

Tolley, Sabrina

From: Scott Kolar [kolarsmmj@gmail.com]
Sent: Wednesday, January 21, 2015 3:05 PM
To: Tolley, Sabrina; 'Michael Rewey'; 'Aaron Crandall'
Cc: 'Chuck Strawser'; Schmitz, Susan; 'Grant Foster'; Dryer, David; phgray@gmail.com; Dreckmann, George; Cheeks, Maurice; 'Lydia Maurer'; 'Robbie Webber'; 'Ronald Steinhofer'; Rummel, Marsha; 'Susan De Vos'; 'Sally Lehner'; Strasser, John; Cryan, Kathleen
Subject: RE: January 21, 2015 Agenda for PBMVC Workgroup on Bike Maintenance Policy
Attachments: WinterPlowingWebsite.pdf; WinterPlowingComparison.pdf

Hello everybody,

In preparation for our meeting this evening, I checked the city's website to see whether our recommended changes had been made. Winter biking information, including plowing of bike lanes, is included on two pages on the city's website. They are in the Transportation and BikeMadison sections and the content of both pages appears to be identical. Here are the links:

<http://www.cityofmadison.com/residents/winter/transportation/biking.cfm>

<http://www.cityofmadison.com/bikemadison/getbiking/winter.cfm>

To facilitate our discussion, I compared the website text, which is the first attachment, to our recommended text, which was attached the Sabrina's email. The comparison is contained in the second attachment.

Thanks,
Scott

From: Tolley, Sabrina [<mailto:STolley@cityofmadison.com>]
Sent: Friday, January 16, 2015 2:17 PM
To: 'Michael Rewey'; 'Aaron Crandall'; 'Scott Kolar'
Cc: 'Chuck Strawser'; Schmitz, Susan; 'Grant Foster'; Dryer, David; 'phgray@gmail.com'; Dreckmann, George; Cheeks, Maurice; 'Lydia Maurer'; 'Robbie Webber'; 'Ronald Steinhofer'; Rummel, Marsha; 'Susan De Vos'; 'Sally Lehner'; Strasser, John; Cryan, Kathleen
Subject: January 21, 2015 Agenda for PBMVC Workgroup on Bike Maintenance Policy

PBMVC Workgroup Members,

The approved agenda for next week's Bicycle Facility Maintenance Policy Workgroup meeting and related files are attached. The meeting will be next Wednesday, January 21st at 5:00 PM in the Transportation Conference Room (Room 101 of the Madison Municipal Building).

Sabrina Tolley
Traffic Engineering & Parking Divisions
City of Madison
(608) 267-8750
stolley@cityofmadison.com

Plowing

Arterial bike paths are plowed as needed after any snow event. When a general plowing is underway the arterial paths will be plowed. The goal is to have these paths clear for commuters as soon as practical on weekdays.

Because we often have to plow major streets three or four times during a given snow event, windrows at the intersections of bike paths and streets are inevitable. We instruct our plow operators to make an effort to minimize the windrows. We also send a plow back on the bike paths once we are finished with our plowing to clear the windrows. Bicyclists should be prepared to encounter windrows at intersections.

Since on street bike paths are located on the edge of streets they will get snow accumulations. Because snow removal operations are expensive and our places to store removed snow are limited, we only clear these on street bike paths when we get significant narrowing of a street. We do not remove snow strictly to clear on street bike paths. When plows clear salt routes they will attempt to plow back snow on bike lanes on their final run. Clearing bike lanes with park cars will remain difficult.

Plowing

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Because ~~operators~~we often have to plow major streets three or four times during a given snow event, windrows at the intersections of bike paths and streets are inevitable. We instruct our plow operators ~~are instructed~~ to make an effort to minimize the windrows. ~~Plows are sent~~We also send a plow back on the bike paths once ~~street~~we are finished with our plowing ~~is completed~~ to clear the windrows. ~~However, path~~ Bicyclists should be prepared to encounter windrows at intersections.

~~Bike Lanes on salt routes, with the exception of those with parking issues, will be plowed. This covers most bike lanes. Crews will make an effort to clear bike lanes. This should open up the bike lanes to the fullest extent possible. Whenever possible, operators will make their final pass as far to the right of the roadway as possible with the goal of clearing as much snow/slush as possible from the bike lane. This effort may not guarantee clear bike lanes at all times since little, if any, salt makes it to bike lanes and that traffic tends to push material that falls from motor vehicles to the side of streets after plowing operations are finished. At times bike lanes may be icy or slippery.~~

~~Bike Lanes with Parking Issues. At this time, it is difficult to keep bike lanes cleared for those bike lanes that have cars parked along them 24 hours a day. Operators cannot get plows close enough to the parked cars to adequately clear the bike lanes. When there are issues surrounding street narrowing that are associated with parked cars, the bike lanes will get cleared when snow removal operations are required to widen the street.~~

~~Bike Boulevards are plowed as needed after any snow event. When a general plowing is underway they will be plowed. The goal is to have bike boulevards clear for commuters as soon as practical on weekdays. Since on street bike paths are located on the edge of streets they will get snow accumulations. Because snow removal operations are expensive and our places to store removed snow are limited, we only clear these on street bike paths when we get significant narrowing of a street. We do not remove snow strictly to clear on street bike paths. When plows clear salt routes they will attempt to plow back snow on bike lanes on their final run. Clearing bike lanes with park cars will remain difficult.~~