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## Public Comments from City of Racine Bicycle and PedestrianPublic Information Meeting #2, Held on August 17, 2016

Comment Cards

* This is a great start, I see a lot of prevention measures for biker safety which is a huge plus. Here are some suggestions:
	+ Main St and especially North Main St are heavily used by cyclists, even more so because Racine’s largest bicycle related event uses this route (Ironman) A collaborative and cohesive effort needs to be taken to make Main St. a major bike route. A push to repave, at the very least North Main St would be a huge accomplishment. All in all, I see very little directed towards the north end of Racine.
	+ As the city considers road repairs every year, it would be beneficial if this group took note of which roads were up for repaving and were present to express a support of repaving roads on or along bike routes.
	+ I am presently an Alderman of the 14th district and a member of the public works committee. I am also a passionate cyclist and am available as a resource to move these efforts forward. Thanks for your hard work.
* Paved shoulders are far more valuable than bike lanes. Witness Windpoint, 3 mile, 4 mile, Lighthouse Drive, 4 Mile in Caledonia west of Main street really benefits from them EXCEPT at Erie intersection
* Make cars go up and down over bike trails instead of making bikes dip for driveways (as on Pershing Drive)
* Paved shoulders are great!
* Thanks for the opportunity to provide input. We are residents of the Village of WindPoint. There are many cyclists who ride Lighthouse Drive - some obey the rules, some don’t. In your planning to extend a bike train north, please do not consider routing bicycle riders through the Village Streets. If you have questions or need detailed thoughts, please contact me.
* Looks good; Lakeside trail into Lake Park would be great.
* Like recognition of worn tracks by cyclers and pedestrians - acknowledge and utilize as possible; benches along trails and street intersections for rest or planning. Not enough benches along scenic areas to encourage “Looking” rather than transitory only. Pedestrians planned for too - I use trails a lot walking. Have shaded bench areas - especially at scenic area. Nice to see attention to this need again.
* The concrete the city uses is terrible. Had two flats this summer. Germany uses old tires on their roads, more flexible and longer lasting. Most streets are in bad shape.
* Bike paths need to be cleared off during the winter - especially behind the zoo. Host bike events to create more community of cyclists (not necessarily racer types), bike commuters, slow bikers, etc so that Racine can SEE that we’re out here sharing the road. This town is aggressive towards cyclists. Racine bike map - where to find one? Organize a Critical Mass
* Crossing Lathrop at the bike path is very difficult. Cars are always coming. It often takes 10 minutes. There is no easy way to get to the downtown area from Highway 31 area.
* People living west of MRK trail between Durand and Chicory could use Taylor Ave but paved shoulder is very narrow and still requires using sidewalk along Durand. I suggest a trail connection through Elmwood Park’s Taylor Complex. An informal access already exists on the north side of the complex.
* Not bad, but I think that many large intersections that are being recommended for improvements should have had more detail to give us a better visualization for the end product. While I think neighborhood greenways are a good concept, it will be difficult to prioritize bicyclists and pedestrians - who will enforce this priority? More clearly, separate, protected uses at intersections and moderate traffic volume streets will help to improve long term use. Simply adding a bicycle lane on a street will not be an improvement.

Map/Board Comments

* General Engineering Recommendations Board comments
	+ Signs to “bicycles may use full lane” are safer than sharrows and other signage
	+ For all bike trails, make sure crosswalk buttons are conveniently positioned for bikers
	+ Sign ok but road markings needed too
	+ Better maps of trails both printed and posted
	+ Paved shoulders
		- Most valuable at a minimum to cyclists
		- Strollers
		- Extremely needed as I have lost control on gravel shoulders right next to traffic
		- Benefits older folk who are more steady with a little more width
	+ Neighborhood greenways
		- More sharrows
	+ Trail connections
		- Much needed - pave or create gravel pathways
		- Makes things look better as well
		- Awesome where you can do it
	+ Signage
		- Yes - suggest that signage be consistent with overall wayfinding
	+ Intersection improvements
		- Anything to get drivers to recognize pedestrians and cyclers
		- Maybe Glow in headlights - reflective paint to add awareness of crosswalk
* Map 1
	+ Recommendations board comments
		- Bike Lanes - and to 4 mile
	+ Map board comments
		- Shoulders on N. Green Bay Raod and Erie from 3 to 4 Mile
		- Safe bike and ped crossings at St Rita’s Rd connects residential area to shopping on Douglas
		- Yes, please pave 3 mile rd shoulder especially on the hill (Caledonia)
		- Safe ped crossing across tracks on Melvin and elsewhere
		- Extend to High St from Layard Ave (bike trail)
		- Safe biking on Rapids to connect E
		- Existing trail has been extended already
		- Connect MRK to Michna Rd with bike lanes
		- RR crossing of the 7 mile like Ozaukee Trail RR crossing
		- 4 Mile bike lane and/or shoulders west from Douglas to HWY 31
		- Main St shoulders wider from 3 Mile north to 4 Mile
		- Buy vacant lot on 3 Mile to connect WindPoint and Steeplechase with trail
* Map 2
	+ Recommendations board comments
		- Signage - sign changes mean little - cars rarely care
	+ Map board comments
		- Consider routing bike lane to Kinzie or Wright and off STH 20
		- Intersection #7 bad for cyclists and pedestrians - cars too fast!
		- Need signage to ID trails at Washington Park Golf Course
		- Kinzie and Wright Avenue or Bike ROW makes sense
		- Marsupial bridge at Sixth St and Root River East (South) of river
		- Bike route or greenway along Water Street and into downtown
		- MLK has a bike lane - needs to connect to RR pathway
		- Much better crossing needed on Rte 38 like the one at the Quarry
		- This is not a trail today
		- Suggest keep bikes off Washington - use Kinzie or Wright instead
* Map 3
	+ Recommendation board comments
		- #9 intersection improvement - yes
		- #9 intersection improvement - bike/ped overpass
		- #10 intersection improvement - yes please this is a mess
		- #12 intersection improvement - bike crossing across Durand is very dangerous (for county bike trail east of Taylor Ave and Durand)
		- Wisconsin Avenue is very busy! And fast, most vehicles go over the posted 25 mps because from aoubth 8th or 9th to 16th it’s 30mph and they keep speeding
	+ Map board comments
		- Suggest add Ohio from Graceland to Washington
		- #7 - this is a terrible intersection to navigate
		- #12 - pedestrian walk is marked on street. Cars do not stop! More signs/paint?
		- Connect 7 and 8 with a trail/2nd this!
		- Would like to connection of 9 behind Knapp thru workforce development to exist. Route on DeKoven?
		- What is the state/county/city plan for intersections in the near future rebuild/ Durand, West Blvd, Pierce, Dwight/saw Rotary plan
		- A new, paved bike runs along the lakefront from DeKoven to 24th Street and it dead ends
		- Please, please get rid of lights at edge of lake bank - people cannot look out onto the lake!
		- When street lights are put up along any paths, please use “dark-sky” compliant fixtures that do not shine upward and cause light pollution
* Map 4
	+ Recommendation board comments
		- #13 intersection improvement - good idea
	+ Map board comments
		- Need more, better signage for getting across Green Bay Road
		- Why not connect these (referring to gap on Green Bay between trail and proposed bike lane on Durand
		- What is the intention once you have bicyclists here? The improvements suggest there is or will be more to protect/carry bicyclists west of 31 and south of Durand and vice versa (refers to Green Bay and Durand intersection)
		- Why not connect these with bike lane? (MRK trail and proposed bike lane on Meachem on Chicory)
		- High traffic volume there. Plus odd turning lanes. Should consier intersection improvements here to accommodate idle bicycles. Plus NO parking restrictions (refers to intersection of Maryland Ave and Indiana St)
		- Trail access from Elmwood Park east to Trail (off N. Elmwood Dr.)?
		- Desingat as a bike route Kearney Ave from DeKoven Ave to Rosalyn and Rosalyn to the Bike Path
		- Trail idea along Lake into Lake Park is abandoned?
		- Area west of Bike Trail (MRK) between Hwy 11 and Chicory Rd can only access trail at 11 or Chicory - with no fully dedicated bike lanes
* Map 5
	+ Map Board Comments
		- Wish list - overpass at 21st and Green Bay
		- Add red right arrow from 21st west onto Green Bay
		- Need more sign destinations at 21st and Green Bay Rd
		- Sidewalks on 31?
		- Durand and GB Rd heavily car traveled and higher speed; protected bike lanes?
		- Connect retail district with Racine to RR pathway at 12st and Washington Ave.
		- Create bike lanes or sharrows on Wright Ave
		- Wash Ave and RR pathway - extend bike ‘spur’ form West Blvd or Quincy to West Blvd and Washington to the retail district and water/bus
		- HWY 31 south of Spring is terrible for bikes - can we get sidewalks?
		- Pave cross over on Spring Street just south of Roma Lodge
* Map 6
	+ Map board comments
		- Make bike lanes on Mt Pleasant St form High St to MRK trail
		- Extend bike trail from Layard Ave to High Street along railroad track
		- Will need some crossing assistance here (Westwood Dr), as Northwestern Ave is heavy traffic, trucks etc.
		- Spring St Bike Lane connection to St. Mary’s Hospital
		- Kinzie Ave and 16th St Bike Lanes (Fratt and Knapp)