

CITY OF MADISON COMPREHENSIVE PLAN

BICYCLE OBJECTIVES AND POLICIES

OBJECTIVES & POLICIES FOR THE BICYCLE SYSTEM & FACILITIES

OBJECTIVE: PROVIDE FOR A CONTINUOUS AND INTERCONNECTED BICYCLE ROUTE AND TRAIL NETWORK THAT IS VIABLE, CONVENIENT, AND SAFE, AND A SYSTEM THAT WILL ENCOURAGE BOTH COMMUTER AND RECREATIONAL BICYCLING.

- **Policy 1:** Work with Dane County, the Wisconsin Department of Transportation, the Madison Area MPO and the University of Wisconsin to implement the Bicycle Transportation Plan for the Madison Urban Area and Dane County, Wisconsin (September 2000 - - need to update to be consistent with current MPO Bike Plan revision).
- **Policy 2:** Integrate on-street bicycle lanes as part of roadway construction and reconstruction projects. Stripe and sign on-street bicycle routes and lanes, as appropriate.
- **Policy 3:** Ensure that the City of Madison's bicycle facility planning is closely coordinated with that of the University of Wisconsin.
- **Policy 4:** Ensure that bicycle facilities are adequately planned for as part of Madison's detailed neighborhood development planning processes. Ensure that these planned bicycle facilities provide for good connectivity within and between neighborhoods. Special attention should be given to areas of the City that may be under-served by on- and off-street bicycle facilities.
- **Policy 5:** Ensure that bicycle parking facilities within the public right-of-way, within public parking facilities, and on development sites are located in appropriate locations (such as near building entrances), are appropriately designed and sized, are located in prominent and convenient public areas and are well-maintained (including adequate snow removal). Ensure that development review processes acknowledge bicycle parking and other bicycle facility needs.
- **Policy 6:** Develop a hierarchy of City of Madison bicycle corridors for use in making roadway infrastructure decisions.
- *Note: Bicycle corridors should be inventoried and classified for their function in providing bicycle mobility, similar to a roadway functional classification. This classification system should be used to help prioritize bicycle facility improvements.*
- **Policy 7:** Provide high quality bicycle route and bicycle facility linkages among recommended high-intensity activity centers (such as TODs and other areas of high trip generation) and transit hubs/stations. Ensure that adequate bicycle parking facilities are located at TODs and transit hubs/stations.
- **Policy 8:** Ensure that bicycle facilities are planned in a manner that ensures safe and convenient pedestrian and bicycle access to schools. The City should encourage school designs and the transportation facilities that serve them (through financial incentives and other means), that afford safe and convenient non-motorized transportation access for students.
- **Policy 9:** Ensure that adequate wayfinding facilities are included along bicycle routes.
- **Policy 10:** Identify existing barriers to bicycle mobility, (such as highways without adequate crossing facilities, cul-de-sacs and other non-traditional street designs such as L-shaped streets) and prioritize locations where improvements are most needed. Such improvements could include new crossings or connections to link areas within neighborhoods (including sidewalks or multi-use paths that link the ends of cul-de-sacs to one another).
- **Policy 11:** Employer-based Transportation Demand Management (TDM) measures should be instituted as part of a comprehensive City-wide TDM program, in order to enhance the desirability of non single-occupancy vehicle-based transportation modes, including bicycle transportation. The formation of Transportation Management Associations should be considered, where appropriate, as a mechanism to organize individual employers and administer TDM initiatives.

OBJECTIVES & POLICIES FOR TRAIL NETWORKS

OBJECTIVE: CREATE A COMPREHENSIVE AND CONTINUOUS CITYWIDE NETWORK OF ON- AND OFF-STREET BICYCLE FACILITIES AND WALKING TRAILS THAT ARE INTERCONNECTED WITH COUNTY AND REGIONAL TRAIL SYSTEMS.

- **Policy 1:** Identify opportunities to create new off-street multi-use trails. Consider the shared use of the railroad corridors for numerous transportation modes - such as passenger rail service, bus transit service, bicycle transportation, pedestrian transportation or other multi-use transportation functions. Special attention should be given to areas of the City that may be under-served by off-street trails.
- *Note: Work with Dane County, the Madison Area MPO and the University of Wisconsin to conduct an inventory of railroad corridors within the City and develop a long-range plan for their use. Preserve abandoned railroad right-of-way, where appropriate. Work to obtain abandoned rail lines for use as pedestrian/bicycle trails or for other future transportation purposes. Active railroad corridors should also be considered for shared transportation uses, where appropriate.*
- **Policy 2:** Cooperate with landowners, local municipalities, Dane County and state agencies to ensure the completion and maintenance of multi-use trail networks.
- **Policy 3:** Proactively acquire land or affirmative access easements whenever development or land subdivision occurs along proposed trail routes.
- **Policy 4:** Ensure that facilities for bicycling and walking are included as components of newly constructed or reconstructed arterial or collector streets, and local streets, as appropriate.



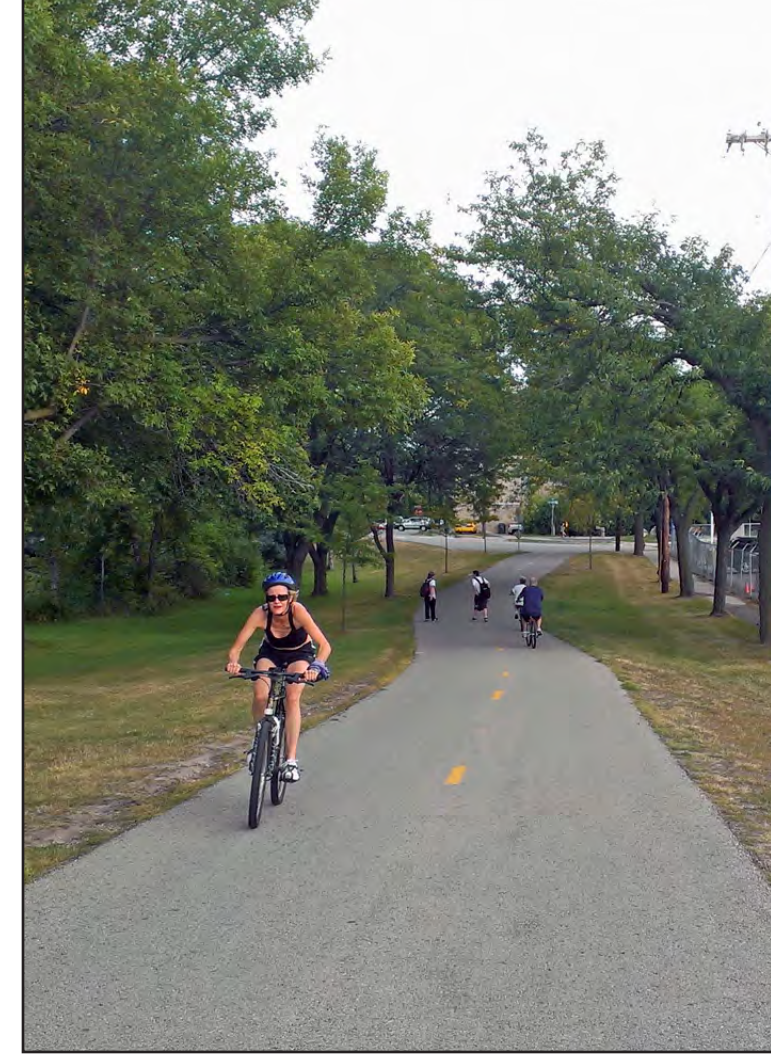
BICYCLE FACILITY TYPES AND TREATMENTS

BICYCLE LANE - CONVENTIONAL



- Designate an exclusive space for bicyclists through pavement markings and signage
- Located adjacent to motor vehicle travel lanes and flows in the same direction as motor vehicle traffic
- Typically on the right side of the street
- Used on medium and high volume streets
- May use green color to highlight the lane, particularly through conflict areas

SHARED USE PATH / SIDEPATH



- Path fully separated from a street or road
- Typically paved and 10 - 12 feet wide
- Open to most non-motorized uses
- Often installed in rail corridors, utility corridors or along streams, rivers or other linear features
- Sidepaths are shared use paths parallel to a street
- Sidepaths can present safety and operational challenges at intersections and driveways

BICYCLE LANE - BUFFERED



- Conventional bicycle lanes paired with a designated painted buffer space
- Buffer may separate the bicycle lane from the motor vehicle travel lane, the parking lane or both
- Increases operating space and comfort for bicyclists
- Typically used on medium and high volume streets
- May use green color to highlight the lane, particularly through conflict areas

BICYCLE SIGNAL



- Traffic signal to indicate bicycle movements at an intersection
- Used when bicycles and motor vehicles have different movement cycles

BICYCLE LANE - SEPERATED (CYCLE TRACK)



- Bicycle facility within the street right of way that provides physical separation from the travel lane
- Separation may be provided with curbs, bollards, parked cars or other means
- Cycle track may be at street level, sidewalk level or an intermediate level
- Typically used on medium and high volume streets with few intersections or driveways

BICYCLE CROSSING



- Exclusive street crossing for bicycles
- May be parallel to an adjoining street or crosswalk (ie. the Monroe/Regent crossing) or may be a diagonal crossing of an intersection (ie. Atwood @ Dunning)
- Provides exclusive space for bicyclists to cross a street
- Reduces conflicts with pedestrians and motor vehicles
- Typically use a bicycle signal to control movements

SHARED LANE MARKING ("SHARROW")



- Street markings used to indicate a shared lane for bicyclists and motorists
- Sharrows indicate to bicyclists where they should position themselves in a lane
- Sharrows reinforce to motorists that bicyclists belong in the lane
- Typically used on low- and medium-volume streets where bicycle lanes cannot be accommodated

COLORED PAVEMENT



- Colored pavement to highlight bikeway crossings of streets or other conflict areas
- Green colored
- May be solid colored or striped

BICYCLE BOULEVARD / NEIGHBORHOOD GREENWAY



- Streets with low motorized traffic volumes and speeds designated to provide priority to bicyclists
- Discourage speeding and cut-through traffic
- Often used to connect schools and parks and as an alternative to a nearby busy street
- May include traffic calming devices such as speed tables or traffic circles

WAYFINDING SIGNAGE

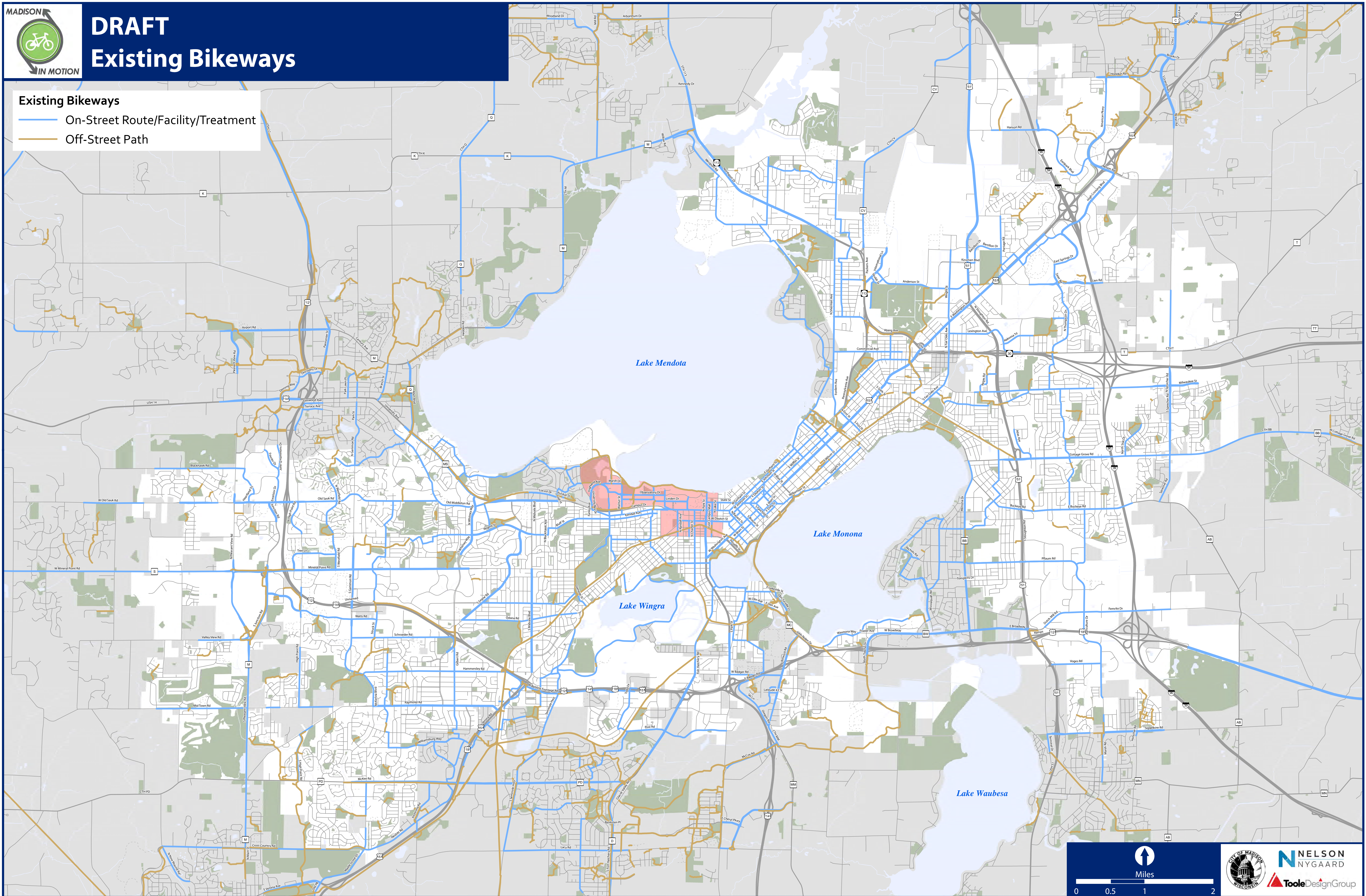


- Signage to indicate to users the direction to specific locations
- May include distance and approximate travel time
- Placed at key intersections and decision points



DRAFT Existing Bikeways

- Existing Bikeways**
- On-Street Route/Facility/Treatment
 - Off-Street Path

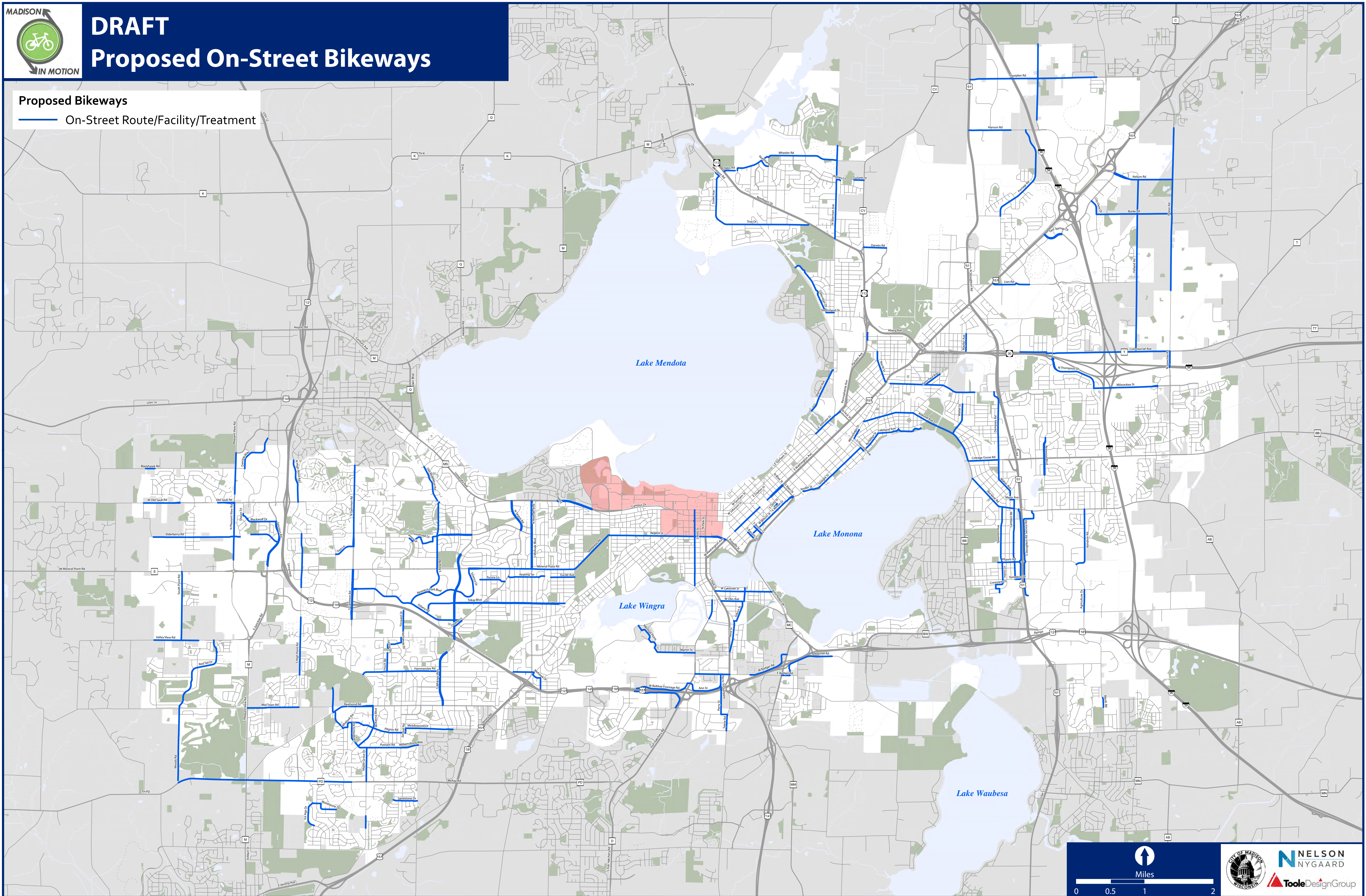




DRAFT Proposed On-Street Bikeways

Proposed Bikeways

— On-Street Route/Facility/Treatment

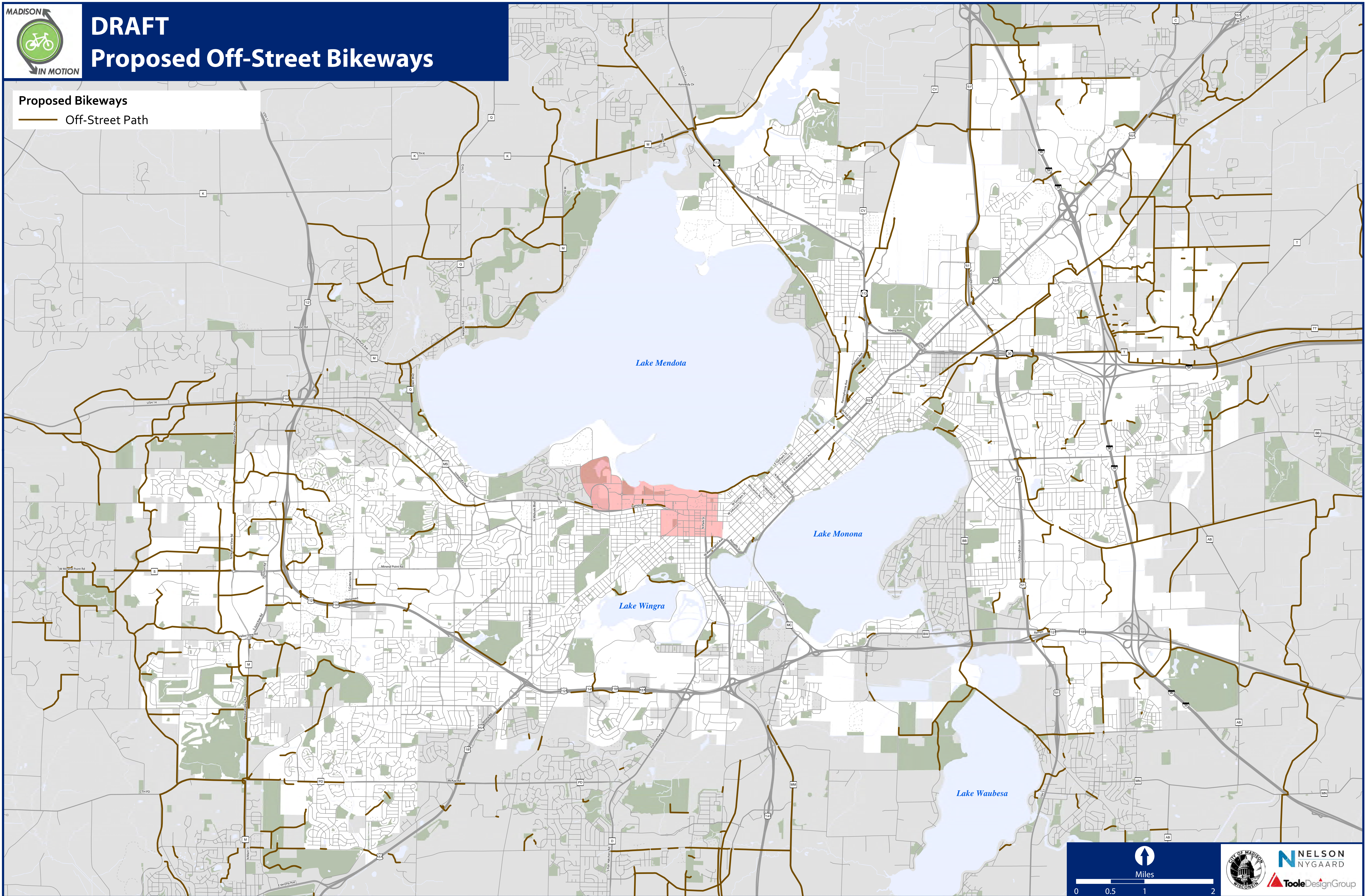




DRAFT Proposed Off-Street Bikeways

Proposed Bikeways

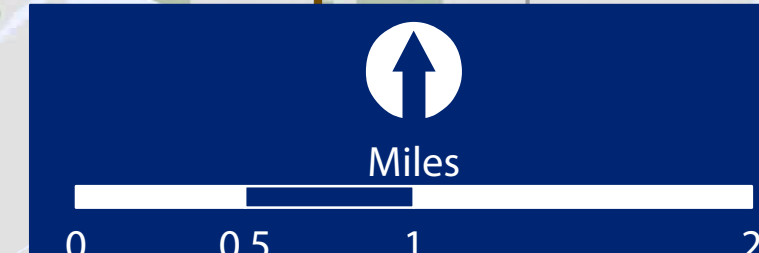
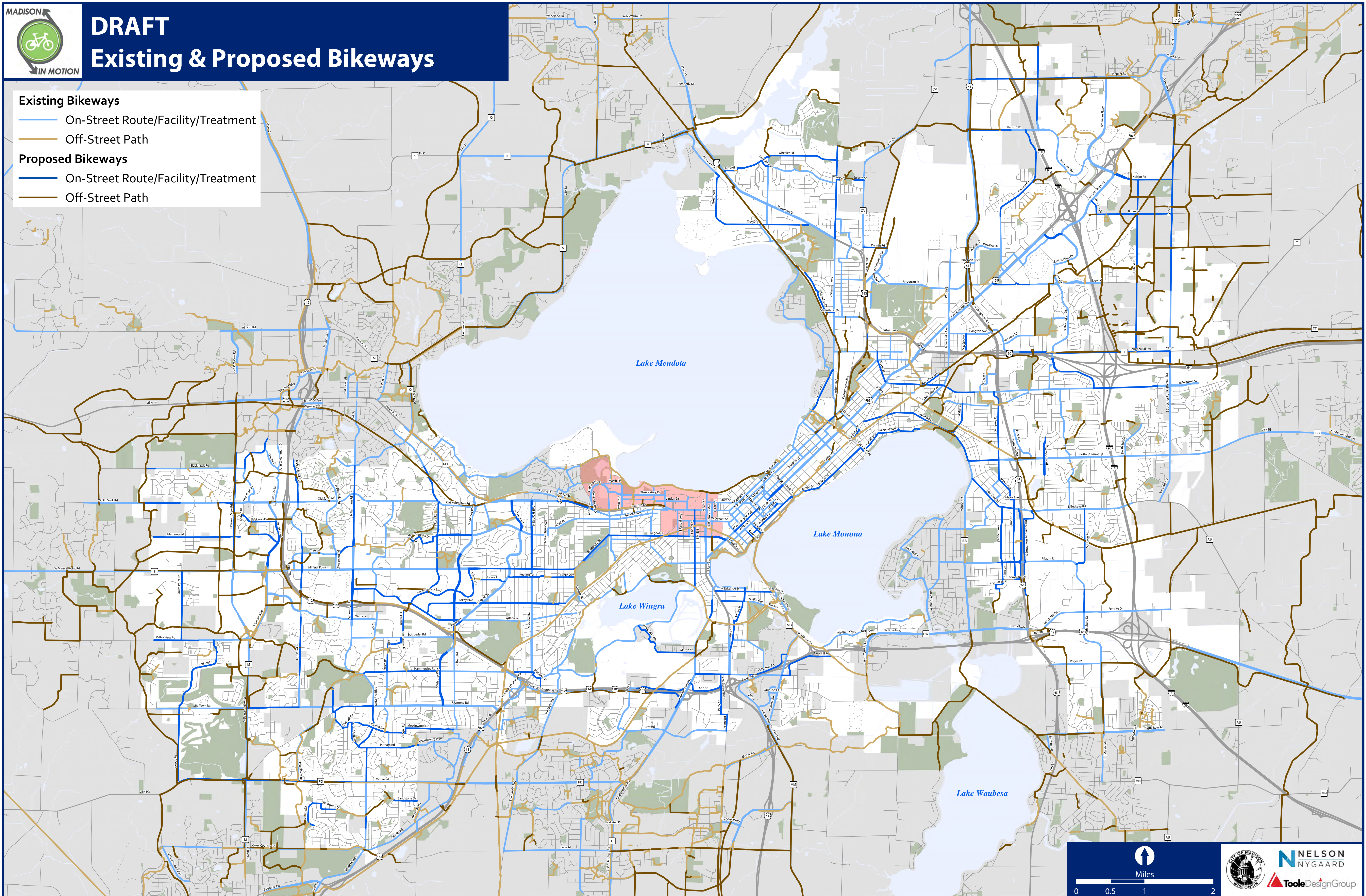
— Off-Street Path





DRAFT Existing & Proposed Bikeways

- Existing Bikeways**
- On-Street Route/Facility/Treatment
 - Off-Street Path
- Proposed Bikeways**
- On-Street Route/Facility/Treatment
 - Off-Street Path





DRAFT Existing & Proposed Bikeways

Existing Bikeways

— On-Street & Off-Street Bikeways

Proposed Bikeways

— On-Street & Off-Street Bikeways

