

Bicycle Transportation Plan for the Madison Metropolitan Area & Dane County Addition/Revision Sheet (Revised 8/26/15)

Major changes between the Draft document dated June 23, 2015 and the proposed Final document are listed below. Minor formatting and grammar edits are not shown. Some photos were added or changed.

1. Chapter 1, Pages 8-9. Update reference to Wisconsin complete streets legislation, which was repealed, but noting that Federal complete streets policies remain in effect and WisDOT anticipates retaining some form of complete streets policy.
2. Chapter 4, Page 30 and 32. Add intersection density map (Figure 4-2) and related discussion, recognizing that local through streets form an important part of the bicycle network.
3. Chapter 10, Page 118. Add paragraph or section summarizing the equity related recommendations in chapters 8 and 9 to this chapter. This includes the recommendation to incorporate equity analysis and objectives into bicycle and other transportation planning and investment decisions.
4. Chapter 11, Page 137. Add paragraph about public engagement and communicating with users at the end of Section A discussing implementation activities.
5. Chapter 9, Page 109. Revise engineering Recommendation #4 Action #1: “Clear snow, ice, **and debris** from bike lanes and shared-use paths in a timely and reliable manner.”; add the following recommendation:

Recommendation	Actions
Implement pavement management programs to maintain bicycle facilities.	Implement plans and policies to fill potholes and resurface/reconstruct pavements as needed to maintain a smooth, rideable surface.
	Prioritize pavement maintenance activities on facilities with high bicycle use and high potential conflicts with motor vehicles.
	Refresh pavement markings, including colorized surfaces, as they wear out.
	Encourage reporting of unsafe road or path conditions from the public and employees and respond in a timely manner.

6. Chapter 8, Page 94. OPTIONAL: Add the following recommendation:

Recommendation	Actions
Consider alternatives to trail fees for bicyclists on shared-use paths that are used for transportation purposes.	Use alternative revenue streams to support trail maintenance in Dane County while phasing out trail fees on shared-use paths that are used for transportation purposes.
	Improve publicity for exemptions to trail pass requirements for people using shared-use paths to commute to work and expand the exemption to include low-income people using trails for other purposes.

7. Planned shared-use path added along Bong Rd east of Waunakee (not in the regional priority network (revised 8/5/15)
8. Woodland Drive path changed from Planned to Programmed (revised 8/5/15)
9. Chapter 11, Page 137-138. Add language to indicate that STP-Urban funded projects must meet the Wisconsin complete streets laws that were effective in Spring 2015. (revised 8/5/15)

10. Figure 4-15, Page 51. Update the Major Bicycle Network Gaps and Deficiencies map with information from the online comment tool. (revised 8/20/15)

11. Chapter 8, Page 93. Add the following recommendation: (revised 8/20/15)

Recommendation	Actions
Support bicycle freight and cargo transportation.	Work with local businesses currently using cargo bikes, non-profit organizations, and the bicycle industry to identify barriers for the use of bicycles for commercial applications.
	Develop opportunities for businesses to test different cargo bikes to see how they could fit into their business model and which type would be most useful.
	Increase the use of bicycles on the job by local government agencies and departments.

12. Planned shared-use paths added along the Beltline Highway to be consistent with Beltline PEL study – north side of Beltline between Seminole Hwy and Todd Dr and south side of Beltline between USH 51 and Monona Dr. (revised 8/20/15)

13. Chapter 9, Page 108. Add discussion of environmental considerations and potential impacts. (revised 8/20/15)

14. Chapter 9, Page 111-112. Add the following recommendation: (revised 8/20/15)

Recommendation	Actions
Develop goals for each performance measure using new baseline data and trend information	Develop informed short- and long-term goals for the Madison metropolitan area for the bicycle performance measures outlined in Chapter 11.
	Encourage local communities to develop informed short- and long-term goals for the bicycle performance measures for their individual communities.

15. Chapter 9, Page 111-112. Revise the following recommendation: (revised 8/20/15)

Recommendation	Actions
Monitor performance measures in the Bicycle Transportation Plan <u>at both the regional and local level, including progress towards meeting goals when adopted.</u>	Update measurable regional <u>and local</u> data such as bicycle use, safety, bikeway mileage, and bicycle level of service.
	Identify opportunities to improve the performance measures in the Bicycle Transportation Plan.

16. Chapter 9, Page 113. Add action “Implement the recommendations of the Downtown Madison Bicycle and Moped Parking Study that relate to bicycle parking.” (revised 8/5/15) Also Chapter 7, Page 84 – reference Madison’s downtown bike and moped parking study. (revised 8/20/15)

Environmental Analysis of Planned Regional Priority Paths

New shared-use paths will require an environmental review to minimize impacts to wetlands, water quality, and environmentally sensitive areas. The alignments in the regional priority path system were laid out to avoid infringement on these assets. In some cases, the planned paths skirt wetlands and water features, creating a continuous bike route while minimizing the number of street crossings. Paths that have unavoidable alignments through wetlands may minimize their impacts to the wetlands by using the following methods:

- Utilize existing structures and pathways.
- Utilize natural land contours or retaining walls to avoid excessive filling.
- Use pervious pavement.
- Skirt sensitive wetland areas instead of bisecting them.
- Plant and preserve natural buffers within and around wetlands.
- Avoid the habitats of sensitive species and critical wetland areas.
- Use elevated boardwalks and bridges to help minimize disturbance to wetland vegetation.
- Minimize total path width in the vicinity of wetlands.
- Place appropriately sized bridges and culverts at intermittent and perennial streams.

Conserving and restoring regionally important natural resources contributes to a healthy natural environment and makes the region a desirable place to live and work. Connecting these regional and local features within environmental corridors helps protect water quality, sustain wildlife and plant habitat, and provides valuable opportunities for recreation and education. According to Capital Area Regional Planning Commission staff, new bicycle facilities and retrofits may impact water quality and natural resources throughout the region, but adding shared-use paths and bike lanes wherever possible is a good choice for providing more sustainable transportation alternatives.