

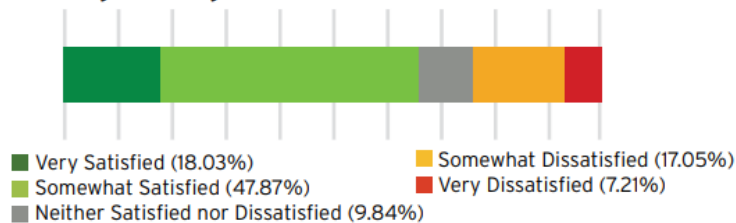
2024 Bicycle Friendly Community Public Survey Summary

372 Total Responses

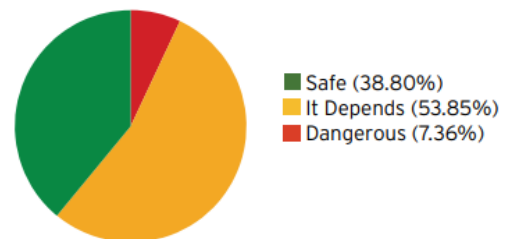
Notable Survey Responses:

- During optimal weather, **72% of respondents ride their bike at least once a week**
- Bike lanes are available within a quarter mile of **70% of respondents**
- The top three changes respondents wanted to see the local government make in the community were:
 - More bike lanes
 - More bike paths
 - And improving existing bike lanes to protected bike lanes

How satisfied are you with how this community is designed for making bike riding safe? (n = 305)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 299)



Summary of responses for what the community should do to become more bicycle-friendly:

1. Infrastructure Improvement:

- Many comments emphasized the need for protected bike lanes, especially on busy streets, with clear barriers separating cyclists from car traffic.
- Several comments suggest expanding bike paths, particularly in areas that are currently disconnected, with suggestions to create dedicated bike paths/routes away from high-traffic areas.
- Improving Existing Infrastructure - suggestions included improving current bike lanes and paths as well.
- Improving bike-friendly crossings, including intersections with better signaling and bicycle detection at traffic lights.

2. Connectivity and Design:

- Need identified to better connect bike lanes to create a continuous and safe network.
- Suggestions for more bike paths that are separate from traffic or that avoid busy roads. Some proposed creating paths along parks, rail beds, or the Mississippi River.

3. Education and Enforcement:

- Many comments stressed the importance of educating drivers about bike lanes, safety protocols, and sharing the road with cyclists.
- Several respondents recommended stronger enforcement of traffic laws for both cyclists and drivers, including the need for police to monitor distracted driving and cyclists who break traffic rules.
- Some comments suggested incentivizing bike use, such as hosting bike events.

4. Parking and Access:

- Increasing bike parking, particularly in downtown areas, parks, and popular destinations.
- Some suggested adding bike repair stations and ensuring bike lanes and paths are accessible to people with various types of bikes, including trikes.

5. Safety Concerns:

- There were many concerns about navigating busy intersections, suggestions included bike-specific traffic lights and improved bike lane crossings.
- Suggestions to reduce traffic speeds on popular bike corridors.

6. Additional Proposals:

- Some suggested offering incentives for cyclists, such as discounts from businesses for bikers or other programs to encourage more cycling.
- A few responses proposed creating car-free zones in downtown areas or along major bike routes to improve safety for cyclists and pedestrians.
- Expanding bike share options was mentioned as a way to increase access to cycling.

Summary of Responses for Hazards/Barriers to cycling that should be addressed immediately:

1. Unsafe Roads and Intersections:

- Poor road conditions (potholes, cracks, and debris) make cycling hazardous.
- Lack of consistent or protected bike lanes, with lanes often ending abruptly and not connecting.
- Dangerous intersections and difficulty crossing high-traffic roads.

2. Driver Behavior:

- Inattentive, speeding, or distracted drivers.
- Cars parking in bike lanes or using bike lanes as loading zones, forcing cyclists into traffic.
- General lack of respect for cyclists on the road, with some motorists thinking that cyclists should use sidewalks instead.

3. Infrastructure Issues:

- Bump-outs and other road designs that force cyclists into traffic or create dangerous situations.
- Lack of bike parking, particularly in visible and secure locations, with bike theft being a significant issue.
- Missing or inadequate bike lanes on key roads, such as bridges or roads connecting to destinations (arterials).

4. External Hazards:

- Flooding of trails, particularly those passing through the marsh.
- Railroad track crossings and narrow viaducts.

Summary of Responses for Community Efforts that are Deserving of Praise:

1. Infrastructure Improvements:

- Protected bike lanes on 2nd Street.
- Neighborhood Greenways - King Street. Many comments noted the protected crosswalk at King Street and West Avenue.

- Marsh Trails and State Trails.

2. Trail and Path Development:

- Expanding the network of trails, for transportation and recreation, including projects like the Wagon Wheel Trail.
- The development of mountain bike trails (ORA Trails and the Trail Farm project).

3. Community and Advocacy Efforts:

- The Beer by Bike Brigade (BBBB) and Drift Cycle programs.
- Active advocacy from groups like ORA, the Bicycle-Pedestrian Advisory Committee (BPAC), and local bike shops, which help improve biking infrastructure and raise awareness.
- Community bike programs, such as youth mountain biking teams, that encourage cycling culture and safety.

4. Safety and Accessibility:

- Increased bike safety features (bike-friendly traffic signals and protected bike lanes).
- Many comments noted appreciation for the bike valet at Moon Tunes.

5. Community Engagement and Events:

- The development of a bicycle-friendly culture through group rides and advocacy.
- The commitment of local schools and SRTS program to foster biking as a transportation method through bike education programs.