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Subject: Winter Bike Maintenance Next Steps

Members of the Transportation Policy & Planning Board and Public Works and Transportation staff:

Thank you for receiving the report of the Ped/Bike/MV Commission's Bicycle Facility Maintenance Subcommittee and in advance for your deliberation on next steps. Thanks also to Charlie and the rest of the Public Works team for the improvements that have already been initiated and for the detailed and informative presentation at last month's meeting.

While I chaired the subcommittee and helped author the original recommendations, that subcommittee was disbanded along with PBMVC in 2018 and, as such, I'm writing on behalf of myself today and not representing the subcommittee.

Based on the actions already taken by Public Works staff as well as the responses shared in November and the information presented in December, I would recommend that TPPB focus on the 5 recommendations highlighted below. Thanks in advance for your consideration and I'll be happy to answer any questions related to the original subcommittee work or the content below at tonight's meeting.

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Recommendation 2a: Arterial paths are maintained on weekends and holidays: *We should shift our approach to arterial path winter maintenance away from a model based on a M-F typical work week schedule and to one that responds in real time to winter weather events. This is the approach we take for our street plowing and is needed on our arterial/primary bike network. Similarly to how Streets staff responds to winter events on our arterial road network ('salt-routes'), we should deploy staff and equipment before, during, and after a snow/ice event with the goal of maintaining these key routes at least minimally passable during and after an event regardless of the time of day or day of week. This recommendation does not imply a bare pavement standard or use of salt or brine, but rather an acknowledgment of the importance of our arterial/primary path*

network as critical transportation infrastructure for many Madison residents that depend on walking, wheeling, and biking to reach their destinations in the winter.

Recommendation 2c: Windrows at path crossings are cleared quickly after they're formed: *There has been improvement on this front, but additional improvement is still needed. These windrows break the connectivity of the transportation network and are particularly impactful to users with physical disabilities. This issue is also significant in our pedestrian network around curb cuts and islands and additional work is needed to identify solutions.*

Recommendation 3: Up-to-date winter bikeway maintenance service-level standards are published on city's webpage: *This should include Public Works defining our arterial vs. secondary bike network and having it reviewed, updated, and approved by the Transportation Commission on a yearly basis.*

Recommendations 4&5: Review winter on-street parking restriction policies and update as needed to facilitate clearing of snow and ice to the curb & tow vehicles in violation of winter on-street parking restrictions as needed to ensure clearing of snow and ice to the curb: *Given the far-reaching impact of this work, I would recommend creation of an ad-hoc TPPB subcommittee with participation from Streets, Parking Utility, and Parking Enforcement as well as from alders representing districts with high on-street parking utilization.*

Recommendation 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: *This could be combined with the review of our primary/secondary winter bike network maps by Transportation Commission (Recommendation 3) and should happen in the spring of each year.*