Engineering, Parks

H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.

The City of Madison is very active in applying for funding. Most projects are going to have a bicycle related component or may be the sole focus.



Madison, Wisconsin

Bicycle Friendly Community Supplemental Materials

August 2023





Engineering





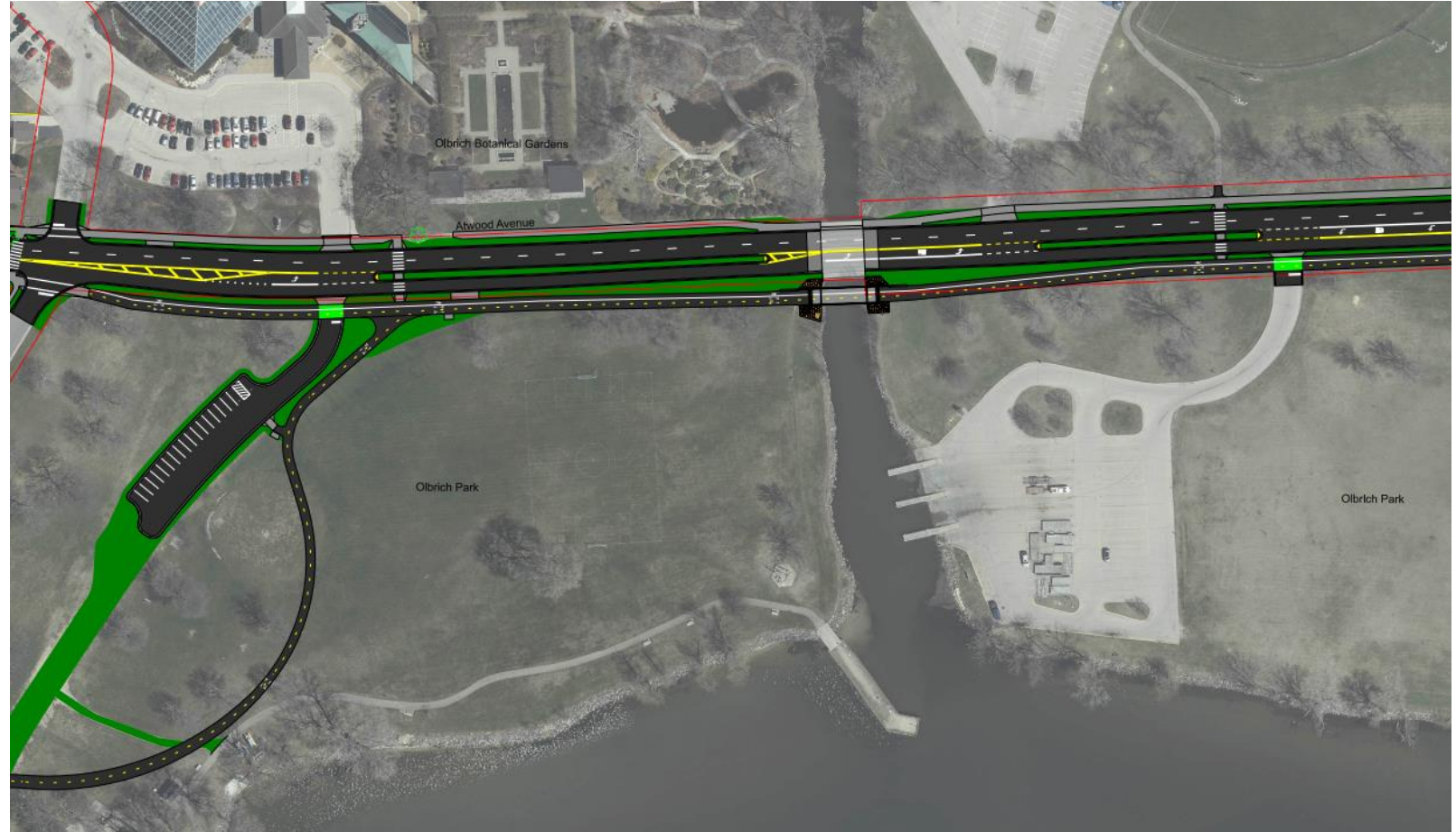
Garver Path

The Garver Path is located on the east side of Madison, Wisconsin, in an area that features residential neighborhoods with majestic trees, the historic Garver Feed Mill, O.B. Sherry Park, and wetlands near Starkweather Creek. KL Engineering led the design engineering for the Garver Path project, which is a mile-long connector trail that now links the community to the Capital City Trail, a popular recreational pathway for walking, running, and biking, and the greater trail system. The project includes two new bridges over Starkweather Creek, and one new bridge over a wetland area, providing new pedestrian and bicycle access through the neighborhood. The project also included a significant reduction in pavement width on Starkweather Drive to protect the trees and shoreline wildlife habitat along the roadway and creek.



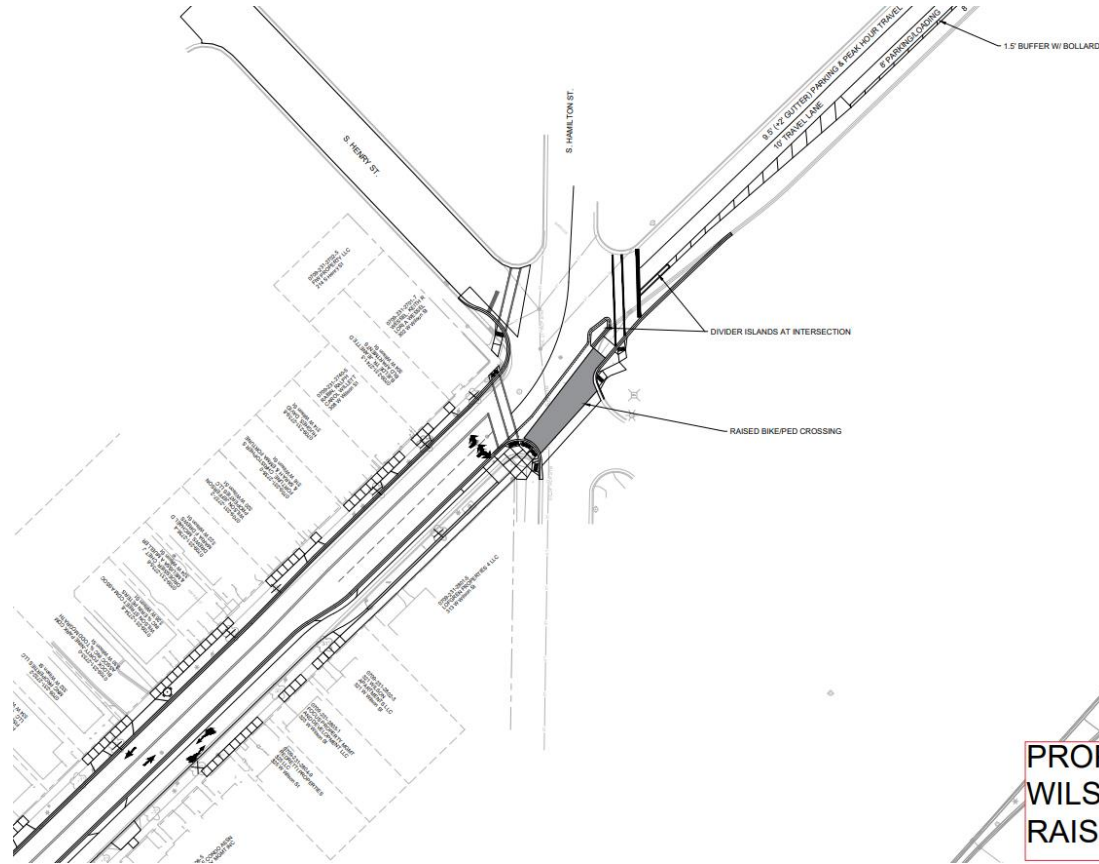
Atwood Ave – Currently in Construction

- Lane reduction
- New path through park
- Separated walkway and cycle track
- Improved crossings



Wilson St – Phase One in Construction

- Two-way cycle track
- Shared-use path on intersecting street
- Improved crossings
- Lane reduction
- Raised crossing for sidewalk & cycle track
- Phase 2 construction 2024



PROPOSED 2-WAY CYCLE TRACK ON W. WILSON FROM HAMILTON TO CARROLL WITH RAISED CROSSING AT HAMILTON/HENRY



Segoe Rd – 2024 Construction

- Lane reduction
- Protected bike lane
- Improved crossings



Winter Arterial Path Maintenance

- Cleared by 7 AM, Monday-Friday
- Continued 2020 Service Level Enhancement
 - Cleared on weekends and holidays within 12 hours after snow has stopped falling.
 - Utilized Parks new Toolcat to better support bike paths snow clearing and to accommodate other growth snow clearing responsibilities.
 - Reviewed and enhanced snow territories responsibilities to improve response quality and efficiency
 - Increasing use of broom clearing as conditions allow to reduce sand/salt mix use and improve path conditions
 - Piloting a new gas UTV w/ v-plow to increase response time and efficiency, as EV technology expands we intend to replace the gas model with an EV model.
- Outcomes
 - Reduced snow pack leading to improved path conditions.
 - Increased access during weekends and holidays and customer/biker satisfaction.





Education



The Jefferson Middle School Bike Club biked all over the west side of Madison, getting to experience **improved ped/bike infrastructure firsthand.**

City of Madison Traffic Engineering and Parks Department worked together to make Vilas Park Drive safer and more enjoyable for pedestrians and bicyclists. Information about the improvements can be found [HERE](#).



Kids cross the street more safely using a [Rectangular Rapid Flashing Beacon](#).

Be Bright (at Night!) Campaign

A collaboration with UW-Madison PD & Madison Bikes

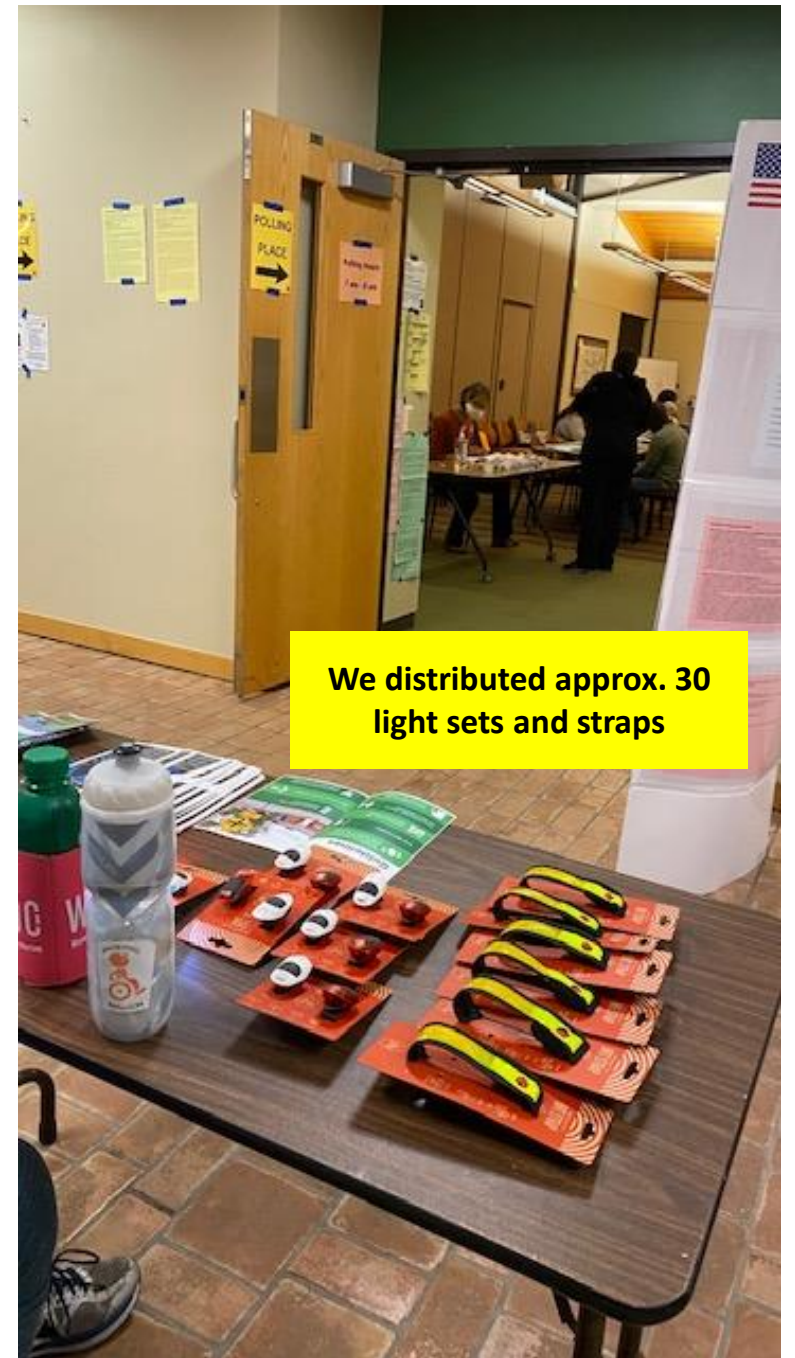


In early November, the City's Ped/Bike Outreach team, with the help of UW Police Dept and Madison Bikes volunteers, distributed approximately 50-60 Planet Bike spok bike light sets and BRT straps.



We took the Be Bright Campaign to south side residents! On Election Night, we set up a table with lights, bike maps, and other info at the Multicultural Catholic Center on Beld Street. An added bonus?

We brought along art activities and kept kids entertained and talking about biking and walking while their family members waited in line to vote.





Encouragement



Bike Week

During the first week of June, Madison Bikes hosts [Madison Bike Week](#). Madison Bike Week 2023 was the 26th annual bike week in the city. Events included but are not limited to:

- Adult Learn to Ride
- Coffee and Donuts
- Ian's Pizza on the Bike Path
- Hotel Indigo x Palette Bar & Grill Social
- Military Ridge Ride to Riley Tavern
- Bicycle Detection and Operations at Traffic Signals
- Bike to Monroe Street Farmers Market
- Trek Pride Ride
- Far West Bike Infrastructure Tour
- Slow Roll on over for Coffee and Breakfast Sandwiches
- Budget Bicycle Center Commute Salute!
- Ciclismo Seguro
- Mayoral Press Conference and Ride
- University of Wisconsin Rowing Bagels
- Mobile Bike Repair at Mercadito
- Bikes, Brats, and Brews 2023
- Free Bikes 4 Kidz Tailgate Party and Open House
- How to Plan a Bicycle Route Free Class
- Families on Bikes
- Madison Bikes Bike Week Party



Above: Traffic Engineering Director Tom Lynch enjoying a bike ride.



Above: A cookout for bicyclists.



Whitehorse Bike-a-Thon 2022

After an eight year hiatus, the Wisconsin Bike Fed partnered with the City of Madison's Pedestrian and Bicycle Outreach Specialist to reestablish the [Whitehorse Bike-a-Thon](#).

- Dozens of sixth graders from Whitehorse Middle School rode electric bikes for 13 miles.
- At the end of their ride, they achieved an ice cream cone from Monona Bait and Ice Cream Shop.
- The intention of the ride was to teach road biking skills and techniques. However, due to the pandemic, students reported they were happy and excited to bike with their friends and see the city.



Above: Students riding around Lake Monona.



Above: Students receiving their ice cream after their ride.



Bike for Butterflies

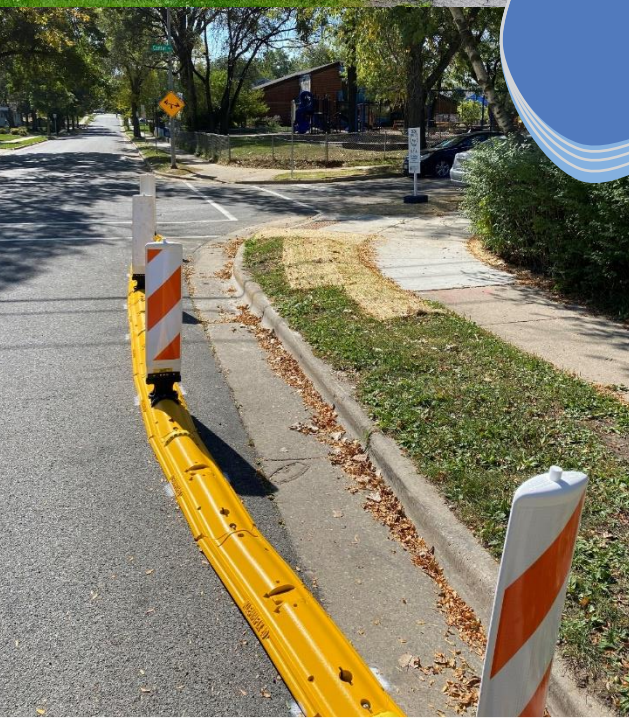
Olbrich Botanical Gardens, an outdoor botanical garden and conservatory located in Madison, hosted a [Blooming Butterflies](#) exhibit from July 2023 – August 2023.

- People who bike to the event were rewarded with special giveaways such as their choice of a milkweed seed packet or custom Bike for Butterflies sticker supplied by Slow Roll Cycles.
- Free Bikes 4 Kidz, Wheels for Winners, and Bike Fed Camp participants received free passes.
- Dream Bikes, Wheels for Winners, and Slow Roll Cycles provided free bike tune ups.
- Olbrich Botanical Gardens arranged for valet bike parking as well as a Butterfly Bike Parade with butterfly bike decorations and costumes. Child participants received a complimentary pass to the exhibit.





Evaluation and Planning



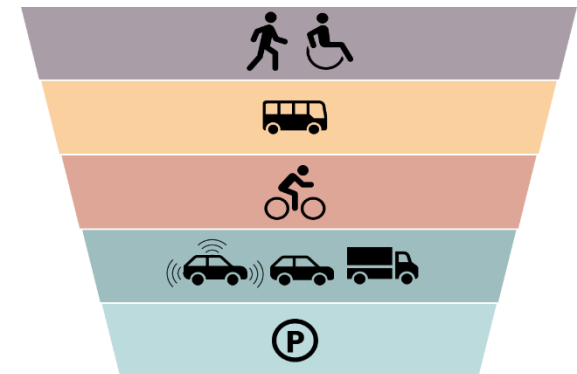
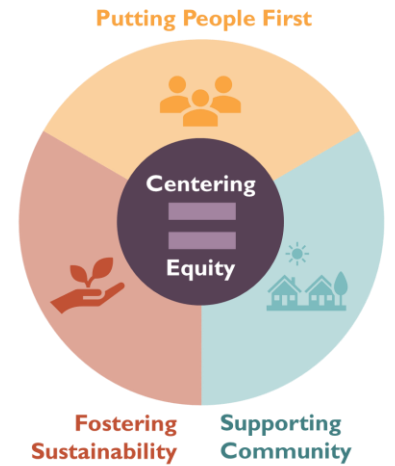
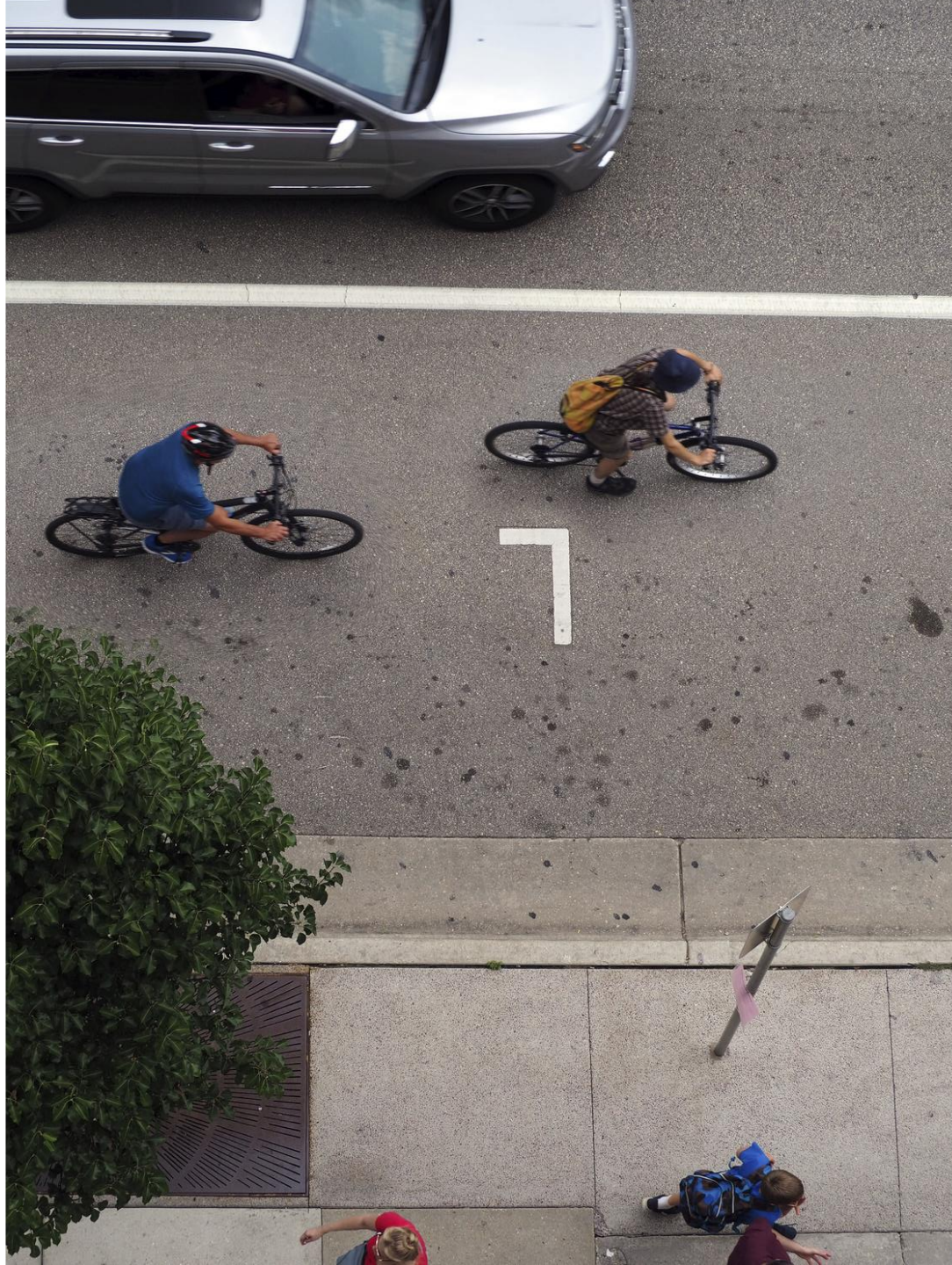
Imagina un camino desde tu casa al trabajo o la escuela. ¿Hay alguna ruta preferida que tomes? ¿Por qué? ¿O hay una ruta que evitas? ¿Por qué?



¡A la ciudad de Madison le gustaría escuchar tus historias sobre las calles de Madison! Tus historias, imágenes y voz garantizarán que el diseño y el funcionamiento de las calles de Madison sean equitativos para todos.



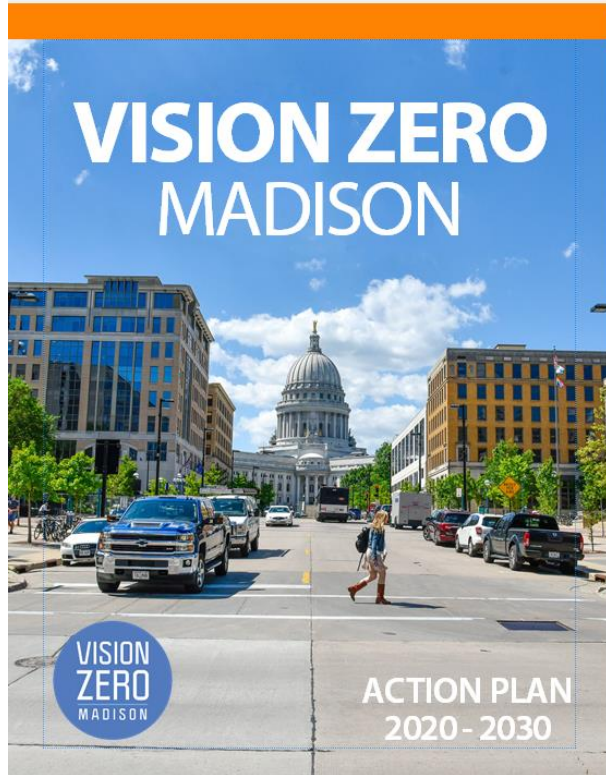
City of Madison Complete Green Streets Guide



Approved January 6, 2023

Vision Zero Action Plan

GOAL: Eliminate fatal and serious injury crashes by 2035





Equity and Accessibility



South Side Slow Roll

Free Bikes 4 Kidz hosted their first annual [South Side Slow Roll](#) on August 5, 2023.

- This free bike ride is 3 miles around the south side of Madison.
- While all levels of bikers are welcome, the goal of this ride was to introduce new bikers to trails around Madison, other bikers in the community, and bike co-ops found in the city.
- Prior to the bike ride, Wheels for Winners offered free repair services for bikers to ensure a safe ride.
- Bike Fitchburg additionally provided bike gear to keep bikers safe.
- Dane County Parks gave participants complementary trail passes on the Capital City State Trail.
- Olbrich Botanical Gardens gifted riders free seed bombs to stop and plant wildflowers along the bike paths.
- After the ride, Free Bikes 4 Kidz partnered with many stakeholders (UW Health, Capitol Bank, City of Madison, etc.) to hold a celebration of community.



Mobile Repair Events

A partnership with Wisconsin Bike Fed, DreamBikes, Wheels for Winners, Budget Bicycles, and the City, brought repair stands to underserved communities for free bike repair. We also threw a dash of education in there teaching kids how to do an ABC check on their bikes and even hosting a mini bike rodeo at some locations if space allowed.



Pepe, part of the City ped/bike unit, teaches a neighborhood kid how to fix their bicycle.





Madison, Wisconsin

Bicycle Friendly Community Supplemental Materials

August 2023

