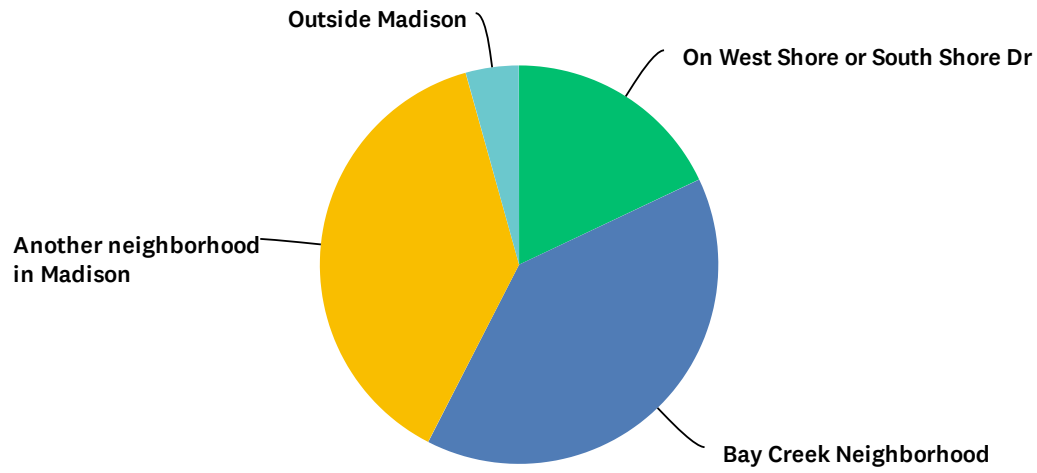


## Q1 Where do you live? Please choose one.

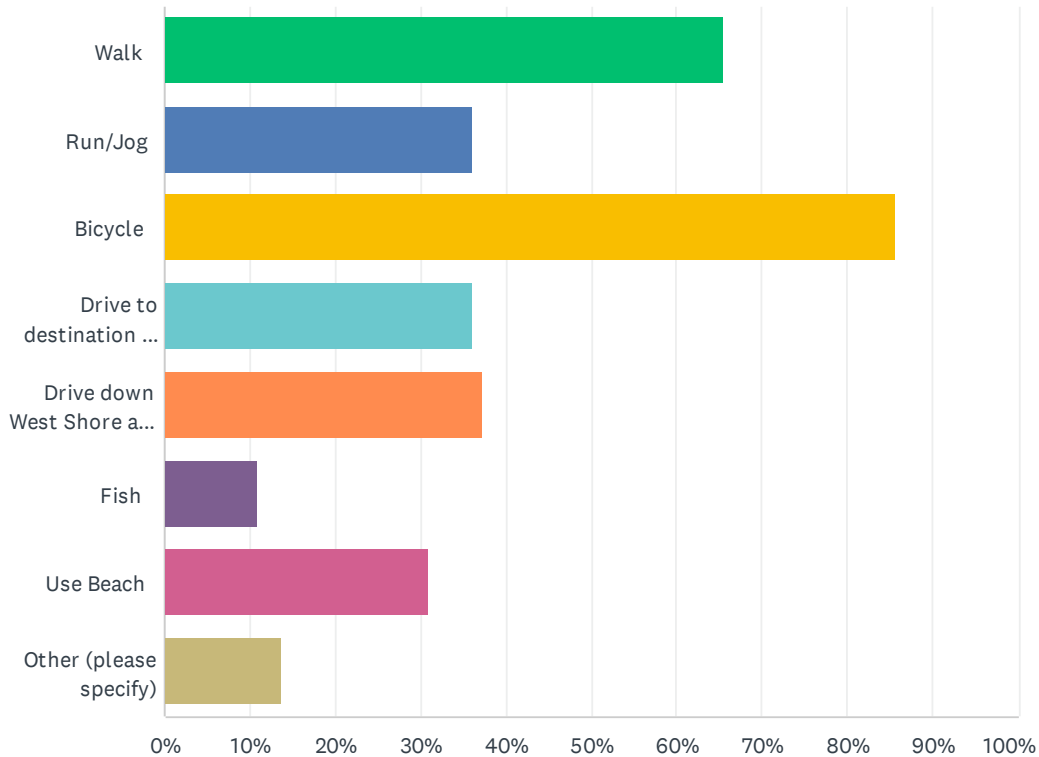
Answered: 139 Skipped: 0



ANSWER CHOICES	RESPONSES	
On West Shore or South Shore Dr	17.99%	25
Bay Creek Neighborhood	39.57%	55
Another neighborhood in Madison	38.13%	53
Outside Madison	4.32%	6
TOTAL		139

## Q2 How have you used West Shore and South Shore Dr in the last 2 years?

Answered: 139 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walk	65.47%	91
Run/Jog	35.97%	50
Bicycle	85.61%	119
Drive to destination on West Shore or South Shore Blvd	35.97%	50
Drive down West Shore and South Shore without stopping	37.41%	52
Fish	10.79%	15
Use Beach	30.94%	43
Other (please specify)	13.67%	19
Total Respondents: 139		

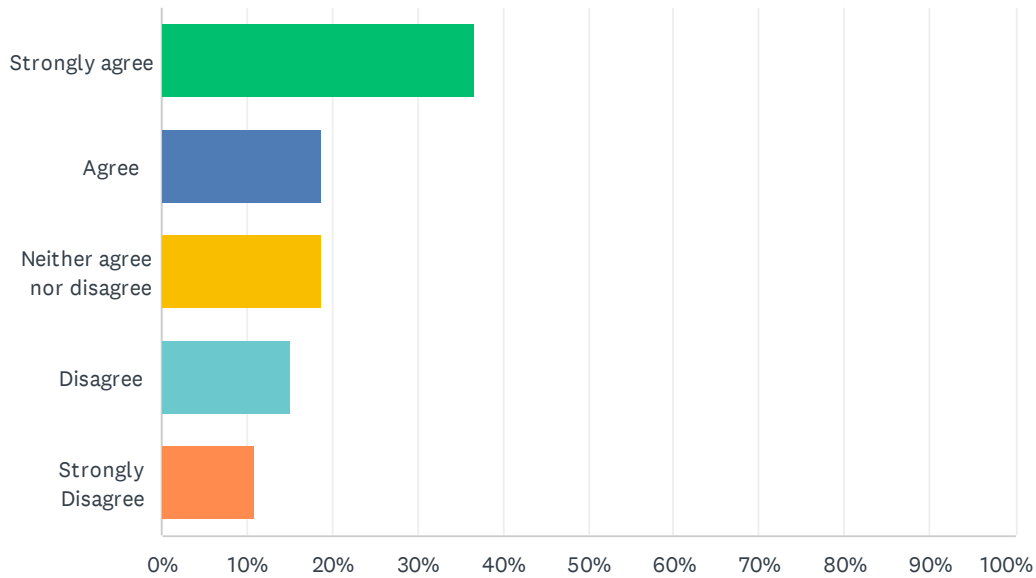
#	OTHER (PLEASE SPECIFY)	DATE
1	Enjoy the bay	4/3/2022 6:50 AM
2	Park on West Shore to reach businesses on Park Street	11/8/2021 3:48 PM
3	parked there to ice skate	11/1/2021 9:56 PM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

4	I have and continue to walk on W and S Shore nearly every day.	10/31/2021 10:23 AM
5	I do not drive but have been a passenger with many drivers	10/26/2021 11:59 AM
6	drive to my residence on Whittier St	10/25/2021 10:11 AM
7	Walk to park along the shore	10/20/2021 11:35 PM
8	Walk on sidewalk	10/17/2021 6:12 PM
9	use benches along south shore	10/14/2021 8:15 AM
10	Walk dog	10/11/2021 9:41 AM
11	South and west shore not a boulevard it a street!	10/10/2021 2:33 PM
12	Drive to leave West Shore.	10/10/2021 11:16 AM
13	Enjoy views and birds	10/9/2021 10:16 PM
14	As a put-in for kayaks/canoes.	10/9/2021 10:17 AM
15	Play catch football	10/9/2021 8:03 AM
16	Drive to and from work, buy groceries and other necessities.	10/8/2021 6:24 PM
17	Play	10/8/2021 5:06 PM
18	I live there and pay exorbitant property taxes	10/8/2021 3:28 PM
19	Neighborhood play, shoreline swimming, and portaging of watersports	10/8/2021 12:37 PM

### Q3 How much would you agree with the following statement? “The current Shared Street pilot improves safety for the most vulnerable users of the street”.

Answered: 139 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	36.69%	51
Agree	18.71%	26
Neither agree nor disagree	18.71%	26
Disagree	15.11%	21
Strongly Disagree	10.79%	15
<b>TOTAL</b>		<b>139</b>

## Q4 Please share the reasons why you did or did not think the Shared Street improved safety for vulnerable users of the street.

Answered: 127 Skipped: 12

#	RESPONSES	DATE
1	Why was there not a category for "Strongly Disagree" for 3 above? The Shared Streets Program is not needed on South and West Shore. The users of the street--and I am one almost daily--are not vulnerable. There are but a few cars here each hour and they move at a slow pace, respectful of SHARING the street with pedestrians and cyclists. There is ample room for pedestrians to walk in the park or on the sidewalk.	4/3/2022 6:50 AM
2	Drivers ignore it drivers use it for full length travel drivers continue to speed	12/1/2021 5:22 PM
3	Gave people without cars more room.	11/29/2021 3:43 PM
4	This area has a lot of bicycle traffic and it is good to remind motorists to share the road here.	11/23/2021 1:46 PM
5	Awkwardness of the placement of the signs near intersections meant that parked cars sometimes allowed passing on one side of the sign only. There was sometimes pedestrian/auto congestion at these choke points.	11/22/2021 5:44 PM
6	It reinforces that people walking, running, biking will be in the street and drivers need to accommodate and be patient.	11/22/2021 2:11 PM
7	I appreciate that the signs announce to vehicle traffic that they should not expect a thoroughfare and that other traffic will be slower than cars and "in the way" of speeds greater than 20 mph	11/22/2021 12:33 PM
8	I don't think it made a ton of difference for these streets since they were already pretty low-traffic and low-stress, but I'm sure it didn't hurt	11/22/2021 9:57 AM
9	Traffic speed is dampened and drivers seem to be more aware of the mixed modes of traffic: bicycle, walking, running, etc.	11/22/2021 9:32 AM
10	As a pedestrian and bicyclist, I had a much greater sense of safety and comfort, knowing that I would not be subject to having to constantly look out for car and truck traffic. As a motorist driving to visit friends on South Shore Drive, it caused me to slow down and be more vigilant, making it safer and more comfortable for pedestrians and cyclists.	11/22/2021 9:21 AM
11	It created a safer environment for bicyclists and other non-motorized users of the street.	11/22/2021 9:11 AM
12	It defends pedestrians.	11/22/2021 9:07 AM
13	emphasizes rights of cyclists other vulnerable road users. discourages car thru traffic.	11/22/2021 9:07 AM
14	I can't say if it increased the safety or not. Even well before this program, I felt perfectly safe walking or running along these streets.	11/8/2021 3:48 PM
15	less car traffic and slower car traffic	11/1/2021 9:56 PM
16	There never was a safety issue on this street. Cars go slow and watch out for the bikes and the people who is walking. The vulnerable users is the people who used to fish here and is no longer welcome.	11/1/2021 11:06 AM
17	Space for all users	10/31/2021 11:38 AM
18	I don't believe the street was ever unsafe. I never witnessed any unsafe situations.	10/31/2021 10:23 AM
19	The shared street signage made it clear that the route was not appropriate for through traffic at high speed and the physical presence of the signage in the road forced car drivers to slow down and pay attention.	10/31/2021 3:22 AM
20	Don't know what the "current Shared Street pilot" is.	10/30/2021 8:18 PM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

21	Could lower speed limit a bit more than it is now but the physical pylons do have a positive effect.	10/30/2021 7:46 PM
22	It makes cars look out for and respect bikes more.	10/30/2021 7:40 PM
23	No definition of "vulnerable users" given. If that means small children running around in the street, sure. If that means older impaired drivers using their cell phones in overpowered SUVs, then no. The question was poorly worded.	10/30/2021 6:24 PM
24	It's just a guess -- data would give us a clearer picture -- but my perception since the Shared Streets signs and so on went up is that it's easy for everybody to use the street. I see joggers in the street and so on, and that's not something you see when there isn't signage like that.	10/30/2021 2:29 PM
25	If we're talking about the blue signs on poles saying "shared street", I don't think they do anything meaningful to improve safety. When there are barriers, they're often placed in a way that creates choke points for people on bikes and make things less safe.	10/30/2021 1:30 PM
26	What a waste of my tax dollars. MDOT needs to be dissolved.	10/30/2021 1:18 PM
27	It is generally light on car traffic (along lake shore at least). The intersection at John Nolen and N Shore Dr has become challenging, possibly dangerous. Providing an alternate path via W Lakeshore and S Lakeshore is an excellent alternative. Also may help with some of the pinchpoints along John Nolen Path near that same N Shore intersection.	10/30/2021 10:30 AM
28	Traffic flow was no different than before	10/30/2021 9:55 AM
29	Having periodic signs reinforced the message that the street was designed for many different types of users proceeding at differing speeds.	10/30/2021 6:37 AM
30	It's nice to have reduced traffic, and to feel like I can really "take the lane" without contending with speeding drivers.	10/29/2021 10:00 PM
31	Signage makes other aware	10/29/2021 9:44 PM
32	I think it has reduced some traffic on W/S shore. It also sets a clear message that the street is for all users.	10/29/2021 9:31 PM
33	The signs cause more confusion for those using the street. Car do not know how to navigate the street. People are walking in the middle of the street. There is less car traffic, which is a good thing.	10/29/2021 9:14 PM
34	N/a	10/29/2021 8:59 PM
35	Fewer drivers, and the drivers tend to go more slowly. It's less intimidating for non-motorized users and there is less high-speed passing.	10/29/2021 8:39 PM
36	The signage was informative and well placed	10/29/2021 8:17 PM
37	my experience was limited; I rode my bike on this stretch of road only up to 4 times a week, and not during typical commute hours, so I don't think I saw a good representation of traffic to say whether safety improved with the signs.	10/29/2021 7:49 PM
38	I'm 73 and ride on that about 5 times a week. It feels like since the signs went up in a couple of intersections cars go slower and seem more aware. I feel a lot safer.	10/29/2021 7:17 PM
39	Limiting car traffic really helps here, especially when there is only a sidewalk on one side of the street.	10/29/2021 7:04 PM
40	It hasn't changed anything. I ride it almost daily and it's never been a problem, imo. Plenty of other serious biking issues in Madison, but this area has never been one of them.	10/29/2021 6:37 PM
41	There's no legitimate enforcement or infrastructure to discourage driving. Pedestrians have no protections to actually make the street safer.	10/29/2021 6:16 PM
42	As far as I can tell, all there is are signs. While the signs are nice (and certainly nicer than the construction barricades that kept falling over), I don't think they influence behavior much. I also don't understand why they're not placed at the entrances to the street.	10/28/2021 12:41 PM
43	The vulnerable users don't share the road with vehicles, most often they don't walk against traffic and totally ignore for the most part that a vehicle is behind them as they walk 2, 3 and 4 abreast in the street with traffic.	10/26/2021 12:19 PM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

44	Bikers and walkers are in the middle of road, not toward curb, acting like they own street, look like they are taunting drivers who cannot pass because of parked cars or other vehicles. Have seen aggressive drivers passing too fast. Why do walkers not use sidewalk? Why are cars not included in sign? I think bikers and walkers believe that shared street means cars are not allowed. The sign at South Shore and Whittier gets hit and dragged on a regular basis. Cars speed, do not look for people crossing street at corner, go around sign against traffic Have heard comments, gotten the middle finger from both bikers and drivers. What does local traffic mean? Neighborhood, within 5 minute drive, city of Madison, Dane County? Channel 15 webpage has stories listed as local for Stoughton, Janesville, Sun Prairie, Columbia County I have observed Badger yellow school bus coming from Hickory street go over curb and street drain onto park grass in the afternoon because of the shared road signs	10/26/2021 11:59 AM
45	Need a direct connection from West Shore to S Park and W Wash.	10/26/2021 9:27 AM
46	This is a street not a pedestrian boulevard. The vulnerable users are vehicles and bicyclists since it was made a bike boulevard. The sidewalks are for walkers, wheelchairs and children.	10/25/2021 10:11 AM
47	Slows down cars and regulates car traffic	10/23/2021 7:32 AM
48	Doesn't look like the signage keeps nonresidents from driving on the streets.	10/22/2021 9:24 PM
49	not as many cars, the ones that are there seem more aware of pedestrians and bicyclists and aren't going as fast	10/22/2021 9:22 PM
50	Prominent signage about it being a shared street made me feel safer as a bicyclist	10/22/2021 9:11 PM
51	I feel very comfortable biking on the West Shore and South Shore Drives.	10/22/2021 9:06 PM
52	Slowed traffic and reduced cars cutting through neighborhood.	10/22/2021 8:41 PM
53	The "barricades" this year were not enough to slow traffic compared to last year. A small sign in the middle of the street is not enough. Put up some real traffic diversion.	10/22/2021 4:33 PM
54	West Shore and South Shore are always busy with walkers, runners, bikers. Except for those with destinations on those streets, there are more efficient ways for autos to travel.	10/22/2021 4:08 PM
55	Non motorist are "vulnerable" and should know that, therefore they should provide for their own safety...	10/22/2021 4:06 PM
56	It was very comfortable to bike on	10/22/2021 4:05 PM
57	Extra signage at each intersection to slow down vehicular traffic seems really beneficial.	10/22/2021 4:03 PM
58	Over the past 8 years, I have walked along S and W Shore once or twice daily. I walk along the sidewalks, in the park, and sometimes in the street when I am with my dogs and wish to avoid other dogs or because of slick sidewalks. (Many of the home owners along the shore do not seem to think they need to clear their sidewalks in winter.) The shore drives have constituted a naturally occurring shared street. They see at most maybe 10 cars per hour. More often they sees 1-4 cars/hour. These cars generally move slowly because of the curve, the speed humps and traffic circle, and I assume the lovely view. I do not know whom you would identify as the "vulnerable users" of this street--presumably the pedestrians or cyclists and the one wheelchair user who has for years felt safe enough to drive down the drives in the street. As a pedestrian and as a cyclist using this street, I have not once felt endangered by a car/drive here. To sum up, there is no improvement because there is nothing to improve. As for question 5, please note that there are no crosswalks or stop signs on the shore drives. For all of these items my concerns is less than Low. It is nonexistent. This question is really rather skewed; you do not allow for the possibility that a respondent may have "no" concern about any of the items you list.	10/20/2021 11:35 PM
59	There is not a shared understanding of what a shared street is leading to abusive behavior which makes everyone feel vulnerable. Our culture established streets for driving and biking, sidewalks for walking and parks for playing. Now no one knows the rules of how to be safe. Ball throwing as walkers and cars try to navigate. I am upset by having bikers verbally abuse me while simply trying to get home. not an isolated incident.	10/17/2021 6:12 PM
60	There is a sidewalk so walkers can be there. I've never seen an issue with bikers or runners on the street	10/15/2021 11:16 AM
61	more people have been out on the street since it started. Cars are going slower and as a bicyclist, walker, and runner, I have felt more safe.	10/14/2021 8:15 AM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

62	Increased signage makes drivers more aware.	10/11/2021 9:29 PM
63	Slows down traffic	10/11/2021 12:14 PM
64	Slows traffic. Gives the rich people on South Shore more peace and privilege while other Bay Creek residents have to live with speeders, drag racers and other reckless drivers.	10/11/2021 9:41 AM
65	Many Drivers did not alter/decrease their speed when they were passing/meeting people on the street.	10/10/2021 8:45 PM
66	Less traffic/cars	10/10/2021 8:30 PM
67	It's a waste of city resources and unlikely to make any real improvement.	10/10/2021 7:51 PM
68	Pedestrians and wheelchair users still risk conflict with vehicles if they use the street rather than the sidewalk. Sharing the street ROW with bicycles, skateboarders, roller bladers and other moving conveyances is fine. Does NOT work well with walkers, joggers and wheelchairs.	10/10/2021 7:18 PM
69	To many people on the street. No one uses side walks anymore. So remove the side walks.	10/10/2021 2:33 PM
70	Frequent users do not obey speed limits. We do not need a slower speed limit, but enforcement of those who speed thru.	10/10/2021 11:16 AM
71	I have noticed that people have to go slower and there are fewer cars on the street trying to bypass the lights at park and fish hatch and park/Erin	10/10/2021 9:44 AM
72	poorly implemented-the signs are poorly placed, reflective material only added after accidents with signs, discourages disadvantaged from using the area (they think now it is a private street)	10/10/2021 8:10 AM
73	Encourages people to walk in the street who could easily use the sidewalks like in most streets/neighborhoods.	10/9/2021 10:16 PM
74	It requires cars to share power with those not in cars, and cars have historically had all the power with respect to street usage.	10/9/2021 1:29 PM
75	some slowing of cars but that is still an issue. Post a speed limit, place stop signs at intersections (both entering the Shore Drives and along both. Until it is inconvenient to use these streets as a cut-through, problems with speed will continue.	10/9/2021 1:00 PM
76	The signs are a distraction and a barrier to drivers, likely to cause an accident between car and cyclist as the car tries to speed up to make up for lost time or to navigate through constricted roadway. Additionally, pedestrians have gained a false sense of safety by unsafely walking WITH the flow of traffic (illegal) rather than against. Pedestrians should not be walking on the road with their backs facing oncoming vehicles.	10/9/2021 10:17 AM
77	Would prefer designated bike path	10/9/2021 8:17 AM
78	Slowed daytime traffic. Loved it	10/9/2021 8:03 AM
79	Drivers still seem to speed up or go on the wrong side of the signs to pass cyclists, runners, etc, instead of just slowing down or not passing them at all. It creates unpredictable dangerous situations.	10/8/2021 11:44 PM
80	It encourage more in street use by pedestrians which caused conflicts between peds and cars, there are sidewalks for pedestrians and a walking 'lane' along the shore side which could be improved for pedestrians. Bikes and cars should be using the street to reduce potential ped vehicle accidents.	10/8/2021 11:20 PM
81	The numerous signs placed along a shore and west shore force drivers to slow down. We have a baby and now feel safer walking because of them. I wish the streets around the bay were even more closed off to drivers to accommodate bikers and walkers from all communities coming to visit the bay	10/8/2021 10:28 PM
82	What is most vulnerable? You mean strollers, kids, elderly bikers and walkers, visually impaired....? It improved safety for everyone and ESPECIALLY these people too.	10/8/2021 9:51 PM
83	I believe the medians are out of proportion for the street and make driving conditions and bike riding more difficult in winter conditions when there is snow and/or ice.	10/8/2021 9:34 PM
84	The signs in the intersections are difficult to navigate around. The two signs should be put	10/8/2021 9:24 PM



## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

together on one base and put in the center of the Intersection as though it is a traffic calming device. The picture of children playing ball should definitely be removed. I applaud the increased use of the street For non-motorized activity. However, people shouldn't forget the road was built for cars. We have a right to be able to access our driveways safely

85	People still drive too fast yet there are more people on the road. The city needs to add a walking path on the shoreline	10/8/2021 6:51 PM
86	"Vulnerable users" are taking control of West and South Shore Drives. They walk and ride bikes three to four abreast and call out nasty names to drivers, they do not move over to the shoulder. Also, the signs in the middle of each intersection are a hazard to all.	10/8/2021 6:24 PM
87	I think it's giving perks to waterfront property so that they don't have to listen to loud cars on their street. Have you been down E. Wash? It's survival of the fittest. I think resources could be used elsewhere	10/8/2021 5:42 PM
88	It still allows cars on the street, and cars have to drive around the signs in the middle of the street, so it is more likely to put them in contact with bikers and walkers.	10/8/2021 5:40 PM
89	No one is flying down that street anyway. Have jogged there for years (10) and have never had a problem	10/8/2021 5:27 PM
90	Where the signs are located isn't right. They aren't angled right for enough room for turns of big vehicles and school busses. School buses are jumping the curb just to turn. So are big cars. The signs need to be back further so the turns are safe.	10/8/2021 5:06 PM
91	Although, it is possible to point to cars that do not drive any safer around pedestrians in the street, overwhelmingly, drivers are friendly and considerate about pedestrians walking in the street. Driving at only a slightly slower speed allows people to make eye contact, smile, lift a hand off the wheel to wave, and generally be neighborly. The fact of two people next to each other pushing baby strollers in the street (which is wider and smoother than the sidewalk) to me is a sign of the program's success. To see young children biking in the road in a way that would be impossible one block over on Lakeside St. is a sign of safety.	10/8/2021 4:51 PM
92	No evidence either way! I don't know what the accident history is, or whether it has changed (and in what direction, if so).	10/8/2021 3:53 PM
93	I live on west shore and have young kids. The shared streets program has been FANTASTIC. I have noticed a large drop in car speeds, and there has been an increase in walkers/joggers/bikers.	10/8/2021 3:53 PM
94	The signs in the street force drivers to slow down which makes me feel safer while walking at intersections	10/8/2021 3:28 PM
95	The program was put in place without notice. There are sidewalks to use and a path a long the shoreline. Other than bikers, no one should be allowed to hog the street that we have to use to get to where we are doing. They don't pay the taxes - we do.	10/8/2021 3:28 PM
96	The signs actually crowd the street in a way that makes it difficult to navigate, especially in a car. I think that the signs are just annoying and do not help increase safety.	10/8/2021 2:43 PM
97	It encourages people to walk, run, jog in the street which is less safe than the sidewalk or the "path" on the bay side.	10/8/2021 2:20 PM
98	Sidewalks and a path by the bay side are available for walkers. Bikers can learn to share the road with cars which are slow moving and never very heavy traffic.	10/8/2021 2:19 PM
99	I appreciate the shared use of public space, and I believe that the program is a success	10/8/2021 2:13 PM
100	The street signs slow traffic down, which increases safety for bikers, walkers, and runners. The fact that traffic needs to slow down in order to avoid the signs is a big factor in their success to slow traffic. Cars either are forced to slow down, or risk hitting the signs themselves. Cars do pass the signs on the opposing traffic side of the street often, but I've only seen one occasion where a car has done this while a biker was close to them on the oncoming traffic side. Given this, the vast majority of the experiences I've seen have improved walker/biker/runner safety on the street.	10/8/2021 1:59 PM
101	It forces cars to slow down and be more alert for pedestrians.	10/8/2021 1:51 PM
102	the signs made people driving slow down at intersections, they were always passable but with	10/8/2021 1:46 PM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

care it also maybe caused the volume to decrease as people saw it wasn't a through street. full support of the program from what i've observed despite what others in the neighborhood might share.

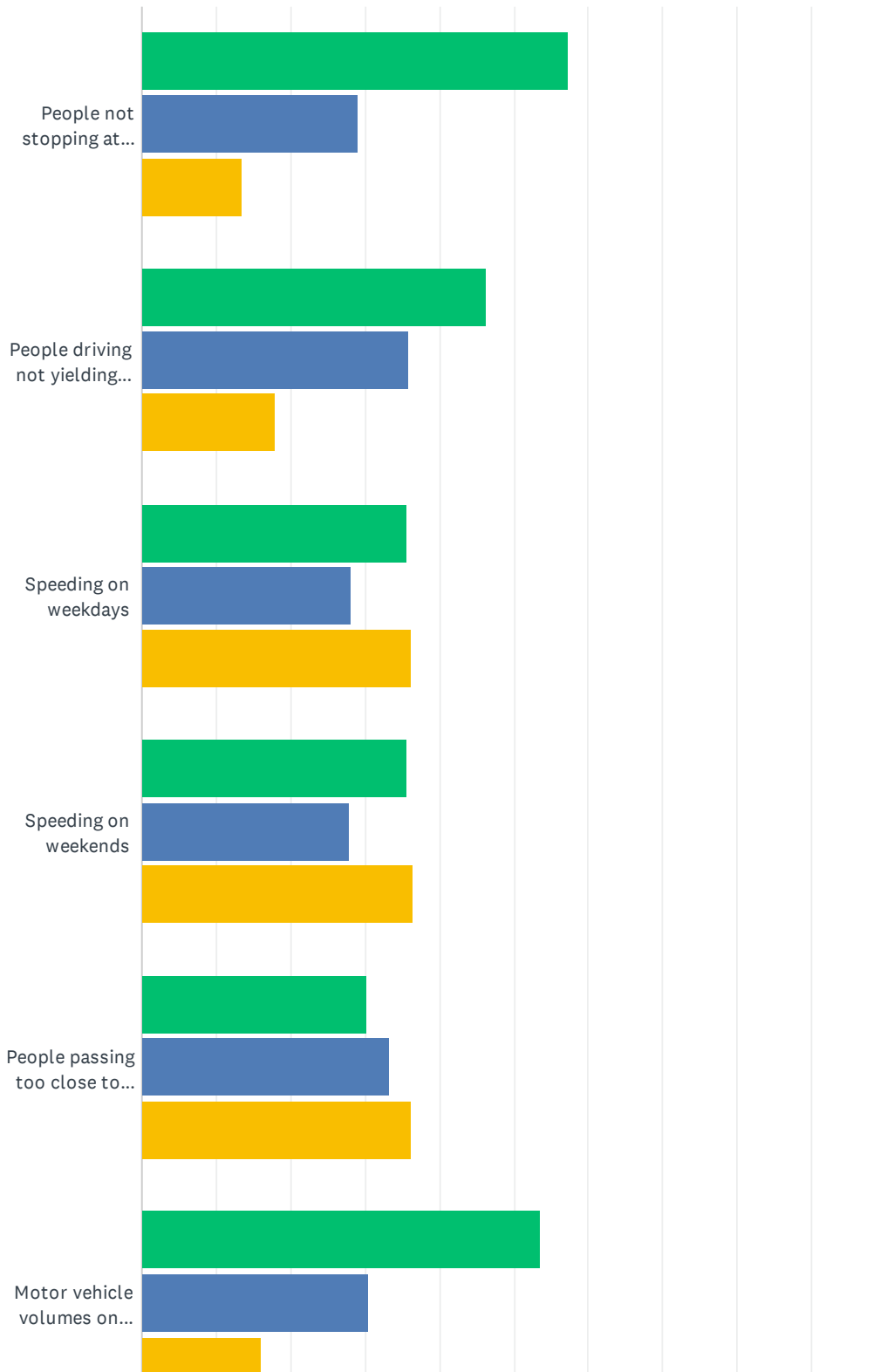
103	Local users think that they can walk in the middle of the street and be safe. Signal reduce the with if street and make more danger for bikes.	10/8/2021 1:30 PM
104	Walkers and bikers walk or ride down the middle of the street feeling that they are safe with the signage. I can see a situation where someone gets hit on the street with the false pretense that a sign will save them.	10/8/2021 1:28 PM
105	Signs in middle of street or intersection made safe navigation and turns by cars difficult.	10/8/2021 1:23 PM
106	The signage forced motorists to pay attention to what was in the street and slow down at intersections where vulnerable users were in the most danger.	10/8/2021 1:14 PM
107	I think the traffic signs made it more difficult for everyone to share the road because cars often try to swerve to avoid them and that just made things worse	10/8/2021 1:14 PM
108	It does reduce traffic a little and slows down the speed of traffic.	10/8/2021 1:07 PM
109	Obstruction signs slow traffic but cause pinch points. So it's a mixed result with drivers sometimes taking risks to make the pinch points	10/8/2021 12:37 PM
110	A lot of people park right next to the signs so it is necessary to drive around the sign on the wrong side of the street in order to get around the sign. A lot of people who walk and bike the street have complained that it is MORE dangerous to navigate cars trying to go past/around the signs than it was before. My husband was in a very scary situation on his bike involving two cars and a sign and feels he was almost killed. Because there is no light in the intersection between Lakeside Street and Park Street and because the left turn onto Fish Hatchery Road is awkward if you have just turned from Lakeside Street (you have to merge into two lanes of traffic in one block) a lot of people who live on the north end of the Bay Creek neighborhood are used to using Parr Street to access Fish Hatcher Drive, (much safer) and Parr or Erin Streets to turn onto Park Street. Some of this traffic might ease if the city put a stoplight in the Lakeside Street intersection. (It would make it easier to merge across 2 lanes of traffic for Fish Hatchery as well. ) In the meantime there is still a lot of traffic on South and West Shore Drives and the signs just make it worse. (The person who parks a large van right next to one of the signs leaving too little room to get a car through is just a symptom of the problem. )	10/8/2021 12:27 PM
111	It is confusing to drivers - doesn't shared mean shared with cars?	10/8/2021 12:26 PM
112	Need to use this street to get to the beach-no other way to get there. I don't see a lot of dangerous driving situations in this area with or without restrictions	10/8/2021 12:19 PM
113	I'm sure it's improved, but I'm not sure it's all that dangerous to begin with. There are sidewalks and large grassy areas to walk. Probably most significantly better for bikes.	10/8/2021 12:11 PM
114	I am very much for the spirit of this program, but I did not see South Shore and West Shore as streets that were high in car traffic at all.	10/8/2021 11:47 AM
115	I live on lakeside and walk on South and west shore often. Street traffic is minimal and speeding very rare. Feels a bit like gentrification or making a private street. Periodically I am unable to walk and "local traffic only" sounds excluding when by car is the only way I can travel. Current signage makes situation worse. Not everyone can bike or even walk	10/8/2021 11:45 AM
116	It forces drivers to slow down and reminds drivers who do not live on the street that they should seek an alternate route.	10/8/2021 11:39 AM
117	It did not minimize traffic and with signs in the middle of the road caused drivers to be confused and veer to far too the left/ right of the sign. Also the signs seem to move on a daily basis making it difficult to drive around them.	10/8/2021 11:36 AM
118	Signs slowed car traffic. Program Empowers walkers, runners, wheelchairs, and bikes to use streets which makes car drivers more aware of other street users	10/8/2021 11:31 AM
119	I don't think the most vulnerable users, which needs to be defined, should be in the street at all. There is a large sidewalk on one side and large green space for walking on the other side.	10/8/2021 11:16 AM
120	Drivers have to slow down and watch for others in the street.	10/8/2021 11:13 AM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

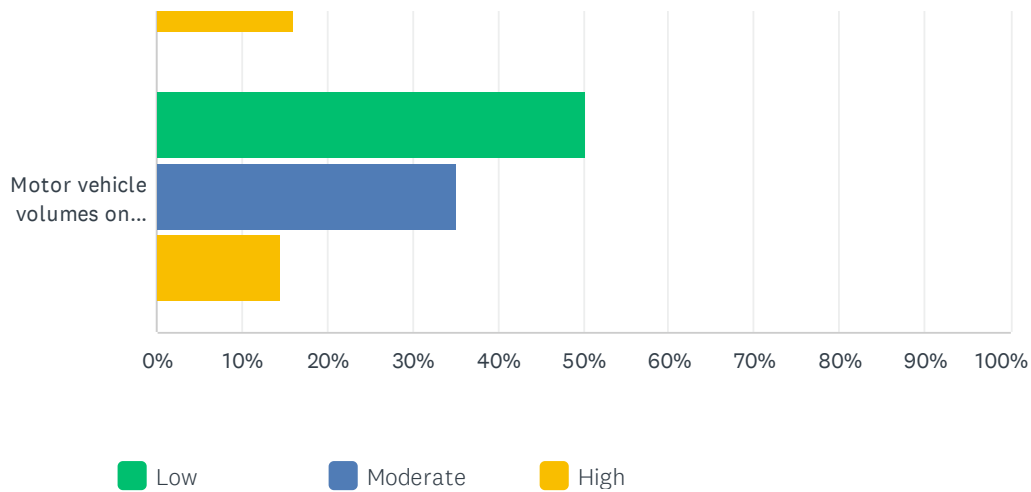
121	It's a mixed bag. I've seen school buses and large trucks have to back up to make the turns around them, which is more dangerous. Also, some bikers ride in the middle of the road, not yielding to cars behind them, which irritates drivers and they speed up to pass them. Lots more honking!	10/8/2021 11:02 AM
122	Someone will get killed if traffic measures are not taken on the bay. The traffic in this neighborhood is horrific. I myself have almost been hit by speeding car many times. My children also can not safely get to school or around this neighborhood on a bike given the current speed limit. West shore and south shore should be 15 mph and stop signs on all streets that funnel to south shore and west shore.	10/8/2021 10:53 AM
123	Car drivers are aware that bikes and pedestrians are expected to take up space in the street.	10/8/2021 10:52 AM
124	fewer cars driving more slowly	10/8/2021 10:39 AM
125	The signs imply that children should play in the street. Walkers have access to sidewalks and trail. The streets are for primarily for cars, bikes and wheelchairs etc. I often encounter groups of walkers who assume the street is a bike path and they are shocked to see a car	10/8/2021 10:37 AM
126	It forces/reminds drivers to slow down, it raises visibility of non-motorized users by bringing more of them into the street, it discourages through traffic	10/8/2021 10:30 AM
127	It's slowed Car speeds. Reduced cut through traffic. Set precedent and expectation that the street is used by all parties	10/8/2021 9:28 AM

### Q5 What are your key concerns related to transportation on West Shore and South Shore Dr? Please rate the following depending on whether you consider it a low, moderate or high concern.

Answered: 138 Skipped: 1



## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey



	LOW	MODERATE	HIGH	TOTAL	WEIGHTED AVERAGE
People not stopping at stop signs.	57.46% 77	29.10% 39	13.43% 18	134	1.56
People driving not yielding at crosswalks	46.27% 62	35.82% 48	17.91% 24	134	1.72
Speeding on weekdays	35.56% 48	28.15% 38	36.30% 49	135	2.01
Speeding on weekends	35.61% 47	28.03% 37	36.36% 48	132	2.01
People passing too close to people walking/biking in street	30.37% 41	33.33% 45	36.30% 49	135	2.06
Motor vehicle volumes on weekdays	53.44% 70	30.53% 40	16.03% 21	131	1.63
Motor vehicle volumes on weekends	50.38% 66	35.11% 46	14.50% 19	131	1.64

#	OTHER (PLEASE SPECIFY)	DATE
1	If there was a category for No Concern I would choose that. There are seldom more than 10 cars per hour. They drive 20-25 mph. They pause for pedestrians at corners and who are crossing the street mid-block. They give wide berth to pedestrians and cyclists. There are multiple speed humps and a large traffic circle along the street. This is a solution in search of a problem!	4/3/2022 6:50 AM
2	Would like to maintain this road as a driveable/parkable road for everyone.	11/8/2021 3:48 PM
3	there aren't big problems in my experience but the street is nicer for non-cars and more open to younger bikers, etc	11/1/2021 9:56 PM
4	Has anyone who wrote this survey ever been on this street before those signs went up? This street don't need your help to be safe. It don't get no real traffic.	11/1/2021 11:06 AM
5	Slightly unrelated: I would support congestion pricing on the isthmus.	10/30/2021 7:40 PM
6	there are no stop signs on South Shore. Some cars do not observe the bike only turn allowed from Lakeside to Gilson Street	10/26/2021 11:59 AM
7	Does "people" mean motor vehicles? Bad question. As long as bikes yield at stop signs, I don't care if they stop.	10/26/2021 9:27 AM
8	The new concern is the lack of "shared" use with walkers and bicyclists not yielding to "local" vehicle traffic.	10/25/2021 10:11 AM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

9	Cyclists not watching out for pedestrians, not obeying the rules of the road and keeping to the right-hand lane, but cycling anywhere they wish in the street..	10/20/2021 11:35 PM
10	Our mothers taught us to not play in the street for safety	10/17/2021 6:12 PM
11	Distracted drivers (on phone, texting, enjoying the view)	10/11/2021 9:29 PM
12	Elitism of controlling traffic for only one wealthy segment of the population	10/11/2021 9:41 AM
13	This depends on time of day since commuting times and around midday there is higher volume and higher speed. If there are "no" people using street vehicles increase their speed to a much higher speed. Especially true of straightaway fro Parr street to Erin street with lights onto Park.	10/10/2021 8:45 PM
14	Conflict of ped/jog/chair traffic with autos.	10/10/2021 7:18 PM
15	No cross walks on the bay. People walking 3- 5 a breast that won't move over for cars	10/10/2021 2:33 PM
16	bicyclists ae aggressive and do not respect the rules of the road	10/10/2021 8:10 AM
17	People using S. and W Shore as cut through routes	10/9/2021 1:29 PM
18	City trucks and commercial trucks using the streets as either a short-cut or simply to enjoy the view. Both illegal and prohibited for these streets.	10/9/2021 10:17 AM
19	Need more stop signs and lower speed limits, but NOT signs in the middle of the road, which were a hazard.	10/8/2021 11:20 PM
20	The pedestrians have sidewalks and Parkland to walk in. I don't understand the continued use of the road as a place to walk. If this is going to be encouraged, then the pedestrian shit at least be courteous and not walk five or six wide. I was raised in an area without sidewalks and we walked in the road. We knew it was our rule to get out of the way of the cars	10/8/2021 9:24 PM
21	This is a street built for cars, a "Pleasure Drive" when first created. There sidewalks and a path on the bayside to accommodate walkers and runners.	10/8/2021 6:24 PM
22	The problem is the taxi cabs and pizza cars and during rush hour. Specific problems might need specific solutions.	10/8/2021 5:06 PM
23	I think people need time to get used to sharing the street.	10/8/2021 4:51 PM
24	Several intersections with no controls (e.g. Erin at W. Shore)	10/8/2021 3:53 PM
25	It's NOT a Boulevard! It's a street. Who created this? It's all so stupid.	10/8/2021 3:28 PM
26	Shore Blvd local residents believe the street is for their kids to play on.	10/8/2021 1:30 PM
27	Sign placement difficult for cars to navigate safely.	10/8/2021 1:23 PM
28	That said. It IS a public street. Maintained and paid for by the tax payers of the city of Madison. People who live there knew that when they moved there.	10/8/2021 1:07 PM
29	There ARE no stop signs on South Shore and West Shore Drives. A few well placed stop signs would slow traffic more effectively than signs in the middle of the street.	10/8/2021 12:27 PM
30	I think drivers need to enjoy this view as well	10/8/2021 12:19 PM
31	Erin and emerald streets do not have stop signs. Drivers don't stop, they swing around the corners without slowing down.	10/8/2021 11:02 AM

## Q6 Please describe any specific traffic concerns that you think impact the safety on West Shore and South Shore Dr. Please include specific intersections, time of day/week or other information as appropriate.

Answered: 85 Skipped: 54

#	RESPONSES	DATE
1	Nada. Zippo. Traffic picks up during rush hours--to 10 slow-moving cars per hour moving 20-25 mph. You can't speed on this street. The natural bend and speed humps prevent that. Where is the question that asks "What concerns to you have about closing this street to through traffic?" (This is a blatantly biased survey.) My biggest concern is that the test closure of the street during the summers of '20 and '21 have sent the message to many of the subsistence fisherpeople who used to fish in the bay that they are no longer welcome here. There numbers have dropped off to virtually none since the experiment began. Closing these streets to car through-traffic is a long-cherished dream of some of the privileged people who live on the street who wish to keep "certain elements" out of their neighborhood and who have now hidden their intent by pretending to have a problem and by advocating for park use and the need for safety. It is shameful that the city has humored them.	4/3/2022 6:50 AM
2	Commuters still use the Shores for through traffic; for this to be successful there need to be mid-block barricadesto stop cars	12/1/2021 5:22 PM
3	since cars can't turn north onto Gilson St, they take Hickory and Whittier instead, especially on weekday mornings, as cars try to avoid the stop lights on Park St.	11/22/2021 5:44 PM
4	"Shared Streets" signs getting moved to the curb	11/22/2021 9:32 AM
5	Too much traffic	11/22/2021 9:07 AM
6	none	11/22/2021 9:07 AM
7	No traffic concerns, but I think it's unfair to turn this street into a pedestrian/bike only street as it has valid uses for drivers. It's not part of the park system so it's entirely unfair for the people who live there to gain a walk/bike only road when everyone else also pays taxes on this road.	11/8/2021 3:48 PM
8	I say it again. The issue is not about traffic. It's about equity and keeping folks from South Madison out of the park.	11/1/2021 11:06 AM
9	I do not believe I have ever witnessed an unsafe situation on W and S Shore. I have witnessed many, many unsafe situations on Lakeside and other streets. All this attention to W and S Shore seems misplaced.	10/31/2021 10:23 AM
10	Cut through traffic is primary concern. The shared streets signage helps a lot with this.	10/31/2021 3:22 AM
11	n/a	10/30/2021 7:46 PM
12	None	10/30/2021 6:24 PM
13	I use this street often but since I do not live on that street I don't think I have enough information to say something here.	10/30/2021 2:29 PM
14	I think parked cars can sometimes obscure oncoming cyclists for vehicles turning onto W Shore Dr, but overall I find it a pleasant street to bike down.	10/30/2021 1:30 PM
15	Drivers coming off the shorter cross streets (Erin/Emerald/Drake) often tend to come off Park at a high speed and don't really slow down or yield/stop like they should on entering W. Shore	10/29/2021 10:00 PM
16	Parked cars make for narrow passage	10/29/2021 9:44 PM
17	None	10/29/2021 8:59 PM
18	Before it became a shared bike blvd. there was too much traffic.	10/29/2021 7:17 PM
19	pedestrians and bikers not sharing street with vehicles and the hostile reaction they have	10/26/2021 12:19 PM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

about 20% of the time. By that I mean swearing and deliberately walking 2 and 3 abreast in the street at a slow pace

20	Lakeside is a busy street, there is not controlled traffic light at Park so drivers use South Shore to get to traffic light at Parr St, at Park at Park and Lakeside so traffic turns onto SouthShore to bypass busy traffic and use controlled lights at Parr Street. More noticeable when people going to/coming from work. Lots of speeding and not looking for pedestrians crossing street. There are no stop signs on South Shore.	10/26/2021 11:59 AM
21	Connections at the end of West Shore	10/26/2021 9:27 AM
22	These signs are a major impact causing vehicle maneuverability to be impeded. the street is not of width for vehicles parked just beyond the intersection causing vehicles to many times drive on opposite sides of the road to get around them. Many of the signs have been run over due to this.	10/25/2021 10:11 AM
23	Using the street to shortcut	10/22/2021 9:24 PM
24	All OK	10/22/2021 9:06 PM
25	Cross traffic on Drake, Emerald or Erin	10/22/2021 4:08 PM
26	I think drivers are still confused about what the barricades mean and how to turn around etc.	10/22/2021 4:05 PM
27	Cars turning left onto radial streets.	10/22/2021 4:03 PM
28	I can't think of a more peaceful, naturally occurring shared street--prior to this experiment. There has always been so little motorized traffic along the shore drives and what there has been is so slow-moving that I feel and have always felt safe as a pedestrian, cyclist, and driver along the shore drives. The main immediately observable impact of the shared streets experiment along the shore drives, beginning with last summer's barricades, has been to "evict" the fisher people (many of whom drove here from further south in South Madison). Individuals and small groups of people used to fish daily for hours in the park along the bay during the summer months. They would park their cars along the residential side of the shore drives and cross the road with their gear. I spoke to many of them; they were fishing for their dinners. Now they are almost completely absent. Perhaps they feel that the park is off-limits to them? Or perhaps it is too difficult to drag their gear from nearby streets? Whatever the reason, this formerly naturally shared street has become an exclusive street and the diverse community that once used this street and park has shrunken to include only the homogeneous community of Bay Creek.	10/20/2021 11:35 PM
29	Your signs are placed in such a way that there is no space to maneuver. They are constantly being run over.	10/17/2021 6:12 PM
30	I regularly see people driving onto S Shore Dr via Gilson St, even though Gilson at that point is one way in the opposite direction!! As a walker / runner, I find this to be dangerous. Furthermore, these drivers are usually going quite quickly, maybe because they are afraid of being caught?	10/15/2021 1:21 PM
31	I don't see any traffic concerns	10/15/2021 11:16 AM
32	Drivers (and bikers, for that matter) not understanding how sharrows work.	10/11/2021 9:29 PM
33	Shared streets signs need to be better placed I.e together instead of two a few feet apart	10/11/2021 12:14 PM
34	Signs in the middle of the street make it hazardous when both cars and peds/bikers are present	10/11/2021 9:41 AM
35	See previous comment. People coming onto the bay at all intersections don't regularly slow way down enough to see if people are coming.	10/10/2021 8:45 PM
36	yielding/figure out the traffic pattern for the street with the circle/garden in the middle of the intersection	10/10/2021 8:30 PM
37	None	10/10/2021 7:51 PM
38	Occasional speeding, and conflict of autos with ped/jog/chair traffic. There are no stop signs or marked crosswalks along the shore, so that hasn't been an issue.	10/10/2021 7:18 PM
39	No one stops at the stop sign on Parr, especially bikers	10/10/2021 2:33 PM



## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

40	Speeders that go all the way on W. Shore & S. Shore.	10/10/2021 11:16 AM
41	Parked cars are still a significant concern due to the risk of dooring. There should be permanent narrowing at intersections for pedestrians on the sidewalk.	10/10/2021 9:44 AM
42	the signs are dangerous and lead to weaving traffic patterns	10/10/2021 8:10 AM
43	Only danger is people walking in the middle of the street, children on bikes and tricycles, as dog walking.	10/9/2021 10:16 PM
44	All incoming intersections do not have stop signs, therefore people roll through them, many not looking in all directions before pulling out into the crosswalk and onto the Boulevard.	10/9/2021 1:29 PM
45	1. Speeding cars using Shore Drives as a cut-through. 2. Cars from the car wash using the Drives to go around the block to Parr St. rather than making a left turn onto Park out of the car wash.	10/9/2021 1:00 PM
46	All side streets should have at a minimum of a YIELD or STOP sign, prior to traffic entering these streets. (eg, Erin St & West Shore)	10/9/2021 10:17 AM
47	Cars coming in on Gipson from Lakeside. Lakeside	10/9/2021 8:03 AM
48	Weekday mornings 7-8ish, many kids are walking or even biking to school. I think the motor vehicle traffic is the worst at the same time, people cutting through to avoid other congested areas, always driving too fast.	10/8/2021 11:44 PM
49	Speeding at all times and days and lack of stop signs at intersections	10/8/2021 11:20 PM
50	We live on S shore and we walk the bay everyday. We consistently see cars going at very high speeds both on our street and on lakeside. I'm not sure how you prevent this. Perhaps more surveillance by officers on our streets for a period of time and more tickets being written to enforce the speed limit. Perhaps a camera that would capture those going at high speeds. Our main concern is safety of walkers/bikers	10/8/2021 10:28 PM
51	Cut through traffic from Park St at a.m. and p.m rush hours	10/8/2021 9:51 PM
52	Traffic is turning from Lakeside onto Hickory and heading west on South Shore. They are traveling at much higher than 25 miles an hour even with the new signs in the road.	10/8/2021 9:24 PM
53	Speed	10/8/2021 6:51 PM
54	Signs in the middle of the road at each intersection.	10/8/2021 6:24 PM
55	I have no problem with cars being on South and West Shore drives. They are pretty routes that I travel in equal amounts on foot, by bike, and by car. I never felt unsafe until the city stuck those blue shared street signs in the middle of the roadway. Now the drives feel like obstacle courses	10/8/2021 5:40 PM
56	There are no traffic concerns. Just selfish entitlement by people who want to keep others out of the neighborhood	10/8/2021 5:27 PM
57	Pizza huts drivers and eat street drivers. During dinner. Rush hour probmesm	10/8/2021 5:06 PM
58	The only unnecessarily busy intersection is Parr St. To decrease cut through traffic onto South and West Shore, cut down on Fishh Hatchery/Park St drivers access by barricading Parr St in the middle between the driveways for businesses on Park St. (the former Bariques and the Fire Station) and the private driveways of the homes on South/West Shore. People could get to the businesses still without being able to get through to the Bay and the two Bay home owners would be able to get to their driveways without the extra traffic. Drivers could still get in and out of the Shore Boulevards one block up at the Erin St. light. Honestly, it would mostly improve the Park /Fish Hatchery intersection mess: it is silly to have a separate Parr St. light for cars crossing to Park and Fish Hatchery. There should be no light and a right turn only sign onto Park St. To increase pedestrian and bike access to the Bay, put a pedestrian activated light on Park at Haywood where there is a pedestrian access way. This would allow pedestrians and bikers coming and going to the Arboretum by West Shore an easy way across Park St. and a safer street with speed bumps (Haywood) to do it.	10/8/2021 4:51 PM
59	No control at Erin and W. Shore. Lots of cyclists come through because of the streetlight at Erin/Park, and lots of cars turn onto Erin from W. Shore. The sightlines for bikes are not great, and near-collisions are too easy.	10/8/2021 3:53 PM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

60	The combination of bike/foot traffic makes the street seem dangerous. The shared streets program sets an expectation for drivers that they have to share the streets. Please keep the program going!	10/8/2021 3:53 PM
61	During football games, ice fishing season, and spring fishing season, the roads are packed with cars. Pulling in and out of driveways is very difficult because the view of pedestrians is significantly reduced	10/8/2021 3:28 PM
62	Nothing. You can't stop idiots from speeding. They are driving over the signs, going around them to make it a one way street. maybe you should just close it to everyone except residents. We don't speed.	10/8/2021 3:28 PM
63	This is generally a safe street, without accidents. There is not a need to intervene. If anything, this increases the likelihood of runners in the street as opposed to encouraging them to use the side walk or grassy area.	10/8/2021 2:43 PM
64	I am not aware of any specific traffic concerns, the biggest issues I have witnessed is with bike riders going fast and not yielding to walkers or cars. Since i live a block away I am not always on these streets but it does not seem fair to residents and community members to almost close off the use of the streets especially for disabled or older people taking or being taken on a pretty ride. This should be a public space to be used by all taxpayers.	10/8/2021 2:19 PM
65	Whatever can be done to decrease motor vehicle traffic density and speed, I fully support	10/8/2021 2:13 PM
66	The intersection of S Shore and Whittier St is the only intersection I've seen that does have some safety concerns. The reason being that 637 S Shore has hedges in their front yard that you can't see past in a car when on Whittier. There's also no stop sign for cars at that intersection. As a result, cars will roll through the intersection, turning left onto S Shore and looking for traffic/pedestrians/bicyclists coming from the right as they're moving and not looking towards where they're turning to. This has resulted in multiple times where the shared streets sign has been driven into/driven over.	10/8/2021 1:59 PM
67	Early morning weekday cars driving way too quickly.	10/8/2021 1:51 PM
68	my biggest concerns are when cars travel faster than the posted speed limit, i was actually passed by another driver as i was driving my own vehicle on south shore, that should never happen. i think a slow speed limit allows for shared streets to continue.	10/8/2021 1:46 PM
69	The local residents on the Shore Blvd parks their big cars on the street with their boats. Also, they take over the are on the grass with their piers and reduce the space for pedestrians to walk.	10/8/2021 1:30 PM
70	People have to understand how to share the street not feel entitled to walk/run in traffic. Pot in a bike/walk path if needed.	10/8/2021 1:28 PM
71	Confusion to drivers about signs in middle of Shore Drive or its intersections. I was stopped in my car on Lowell St, waiting to turn left onto Shore Dr. A large SUV on my right on Shore Dr wanted to turn left onto Lowell. The shared street signs did not interfere with it doing this in the usual manner, but the driver glared and pointed at me and made the turn on the PASSENGER side of my car, nearly sideswiping me! (I was on the right side of Lowell.) This was early afternoon on a weekday, no other traffic. Also, driving around the signs puts runners, walkers, bikers at MORE risk.	10/8/2021 1:23 PM
72	Cut through traffic during weekday rush hours. "No turns" as posted in other neighborhoods during rush hours is needed.	10/8/2021 1:14 PM
73	Stop signs absent at most streets ending at s or w shore	10/8/2021 1:14 PM
74	I think the worst time for traffic/ recreational users is the afternoon rush hour when people are going home.	10/8/2021 1:07 PM
75	Again my big concern is people being forced to drive around the signs because people park too close to them and it is impossible to get past them. This is a MAJOR danger— especially for bicyclists.	10/8/2021 12:27 PM
76	Inattention by the people walking, biking, etc.	10/8/2021 12:26 PM
77	I dont see issues	10/8/2021 12:19 PM
78	I do not believe there is strong traffic concern. It is already a bike boulevard and has speed	10/8/2021 11:36 AM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

bumps. If anything I think you need to change where parked cars should be. There are able to park close to the intersection which makes it difficult to see cross traffic.

79	Morning and afternoon commuters, including to and from Franklin school	10/8/2021 11:31 AM
80	Parked cars reducing visibility to cars entering South or West Shore from a cross street.	10/8/2021 11:16 AM
81	The traffic circle on emerald and west shore creates a bad blind side for those of us backing out of driveways. There have been some close calls with both cars and bikers.	10/8/2021 11:02 AM
82	Add stop signs to all streets that lead to bay. More traffic speed bumps.	10/8/2021 10:53 AM
83	cars not yielding to pedestrians where lowell and emerson connect with S Shore	10/8/2021 10:39 AM
84	I'm more concerned with red light runners at Parr and Erin.	10/8/2021 10:37 AM
85	speeding, using as an alternative to Park Street	10/8/2021 10:32 AM

## Q7 What would you change about South Shore and West Shore Dr to make it safer and more accessible?

Answered: 111 Skipped: 28

#	RESPONSES	DATE
1	You can't make it any safer. Have there been any recent accidents related to car traffic on this street? To make it more accessible, simply say no to this stupid proposition of closing the street. Add more trash cans perhaps; so people know they are welcome. Consider placing a kayak rack in the park near Bernie's Beach. Take away the 2-hour only parking.	4/3/2022 6:50 AM
2	Mid-block barricades. I have seen them work very very successfully in cities like Portland and Boulder: why can't we do it here?	12/1/2021 5:22 PM
3	Permanently implement bike lanes and signage.	11/29/2021 3:43 PM
4	No turns north onto Hickory, Whittier or Lowell Sts on weekday mornings from 7 to 9 am	11/22/2021 5:44 PM
5	Put the shared street signs on the approach streets before folks even turn onto S/W Shore.	11/22/2021 2:11 PM
6	Slow vehicular traffic and discourage use of the Drives as a through street.	11/22/2021 12:33 PM
7	make South Shore and West Shore a permanent Bicycle Boulevard	11/22/2021 10:11 AM
8	Signs at Park/Parr, Lakeside/Lowell, Lakeside/Whittier, etc indicating local traffic and mixed use area.	11/22/2021 9:32 AM
9	Limit auto traffic but increase infrastructure and accessibility for pedestrians and cyclists, including traffic controls and visible cues to slow traffic. Increase cycle parking so that people who want to enjoy Monona Bay can cycle to Brittingham Park and walk, rather than driving.	11/22/2021 9:21 AM
10	I'd like protected space for pedestrians	11/22/2021 9:07 AM
11	none	11/22/2021 9:07 AM
12	keep it a bike boulevard and prioritize it as a safe non-motorized route	11/1/2021 9:56 PM
13	Talk away those blue signs and put up a "all are welcome" to enjoy this park sign instead.	11/1/2021 11:06 AM
14	I believe S and W Shore were already safe and accessible. In fact, since the street became "shared" I have seen fewer people using the park space, particularly people of color. This seems to be all about furthering the privilege of people who live on the bay.	10/31/2021 10:23 AM
15	Add seasonal planters to create bump outs to keep slowing the cars down. Added benefit of plants.	10/31/2021 3:22 AM
16	It's fine.	10/30/2021 8:18 PM
17	good so far, lower speed limit	10/30/2021 7:46 PM
18	Banning cars from the isthmus would help.	10/30/2021 7:40 PM
19	Put a 20 MPH speed limit on it. The traffic engineers think that improves safety. Also put speed bumps on every block.	10/30/2021 6:24 PM
20	Actually, I think the changes that are in place right now have made it safer and more accessible. How about street plantings and benches near the street to create the perception that slower speeds are appropriate?	10/30/2021 2:29 PM
21	Maybe improving crosswalks by narrowing the road so that only one lane of traffic can pass through at a time (forcing cars to slow down). Overall though, I feel like these roads are already very safe. The city has way worse problem areas it should be focusing on..	10/30/2021 1:30 PM
22	Return it to preexisting conditons	10/30/2021 1:18 PM
23	Traffic calming and share lane use.	10/30/2021 10:30 AM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

24	Leave up the blue signs and/or educate drivers on what sharrows mean. Reminder signs to reinforce what the chevrons mean.	10/30/2021 6:37 AM
25	Make the Shared Street configuration permanent, like a "woonerf" type design where low speed and minimal through traffic--with quality bike and pedestrian tracks--is enforced by design.	10/29/2021 10:00 PM
26	Lower speed limit	10/29/2021 9:44 PM
27	Keep the shared street signs in place.	10/29/2021 9:31 PM
28	None	10/29/2021 8:59 PM
29	sidewalk on lake side so pedestrians don't have to be on the road.	10/29/2021 7:49 PM
30	Permanent shared street bollards, blockades and signage	10/29/2021 7:41 PM
31	Continue to keep the sign posts on the road.	10/29/2021 7:17 PM
32	Curb bump outs	10/29/2021 6:49 PM
33	Nothing. It's fine. Please concentrate on areas where there's actually a problem.	10/29/2021 6:37 PM
34	Make it a one-way street. Reduce or eliminate on-street parking.	10/29/2021 6:16 PM
35	Let's put in some pretty planters at the entrances to the neighborhood that make it clear that cars are guests. Also the installation happened way too late into the year. People are out biking and walking in April.	10/28/2021 12:41 PM
36	Side walk on the side of the road near monona bay	10/26/2021 2:24 PM
37	I would position those new signs differently. Check and see how many times the signs have been replaced since appearing this summer. I would like to see attitude of bikers change towards cars.	10/26/2021 12:19 PM
38	Perhaps police monitoring in unmarked cars periodically to make everybody more aware of safety	10/26/2021 11:59 AM
39	Direct bike connections from West Shore to S Park and W Wash.	10/26/2021 9:27 AM
40	I again respond that South shore and West shore are not pedestrian streets. As much as the city is trying to convert a roadway to a pedestrian boulevard, you have not educated people on what it is. To call it a shared street with "local traffic" does not explain that vehicles are using it. the signs show people, wheel chairs bikes and even children playing. the local traffic does not reflect vehicles. I understand the closing of the street during the covid lockdown when many people were home and needed the extra space to walk safely, but we are not in lockdown. Additionally we have sidewalks !!! If this area did not have them I would understand utilizing the street area but this does not make any sense. LASTLY while driving on South and West Shore I have been stopped by by walkers walking 4 abreast and refusing to let me pass yelling at me to get off the street with my vehicle. I have also been held back by bicyclist again riding down the middle and refusing to let me pass while they gave me the finger. So to tell us that this is a shared street you have missed the mark and I for one refuse the idea of your wanting to convert this to a secular gated use pedestrian boulavard. !!!!	10/25/2021 10:11 AM
41	Traffic bumps, squeeze at intersections	10/22/2021 9:24 PM
42	No changes needed.	10/22/2021 9:06 PM
43	Make is not contiguous. Force all car traffic to turn at parr st.	10/22/2021 8:41 PM
44	Maybe limit access from Park street further. Emerald or Drake could be one-way to control the flow.	10/22/2021 4:08 PM
45	Remove all curbside trees, improve sight-lines at all intersections (city wide)	10/22/2021 4:06 PM
46	Add an "official" (narrow) path on the lake side for runners and walkers...many folks seem to go there anyway -- in the grass.	10/22/2021 4:03 PM
47	I would remove the Shared Streets signs, end this ill-chosen experiment, and post ads in all of the South Madison community, nonprofit, and church newsletters letting people know that they are welcome to drive and park along South and West Shore drives again. I would look carefully at the way in which the city is defining the word accessible and ask to whom we wish to make	10/20/2021 11:35 PM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

these streets and the park they serve more open. If in fact we hold true to Madison's ideal of greater equity for all of all races and income levels, we will look seriously at the unintended consequences of this experiment, which is to push people of color and people of low-income off of these "shared" streets and out of this park. I would redesign this survey to remove the leading presumption that the shore drives are unsafe and ask for people's experience along these streets without trying to shape it. These streets don't need to be safer because they are already safe. They don't need to make room for pedestrians and cyclists because they are already there.

48	Do not encourage pedestrians and children to use the streets. Where is the car on the sign to show it is legal for them to access the street?	10/17/2021 6:12 PM
49	Could the in-street "Shared Rd" signs be heavier duty? I do wonder if they are being hit intentionally, by drivers who are not pleased with the program. It is also clear that people move them around / out of the way to make them less of an impedance for fast driving.	10/15/2021 1:21 PM
50	take off the picture of kids playing soccer on the signs. They don't need to play in the street. The street was fine as it was.	10/15/2021 11:16 AM
51	make the safe streets program permanent. Allow local traffic and enforce a low speed limit.	10/14/2021 8:15 AM
52	I think the signs work as-is, but I know others disagree; people who live on Shore Drives say they get in their way. Consider putting them *before* Shore dr, maybe even on Lakeside (like we just did with Lawrence/O'Sheridan).	10/11/2021 9:29 PM
53	Change placement of shared streets signs	10/11/2021 12:14 PM
54	Control traffic through all of Bay Creek, esp super-high-speed commuter and drag traffic on Lakeside and Olin. Put your resources where the gravest dangers to public safety are. Park Street also needs better controls because drivers are ignoring the new 25mph speed limit. It os terrifying to cross Park to the grocery store. Put a ped xing light there!!!	10/11/2021 9:41 AM
55	I would lower speed to 15 or 20 mph for all of West and South Shore. All of the shore/terrace is a public park and many many people use the park. In addition people living on these two streets have legal access to their piers/land beyond the public park. Motorists have 6-7 opportunities to enter exit the bay of 15 or 20 mph isn't "fast" enough for them. Adding speed bumps like Wingra Drive would discourage some but lowering the speed limits, stop signs at multiple intersections, esp Parr and speed bumps might all help.	10/10/2021 8:45 PM
56	keep lower amount of traffic (get it off of Google maps as short cut options!) but OK to have some traffic on it	10/10/2021 8:30 PM
57	Nothing	10/10/2021 7:51 PM
58	Please NOTIFY residents that the Shared Streets signs are going up! Surprises are NOT appreciated. Make the placement of the signs consistent - residents are moving them around willy-nilly, making some intersections very difficult to navigate. Thanks for putting reflective tape on the back of the signs - at first, they were impossible to see in the dark. Remind bikers in particular that SHARED means shared with autos - some bikers think they OWN the street now , and their arrogance not appreciated.	10/10/2021 7:18 PM
59	South and West Shore not a boulevard. It's a street. Keep people off the street.	10/10/2021 2:33 PM
60	Enforce the speed limit, but don't change it.	10/10/2021 11:16 AM
61	Eliminate on street parking, give that space to pedestrians and cyclists with a wide off street multi use path on the lake side of the street.	10/10/2021 9:44 AM
62	take away the signs, add speed bumps, roundabouts, stop signs-the current model of placing the street signs without neighborhood consultation was elitist, authoritarian, and anti-democratic	10/10/2021 8:10 AM
63	Have a very low speed limit for safety. Let everyone enjoy the streets.	10/9/2021 10:16 PM
64	Make the signs more semi-permanent. This could be done by making a mini roundabout with a large tire and the signs points towards the incoming intersection and two sided in the direction of the Boulevard.	10/9/2021 1:29 PM
65	1. Posted speed limits (15-20 mph). 2. Stop signs entering and along Shore Drives. 3. A speed bump in the 900 block of West Shore. 4. No passing signs both ways. 5. A speed limit of 15-	10/9/2021 1:00 PM



## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

	20 mph. 6. A reminder to residents not to move your signs as they see fit.	
66	Install paved sidewalk on the shore-side (city park) to get pedestrians/joggers off the road. But also keep a dirt path for a softer experience.	10/9/2021 10:17 AM
67	Dedicated bike and pedestrian path	10/9/2021 8:17 AM
68	Alerts on poles at turn off from park and lakeshore	10/9/2021 8:03 AM
69	More stop signs and slower speed limit	10/8/2021 11:20 PM
70	Stronger enforcement of speed limit...more tickets, surveillance etc.	10/8/2021 10:28 PM
71	Make the pilot safe street permanent, it was a huge success.	10/8/2021 9:51 PM
72	Discontinue allowing homeowners to continue building larger and larger houses.	10/8/2021 9:34 PM
73	Reduce the speed limit. It originated as a park and pleasure Drive in should be posted at 15 miles an hour	10/8/2021 9:24 PM
74	A paved walking/bike path on the shoreline. It's already Madison parks property so it would be simple to do	10/8/2021 6:51 PM
75	Encourage people who can to use the sidewalks or the bayside path. Add more speed bumps to slow traffic.	10/8/2021 6:24 PM
76	I think it is safe enough with the traffic circles and the speed bumps. Stop overengineering	10/8/2021 5:40 PM
77	It would be more accessible if the people who live there were less entitled	10/8/2021 5:27 PM
78	One way might help	10/8/2021 5:06 PM
79	In the winter, I wish the city would run the rotating brush snowplows to remove hard packed snow down to the road, making West and South Shore Drive less icy for pedestrians and bikes to walk and bike on. It would be nice if the city took as good care of one lane of the Boulevards as they do the Wingra Bike Trail by the creek and as they try to do the bike path passing the rest of the way around Lake Wingra to Edgewood.	10/8/2021 4:51 PM
80	All-ways stop at Erin/W. Shore.	10/8/2021 3:53 PM
81	I would like to see the streets turned into a one-way with a designated bike lane. However, in the meantime, shared streets is the next best thing.	10/8/2021 3:53 PM
82	Have it be for residents only or have designated parking areas with gaps between them to improve the view of pedestrians	10/8/2021 3:28 PM
83	Make it a closed street for residents only. It's a pleasure drive for us - we pay the taxes.	10/8/2021 3:28 PM
84	Remove the signs. No intervention needed	10/8/2021 2:43 PM
85	A real path for runners.	10/8/2021 2:20 PM
86	I was not aware it was not safe until new home builders/owners have voiced their concerns.	10/8/2021 2:19 PM
87	see above	10/8/2021 2:13 PM
88	Put stop signs (or even better, roundabouts) at every intersection. Paint the roads green. We could make the road one way for cars, but change the one way direction at every cross street (maybe this is a safety issue). I'm in favor of making the road less convenient to traffic in order to make it more welcoming to walkers/bikers/runners. To eliminate commuter cut through traffic, make various portions of South and West Shore dead ends to cars, but let bikes and pedestrians through.	10/8/2021 1:59 PM
89	Wider sidewalk / walking path would be great!	10/8/2021 1:51 PM
90	nothing i think it's very accessable, and i am strongly opposed to any proposals about making additional sidewalks around the bay on the park side.	10/8/2021 1:46 PM
91	Reduce the on street parking and control the pier equipment the local residents can keep on the park area if the shore line.	10/8/2021 1:30 PM
92	Put in a walk/bike path	10/8/2021 1:28 PM

## West Shore/South Shore Drive (Bicycle Boulevard) Feedback Survey

93	Don't put shared street signs in the street; end the shared street designation. Remember that many seniors and the disabled can no longer run, walk, or bike but pay property taxes and would like to use Shore Drive by car. Frankly, I live close to Shore Dr and never see more than a few cars on it and no fast ones. The street is shared well the way it is without being designated a Shared Street! Pedestrians and runners can use the sidewalk or path. Stop being so hostile to those who need to use cars to get around.	10/8/2021 1:23 PM
94	Occasional speed limit enforcement efforts and weekday 2-hr parking restrictions from Lowell to Gilson.	10/8/2021 1:14 PM
95	Put in a bike/ped lane maybe? Decrease the grass path around the bay and put in a separate lane. Since no one uses the sidewalks, maybe get rid of those, too	10/8/2021 1:14 PM
96	or possibly more permanent "circle" at the intersections to slow traffic down.	10/8/2021 1:07 PM
97	Take the signs out and put in stop signs. Stop signs slow traffic down.	10/8/2021 12:27 PM
98	Build a path for walkers/bikers or have them use the sidewalks already provided.	10/8/2021 12:26 PM
99	Make 20mph	10/8/2021 12:19 PM
100	What rubs me the wrong way about the signage for cars is that South Shore is a common place for people to park their cars who are coming to fish from the shore of Monona Bay. I would argue that they are the second most common car users on the street, next to the residents themselves. I am uncomfortable with creating barriers for those people to access public land for fishing. I don't like the feeling that the lake, which already grants private dock access to the owners along South and West Shore, may be even harder to get to for those users. If I were to focus on making the area more accessible to everyone, I first would revoke the land access rights of the owners and let that green space be an uninterrupted public shore area.	10/8/2021 11:47 AM
101	Remove current si	10/8/2021 11:45 AM
102	See above. Move parked cars further from intersection.	10/8/2021 11:36 AM
103	Put stop signs on access streets (Lowell, Erin, etc) and put one or 2 stop signs on streets (e.g Parr, Erin) so there is less of an uninterrupted shot down the streets. Shared Streets signs were good	10/8/2021 11:31 AM
104	Eliminate parking and use the extra space to physically separate bikers and cars.	10/8/2021 11:16 AM
105	I would post no thru signs on posts, instead of the middle of the roads.	10/8/2021 11:02 AM
106	See above	10/8/2021 10:53 AM
107	There should be no mention of "local traffic only." The shared streets are for everyone--not just people who live in this neighborhood. If anybody from anywhere wants to drive down South Shore or West Shore, they are welcome to do so, provided they drive slowly and respectfully.	10/8/2021 10:52 AM
108	painted pedestrian cross walks with yield signs	10/8/2021 10:39 AM
109	Lower the speed limit and move the signage so motorists and other users of the Drive understand that this is a bike Blvd and and a Park and Pleasure drive with multiple users. This is primarily a residential street.	10/8/2021 10:37 AM
110	I would like it to be one-way for the entire length, with the second lane restricted to non-motorized use, at least in the spring/summer/fall	10/8/2021 10:30 AM
111	Bring the speed limit to 15. Make shared street signs permanent. Create a actual jogging path along the grass side that is not paved	10/8/2021 9:28 AM