Analysis of bike-related comments completed by members of LRTPC.

Summary of Imagine Madison comments

Over half of the 137 comments[1] can be summarized under theme of "Protect and Connect." Respondents asked for a network of safe, protected bike infrastructure that connects people of all ages and abilities with destinations, businesses, and recreational opportunities in all parts of the city. One respondent summarized that position as follows: "Ensure that residents can reach destinations on a low stress network that is appropriate for riders of all abilities and ages." Other comment supported the idea, asking "to close the gaps in the bicycle network." Another explicitly contrasted existing, on-street bike lanes without protection with protected facilities: "Upgrade and enhance existing bike lanes to protect riders from cars." Similarly, another respondent pointed out that "white lines don't stop cars. Build *protected* bike lanes." Some respondents suggested specific areas where there are gaps in the protected network. Examples include streets such as Atwood Avenue, Monroe Street, W Washington Ave, or connections to the West Transfer Point, to the public market, or a connection from the Beltline to West Campus. Some respondents also made suggestions on the policy level, for example requesting to "[u]pdate the subdivision ordinance to ensure that new developments incorporate the planned bike network." In total, 70 respondents endorsed the theme of "Connect and Protect."

The next most frequently mentioned themes are "Promote, incentivize, educate" (15), "Maintain and improve" (15), "Equity" (13), and "Prioritize active transportation" (13).

Under the theme of "Promote, incentivize, educate," respondents suggested general promotion campaigns of biking (and e-biking) as a healthy, beneficial activity, to educate children about riding a bike in school and creating fun events for them, or to educate people driving about their responsibilities. Some examples in this category: "Pay people to ride bikes (perhaps instead of driving)," "Start education early in schools through higher education (MMSD, UW, MATC, and Edgewood)," and "Have some fun events for young children on bikes. Maybe even teens!"

"Maintain and improve" includes 15 suggestions on how to make existing bike facilities better in the short term: Several respondents requested improved winter maintenance of the bike network: "Increase response time and frequency to get bike paths and lanes plowed in the winter" and "Keep bike lanes clear in the winter." Other suggestions for improvement included better wayfinding signage, lighting, repair stations, or extended light cycles for pedestrian/bike crossings.

"Equity" concerns were mentioned in 13 responses, often in connection with other themes. For example, some respondents connected the idea of "Protect and Connect" with equity by asking to prioritize improvements of the bike network in low income areas or areas with limited access to public transportation; similarly, another respondent wants to "[e]nsure all neighborhoods have safe connections to bike paths." Others emphasized access to bikes for people of low income, children, or people unable to ride a regular bike: "Make sure that adult tricycles are available to rent through the city's existing rent-a-bike system," "allow mobility scooters," or "In low income neighborhoods, give free bikes to all 6 year olds and teach them how to ride. Get them young!" Other respondents connected equity with the "Promote, incentivize, educate" theme, asking for "[e]ucation and inclusive rides for people-of-color" or to "encourage [those who cannot afford bikes] to learn simple bike maintenance."

[1] Some comments encompassed several themes.

Thirteen respondents put biking into the larger context on alternatives to transportation by car, asking the city to “Prioritize active transportation.” Some respondents pointed out the importance of multimodal transportation, for example by improving biking to transit lines or pointing out that the allocation of public space should prioritize transit, walking, and biking over car parking or motor vehicle capacity: “Prioritize transit, walking, and biking over parking or peak hour vehicle flow;” “Particularly in dense areas, prioritize more efficient transp[ortation] modes (walk, bike, transit) over cars, in space usage.” On the policy level, some respondents referred to the concept of “complete streets” or asking for sufficient funding for walking and biking infrastructure.

Less frequently mentioned themes include: “Calm and safe,” (9 respondents) which includes call for general traffic calming and slowing down of motor vehicle traffic. Under the theme of “Enforce and punish” (7 respondents), respondents asked for better enforcement or legal protection for vulnerable road users. 6 respondents made suggestion relation to creating “Better bike share,” for example by expanding the Bcycle network or subsidizing memberships for low-income residents.

Comment #	Source	Comment Except	Strategy #
1886	Web	Expand the bike share program to neighborhoods that would actually use it	3
1916	Web	year round bcycle	3
2244	Web	Bcycle is a start but it has many bugs to be worked out. I have been a member since it arrived and have been consistently disap	3
2255	Web	Expand BCycle in bicycle friendly areas -- our area (near Yahara river) barely has anything near it, and is very bike friendly	3
1915	Web	safe, covered bicycle parking at key commercial/work points	3
2214	Web	Provide adequate bicycle parking facilities.	3
2270	Web	Improve requirements in site design regarding bicycle parking and related accommodations	3
1121	CM	Prioritize safety (tabled crosswalks, colored flashers, raised intersections, traffic calming).	3
1894	Web	Create shared space streets	3
1914	Web	Make the bicycle boulevard more of a bicycle boulevard -- FEWER CARS!!	3
1917	Web	Put road corridors underground and make the rest of the isthmus car free	3
2213	Web	Prioritize bike/ped use in downtown areas to explicitly slow and discourage car use.	3
2225	Web	Keep up with traffic diverters. Reduce vehicle traffic on our residential streets.	3
2226	Web	Don't emphasize helmets; emphasize cars slowing down and not hitting cyclists.	3
2264	Web	lessen traffic on bicycle boulevards (with detours perhaps?)	3
2265	Web	keep diverter on mifflin street	3
1112	CM	New development of streets and neighborhoods include safe bike lanes. Similar to Basset.	3
1113	CM	Bike facilities on activity center streets (Willy/Monroe/Atwood, e.g.) as they are rebuilt!	3
1115	CM	Fill in gaps in the bicycle path/lane network.	3
1123	CM	Identify connective corridors.	3
1124	CM	Implement low stress network.	3
1642	RP	We can have bike paths on every street More places to rent bikes so more people can exercise Very accessible to anyone and safe for people to go on	3
1884	Web	Create safe (segregated, protected) connections between existing bike routes	3
1885	Web	Improve bike infrastructure around each of our Metro Transfer Points (e.g., there's no safe way to bike to the WTP)	3

1887	Web	Stop rebuilding arterial streets without bicycle facilities. Williamson, Monroe, Regent, and Atwood need facilities.	3
1888	Web	Promote bicycling as a healthy and active transportation by ensuring that all destinations have comfortable facilities to them.	3
1889	Web	Identify gaps in the network and implement policy to specifically address that, even at the expense of on-street parking.	3
1890	Web	Separate bicycle from traffic	3
1891	Web	Ensure that residents can reach destinations on a low stress network that is appropriate for riders of all abilities and ages.	3
1892	Web	Most people aren't comfortable riding in car traffic. Expand the ability to get around via bike safer from cars.	3
1893	Web	actually begin to prioritize safe riding over more parking. make biking an easier choice for people	3
1896	Web	close the gaps in the bicycle network	3
1897	Web	Follow the complete streets concept.	3
1898	Web	Upgrade and enhance existing bike lanes to protect riders from cars	3
1899	Web	Add more bike lanes	3
1901	Web	Ensure financing for expansion of bicycle paths and infrastructure.	3
1903	Web	More bike lanes	3
1904	Web	Improve infrastructure on main bike routes particularly road crossings	3
1905	Web	less painting bike lanes - white lines don't stop cars. build PROTECTED bike lanes	3
1906	Web	make more bike paths	3
1908	Web	bicycle paths for safe and rapid commuting	3
1909	Web	Encourage (and provide necessary infrastructure) more bicycle use, to replace automobile use in the city.	3
1912	Web	more protected bike lanes where bikers can bike for extended stretches without stopping	3
1918	Web	did I say more protected bike lanes everywhere? including dwntwn.	3
1921	Web	widen the bike lanes on all streets, ensuring more safety	3
1922	Web	Make mixed auto / bike traffic safer. More emphasis on lowering auto speeds and safer intersectionc crossing.	3
1925	Web	Dramatically more ped/bike paths. Separate these in congested areas, like the Greenway in mols (Lake of the Isles).	3
2205	Web	Build ped-bike bridge along East Johnson Street passing over rail lines near Fordem Ave. and over 1st Street near Public Market.	3

2206	Web	Although there are bicycle lanes, they are not safe. We need dedicated, barricaded off lanes, and we need more of them	3
2207	Web	Have protected bike lanes as the default design	3
2208	Web	Prioritize re-development of roadways with non-existant or unsafe bike lanes.	3
2209	Web	Plan a safe, comfortable, and efficient bicycle infrastructure network to assure direct and logical routes. No gaps.	3
2210	Web	Design existing roads for bike use (the Monroe Street reconstruction is an example of an opportunity missed)	3
2216	Web	Connect new subdivisions with existing bicycle trails	3
2217	Web	Connect more of the trails to each other, particularly the disconnected west side trails	3
2220	Web	Fill gaps in the regional network to connect to safer on-street routes & paths	3
2221	Web	Create a waterfront bike/ped path connecting James Madison Park to the UW Memorial Union and Lakeshore bike path	3
2222	Web	Grade separate ped/bike crossings of busy streets like John Nolen Drive	3
2223	Web	please have a direct and safe way to get to the Beltline from the health sciences campus of the university	3
2224	Web	Fill gaps in the regional network so cyclists don't have to ride on dangerous roads to connect to safer on-street routes & paths	3
2227	Web	I love our trails in town. We are doing so well with moving towards a connected trail network. Keep it up!	3
2228	Web	Primary bicycle corridors are completed, with spurs into all neighborhoods and activity centers	3
2232	Web	pave some of the longer trails connecting Madison to surrounding communities (Military Ridge, Badger State, etc	3
2235	Web	Prioritize the connectivity of the existing bike network over expansion to new areas	3
2238	Web	Need bicycle-only infrastructure. Like the Netherlands.	3
2239	Web	More bike lanes on the north side of Madison.	3
2240	Web	Prioritize physically separating bicycles from vehicle traffic, especially where streets are used	3
2243	Web	Build protected bike lanes and more cycling infrastructure to connect employment centers and affordable housing.	3
2245	Web	Focus on closing gaps in the existing bike network	3
2246	Web	Connect bike lanes and paths and prioritize bike and pedestrian pathways over traffic patterns.	3
2247	Web	Build protected bikeways -- protected bike lanes to make biking more comfortable for new users.	3

2250	Web	Ensure bike access on major corridors (e.g. Monroe, Williamson, Johnson)	3
2251	Web	Make it easier to get from place to place on a bike, on foot or by bus than it is to get there by car.	3
2254	Web	Add bike lane on W Washington -- I hate the one lane/two lane conundrum. Which is it?! Have 1 lane plus bike lane in each dir.	3
2256	Web	Place cones / barriers that protect bike lanes from road traffic and prevent curbside parking from overextending into bike lanes	3
2258	Web	Add bike lanes to over-width roads (Segoe, Whitney Way, Tokay)	3
2259	Web	Create an off-street biking alternative along the Johnson/Gorham st corridor or create protected bike lanes	3
2260	Web	Put more roads on road diets and add bike lanes (like Segoe)	3
2262	Web	Update the subdivision ordinance to ensure that new developments incorporate the planned bike network.	3
2272	Web	expand bike trails, and paths to places of interest	3
2276	Web	3. Update the subdivision ordinance to ensure that new developments incorporate the planned bike network.	3
2278	Web	1. Fill in all gaps in existing off-road bike path network.	3
2279	Web	bike friendly sidewalks for high density areas	3
1120	CM	Increase punishment for hitting or cutting off cyclists and add warning signs (e.g. "Hit a cyclist…")	3
1829	RP	Bicycle network -> more police patrol around bike trails; increase/more (informative stops) around bike trails	3
1902	Web	Focus a percentage of policing efforts on bicycle and pedestrian safety.	3
1911	Web	Better education and enforcement of travel rules particularly distracted driving	3
1924	Web	Work with CMPD to ticket both drivers and bicylclists that do not follow the law.	3
2212	Web	Consider having some law enforcement on bike trails that experience assaults.	3
2249	Web	We need to educate the public to give bicyclists the right of way at crossings. People rarely stop - especially people from out	3
1926	Web	Get bikes in the hands of people who can't afford them. Encourage them to learn simple bike maintenance.	3
1816	RP	Increase in areas without car/bus Illumination Bicycle rental services at affordable prices.	3
2230	Web	In low income neighborhoods, give free bikes to all 6 year olds and teach them how to ride. Get them young!	3
2231	Web	Make sure that adult tricycles are available to rent through the city's existing rent-a-bike system.	3

2233	Web	Provide cheap quality biking gear for low income community members so they can ride safely at all times throughout the day.	3
2237	Web	Ensure all neighborhoods have safe connections to bike paths.	3
2242	Web	Prioritize making low income areas of city safely bikable	3
2268	Web	If the Police Department has a collection of lost or confiscated bikes, take them to low income neighborhoods to give to youngst	3
2269	Web	Distribute parking racks for adult tricycles throughout the city, and encourage businesses to use them.	3
2271	Web	Education and inclusive rides for people-of-color	3
2277	Web	Allow mobility scooters	3
1117	CM	Lighting on bike paths.	3
1118	CM	Repair bike lanes on streets and snow removal.	3
1119	CM	Snow and ice removal on bike path.	3
1122	CM	Develop better way-finding for bikers -- signage, online.	3
1544	RP	Develop more entertainment venues along the bike path. Better access to bike path parking. Make certain rest areas a popular place to stop, rest and interact for bikes only.	3
1907	Web	Extend traffic light duration on E Wash crossings to allow bicycles to get across w/o needing crosswalk button.	3
1910	Web	Keep bike lanes clear in Winter	3
2218	Web	The bike elevator at Monona Terrace is very convoluted -- please fix!	3
2234	Web	maintain bike paths to clearly identify markers	3
2253	Web	offer bike repair and bike air to bikers	3
2263	Web	Ask neighborhood centers/schools to have basic bicycle repair tools available?	3
2274	Web	2. Increase response time and frequency to get bike paths and lanes plowed in the winter.	3
2275	Web	better marked bike lines for 4 mile radius of downtown	3
1900	Web	Go see what Amsterdam has done for bikes!	3
1923	Web	make left turns by bikes like those in Copenhagen	3
2211	Web	-	3
2241	Web	yes to updating subdivison ordinance!	3
2267	Web	Pass an ordinance so that bikes only have to yield at stop signs, not stop	3
2204	Web	Develop strong communication with bicycle advocacy organization in re: to needs, problems	3
1895	Web	Particularly in dense areas, prioritize more efficient transp modes (walk, bike, transit) over cars, in space usage.	3
1913	Web	make bikes a priority on certain roads	3
1919	Web	make car parking more expensive and less of it	3
2219	Web	Prioritize biking making it safer and easier	3
2252	Web	Prioritize transit, walking, and biking over parking or peak hour vehicle flow.	3

2257	Web	Prioritizing biking will help shift people away from personal automobiles and decrease congestion and traffic problems	3
2266	Web	Bicycle and pedestrian users are prioritized in roadway projects of all types	3
1114	CM	Promote health and wellness "well-being."	3
1116	CM	Start education early in schools through higher education (MMSD, UW, MATC, and Edgewood).	3
1920	Web	encourage more bike traffic by promoting heated hand warmers and chest warmers, etc. and also create warming huts along the way	3
1927	Web	Pay people to ride bikes (perhaps instead of driving). e.g. the Willy St Coop gives a 5% discount for bikers... that's huge!	3
2215	Web	Improve maps and bike trails	3
2229	Web	More signage to protect bicycles and make sure that cars know the rights of bicycles	3
2236	Web	educate and fund workshops	3
2248	Web	Support the growth of e-bike use, which supports cycling transportation for longer commutes and people with diverse abilities	3
2261	Web	Encourage cycling to people who don't. Have a better bike share program where you don't have to check the bike back in.	3
2273	Web	Have some fun events for young children on bikes. Maybe even teens!	3

Action Y/N	Category
Y	Better bike share
Y	Better bike share
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Y	Bike parking
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Secondary category

Connect and protect

Prioritize active transportation

Prioritize active transportation

Promote, incentivize, educate

Prioritize active transportation

Prioritize active transportation

Maintain, repair, improve

Equity

Prioritize active transportation

Promote, incentivize, educate

Maintain, repair, improve

Promote, incentivize, educate

Better bike share

Connect and protect
Connect and protect

Bike parking
Promote, incentivize, educate

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Maintain, repair, improve

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Equity

Better bike share

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Tertiary category

Prioritize active transportation

Promote, incentivize, educate

Better bike share

remove on-street parking to create space