Cannonball Bike Path Extension – Possible Routes

Public Informational Meeting
City of Madison Engineering Division
December 4, 2019
Cannonball Path ends at Fish Hatchery and connects to Cap City & Southwest & Badger State trails.

Wingra Creek Path connects Vilas Park to Cap City Trail along John Nolen.
Possible Route along Fish Hatchery

Existing Path

New Path

Existing Path

Bike Routes Map

- Only connection between Cannonball & Wingra Creek paths are bike lanes on Fish Hatchery
- Possible routes to improve that connection
- New bridge over Wingra Creek
Existing Conditions

- Cannonball Path ends at Fish Hatchery Rd.
  - Crossing of Fish Hatchery constructed with island & RRFB
- Wingra Path 0.6 mi to the north
  - Connection by on-street bike lanes, 4’ wide
  - 30,000+ vehicles per day
Proposed Design – Alternative 1, along Fish Hatchery

- Remove sidewalk and on-street bike lane on one side
  - Narrow street by moving curb toward centerline
  - Currently proposing east side of Fish Hatchery, cross using existing RRFB
- Install 10 ft. wide multi-use path
  - At sidewalk level; green markings through driveway crossings
Proposed Design – Alternative 1, along Fish Hatchery

Driveway Crossing Example

Cross Section Relative to Existing
Proposed Design – Alternative 2, new path

- Continue as a path on route not along Fish Hatchery Rd.
- Parallel to the RR tracks & north through Bowman Park
  - Cross existing RR spur serving Capital Newspapers
  - Requires purchase of easement on private property
- Requires tree removals within wooded area of Bowman
- More typical path, similar to existing portion of Cannonball Path
Proposed Design – Alternative 2, new path

- Conceptual route
## Comparison of Primary Considerations & Potential Challenges

<table>
<thead>
<tr>
<th>Consideration</th>
<th>Alt 1 – Fish Hatchery</th>
<th>Alt 2 – Typical Path</th>
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<tbody>
<tr>
<td>Traffic &amp; Use</td>
<td>Near traffic, crosses multiple driveways &amp; streets, combines ped/bike facilities on Fish Hatch</td>
<td>Away from traffic, RR crossing, few driveway or street crossings, maintains current Fish Hatch use</td>
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<tr>
<td>Route &amp; Access</td>
<td>More direct connection and easier access to Arboretum</td>
<td>Quieter, but less connected, and more secluded – some users may not feel safe at night</td>
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<td>Snow Removal</td>
<td>Limited terrace space (storage)</td>
<td>Plow same as existing path</td>
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<td>Tree Removals</td>
<td>Approx. 8 terrace trees</td>
<td>Through wooded areas</td>
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<td>Real Estate</td>
<td>In existing right-of-way</td>
<td>Purchase of land required</td>
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<td>Construction Cost</td>
<td>Approx $1.3M</td>
<td>Approx. $2M (grading, lighting)</td>
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<td>Other Agencies</td>
<td>Dane County</td>
<td>Parks, MMSDs (School &amp; Sewer)</td>
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<tr>
<td>Possible Schedule</td>
<td>2024? depends on budget &amp; agency coordination/approval</td>
<td>Less certain due to real estate</td>
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# Contact Information & Resources

**Engineering**
- Principal Engineer, Jim Wolfe, 266-4099 or jwolfe@cityofmadison.com
- Pedestrian Bicycle Administrator, Renee Callaway, 266-6225 or recallaway@cityofmadison.com

**Project Website:** [cityofmadison.com/engineering/projects/cannonball-path-phase-6](http://cityofmadison.com/engineering/projects/cannonball-path-phase-6)
- Sign-up for project email updates on the website
- Updates on closures & work progress will be posted to the project website

**Facebook – City of Madison Engineering**
Input & Discussion

- Preferred design option/route
  - Which option should the City focus on trying to move forward?

- Is Option 1 enough of an improvement over the existing condition to pursue?
  - Existing on-street bike lane and sidewalk, or only a multi-use path adjacent to the street