

Bicycle Facilities Maintenance

2022 UPDATE TO TRANSPORTATION COMMISSION



Streets & Urban Forestry

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RECYCLING COORDINATOR/PUBLIC INFORMATION OFFICER



Sweeping Year Round

Winter:

- Off-street paths are swept with small equipment as weather & staffing allows (approx. 2-3 times in winter)
- On-street lanes not swept

Warmer months:

- Off-street paths swept regularly; approximately once every 3 weeks.
- On-street lanes: weekly in areas with CSCL; approximately once every 10 days on areas outside of CSCL.

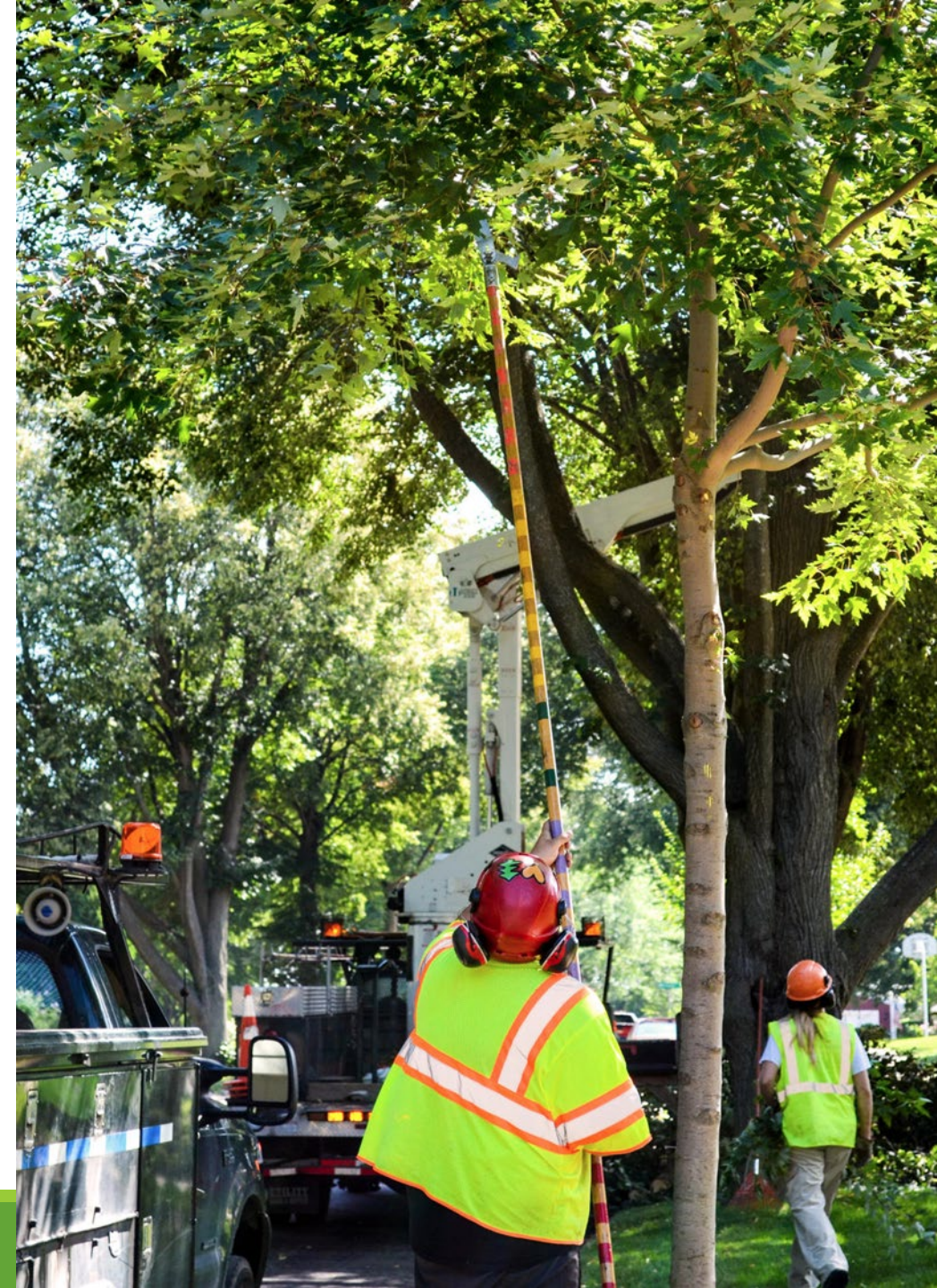


Tree Pruning

Pro-active trimming of temporary branches helps keep street trees from affecting riders

Responds to complaints regarding low branches if any develop

Assists Parks with tree maintenance along paths if removals or tower trucks are necessary



On Street Bike Lanes in the Winter



- Most on-street lanes on salt routes
- Snow pushed back on from lane on final lap of routes
- Will be snowy as bike lanes are near curb and snow is pushed to the curb
- Will not be salted directly
- Need time, traffic, and access to plow them



**City of Madison Agency
Snow Responsibility**



Bus Stops

Agency

Emil Engineering

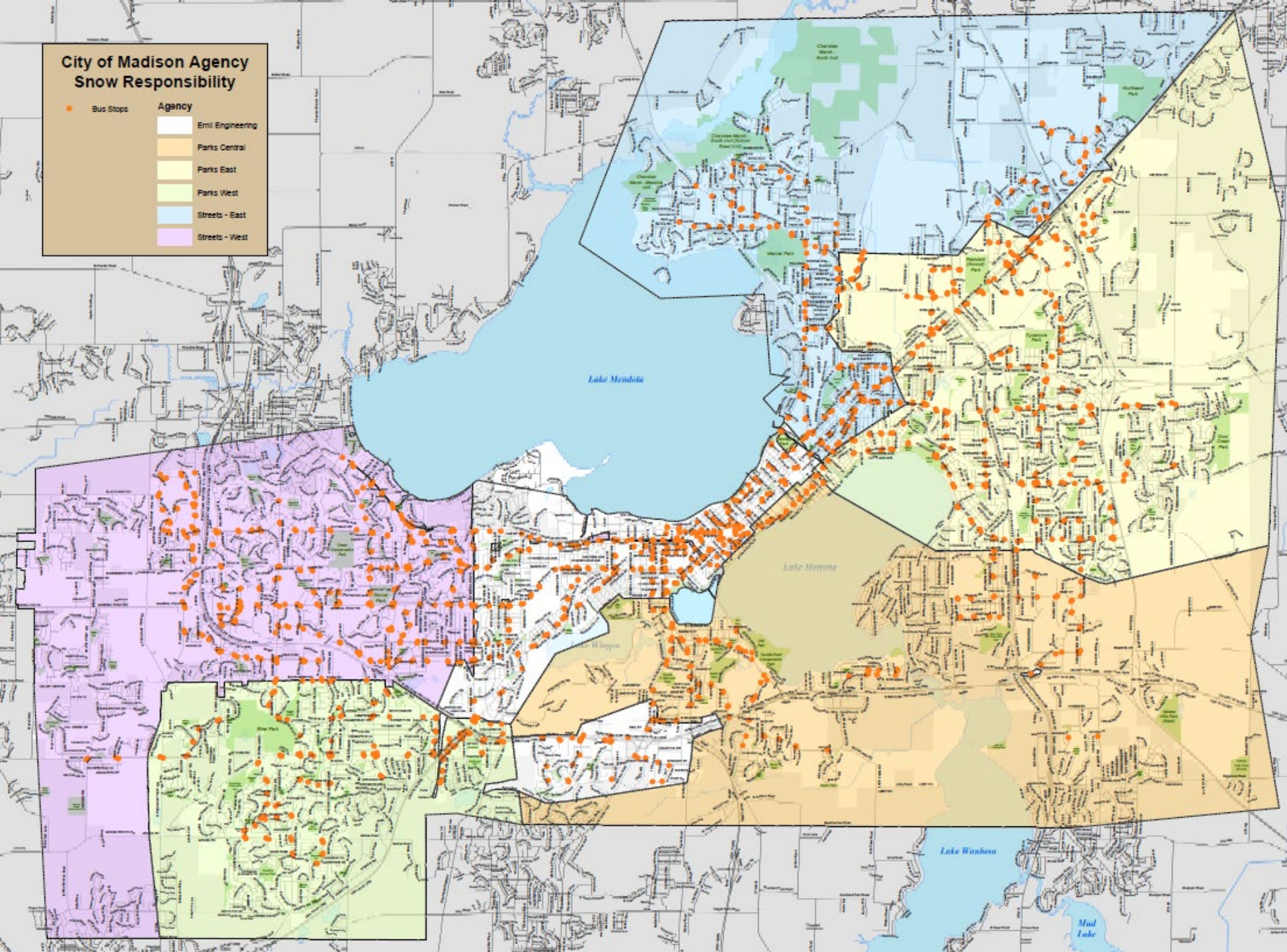
Parks Central

Parks East

Parks West

Streets - East

Streets - West



New “Quadrant” map
for sidewalks, bus
stops, and paths for the
City of Madison.

Orange dots are current
bus stops.

The purple & blue are
Streets Divisions

The white is
Engineering Division

The yellow, green, and
orange are the Parks
Division



Contraflow &
Protected Lane on
N. Bassett are
Streets Division's to
maintain now.

Engineering and Parks

RYAN SCHMIDT, ENGINEERING ASST. CONSTRUCTION SUPERVISOR

GREG GENIN, PARKS OPERATIONS MANAGER

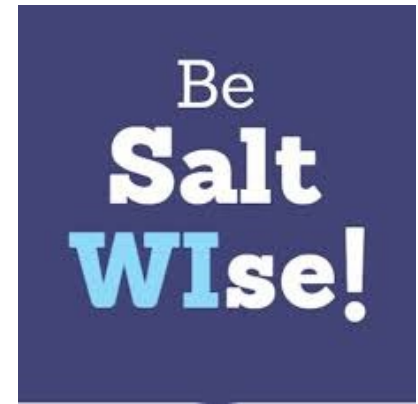
Winter Arterial Path Maintenance

- Cleared by 7 AM, M-F (excluding weekends and holidays).
- 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.



Winter Path Maintenance

- Secondary paths
 - Cleared by 3:30 pm day after snow has stopped – within budgeted resources.
- All paths
 - 95% sand; 5% salt mix is spread judiciously at discretion of staff or in response to complaints.
 - Crews revisit path/street intersections at least once each day to when it is snowing and daily after snow has stopped to remove windrows formed during street plowing operations .



Design and Pavement Management

Design

- Design engineers consult with Operations sections during design process.
- Particularly important with new facility types such as protected bike lanes.
- Example – Contra-flow versus Bassett protected bike lanes.

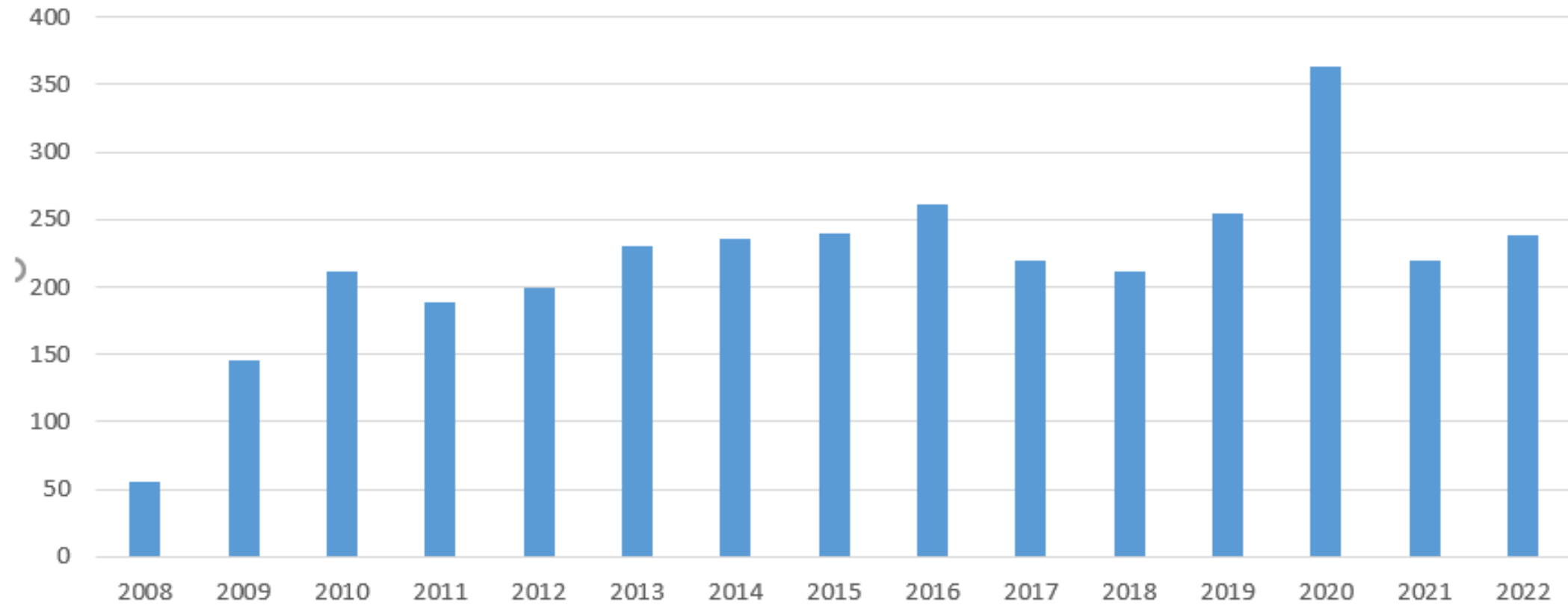


Pavement Management

- Bike path pavement condition assessed and rated every 2 years – same as for streets.
 - Rated on scale of 1 to 10 with 10 being new pavement.
 - Current average rating for all bike paths is 8.
- Resurfacing programmed into capital budget.

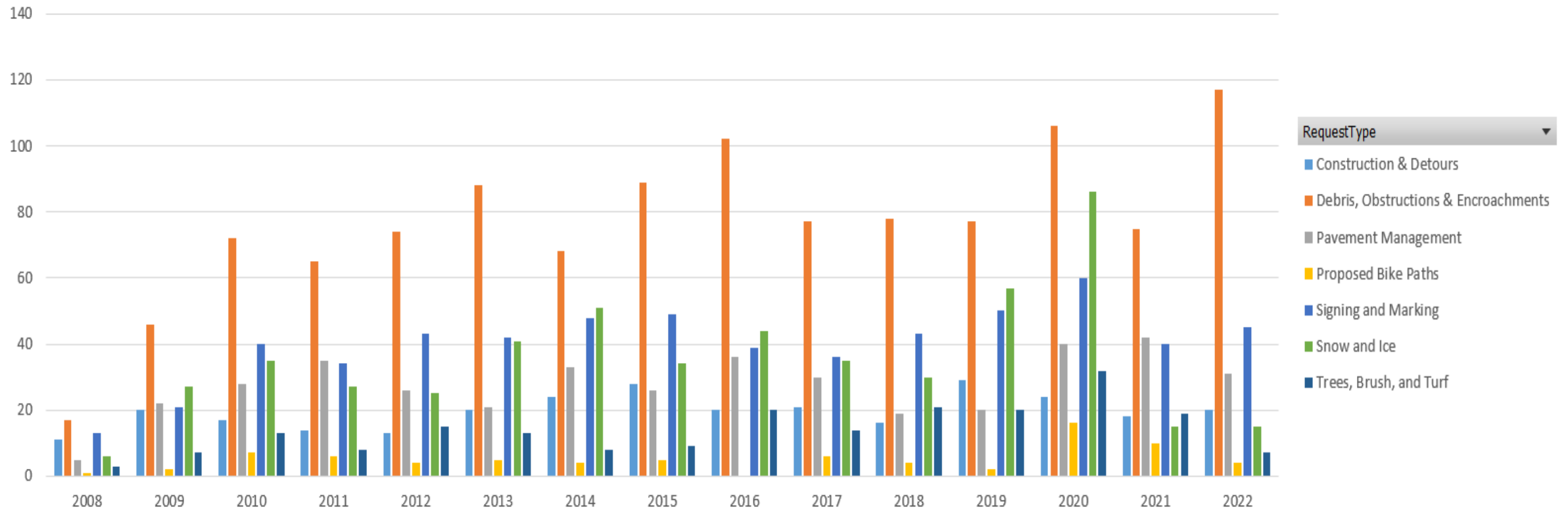


Report A Problem



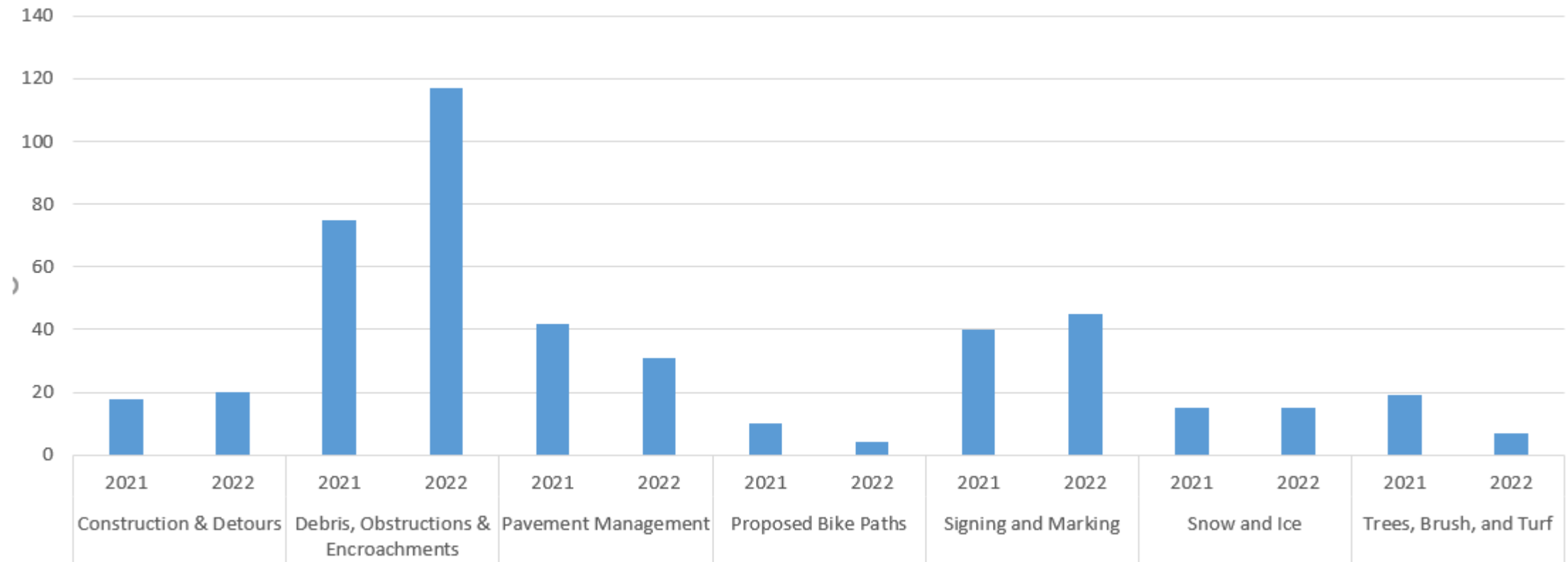
Bikeway Report A Problems

2008 through 12/07/ 2022



Bikeway Report A Problems by Category

2008 through 2020



Bikeway Report A Problems by Category

2021 and 2022 through 12/07/2022

Debris, Obstructions & Encroachments

Highest number and % of RAPs received in 2021 and 2022.

2021

- 75 RAPs; 34% of total
- 41% complaints about broken glass

2022

- increased to 117 RAPs; 49% of total
- 47% complaints about broken glass



Snow & Ice

Number and % of RAPs decreased in 2021 and 2022 from prior years

2021

- 15 RAPs
- 6.8% of total RAPs

2022

- 15 RAPs
- 6.3% of total RAPs



