

Bike Fitchburg's Positions on the South BRT Route

Adopted Unanimously by the Board of Directors 11/27/2023

Metro Transit planners have proposed that the south route run on Park Street to Badger Rd, on Badger Rd to Fish Hatchery Rd, and on Fish Hatchery Rd and South Fish Hatchery Rd to a loop around McKee Rd, Treverton Pike Dr, and Brendan Ave. The City of Fitchburg proposes to instead continue on S Fish Hatchery Rd to a loop around Lacy Rd, Research Park Dr, and East Cheryl Pkwy.

We are told that a working design constraint is that the Fish Hatchery Rd curbs are not to be moved. Where there are no turn pockets, asphalt is 32' wide in each direction, with 2' gutters on the curbs and 1' gutters on the median, a total of 35' curb to curb.

1. **Bike Fitchburg strongly supports the BRT south route** as good for the city, residents, and the local economy, **so long as conditions on Park Street and Fish Hatchery and South Fish Hatchery Roads are not made less safe or more stressful for people on bikes.**
2. **Bike Fitchburg strongly supports the city's proposed extension to Lacy Road**, holding out hope for a future eastern extension to the commuter rail station anticipated in the Uptown Neighborhood Plan, as proposed in the 2014 Madison Design Pros BRT proposal and the Nine Springs Neighborhood Plan. Stations should be on South Fish Hatchery Rd at Brendan Ave, E Cheryl Pkwy between South Fish Hatchery Rd and Research Park Dr, and Research Park Dr just north of Lacy Rd.
3. Bike Fitchburg supports the route deviating into Hatchery Hill along Caddis Bend and Cahill Main, to serve residents and destinations on both sides of the route.
4. People riding bicycles have starting points and destinations on both sides of Fish Hatchery Rd and Park St. **Having bicycle facilities on only one side is unacceptable and unworkable.**
5. **Sidewalks are not bicycle facilities.** Riding bikes on sidewalks is unsafe and, in Fitchburg, illegal. Changing Fitchburg's ordinances to permit sidewalk cycling will not make it safe. While it is reasonable to walk bicycles from an on-road facility to a sidewalk-side rack, it is not reasonable to walk bikes up to half of a long block to get to a midblock destination.
6. Acceptable bicycle facilities are physically separated, one-way bike lanes or cycle tracks separate from sidewalks, shared bus/bike lanes, buffered bike lanes (where motor vehicles speeds are 35 mph or less), and conventional bike lanes (where motor vehicle speeds are 30 mph or less).
7. Differences in speed require separating both bikes from motor vehicles and fast moving bikes from pedestrians and slow-moving bikes. We recommend on-street bike facilities **and** a multi-use path on at least one side, as we have today.
8. **On Fish Hatchery Rd**, there is insufficient space between the existing curbs to replace the shared bus-bike lanes with a dedicated median bus lane and side conventional (much less buffered) bike lanes. To keep the pavement at its current width and provide bicycle facilities as good as we have now, we see **side-running BRT lanes shared with bikes** as the only available option.
9. **On South Park St**, the curb-to-curb distance also appears to be 35 or 36 feet. We don't know if the curbs can be moved as part of the reconstruction. If the same width constraints apply to Park Street as Fish Hatchery Rd, we urge a design with **side-running BRT lanes shared with bikes** also.

These positions will be shared with Metro Transit, the Fitchburg Transportation and Transit Commission, the Madison Transportation Commission, the Greater Madison MPO, and Madison Bikes. Bike Fitchburg is eager to be at the table throughout the design and construction process. Contact Steve Arnold, treasurer@bikefitchburg.org, (608) 239-3900.