



# Bicycle Facility Maintenance Workgroup

*Current State and Recommendations*

23 January, 2018

# Workgroup Charge

*“To update, improve, and implement a written street, path, bridge/tunnel and bicycle parking maintenance policy.”*



# Summary of Work and Team

**April 2008:** Adopting the *Platinum Biking City Planning Committee's* report, "*Making Madison the Best Place in the Country to Bicycle,*" and recommendations contained therein.

**June 2014:** Creation of PBMVC subcommittee: *A motion was made by Rewey, seconded by Rummel, to form a chair-appointed subcommittee of the PBMVC to pursue the Platinum Report goals as outlined in the attached draft charge (by Mike Rewey).*

**August 2014 - November 2017:** Workgroup met regularly

**January 2018:** Workgroup recommendations

## **PBMVC Members:**

*Aaron Crandall*

*Grant Foster*

*Scott Kolar*

*Mike Rewey*

## **Staff Members:**

*Dan Badertscher-Engineering*

*Kathy Cryan-Engineering*

*Lisa Laschinger-Parks*

*Charlie Romines-Parks*

*George Dreckman-Streets*

*Bryan Johnson-Streets*

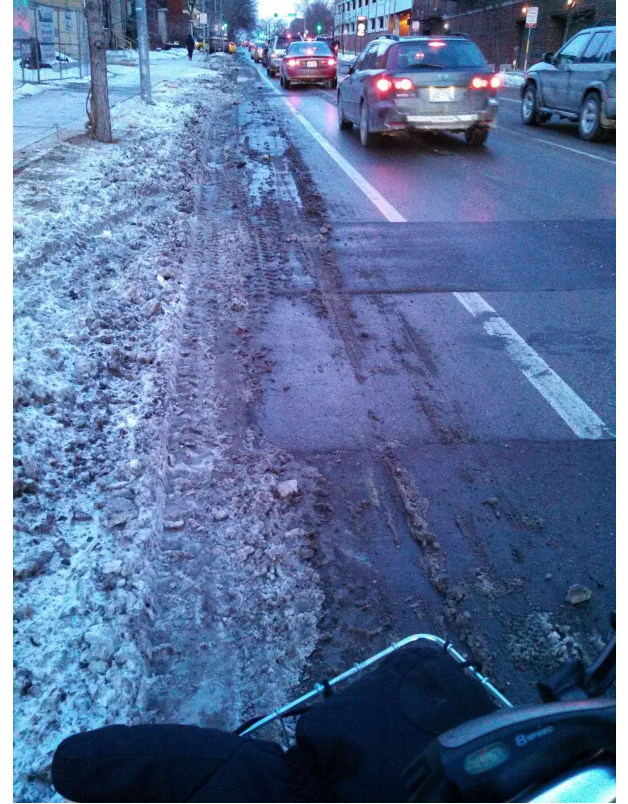


# Primary issues for winter riding\*

1. On-street bike lanes are not maintained clear for travel
2. On-street bike lanes adjacent to car parking are blocked as snow/ice accumulations “move” the curb
3. Windrows at path/street intersections are not cleared
4. Access to call buttons is obstructed
5. Bike parking is not accessible
6. Hostile/aggressive driving

*\*Based on responses to a winter bike survey performed during the winters of 2013-14 and 2015-16*

On-street bike lanes are not maintained clear of snow/ice

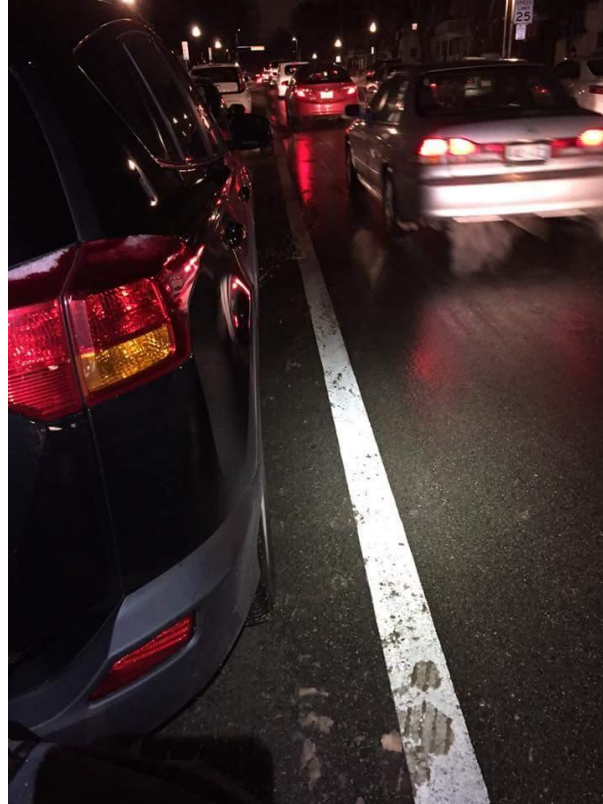








# On-street bike lanes are blocked by parked cars



# Windrows at path/street intersections



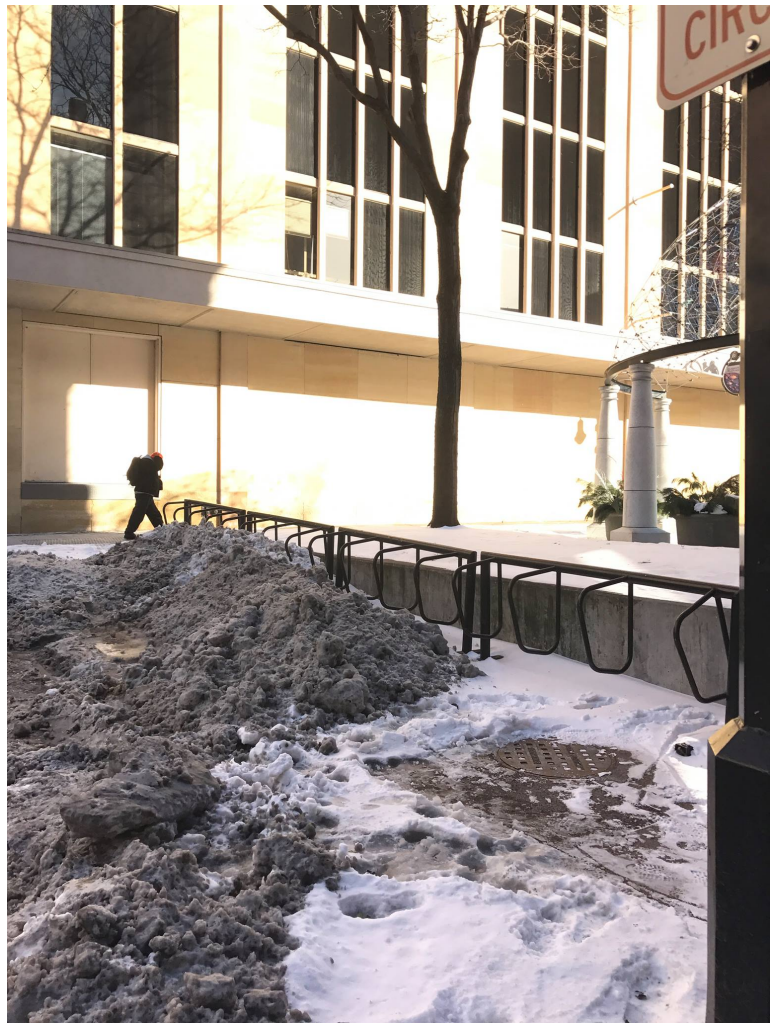
# Access to call buttons is obstructed





# Bike Parking is not accessible





# Hostile and aggressive driving



# 9 Recommendations

1. Consolidate management/accountability for all bike network snow removal (bike facilities snow czar)
  - a. Current accountability and variation
  - b. Focus on standardizing practice and protocols for path maintenance (Research and adopt best practice regarding use of brine, salt, sand and equipment (brush vs blade) across all departments that maintain bike facilities



# Recommendations (cont'd)

## 2. Increase level of service of existing bikeway maintenance

- a. Arterial paths are maintained on weekends and holidays
- b. On-street bike lanes are maintained clear of snow and ice
  - i. Parked cars
  - ii. After the final pass of the plow
- c. Windrows at path crossings are cleared quickly after they're formed
- d. Access to call buttons are maintained clear and accessible
- e. Bike lanes and paths are kept free of debris and glass
- f. Vegetation is maintained clear of bike lanes and paths on a routine basis (not just complaint-based)
- g. Sand is only applied to icy areas on paths and sand accumulations are removed as soon as conditions permit
- h. Paths are swept routinely in the fall to remove leaf and debris accumulations

## Recommendations (cont'd)

3. Up-to-date winter bikeway maintenance service-level standards are published on city's webpage
4. Review winter on-street parking restriction policies and update as needed to facilitate clearing of snow and ice to the curb
5. Tow vehicles in violation of winter on-street parking restrictions as needed to ensure clearing of snow and ice to the curb

## Recommendations (cont'd)

6. Update Report-a-Problem to make reporting issues easier for submission and to improve data collection and analysis (consider mobile app)
7. Public Works to prepare and deliver an annual report to the Transportation Commission summarizing bikeway maintenance related complaints received including steps taken or planned to improve service levels

## Recommendations (cont'd)

8. Update standard bike lane and path cross section standards to account for winter maintenance challenges
9. Outreach to businesses regarding the importance of maintaining bike parking throughout the winter

# Next steps

