

Department of Public Health

Dottie-Kay Bowersox, MSA
Public Health Administrator

730 Washington Avenue
Racine, Wisconsin 53403
262-636-9201
262-636-9564 FAX



CITY OF RACINE, WISCONSIN
PUBLIC HEALTH DEPARTMENT
*Serving the City of Racine and the
Villages of Wind Point & Elmwood Park*

Website: www.cityofracine.org/Health
Email: publichealth@cityofracine.org

Environmental Health Division
262-636-9203

Community Health Division
262-636-9431

Laboratory Division
262-636-9571



**WISCONSIN
BIKE FED**

Bicycle Federation of Wisconsin
137 E. Wilson St, #202
Madison, WI 53703
(608) 709-2949 WisconsinBikeFed.org

Public Comments from City of Racine Bicycle and Pedestrian Master Plan Public Information Meeting #1, Held on October 22, 2015

Please Note: Some comments have been edited for content and/or clarity.

- As new roads are built, such as the eastern part of 3 Mile Road, always consider bike paths or lanes in the plans. Anything that can be done to make Main Street safer. I see plenty of bikes on Main St. when I ride. Pave the bike path along Douglas Avenue; it would be safer for all kinds of bikes and help road bikes have an off-road option.
- Have bike paths to get into downtown and out to the Oak Leaf Trail.
- Make a crossing for the Hiawatha tracks.
- Ensure safer routes to school for kids.
- Please consider: more aggressive filling of potholes after the thaw; clearing glass off streets and paths; more signage on streets so bike lanes are marked; more connected bike lanes; including all interested parties in regular meetings.
- Pave and connect the gravel trail just west of Douglas Avenue to the Oak Leaf Trail via 6 Mile Road and Foley to County Line Road in order to provide a continuous route through the city and into Milwaukee County.
- Please bring drivers (cars) into this process. Not everyone bikes, but that doesn't mean that non-bikers are not in favor of these improvements. People are active in different ways and non-bikers want the path to be safe for everyone.
- The information needs to get out so that people understand what the white bike painted on the street means; please encourage people to use the bike paths for walking and running. This is the Bicycle and Pedestrian Master Plan. Everyone needs more places to be active.
- Include runners (individuals and groups) in your efforts. We all use the same routes, and this would give the effort a larger base and a louder voice.
- Educate walkers and riders of the need to wear bright colors, not dark clothes. Educate riders to ride with traffic.
- Education is critical. The bike/walking path goals and progress must be communicated – newspaper, radio, Facebook etc.

- Need to have a better education for drivers on rules of the road regarding cyclists and then ensure cyclists are following the rules as well. Bike rodeos are a great idea; maybe partner with local Boy Scout Troops for Eagle projects.
- Drivers need to understand the rights of bikers and bikers need to understand the rights of drivers. There needs to be more education to increase mutual respect for those sharing the roadways.
- Encourage the users to take ownership of the paths. Look out for each other, educate each other (who has the right-of-way, what are the rights of walkers/runners, what is the policy on dogs).
- The more signs the better – show locals and visitors where to find a trail.
- Perhaps create a trailhead with restrooms, bubblers, maps, a small pavilion, and access to beaches.
- Need an artery going east-west to connect with Mt. Pleasant trails.
- Make trails accessible year round by brushing snow off/maintaining in winter.
- Show mileage to and from locations on the trails, or between county lines (ex. 3.5 miles to Kenosha County Line).
- Have paths to/near all schools; make sure most parks with playgrounds can be connected to each other/the lakefront and that they also connect to the fitness center.
- Drivers in Racine have driven for years without biker/cyclists “invading” their roads as much as they have of late. Hence the elevated amount of cyclist involved accidents. In addressing this problem, there are multiple solutions: paint in the bike lanes, forge new bike paths or a combination of the two. Option 1 is subtle but time consuming as new roads are repaired/reconstructed. Option 2 is extremely expensive and option 3 will be too stressful without community support. So my thoughts are not at which option is best from a physical standpoint, but a mental. How do we change the culture and cyclist acceptance of Racine? That is the key to cyclist safety.
- Bike facilities should be considered whenever a road is being resurfaced or reconstructed.
- Off-street paths should connect to major destinations within the city as well as to regional paths that lead to other cities.
- Can a unified, identifiable logo be painted/stenciled in the roadways and paths?
- The idea of a lakeside bike path north/south through Lake Park (Sheridan Road) is long overdue, as are a bridge or safer bike path crossing at Lathrop Avenue between Republic Avenue and 19th St.
- Bike/pedestrian bridges for pathways, especially the crossings on Ohio Street and Lathrop Avenue.
- Some lights (Lathrop and Wright, for instance) won’t change for a bicyclist. Need to educate drivers and riders for these situations.
- Build a bicycle bridge over Lathrop for the east/west bicycle path.
- Safer crossings for busy roads like Highway 31 in order to connect east-west paths.
- If you want to increase bike ridership, it is important to make it safe and convenient; more route options to places that are frequently visited – banks, businesses, post offices – are key. There is not a safe option to ride along Hwy 31 or many other busier streets.
- Besides bubblers, how about “comfort stations” along bike paths as park restrooms are seldom open.

- Needs improvement: N. Green Bay Road (west of Batten Field), 3 Mile Road between La Salle Street and Charles St., Northwestern Avenue (HWY 38) between Green Bay Road and MM. Shoulders are very bad and full of potholes.
- Path along lake through Shoop Park golf course; riding on 3 Mile Road between Douglas Avenue and La Salle Street is very dangerous and could be improved with a bike path/lane.
- Is there a plan in place for addressing road conditions and labelling bike lanes?
- In St. Louis, MO, cyclists are able to activate traffic signals on their own.
- Add a bike lane on West Boulevard between Washington Avenue and the start of the bike trail at Wright Avenue.
- Add bicycle parking to the Festival Hall grounds. There used to be a rack near the main entrance.
- Add a short path from the very east end of Old Spring Street out to Spring St.
- Can Spring Street east of Newman Road be smoothed out with a bicycle lane? It is very bumpy all the way to the bridge over Root River in Lincoln Park. Can Northwestern Avenue from MM to west of Hwy 31 be smoothed out as well? It is even bumpier.
- Core needs: dedicated and sufficient-width lanes where off-road paths are not feasible; off-road paved bike paths; maintain roads in consideration of bike use; include bike right-of-way in all future improvements (like in Madison); make sure paths provide access to natural resources – river, lake, natural areas like prairie, woodlands, conservancy trails; collaborate with waterfront restoration planning already underway.

Comments Received Electronically

- When I talked with city officials about pavement markings on the then newly-reconstructed State Street for bike commuters, one pointed to the Root River Pathway and the Lake Michigan Pathway as transportation venues for cyclists. Our pathway system is fine as far as it goes, but is not one that geographically meets the needs of many bike commuters. It does not take me to any grocery stores, for example. Our paths are not plowed in winter. Minneapolis sometimes plows paths before plowing city streets. I was recently told that even Kenosha plows bike paths in winter. (Speaking of State Street, I still do not understand why it is not marked with a bike lane).
- City officials have said our streets are not wide enough for bike markings, but this is untrue. Go to Providence, RI, where there are many bike markings on the traditionally-narrow New England streets. Recommendations these days are for traffic lanes to be 10' instead of the traditional 12'.
- Mount Pleasant has been aggressive about marking bike lanes. They recently added Emmertsen Road to their bike network. Sturtevant also has some bike lanes. Racine County should emulate Kenosha County, which a few years ago set up a task force with a representative from each city, town, and village in the county so they can mesh their efforts.
- Racine is inconsistent in markings for pathways, and does not always offer (in my mind) acceptable reasons.
- The newly paved portion of Ohio Street near Goodland School was marked, but the markings were not extended south to the old portion of the street which is equally as wide. I wonder why sharrows are used rather than a bike lane, but regardless, why stop at the division of new and old?

- A portion of De Koven Avenue was marked with sharrows a year or so ago. When I asked why the markings stop at the railroad tracks I was told that is because the portion east of the tracks might be repaved in a year or so. Really? Why not just mark it as long as the crew is out there? If the roadway is repaved (and it has not yet been done) then the city can re-mark it at that time. The portion between Memorial Drive and the railroad tracks is now a short non-sequitr.
- There are signs indicating a bike lane on northbound Ohio Street, north of Durand Ave. Why does this lane stop short of the intersection with the east - west county bike path?
- We need more and more visible bike racks on Monument Square. We are bringing lots of people to the square on First Fridays and for Music on the Monument, and many bring bikes. When I raised this point a few years ago I was told that the inverted-U design racks do not meet the design standards of the square. They are no less unsightly than the electric power box or the large newspaper vending machine at the north end of the square. I was also told that there are racks a block or so away. People want their bikes more in-sight than a block away. I am glad that the city provided a couple of design-acceptable racks, but let's have more bike parking on the square and let's have fun with the design. The design of the racks on the Square is very understated. They are not apparent from a distance. They don't say, "Hey, bring your bike and park it here!" One of our sons has sent me these links to show what is possible...Racks like these would spruce up the Square and our sidewalks as we expand the use of racks. I have even seen racks like this in Galesburg, Illinois (population 32,200). When I bike to RAM, I have to chain my bike to the lamp post or bus stop sign. Why not a funky bike rack by our Downtown art museum with its inspiring building design?

- <https://rochpublibrary.files.wordpress.com/2011/06/bikeracks001.jpg>
- [http://1.bp.blogspot.com/-U-AY9DayOGQ/UArfvBDVYSI/AAAAAAAAAXh4/hgXtkkIzmv8/s1600/Detroit MI bike rack photo S Gruber April 2012.JPG](http://1.bp.blogspot.com/-U-AY9DayOGQ/UArfvBDVYSI/AAAAAAAAAXh4/hgXtkkIzmv8/s1600/Detroit+MI+bike+rack+photo+S+Gruber+April+2012.JPG)
- <https://daydreamtourist.files.wordpress.com/2015/03/bird-bike-rack1.jpg>
- <http://www.jodyzellen.com/images/bikerack0.jpg>
- http://www.streetscapes.biz/catalog/products-bike-parking-logo-bike-racks-c-2409_8078_12659.html
- http://www.streetscapes.biz/catalog/products-bike-parking-bike-corrals-c-2409_8078_12658.html
- https://publicartbuildscommunity.files.wordpress.com/2014/04/30-bike-racks-027261_3.jpg?w=304&h=202

- There is a need for signs at the Kids Cove playground telling people crossing the Lake Michigan Pathway from the parking lot and from the playground to look both ways for cyclists. People cross without looking and let their children cross without looking. And, there should also be signs alerting cyclists to watch for pedestrians there (like the one at the Zoo lookout point on the Pathway).
- I spend a lot of time in Providence. There is no question that cars will stop for pedestrians. That is the law here as well, but certainly not the practice. For a short time we had a sign in the street between the Safety Building and City Hall telling cars they must stop for pedestrians. It looked like this, like some at the Wheaton All Saints campus: <http://www.positivelynaperville.com/wp-content/uploads/2014/06/corsswalk-sign.jpg>

I have seen signs like that in other communities, some in Wisconsin. The sign is long gone. We need that sign back, and more like it. Other possible places for such signs are mid-block between the Courthouse and the LEC

where there is a crosswalk, Washington and Grove, and the crossing at the Wisconsin Avenue entrance to St. Luke's Hospital. Not only do we need these signs, but we need to ask the PD to enforce the law, unpopular as that may be. Crosswalk signs on the sidewalks do not deter motorists.

- I want to add one more point to be considered...I just rode back from Home Depot on the "East-West Expressway," the county bike path between Highway 31 and West Boulevard. I was reminded of the dangerous crossing at Lathrop Avenue which has cyclists going east and west having to come to a stop at the bottom of a hill and then cross a very busy street. There used to be a railroad overpass at this point. I would hope that there is still grant money left in some state or Federal bike / pedestrian program that would fund or help fund a bicycle / pedestrian overpass to eliminate this crossing.
- Root River Pathway...east part of intersection of Liberty, Mound, and Marquette...there is a button to activate the traffic signal to change, but it is not on the light pole at the pathway. Instead, it's across the street to the north. Can it be moved? Makes sense to let cyclists be able to activate it without having to cross the street to the next light pole north.