

**AGENDA  
CITY OF MONONA  
SUSTAINABILITY COMMITTEE  
Library Municipal Room  
Wednesday, October 19, 2016  
7:00 PM**

1. Call to Order – **7:00 PM**
2. Roll Call
3. Approval of Minutes from the **September 15, 2016** Sustainability Committee Meeting
4. Public Appearances
5. Unfinished Business
  - A. Monona Sustainable Business Initiative
  - B. Update on UniverCity Alliance Project for Active Transportation – Summer Outreach
    - a. See Maria’s Report on the Project
    - b. Maria to do Fall Semester Business Outreach (Bike Benefits & Bike Friendly Businesses)
  - C. Memo – Update on UniverCity Alliance Project for Active Transportation -- Fall Workshop
  - D. Green Tier Legacy Communities: Energy Task Force
    - a. Example Product for Energy Analysis
    - b. Summary of Energy Analysis Timeline, Costs, and Process
6. New Business -- None
7. Adjournment

**Next Meeting: November, 17<sup>th</sup> of 2016 at 6:30 PM**

**Please notify Brad Bruun at 222-2525 or [bbruun@ci.monona.wi.us](mailto:bbruun@ci.monona.wi.us) if you cannot make it.**

**NOTE:**

Upon reasonable notice, the City of Monona will accommodate the needs of disabled individuals through auxiliary aids or services. For additional information or to request this service, contact Joan Andrusz at (608) 222-2525 (not a TDD telephone number), FAX: (608) 222-9225, or through the City Police Department TDD telephone number 441-0399. The public is notified that any final action taken at a previous meeting may be reconsidered pursuant to the City of Monona ordinances. A suspension of the rules may allow for final action to be taken on an item of New Business. It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information or speak about a subject, over which they have decision-making responsibility. No action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice.

**CITY OF MONONA**  
**Sustainability Committee**  
**Thursday, September 15, 2016**  
***MINUTES-Draft***

1. **7:45 PM - Meeting called to order by committee Chair, Chad Speight**
  
2. **Roll Call:**  
**Members Present:** Chair Chad Speight, Co-Chair Andrew Kitslaar, Leslie Busse, Teresa Radermacher, Nina Catterall, Sue Vogt, Mari Westin  
**Members Excused Absent:** Maureen Muldoon, Katherine Sommers, Pat Howell  
**Members Absent:** None  
**Staff Present:** Brad Bruun  
**Guests:** None
  
3. **Approval of 8.18.16 Meeting Minutes:**  
Motion to approve; First – Teresa, Second – Mari  
\*\* Teresa: Question on topic from 8.18.2016 meeting concerning new member packets. It was discussed but no action was taken on it. Andrew stated that the Erick Plumb with the Library Committee has a very good packet that could be used as an example. Mari stated that some information would be uniform among committees so to copy that into a generic new member packet for any prospective member of any type of committee would help make the application process more efficient. Chad stated that there would be some benefit to possibly have the staff and chairs of a committee meet with a new member prior to that member's first attendance at a committee meeting.
  
4. **Appearances:**  
NONE
  
5. **Unfinished Business**
  - A. **Annual Report Update: Fuel Tracking**  
Brad informed the committee as to the current status of City attempts to record fuel usage. Brad stated the goal of updating the current method of fuel usage recording is to match fuel credit cards used per vehicle to the actual vehicles fuel invoice from Landmark. Leslie asked what is the goal of recording the fuel usage per vehicle. Brad stated that with this being executed it would now be possible to analyze the fuel usage per vehicle, along with miles driven, fuel type, engine type, vehicle type, vehicle use value/common job tasks, maintenance records, etc. Andrew asked to see the vehicle lists broken down by department. Chad stated that the goal would be to see what we are using (fuel and vehicles), how we are using it, and what are the efficiencies. Mari stated that from the Sustainability Plan the target was to capture fuel use by department and generally we want to have gallons used decrease over the years.
  
  - B. **Website Updates**  
It was brought up to fix the link for the Natural Step Monona. The organization no longer exists. Nina stated that it would be helpful to have more graphical data or visuals to explain points and less language. Leslie asked where is the information to the public, where is the items explaining to the public on how to be more sustainable? Chad and Andrew both asked

if the committee's webpage should be separate from a "How to" Sustainable Monona webpage. The Committee as a whole stated that stealing a lot of what Madison does would make this type of a page much more helpful. Bring sustainability to the webpage through quick links and easy to understand graphics.

### **C. Codifying Sustainability Update**

Brad gave a short update on the progress made by Anna Haines in regards to reviewing the City's zoning codes for best sustainable practices. Chad updated the reasoning for needing to re-codify City codes all around and the process that is being undertaken to do so. The concern is that all ordinances are being revamped, but because sustainability tends to be cross departmental that the committee should not be concerned with updating or reviewing all city codes. Instead the committee can review codes as they come up in projects where they would need or should be updated. The codes as they are written currently may not be changing as much as the formatting that is taken to organize them is what may be changing. Also, codes need to be updated to meet requirements by the county and state as well as for removing unnecessary or outdated language.

Brad also updated the group about the current ordinance for stormwater fees. Brad stated that currently there is policy that allows a property that drains over 50% of its property directly to a waterway to file for an exemption of a proportion of the stormwater fee. Brad stated that it may be illogical to exempt a property of stormwater fees if the City is still paying fees associated with phosphorus and suspended solids that are modeled to drain from the property into the waterway. Chad stated that there should be a regulation for the percent of the property dedicated to building square footage and impervious surfacing. Mari stated that this would be in line with land use objective LC2 in the sustainability plan.

### **D. Strategic Plan Update**

Preview of Strategic Plan for Sustainability was done by Brad. Mari added one item, that there should be a strategy to "Reduce Use of Material Resources".

## **6. New Business**

### **A. Green Tier Legacy Communities: Energy Benchmarking**

Brad gave a brief update on what is going on with the GTLC benchmarking work. Brad shared that the City has fully recorded all energy and gas usage data and that the Department of Energy has provided an Energy Consultant to investigate energy/electricity usage on all 4 solar facilities to try and find the total avoided costs the City has gained in regards to the solar project.

### **B. Life Costs Assessment for Vehicle Purchases: Department of Public Works Example**

Brad briefly went back over the way the Public Works department documents their vehicles maintenance and assessment policies regarding buying new vehicles. Chad stated that the Cost of Ownership is from a State consumer report for vehicles and is readily available and suggested that it be used at planning stages of purchasing a new vehicle.

**9:20 PM - Meeting Adjourned, first Leslie, second Sue**

**Next Meeting: Wednesday, October 19th at 7:00 PM.**

*Any questions or additions please notify Brad Bruun, [bbruun@ci.monona.wi.us](mailto:bbruun@ci.monona.wi.us) – Thank you.*



# City of Monona's Green Map

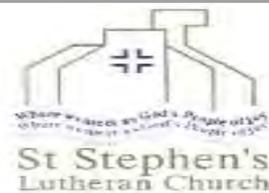
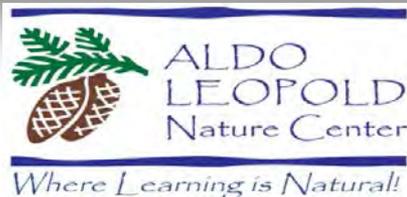
Sustainability Committee

Janine Glaeser



# Sustainable Committee Projects

# Green Monona Map



# Sustainable Products

- Locally grown or organic food production
- Serving locally grown or organic foods
- Construction materials and practices
- Renewable energy systems: solar, wind
- Energy products
- Energy audits
- Goods salvaged for resale
- Waste management
- Home products including cleaning supplies, paint, lawn, car
- Native plants/materials
- Community gardens
- Sustainability education
- Mpower Luncheon Attendee



Combined Point Value: 31.5

# Sustainable Practices: Energy

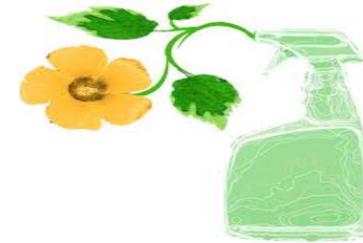
- Green built/green site certification
- Carbon neutrality
- Energy efficiency or conservation: solar, wind, LED lighting, MGE alternative power, efficient industrial equipment, motion sensors, timers, smart meters



Combined Point Value: 22.5

# Sustainable Practices: Operations and Maintenance

- Sustainable cleaning
- Sustainable pest control
- Sustainable paint products
- Office management policies and practices to reduce energy and products



Combined Point Value: 8.5

# Sustainable Practices: Waste Management

- Solid Waste
- Composting
- Alternatives to heavy metals



- Reuse
- Recycle

Combined Point Value: 11.5

# Sustainable Practices: Water Conservation

- Technologies (indoor)
  - Greywater reuse
  - Automatic sinks
  - Low-flow toilets
  - Low-flow urinals
  - Low-flow faucets
  - Composting toilet
- Technologies (outdoor)
  - Low volume irrigation
  - Moisture sensing irrigation



Combined Point Value: 17.5

# Sustainable Practices: Rainwater or Stormwater Management

- Rain gardens
- Green roofs
- Rain harvesting systems
- Pervious pavement



Combined Point Value: 12

# Sustainable Practices: Grounds Management

- Fertilization or pesticide restriction policies
- Integrated pest management
- Native plantings
- Native habitats restored or maintained



Combined Point Value: 7.5

# Sustainable Practices: Transportation



- Subsidized public transit
- Use alternative fueled vehicle
- Encourage biking
- Charging stations

Combined Point Value: 7.5



**Monona's Sustainability Committee** is looking for new members. The committee meets once a month at City Hall. It's vision is that Monona shares a culture that embraces, is vested in, and used best practices for sustainable living.

Visit our Committee page via  
[www.mymonona.com](http://www.mymonona.com)  
or contact Janine Glaeser  
[jglaeser@ci.monona.wi.us](mailto:jglaeser@ci.monona.wi.us)



# GREEN MONONA MAP



The City of Monona is developing a “Green Monona Map” to honor businesses going the extra mile for sustainability. Businesses achieve points that correspond with the list of green practices below. To earn a spot on the map, a business must earn a **minimum of 15 points**. If a business can claim **35 points or more**, they are given a spot on the map **AND** encouraged to display their logo. Sustainability’s value and sense can translate to dollars and cents. It is good business.

**To apply for a spot on the map**, please fill out the form below. Check the box next to each criterion that is appropriate to your business’ practices. Return here today, or to City Hall:

Attn: Janine Glaeser  
 City of Monona, City Hall  
 5211 Schluter Rd.,  
 Monona, WI 53716-2598  
 (608) 222-2525  
 jglaeser@ci.monona.wi.us



## VALUES FOR GREEN MONONA MAP

<b>Name:</b>	<b>Date:</b>
<b>Business Name:</b>	
<b>Business Address:</b>	
<b>Phone:</b>	<b>Email:</b>

### (1) Sustainable products or services (business and non-profit organizations)

Item	X	Value
Locally grown and/or organic food production		2.5
Serving Locally grown and/or organic foods		2.5
Construction materials and practices		2
Renewable energy systems: solar and/or wind		3
Energy products (cutting edge – not widely available commercial products)		2.5
Energy audits		3
Goods salvaged for resale		2
Waste management (electronic recycling)		2.5
Home products including cleaning supplies, paints, lawn, car		2.5
Native plants/materials		2
Community gardens		2
Sustainability education		3
Mpower Luncheon Attendee		2

## (2) Sustainable practices (businesses and non-profit organizations)

Item	X	Value
Green built/green site certification such as LEED, Green Globe or BREEM		3
Carbon neutrality: purchase of carbon credits		2.5
Energy efficiency or conservation: solar		3
Energy efficiency or conservation: wind		3
Energy efficiency or conservation: LED lighting		2
Energy efficiency or conservation: MGE alternative power		2
Energy efficiency or conservation: efficient industrial equipment		2
Energy efficiency or conservation: motion sensors		1.5
Energy efficiency or conservation: timers		2
Energy efficiency or conservation: smart meters		1.5
Operations and maintenance: Sustainable cleaning		1.5
Operations and maintenance: Sustainable pest control		2
Operations and maintenance: Sustainable paint products		2
Operations and maintenance: office management policies and practices to reduce energy and products		3
Waste management: Solid waste		2
Waste management: Composting		2.5
Waste management: Alternatives to heavy metals		2.5
Waste management: Reuse		2.5
Waste management: Recycle		2
Water conservation technologies (indoor): greywater reuse		2.5
Water conservation technologies (indoor): automatic sinks		2
Water conservation technologies (indoor): low-flow toilets		2
Water conservation technologies (indoor): low-flow urinals		1.5
Water conservation technologies (indoor): low-flow faucets		2
Water conservation technologies (indoor): composting toilet		2.5
Water Conservation technologies (outdoor): low volume irrigation		2.5
Water Conservation technologies (outdoor): moisture sensing irrigation		2.5
Rainwater or stormwater management: rain gardens		3
Rainwater or stormwater management: green roofs		3
Rainwater or stormwater management: rain harvesting systems		3
Rainwater or stormwater management: pervious pavement		3
Grounds management: fertilization or pesticide restriction policies		1.5
Grounds management: integrated pest management		1.5
Grounds management: native plantings		2
Grounds management: native habitats restored or maintained.		2.5
Transportation: subsidized public transit		2
Transportation: use alternative fueled vehicle		1.5
Transportation: encourage biking		2
Transportation: charging stations		2
Other (to be judged by the committee)		N/A

## VALUES FOR GREEN MONONA MAP

### (1) Sustainable products or services (businesses and non-profit organizations)

Item	Value (1, 2, or 3)
Locally grown and/or organic food production	
Serving locally grown and/or organic foods	
Construction materials and practices	
Renewable energy systems: solar and/or wind	
Energy products (cutting edge – not widely available commercial products)	
Energy audits	
Goods salvaged for resale	
Waste management (electronic recycling)	
Home products including cleaning supplies, paints, lawn car,	
Native plants/materials	
Community gardens	
Sustainability education	
Other (to be judged by the committee)	N/A

### (2) Sustainable practices (businesses and non-profit organizations)

Item	Value (1, 2, or 3)
Green built/green site certification such as LEED, Green Globe or BREEM	
Carbon neutrality: purchase of carbon credits	
Energy efficiency or conservation: solar	
Energy efficiency or conservation: wind	
Energy efficiency or conservation: LED lighting	
Energy efficiency or conservation: MGE alternative power	
Energy efficiency or conservation: efficient industrial equipment	
Energy efficiency or conservation: motion sensors	
Energy efficiency or conservation: timers	
Energy efficiency or conservation: smart meters	
Operations and maintenance: Sustainable cleaning	
Operations and maintenance: Sustainable pest control	
Operations and maintenance: Sustainable paint products	
Operations and maintenance: office management policies and practices to reduce energy and products	
Waste management: Solid waste	
Waste management: Composting	
Waste management: Alternatives to heavy metals	
Waste management: Reuse	
Waste management: Recycle	
Water conservation technologies (indoor): greywater reuse	
Water conservation technologies (indoor): automatic sinks	
Water conservation technologies (indoor): low-flow toilets	
Water conservation technologies (indoor): low-flow urinals	





# Monona Sustainable Business Initiative Survey

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**YOU DO NOT NEED TO ANSWER EVERY QUESTION TO COMPLETE THE SURVEY.** The survey is designed so that no company will be able to answer every question and get every possible point. Thus, if you have not taken the action(s) that are being asked about, simply skip the question.

For questions that ask for percent improvements, note that we are not asking about absolute improvements, but improvements that reflect changes in performance (we refer to this as a standardized metric). For instance, if your waste increased by 50% last year, but your output increased by 100%, you would have reduced waste on a per output basis. We refer to this as a standardized metric.

## Number of Employees

- 1-25
- 25-100
- 100-300
- 300-500
- 500+

## General Information

Name of Company

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Address of Company

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**Industry Sector (Refer to 2012 NAICS Code) Please choose no more than three industries you'd like to be compared against in the sustainability dashboards you will receive upon completion of your survey.**

- 11: Agriculture
- 21: Mining, Quarrying, and Oil and Gas Extraction
- 22: Energy
- 23: Construction
- 31-33: Manufacturing
- 42: Business to Business Trade
- 44-45: Retail Trade
- 48-49: Transportation and Distribution
- 51: Printing
- 52: Finance and Insurance
  
- 54: Professional, Scientific, and Technical Services
- 56: Paper, Packaging and Forestry
- 61: Educational Services
- 62: Health Care and Social Assistance
- 71: Hospitality
- 72: Food Services
- 92: Public Administration
- Brewery
- 81: Other

**Contact Information of Person Completing Application**

First Name	<input type="text"/>
Last Name	<input type="text"/>
Email Address	<input type="text"/>
Verify Email Address	<input type="text"/>
Street Address	<input type="text"/>
City	<input type="text"/>
State	<input type="text"/>
Zip	<input type="text"/>
Phone Number	<input type="text"/>

## Energy Actions

### 1. Have you identified relevant energy metrics and have you set specific energy use reduction goals?

- Yes

### 2. If yes:

- Are you making progress towards that goal?
- Have you met your specific energy use reduction goals?

### 3. Have you invested in any of these energy efficiency alternatives? (Select all that apply.)

- Energy efficient lighting (e.g. changing lighting to LED, load shedding, etc.)
- Energy efficient electronics (e.g. switching laptops to tablets for sales force)
- Energy efficient appliances
- Energy efficient industrial equipment
- Motion sensors, timers, or other lighting controls
- Temperature control systems (e.g. HVAC upgrades)
- Smart meters/energy management software
- Automatic sleep modes for computers, printers, external hard drives, etc.
- Server/network/storage virtualization
- Other

### 4. Have you incorporated building-integrated energy efficiency alternatives into your facilities? (Select all that apply.)

- Passive solar collection (e.g. windows face south to take in winter sunlight, overhanging eaves to shield high summer sun)
- Infrastructure to move day lighting further into spaces that are not along outside walls
- High efficiency windows
- Geothermal heating and cooling system
- Identified and insulated low R-value areas (e.g. building leaks, space around windows, etc.)
- Other

**What percentage of your buildings are LEED, Green Globes, BREEAM, or certified under some other system?**

- 1-25%
- 25-50%
- 50-75%
- >75%

**5. What percentage of your buildings are certified under the Energy Star program?**

- 1-25%
- 25-50%
- 50-75%
- >75%

**6. Have you used your local utility or Focus on Energy to help identify energy efficiency or alternative energy opportunities?**

- Yes

**7. Have you implemented projects recommended by your local utility or Focus on Energy?**

- Yes

**8. Does your company use ISO 50001, or a similar Energy Management System, to integrate energy management into your overall efforts to improve energy management?**

- Yes

**9. If your company generates any of your own energy from renewable energy sources (including solar hot water heaters, photovoltaic solar panels, wind turbines, geothermal heat pump/ground source heat pumps, biomass, etc.), what percent of your overall energy use does this represent?**

- 1-25%
- 25-50%
- 50-75%
- 75-100%

**10. Do you elect to purchase alternative energy from any of the utility companies that serve your Wisconsin facilities?**

Yes  
What Percentage? \_\_\_\_\_

**11. Do you actively educate your stakeholders (employees, suppliers, customers, shareholders, community members, etc.) on energy conservation practices (e.g. energy saving tips, building operation tips, etc.)?**

Yes  
In what ways? \_\_\_\_\_

**12. Have you encouraged or incentivized (e.g. recognition program, rewards program) your employees to reduce their energy use while at home or at work?**

Yes

**13. Do you use specific design criteria for new products or services that seek to minimize the energy demands/use of your products or services?**

Yes

**14. Have your buildings or processes been audited:**

- In the past three years by certified professionals for energy conservation opportunities?
- In the past year by an internal energy professional or Green Team for energy conservation opportunities?

**15. Estimate how much energy you have saved annually (on a standardized metric) as a result of energy conservation efforts.**

- 1-3%
- 3-5%
- 5-10%
- 10-20%
- 20-50%
- >50%

**Other Actions within the Energy Category:**

**Please describe below any other actions you have implemented that impact your energy use. Before including other actions that only indirectly relate to energy, please complete the rest of the application to ensure that we have not**

covered your action in one of the other categories.

**In addition, please identify only actions that you have not already identified (either directly or indirectly) in the previous questions. If there are none, leave this space blank.**

## Carbon and Other Emission Actions

### Carbon and Other Emission Actions

One key distinction between Energy and Carbon actions is "Energy" refers to the actions to take to reduce your use of energy (primarily from fossil fuels), while carbon is about understanding and tracking carbon and other emissions, as well as your communications and education surrounding your carbon footprint.

**1. Have you identified relevant carbon emission metrics and have you set specific carbon reduction goals?**

Yes

**2. Do you have a written strategy to reduce greenhouse gas emissions?**

Yes

**3. Have you identified and documented your Scope 1 and 2 emissions? [Scope 1 emissions are all direct carbon emissions from the burning of fossil fuels in company equipment (e.g. natural gas fueled boilers, company-owned vehicles), emissions from landfills and wastewater treatment, or any other direct emission of carbon, and Scope 2 emissions are all indirect carbon emissions (e.g. purchased electricity, purchased steam, etc.)]**

Yes

**4. Have you identified Scope 3 emissions? [Scope 3 emissions are other indirect emissions not covered in Scope 2 (e.g. business travel, employee commuting, contracted waste disposal, contracted wastewater treatment, etc.)]**

Yes

No/Not Applicable

**5. If you reduced carbon emissions (on a standardized metric with a 2010 baseline), how much did your carbon emissions go down last year?**

1-5%

5-10%

10-20%

20-40%

>40%

**6. Have you identified and documented a current list of your company's direct air emissions (both permitted and unpermitted) and leaks in your system that would allow some emissions to escape, and their sources?**

Yes

**7. Are you a member of a national or state sanctioned program/partnership aimed at reducing emissions and improving air quality? (Select all that apply.)**

- Green Power Partnership
- Combined Heat and Power Partnership
- GreenChill
- High Global Warming Potential Gases Voluntary Programs
- Methane Reduction Voluntary Program
- Carbon Disclosure Project
- U.S. Climate Action Partnership
- WI Partners for Clean Air
- Other

[ ]

**8. Do you actively educate your stakeholders (employees, suppliers, customers, shareholders, community members, etc.) about your position on climate change?**

Yes

Describe how you educate them: \_\_\_\_\_

**9. Have carbon offsets been purchased for any of the following? (Select all that apply.)**

- Travel
- Commuting
- Office Operations/General Operations
- Shipping
- Supply Chain
- Other

[ ]

What percentage? \_\_\_\_\_

**10. Does your business offer customers the opportunity to voluntarily offset carbon emissions? (E.g. by providing information on purchasing offsets or green tags via [www.green-e.org](http://www.green-e.org) or [www.carbonfund.org](http://www.carbonfund.org))**

Yes

**11. Do you offer customers information about the carbon footprint of your good/services?**

Yes

**12. Do you purchase renewable energy credits (RECs) for any of the energy you use?**

- 1-5% of energy
- 5-25% of energy
- 25-50% of energy
- >50% of energy

**Other Actions within the Carbon and Other Emissions Category:**

**Please describe below any other actions you have implemented that impact your carbon or other emissions. Before including other actions that only indirectly relate to carbon, please complete the rest of the application to ensure that we have not covered your action in one of the other categories.**

**In addition, please identify only actions that you have not already identified (either directly or indirectly) in the previous questions. If there are none, leave this space blank.**

**Water Actions**

**Water Actions**

**1. Have you identified relevant water quality and quantity metrics and have you set water use reduction goals?**

Yes

**2. Have you audited your building(s) and any processes that use water for water conservation opportunities?**

- In the past three years by certified professionals for water conservation opportunities?
- In the past year by an internal sustainability professional or Green Team for water conservation opportunities?

Describe the results of these audits: \_\_\_\_\_

**3. Estimate how much water you have saved annually (on a standardized metric from a 2010 baseline) as a result of**

**water conservation efforts.**

- 1-3%
- 3-5%
- 5-10%
- 10-20%
- 20-50%
- >50%

**4. Are you a member of an EPA, state, or local program aimed at water conservation? (E.g. EPA WaterSense Program, state or local water conservation programs, etc.)**

- Yes  
Which ones? \_\_\_\_\_

**5. Have you invested in any of the following water conservation technologies? Select all that apply.**

- Automatic sinks
- Low-flow toilets/urinals
- Low-flow faucets/shower-heads
- Low-volume or drip irrigation
- Water efficient industrial processes
- Rain sensor in automatic irrigation system
- Seasonal setting in automatic irrigation system
- Other  
[ ]

**6. Have you implemented any of the following storm water management techniques? Select all that apply.**

- Permeable pavement
- Rain gardens
- Green roofs
- Cisterns/harvest rainwater for grey water uses (irrigation, etc.)
- Detention ponds
- Riparian buffer/Buffer strips
- Biofilters
- Other  
[ ]

Describe any relevant metrics: \_\_\_\_\_

**7. If you are reusing water that was previously discharged, how much less "new" water are you now using (use 2010 as your baseline year)?**

- 1-5% less
- 5-10% less
- 10-25% less
- 25-50% less
- >50%

**8. Is your property managed for any of the following? Select all that apply.**

- Natural communities (e.g. native prairie, oak savannah, wetlands, etc.)
- Native, drought-resistant plants
- Minimized impact on delineated wetlands, prime agricultural land, and environmental corridors
- Reduced or eliminated application of pesticides and synthetic chemical fertilizers
- Other

[ ]

Describe any relevant metrics (e.g., percentage of pervious surface): \_\_\_\_\_

**9. Do you actively educate your stakeholders (employees, suppliers, customers, shareholders, community members, etc.) on water conservation and water efficiency/reuse?**

- Yes

Describe these efforts: \_\_\_\_\_

**Other Actions within the Water Category:**

**Please describe below any other actions you have implemented that impact your water use. Before including other actions that only indirectly relate to water, please complete the rest of the application to ensure that we have not covered your action in one of the other categories.**

**In addition, please identify only actions that you have not already identified (either directly or indirectly) in the previous questions. If there are none, leave this space blank.**

**Waste Management Actions**

## Waste Management Actions

**1. Have you identified relevant waste and materials management metrics and have you set specific waste reduction goals?**

Yes

**If yes, are you on target or have you met your specific waste reduction goals?**

Yes

**2. Have you audited your building processes for waste management opportunities?**

- In the past three years by certified professionals for waste management opportunities?
- In the past year by an internal sustainability professional or Green Team for waste management opportunities?

**3. Estimate the percentage of waste you have diverted from a landfill annually (on a standardized metric from a 2010 base year) as a result of your waste minimization and recycling efforts.**

- 1-3%
- 3-5%
- 5-10%
- 10-20%
- 20-50%
- >50%

**4. Are you a member of an EPA or state-sanctioned program aimed at waste management? (E.g. EPA WasteWise Program, the Responsible Appliance Disposal Partnership, etc.)**

Yes

Which ones? \_\_\_\_\_

**5. Have you implemented office waste minimization actions? Select all that apply.**

- Recycling bins next to all trash cans at the office
- Compost bins in areas where food is present
- Eliminate individual printers/scanners in favor of for fewer, shared, multi-functional devices
- Copiers and printers set to two-sided printing
- Fax and/or printer cover sheets eliminated

- Paper files replaced by an electronic system
- Removed company from bulk/junk mailing lists
- Permanent kitchenware used instead of disposable cups, plates, utensils, etc.
- If food is composted, use compostable kitchenware instead of disposables (e.g. cups, plates, utensils, etc.)
- Other  
[ ]

**6. Do you have an internal recycling program? Please select all materials included in the program.**

- Cardboard/Paper
- Plastic
- Glass
- Metal
- Ink toners/cartridges
- Batteries
- EWaste
- Other  
[ ]

**7. Have you invited customers and/or employees to participate in your recycling program?**

- Yes

Describe your recycling program: \_\_\_\_\_

**8. Have you designed, or do you participate in, a take-back or exchange program for products that you sell or purchase?**

- Company wide take-back or exchange program implemented
- Industry wide take-back or exchange program implemented
- Community wide take-back or exchange program implemented

**9. Are wastes that are potentially hazardous but not regulated properly identified and disposed?**

- Fluorescent light bulbs
- Used Oils (automotive, process, or food-grade)
- Batteries

Other "special wastes"

[ ]

**10. Do you actively educate your stakeholders (employees, suppliers, customers, shareholders, community members, etc.) on waste minimization practices? (E.g. composting, sorting, etc.)**

Yes

How? \_\_\_\_\_

**Other Actions within the Waste Management Category:**

**Please describe below other actions you have implemented that impact your waste. Before including other actions that only indirectly relate to waste management, please complete the rest of the application to ensure that we have not covered your action in one of the other categories.**

**In addition, please identify only actions that you have not already identified (either directly or indirectly) in the previous questions. If there are none, leave this space blank.**

## Transportation Actions

### Transportation Actions

**1. Have you identified relevant transportation metrics and do you regularly collect information on them?**

Yes

**2. Are there incentives to encourage employee carpooling within the company? Select all that apply.**

Preferred parking for carpool members

Carpooling contests or promotions

Linking carpooling to a larger regional effort

Guaranteed ride home in case of an emergency

Other

[ ]

**3. Are there incentives for employees to commute via public transportation or by biking or walking? Select all that apply.**

- Bike racks available to employees
- Showers available to employees
- Bike to work contests or promotions
- Bike lockers or indoor bike storage
- Employees have access to company bikes or bicycle-sharing memberships
- Employees are provided with bus passes
- Other

**4. In your company fleet of cars, what percent of vehicles are rated at more than 40 mpg?**

- 1-5%
- 5-10%
- 10-25%
- 25-50%
- > 50%

**5. Have you investigated the most fuel efficient options to move your people or product? (E.g. CNG trucks, biodiesel trucks, electric vehicles, fuel cell vehicles, hybrid vehicles, rail, etc.)**

- Yes

**6. If yes, what percentage of your product or people moves by the fuel efficient option that you identified?**

- 1-10%
- 10-25%
- 25-50%
- 50-75%
- >75%

**7. Does your company provide teleconference/web conference space (with or without video capabilities) for employees to use?**

- Yes

**8. What percentage of your employees telecommute at least one day per week?**

- 1-25%
- 25-50%
- 50-75%
- >75%

**9. Do you use truck carriers and/or shippers that are part of the U.S. EPA SmartWay Transport Partnership?**

- Yes

**10. Has your fleet participated in the WI Smart Fleet Program?**

- Yes

Does it currently? \_\_\_\_\_

**11. Are policies/practices in place to minimize fuel use? Select all that apply.**

- Strategic route planning software
- Truck routes planned with back hauls whenever possible
- Ship directly to customers rather than through a distribution center
- Consolidate shipping containers to fit as much product as possible
- Idle reduction policy or idle reducing units
- Side fairings or skirts are used
- Nitrogen used in tires
- Trailer tails or rear tail fairings are used
- Other

[ \_\_\_\_\_ ]

**12. Do you provide incentives to employees who choose fuel efficient vehicle? (E.g. hybrid, plug-in hybrid, CNG, electric vehicles, etc.) Select all that apply.**

- Preferred Parking
- Electric Charing
- Economic incentive
- Other \_\_\_\_\_

**13. Do you actively educate your stakeholders (employees, suppliers, customers, shareholders, community members, etc.) on more environmentally friendly transportation methods?**

Yes

Describe what's being done: \_\_\_\_\_

### **Other Actions within the Transportation Category:**

**Please describe below any other actions you have implemented that impact your fuel efficiency. Before including other actions that only indirectly relate to transportation, please complete the rest of the application to ensure that we have not covered your action in one of the other categories.**

**In addition, please identify only actions that you have not already identified (either directly or indirectly) in the previous questions. If there are none, leave this space blank.**

### **Supply Chain Actions**

#### **Supply Chain Actions**

**1. Have you identified relevant supply chain metric related to sustainability and do you regularly collect information on them?**

Yes

**2. Do you have a formalized process in which to identify sustainability risks (weather or resource related, or workforce related) in your supply chain?**

Yes

**3. Do you have a standard code of conduct for your suppliers? If so, please check each box that applies:**

- Environmental standards for your supplier's processes, products, or services
- Human rights (e.g. child labor, freedom of association, etc)
- Working conditions
- Occupational health
- Environmental management system
- Transparency of environmental performance information
- Business ethics

**4. Do you audit your suppliers to ensure they are following the standard code of conduct?**

- Via a third party
- Via a sustainability professional or Green Team within your own organization

**5. Do you provide incentives for your suppliers to follow the standard code of conduct or engage in sustainability activities (e.g. longer-term contracts, sustainability training collaborations, etc.)**

Yes

**6. Do you have a corporate purchasing policy that includes sustainability criteria?**

Yes

Describe any relevant sustainability metrics: \_\_\_\_\_

**7. Do you:**

Purchase office supplies in bulk?

Purchase second-hand products?

Purchase raw materials that are a waste from someone else?

Other

[ \_\_\_\_\_ ]

**8. Has your company implemented a program, or otherwise taken specific steps, to minimize or eliminate the use of virgin materials?**

Yes

**9. Is your business a participant, or have you nominated a supplier to become a participant, in the Green Suppliers Network or other supply chain program?**

Yes

**10. As a supplier, have you been nominated for/won any awards recognizing your commitment to sustainability?**

Yes

Which awards? \_\_\_\_\_

**11. Do you participate in any industry or trade groups to promote and develop tools and standards that address sustainability? (E.g. Walmart's Sustainability Consortium, an industrial symbiosis network, etc.)**

Yes

**12. What percentage of your vendors are either in Wisconsin or within 100 miles of the facility using the goods or services?**

- 1-5%
- 5-10%
- 10-25%
- 25-50%
- >50%

**13. Is your company's packaging material chosen with sustainability criteria in mind? Select all that apply.**

- FSC Certified
- At least 50% recycled
- Locally sourced (produced in Wisconsin or within 100 miles)
- Compostable
- Recyclable
- Printed with water-based inks
- Printed with vegetable-based inks
- Other

**14. Has your company developed a Restricted Substance List (RSL) or adopted an industry-standard list of substances that may not be used in your product or service?**

- Yes

**15. Has your company implemented a program to minimize or eliminate conflict minerals that may be used in your products?**

- Yes

**Other Actions within the Supply Chain Category:**

**Please describe below any other actions you have implemented that impact your supply chain. Before including other actions that only indirectly relate to your supply chain, please complete the rest of the application to ensure that we have not covered your action in one of the other categories.**

## Community and Educational Outreach Actions

### Community and Educational Outreach Actions

**1. Have you identified relevant community and educational outreach metrics and do you regularly collect information on them?**

Yes

Describe these metrics: \_\_\_\_\_

**2. Have you shared your organization's sustainability experiences and best practices in a mentoring relationship with another business?**

Yes

**3. Do you sponsor/host any events (conferences, workshops, training, etc.) related to sustainability?**

1-2 per year

2-5 per year

5-10 per year

Over 10 per year

**4. Are you actively engaged with the local chamber of commerce or a main street program?**

Yes

**5. Do you produce an annual sustainability report? Select all that apply.**

Quantifiable targets related to environmental/social goals

Quantitative results from environmental/social goals (e.g. lbs. of carbon offset)

Consistent measurement that allows for comparisons between years

Third-party validation of company's environmental/social performance

Sustainability report follows the Global Reporting Initiative (GRI) guidelines

**6. Does your company support state-wide organizations that promote sustainability? [E.g. Wisconsin Business**

Alliance, Sustain Dane (or applicable local sustainability organization), RENEW WI, an industrial symbiosis, etc.]

Yes

**7. Is your company's communication and marketing material chosen with sustainability criteria in mind? Select all that apply.**

- FSC Certified
- At least 50% recycled
- Produced with renewable energy
- Locally sourced (produced in Wisconsin or within 100 miles)
- Compostable
- Recyclable
- Printed with water-based inks
- Printed with vegetable-based inks
- Other

[  ]

**8. What percentage of your communication and marketing material is distributed digitally?**

- 1-10%
- 10-25%
- 25-50%
- >50%

**9. What percentage of your company's ownership resides within 100 miles?**

- 1-10%
- 10-25%
- 25-75%
- >75%

**10. What percentage of your company's customers reside within 100 miles?**

- 1-10%
- 10-25%
- 25-50%

>50%

**11. Have you worked with a local high school, technical school, or university on tailored training for future employees?**

Yes

**12. Do you proactively engage local human resources agencies (e.g. job programs to hire local people, veterans, programs for disabled, etc.) when hiring new employees?**

Yes

**13. Do the majority of your employees take part in community service events at least annually?**

Yes

What percentage? \_\_\_\_\_

**14. Do you provide paid time for employees to become involved with non-profits or other community groups? If so, how much?**

1-10 hours/year

11-20 hours/year

20-40 hours/year

>40 hours/year

**15. Does your business allow the use of its property for community events?**

Yes

Which community event? \_\_\_\_\_

**16. Do you support and promote local food? Select all that apply.**

Food drop-off location for a Community Supported Agriculture (CSA) on site

Farmers' markets hosted on site

Company supports (with time, money, or resources) a community garden

Produce from an onsite vegetable garden is distributed to employees or used in the cafeteria

Company purchases food from local sources for cafeteria or office

- Other  
[ ]

**17. Do you philanthropically support any of the following? Select all that apply.**

- Local community organizations
- Organizations committed to improving global welfare (e.g. natural disaster relief, labor rights, economic development, health, etc.)
- 1% for the Planet or comparable program (e.g. you donate a percent of sales or profit to one or more non-profit)
- Other  
[ ]

**18. Do you:**

- Financially support candidates in local, non-partisan elections (school board, city or county elections, etc.)?
- Encourage employees to serve on local or statewide committees, advisory boards, or task forces?
- Have a policy, or take actions designed to encourage your employees to vote?
- Other  
[ ]

**19. Does your organization support local schools:**

- By donating money or resources?
- By sending employees to volunteer their time?
- Other  
[ ]

**Other Actions within the Community and Educational Outreach Category**

**Please describe below any other actions you have implemented that impact your community and educational outreach. Before including other actions that only indirectly relate to your outreach, please complete the rest of the application to ensure that we have not covered your action in one of the other categories.**

**In addition, please identify only actions that you have not already identified (either directly or indirectly) in the previous questions. If there are none, leave this space blank.**

## **Workforce Actions**

**1. In your estimation, are your employees paid:**

- Less than competitors in comparable positions?
- The same as competitors in comparable positions?
- More than competitors in comparable positions?

**2. Is training in sustainability or the sustainable performance of the company part of New Employee Orientation?**

- Yes

**3. After new employee orientation, is sustainability addressed in any ongoing/annual training?**

- Yes

**4. Do you provide financial support for employees interested in furthering their education?**

- Yes

**5. How many hours per year of training do you require your employees to participate in?**

- 1-10
- 11-20
- 21-30
- 31-40
- 40+

**6. Do you hire paid student interns?**

- Yes

**7. What percent of your workforce lives within 10 miles of the facility at which they work?**

- < 10%
- 10-25%
- 25-50%
- 50-75%
- > 75%

**8. Do you provide resources for employees to maintain a healthy lifestyle? Select all that apply.**

- Free or subsidized gym membership
- Onsite fitness center
- Offer personal or fitness counseling to employees
- Provide coaching on how to maintain healthy lifestyles (e.g. smoking cessation, exercise, or nutrition)
- Other  
[  ]

**9. What percent of your workforce is provided natural light while working?**

- 1-20%
- 20-50%
- 50-75%
- >75%

**10. Have you adopted an employee engagement program or participated in a program to build employee engagement around sustainability? (E.g. Cool Choices, 30/30 Nature Challenge, etc.)**

- Yes

**11. Do non-executive employees own shares in your company?**

- Yes

**12. What percent of your workforce turns over each year?**

- 0-10%
- 10-25%
- 25-50%

>50%

**13. Does your business participate in:**

- SA 8000 (an auditable social management system run by Social Accountability International)?
- Ethical Trade Audits (the most common is run by SEDEX, and drives ethical improvements in global supply chains)?
- Other systems that direct social performance?  
[ ]

**14. Have you identified the local living wage, and do you pay all full-time employees at that level?**

- Yes

**15. What percentage of health insurance premiums are paid by the company?**

- 1-25%
- 25-75%
- >75%

**16. How many fully paid weeks of vacation/sick leave/holidays are full-time employees that have been with the company for five years given?**

- 1-2 weeks
- 2-4 weeks
- 4-6 weeks
- 6+ weeks

**17. How much fully paid maternity leave for full-time employees do you provide?**

- Up to 2 weeks
- 2-8 weeks
- 8+ weeks

**18. How much fully paid paternity leave for full-time employees do you provide?**

- Up to 2 weeks
- 2-8 weeks
- 8+ weeks

**19. Do you have a system for employees to raise complaints or concerns anonymously?**

- Yes

**20. Do you have a system for employees to submit ideas to make the company more sustainable?**

- Yes

**Other Actions within the Workforce Category:**

**Please describe below any other actions you have implemented that impact your workforce. Before including other actions that only indirectly relate to workforce, please complete the rest of the application to ensure that we have not covered your action in one of the other categories.**

**In addition, please identify only actions that you have not already identified (either directly or indirectly) in the previous questions. If there are none, leave this space blank.**

## **Governance**

### **Governance Actions**

**1. Does your mission/vision statement:**

- Recognize a purpose for your business that is broader than making money?
- Specifically identify "sustainability" as a goal for the company?
- Specifically recognize the role that your business can play in serving as a model for other businesses?

**2. Have you established specific, auditable sustainability goals?**

- Yes

**3. Is your company publicly reporting on progress you are making on your sustainability goals?**

Yes

**4. Does your company have a formal policy on human rights or have you committed to support the Universal Declaration of Human Rights?**

Yes

**5. If yes, is your human rights policy available for the public to see? (E.g. on your website)**

Yes

**6. How are principles of sustainability (including ethics) reflected in your Human Resources policies and guidance? Select all that apply.**

- Established ethics policy that all employees are trained on
- Ethics policy is available for the public to see (e.g. on your website)
- Policies and written guidance are translated to native languages spoken by employees and suppliers
- Established a diversity policy
- Established a policy on bribery and/or corruption
- Other

[ ]

**7. What percentage of your board members or C-suite managers are women?**

- 0-10%
- 10-25%
- 25-50%
- 50-75%
- 75-100%

**8. What percentage of your board members or C-suite managers are not white/Caucasian?**

- 0-10%
- 10-25%
- 25-50%

- 50-75%
- 75-100%

**9. Are employee retirement plans (e.g. pension, 401k, profit sharing, etc.) available for full-time employees?**

- Unfunded/ No Match
- Partially Funded/Partial Match
- Fully Funded/Full Match

**10. Have you appointed a Sustainability Officer to lead, measure, and manage the journey toward sustainability?**

- Yes

**11. Do you have a "green team" that develops and oversees sustainability ideas/projects?**

- Yes

**12. Is information on sustainability performance shared with senior management at least twice a year?**

- Yes

**13. Have you implemented an ISO 14001 (or equivalent) environmental management system (EMS)? If yes, which one?**

- Yes

[ ]

**14. Are management bonuses influenced by your business' sustainability performance?**

- Yes

**15. At what levels throughout your organization do you hold employees accountable for sustainability initiatives?**

- Corporate Level only
- Corporate & B Level
- Everyone from Corporate to the Field

**16. Are your business income taxes paid in Wisconsin or are you incorporated somewhere else?**

- Paid in Wisconsin
- Portion is paid in Wisconsin
- We are incorporated somewhere else

**17. Does your company release information on taxes paid/tax rate to the public?**

- Yes

**18. Does your company operate as a "benefit" corporation or are you a Certified B Corporation?**

- Yes

**19. Does your senior management team speak to investors about sustainability and growing long-term value?**

- Yes

**20. Does your organization use socially responsible investing options for:**

- Organizational cash (socially responsible investment options are used for at least 25%)?
- Retirement plan options (Employees are provided with socially responsible investment alternatives)?
- Bonds that you offer are qualified as Green Bonds?
- Other (identify)

[ ]

**21. Do you use Life Cycle Assessment (LCA) as a tool in any part of your business? (E.g. provide LCA data to your customers)**

- Yes

**Other Actions within the Governance Category:**

**Please describe below any other actions you have implemented that impact your governance. Before including other actions that only indirectly relate to governance, please complete the rest of the application to ensure that we have not covered your action in one of the other categories.**

**In addition, please identify only actions that you have not already identified (either directly or indirectly) in the previous questions. If there are none, leave this space blank.**

DRAFT

# Monona Sustainable Business Certification

## ❖ Must Meet x# out of 6 Categories in Sustainability

- ✓ General Sustainability
- ✓ Land Use
- ✓ Water
- ✓ Energy
- ✓ Transportation
- ✓ Solid Waste

## ❖ Business Categories

- Automotive
  - -Gas Station, Dealer
- Business Support & Supplies
  - -Office Supplies
- Computer & Electronics
  - -Consumer Electronics
- Construction & Contractors
- Education
  - -Learning Centers
- Entertainment
  - -Golf Courses, Movies
- Food & Dining
  - -Restaurants, Grocery
- Health & Medicine
  - -Chiropractor
- Home & Garden
  - -Flower Shops
- Legal Financial
  - -Insurance
- Manufacturing, Wholesale, Distribution
- Merchants (Retail)
- Miscellaneous

- -Funeral Services
- Personal Care & Services
  - -Dry Cleaning
- Real Estate
- Travel & Transportation
  - -Hotel

## Ideas

1. Alternatives to gas-powered vehicles or equipment
2. Energy audit
3. Materials or methods for building or remodeling
4. High-efficiency appliances
5. Efficient lighting
6. Energy conservation measures
7. Personal energy conservation behaviors
8. Solar thermal or photovoltaic energy sources
9. Geothermal energy sources
10. Passive solar features
11. Sustainable landscape and garden design
12. Organic vegetable and fruit gardens
13. Rain gardens
14. Rain barrels
15. Reduction of stormwater runoff (not including rain barrels or rain gardens)
16. Mechanical reductions in the use of water (i.e. grey water system, composting toilet)
17. Composting
18. Reduction and re-use of waste (not including composting)
19. Consciously restored ecosystems

20. Compact and/or mixed-use development

21. Conserved undeveloped land or open space

22. Other measure(s) not listed

(Businesses)

What sustainable measures have you taken in your business? Have you:

encouraged alternatives to gas-powered vehicles? Such alternatives include locating near public transit, using alternatively-fueled vehicles, creating bicycle and pedestrian routes, and bicycle- and pedestrian-friendly development design.

used alternative renewable energy sources and meaningful energy conservation measures?

minimized or eliminated the use of extracted underground substances such as mercury, cadmium, phosphorus?

reduced the use of chemicals and synthetic compounds in facility construction and building materials, operations, products, and services?

encouraged methods of landscape design, landscape and park maintenance, and agriculture that reduce or eliminate the use of pesticides, herbicides, and synthetic fertilizers, as well as encouraging the use of compost and conserving water?

encouraged compact and mixed-use development that minimizes the need to drive; re-uses existing, infill, and brownfields sites that have been thoroughly reclaimed and remediated before using open land; and that avoids the extension of sprawl?

☐ conserved undeveloped land, open space, and agricultural land; protect water and soil quality; consciously restored ecosystems; and minimized or eliminated the disruption of existing natural ecosystems and floodplains?

☐ encouraged forms of development, business, and agriculture that reduce the use of water; reused wastewater on-site; or employed innovative wastewater treatment that minimizes or eliminates the use of chemicals (example: using plants for sewage treatment)?

☐ equitably protected public health, safety, and welfare, and incorporated the needs of those currently disenfranchised?

☐ pursued reduction and re-use of by-products and waste, especially approaches that also employ waste as a resource, such as eco-industrial development?



# Active Transportation Summer Outreach Project

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## Summary Report

September 2016

**Abstract**

The Monona Active Transportation Summer Outreach Project was led by the City of Monona’s Sustainability Committee and UW-Madison student, Maria Castillo as part of a Wisconsin Open Education Community Fellowship (WOECF). The project served as a bridge between similarly focused Spring and Fall Urban and Regional Planning courses at the University of Wisconsin-Madison. Matching coursework was done through the University of WI-Madison as part of a collaborative project called University Alliance. This alliance pairs UW Courses, Faculty, and Students with Monona City Staff in order to combine resources to do work on municipal projects. Aggregating data from public input through community outreach efforts was done in the form of a survey distributed at publicly held events and online through social media.

**Acknowledgements**

The Monona Active Transportation Summer Outreach Project was funded by the Morgridge Center for Public Service at the University of Wisconsin in Madison, and was coordinated by the Wisconsin Open Education Community Fellowship, 2016. The fellowship was awarded to Environmental Sciences and Studies undergraduate student, Maria Castillo, who was assisted in her work by mentoring Professor Dr. Carolina Sarmiento of the School of Human Ecology, and Assistant Scientist with the Global Health Institute and the Nelson Institute Center for Sustainability and the Global Environment, and UniverCity Year coordinator, Jason Vargo; under guidance of Monona Sustainability Committee’s Project Coordinator & GIS Specialist, Brad Bruun.

Thanks to Bike to the Library for donating Bicycle Benefits Stickers and to Planet Bike for donating bike accessories for continuing community engagement efforts in Monona.

# Monona Active Transportation Summer Outreach Project

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## **1.0 Introduction**

### **1.1 Background**

The UniverCity Year project is a yearlong partnership model of a campus-wide program called the UniverCity Alliance, a collective effort between existing UW-Madison courses and departments that have been exploring ways to leverage UW expertise to help create more livable cities. One of the four main areas of focus within the partnership is Sustainable Transportation, which aims to help Monona understand existing bicycle, pedestrian, and transit infrastructure and connections, while focusing on specific population groups and destinations such as children and schools. Other partners from the UniverCity Alliance include UW-Madison's COWS, Global Health Institute, Institute for Research on Poverty, Morgridge Center for Public Service, Nelson Institute for Environmental Studies, Department of Urban and Regional Planning, and UW-Extension.<sup>1</sup>

The Wisconsin Open Education Community Fellowship (WOECF) exemplifies the Wisconsin Idea which is to combine education, research and community service around the world. The WOECF provides students with a unique experience to work with a Wisconsin community they feel have a personal connection to, providing students the opportunity to explore academic possibilities and develop in a professional environment while giving back to a Wisconsin community. The Monona Active Transportation Summer Outreach Project: Building Community Engagement, was based on the Climate Change Policy and Public Health Massive Open Online Course (MOOC) offered by UW in 2015.<sup>2</sup>

For the purposes of the survey, the term Active Transportation was used to refer to walking, cycling and using transit to get from one place to another.

### **1.2 Prior Research Activity**

In Spring 2016, Urban & Regional Planning (URPL) offered the first course to participate in the UniverCity Year with Monona. The City of Monona gave suggestions to the course, URPL Bicycles, Pedestrians, and the City, taught by Professor Dave Cieslewicz, and in 13 weeks it produced a plan to help the city advance from its recently awarded bronze Bike-Friendly Community Status to Silver in the near future. The plan focuses on Monona's work towards the League of American Bicyclists' (LAB) Bicycle Friendly Community silver designation. The criteria for the designation of a bronze, silver, gold, or platinum Bicycle Friendly Community is based on the "Five E's:" Education, Encouragement, Enforcement, Engineering, and Evaluation."

The primary deliverable of this work was a neighborhood bicycle and pedestrian audit conducted by the class on March 10, 2016. Teams rated their intersections and adjacent road segments on items in the areas of land use environment, transportation environment, walking

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<sup>1</sup> To learn more about the UniverCity Year project, visit <http://university.wisc.edu>

<sup>2</sup> To learn more about the WOECF, visit <http://morgridge.wisc.edu/woecf>

environment, bicycling environment, and facilities and aesthetics. Particular care was taken to record detailed notes about the walking and bicycling environments and each team also recorded the number of bikers and walkers they saw during the study period. Auditors covered around 30 intersections, and gave Monona an average score of 41.6 out of 100. The lowest score was 12, and the highest score was 69.

As this class was an early start for the UniverCity Year project and the second class would not be until the fall semester at UW, there was a big gap between both courses and there was space for an outreach and engagement program, which gave rise to the summer project to provide useful information for the Fall Urban Planning Workshop.

**1.3 Objectives**

The main goal of the project was to collect public input on the City’s current environment for active transportation while engaging the community and gathering data that would aid in making fact based decisions. There were two main means for communicating the project to potential respondents. One means was in person at events in Monona, and the second means was by using promotional materials such as PSA’s and social media. Regardless of the means, the goal was to effectively communicate the purpose of the survey, the project, and the City’s efforts to listen to the community to understand how they feel in regard to active transportation.

The survey was designed to collect quantitative information about Monona residents, such as how often respondents use a mode of transportation or where they travel to, as well as qualitative information regarding why they use one means over the other, or why they use a specific route. In order to gather input on the City’s current environment, the survey was available to Monona residents and to those from surrounding communities who often use Monona routes. Additionally, the survey provided space for respondents to choose if they wanted to be contacted again. Thus, the hope is to keep informed those who chose to learn more about the project and form a bike advocacy group and a volunteering group in Monona in the near future, all with residents who are based in Monona rather than with UW students.

By contacting and engaging community members and stakeholders, the goal was to create new partnerships and strengthen existing ones to build a more aware community in regards to active transportation as well as a bicycle/pedestrian friendly community.

**2.0 Methodology**

**2.1 Outreach Activities**

In addition to collecting information, the survey served as a tool to engaging stakeholders, informing the community about the City’s willingness to listen to its residents and about its efforts to make improvements regarding active transportation. Since the UniverCity Year partnership is new for all parties, it was fundamental to start off by reaching out to the community and providing them with information on what the project encompassed.

Firstly, research on potential stakeholders that could get involved with the project was done. This included gathering information from individuals and organizations that had worked with the Committee in previous occasions as well as researching new groups. Stakeholders were contacted by e-mail and by phone, and a letter with a description of the project was sent out as well as an invitation to the kickoff meeting. By networking and creating new contacts through entities such as the Wisconsin Bike Federations and Monona City staff, it was possible to reach out to more individuals and groups and intrigue them about the project.

The first 100 people who filled out the survey earned a Bicycle Benefits Sticker, donated by the Bike to the Library program<sup>3</sup>. Bicycle Benefits is a program that encourages citizens to bike more by getting discounts at participating businesses. Similarly, Planet Bike, a bicycle accessories company from Madison, donated 30 bike accessories, which were used to incentivize residents to take the survey and participate in a raffle to earn prizes.

Fliers with the link to the survey were distributed during community held events. At some events such as the Memorial Day parade, Monona Community Festival, Monona Farmers' Market, and National Night Out, Maria Castillo, Brad Bruun, and/or Zac Barnes distributed surveys by greeting patrons throughout the crowd, informing them on the City's Active Transportation Project, and letting them know how they can get involved. At other events, such as Bike to the Library and Concerts in Winnequah Park, Monona's Public Library and Monona Senior Center collaborated by providing a space for tabling. A teacher from Winnequah School collaborated with the distribution of flyers to parents picking up kids from summer school.

Physical copies of the survey were available at the Monona Senior Center where Staff members encouraged people to take the survey; at City Hall residents had the option to take printed copies of the survey and drop them back at City Hall at any time. Furthermore, the flyer was posted online in the Committee's website, and in Facebook pages such as the Monona's radio station -The Voice of Monona (WVMO) and Monona East-Side Business Alliance (MESBA). Additionally, two PSA's were recorded in June and aired by The Voice of Monona (WVMO).

## **2.2 Survey and Sampling**

The survey had a brief introduction informing respondents about the goal of the survey, the Monona Sustainability Committee's role, and the purpose of Monona's UniverCity Year Active Transportation project. Additionally, it informed that the responses were completely anonymous and that it was optional to leave their contact information if they wanted to participate in a raffle to win prizes or would like to hear more about volunteer opportunities related to the Active Transportation Project or be part of a bike advocacy group in Monona.

The questions from the survey were designed to determine the following: the frequency with which Monona residents bike, walk, use transit, or drive; identify top destinations residents go to when using active transportation; understand why and why not residents use active

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<sup>3</sup> To learn more about Bicycle Benefits, visit <http://bb2.bicyclebenefits.org/>. To learn more about Bike to the Library, visit <http://biketothelibrary.org/>

transportation; learn which bicycle and pedestrian improvements appeal the most to them; learn whether residents know about transit service, the Monona Express; and learn about general concerns and suggestions residents have about specific areas and issues. Additionally, there was a demographics section intended to help identify the population group that was participating in the survey the most and which groups need more encouragement for future participation.

Most of the events where survey flyers were distributed had high percentages of bicyclists attendees, and even though these events were in Monona, many Madison residents were present. Thus, during the events, sampling was not random but rather targeted to Monona bikers who were actively present at city held events. Distributing the survey through social media also had a targeted audience of active Monona residents, mostly parents, who are already interested in sustainability related topics.

Most flyers were distributed to families with children and to small groups of people while introducing them to the survey and the project. While almost 1,000 flyers were distributed, less than 100 flyers were distributed to people without engaging them in a conversation; this includes flyers that were placed on bikes parked on bike racks.

The survey remains available beyond the summer project is completed and can be reactivated to collect additional responses. However, for the purposes of this report, the responses used were those filled out by Friday, August 26th. This consists of 229 responses, including 197 from Monona residents.

### **2.3 Response Rates**

Out of 229 surveys, 224 were filled out to completion. These 5 respondents lack the demographic information collected from questions in the last section of the survey. Other than this, all of the surveys were fully completed. Only a few respondents did not answer all of the questions. It is assumed that respondents occasionally skipped a question unintentionally, but it is also possible that respondents who did not feel the question applied to them skipped the question intentionally.

Similarly, less than 10 surveys had one or two responses that were not answered in a correct manner. These instances were primarily with questions Q5.a and Q5.b, as some respondents were not able to figure out how to drag and relocate the responses in the desired order. The 'Prefer not to answer' options in the demographics section was chosen less than five times by all respondents. The option 'Other' also played a small role in the demographics responses, but a larger role in the questions related to active transportation.

### **3.0 Survey and Project Results**

This section analyzes and summarizes the responses to specific questions that are related to each other. Data with percentages from each question and a list with responses to open-ended questions can be found in Appendix 3.

#### **3.1 Engagement**

Initial research on potential stakeholders generated a comprehensive list of individuals and organizations with contact information of the primary person that could be contacted, the name of the organization, activity they helped out with in the past, city of residence, and type of involvement (advocate, stakeholder, or volunteer). This list made it easier to identify who needed to be contacted for promoting the project and survey, partnering to do outreach activities at a particular event, asking for donations, or sending out invitations for a meeting.

A project kickoff meeting in May brought six stakeholders from Monona, Madison and Fitchburg, and two members of the Monona Sustainability Committee for a total of eleven attendees. The second group meeting had nine attendees. Other Monona residents and stakeholders who were not able to attend these meetings met in person with Maria Castillo or Brad Bruun at different times.

During outreach activities in events, both Monona residents and non-Monona residents were intrigued by the tabling with the surveys, flyers, pamphlets from the Wisconsin Bike Federation, and Monona t-shirts. Additionally, most of the engagement was achieved when walking around and approaching people to talk to them about the project. Some people asked further questions about the project, about the Monona Sustainability Committee, and about Bicycle Benefits, but few respondents chose to take the survey at that time.

Out of the 229 respondents, 134 left their contact information to participate in the raffle to win prizes. Additionally, 65 respondents (28%) chose to be contacted again: 48 chose to be contacted regarding future communications from the Monona Sustainability Committee and/or the UniverCity Year project, 33 regarding learning more about volunteering opportunities at City held upcoming events, and 34 regarding joining a bike advocacy group in Monona.

The survey was shared with a newly formed bike advocacy group called Madison Bikes, with a Bicycle Equity Group from Madison, and with bike advocates from Fitchburg.

During the summer, children and students were not widely engaged with the survey. However, there are recommendations to get them involved since they make up a big part of the population and they also do have strong feelings towards active transportation conditions.

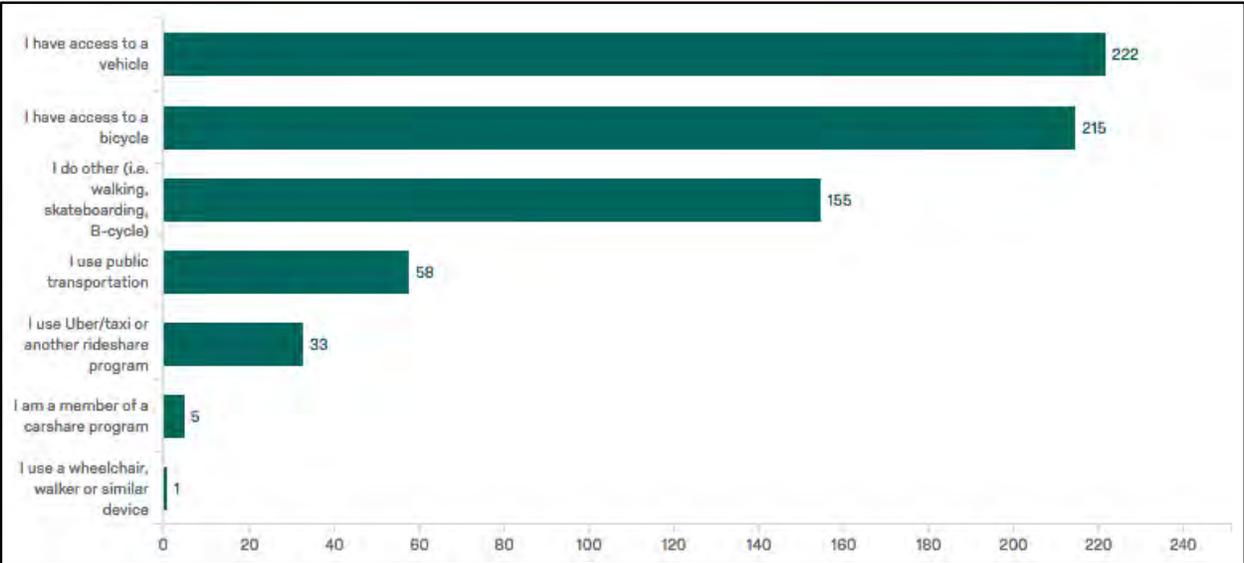
By the end of the summer, the Committee made two orders of Bike Monona t-shirts that survey respondents eagerly ordered and wish to wear showing the Bike Monona logo.

### 3.2 Respondents Demographics

The majority of respondents were Monona residents (197, 86%). Most non-Monona residents were from Madison, and others were from Fitchburg, Edgerton, Mcfarland, and Cottage Grove. A slight majority of respondents identified as female (144, 64%), and almost half of respondents (105, 47%) indicated their current age group to be 30-44. Almost all respondents (212, 94.22%) identified as White/Caucasian (D1-D5).

Most respondents indicated they are employed full-time (155, 68.58%). Nearly equal numbers of respondents indicated to be either employed part-time (27, 11.95%), or full-time parents 26 (11.50%). Fewer respondents indicated to be retired or self-employed, and only 9 respondents (4%) were full-time or part-time students. With regard to household income, most respondents fell into the \$40,000 to just under \$100,000 (84, 40.98%), or \$100,000 to just under \$150,000 (81, 39.51%) ranges. The number of members per household, however, was not asked (D6, D7).

Chart 1. Modes of transportation respondents have access to. (Q1)



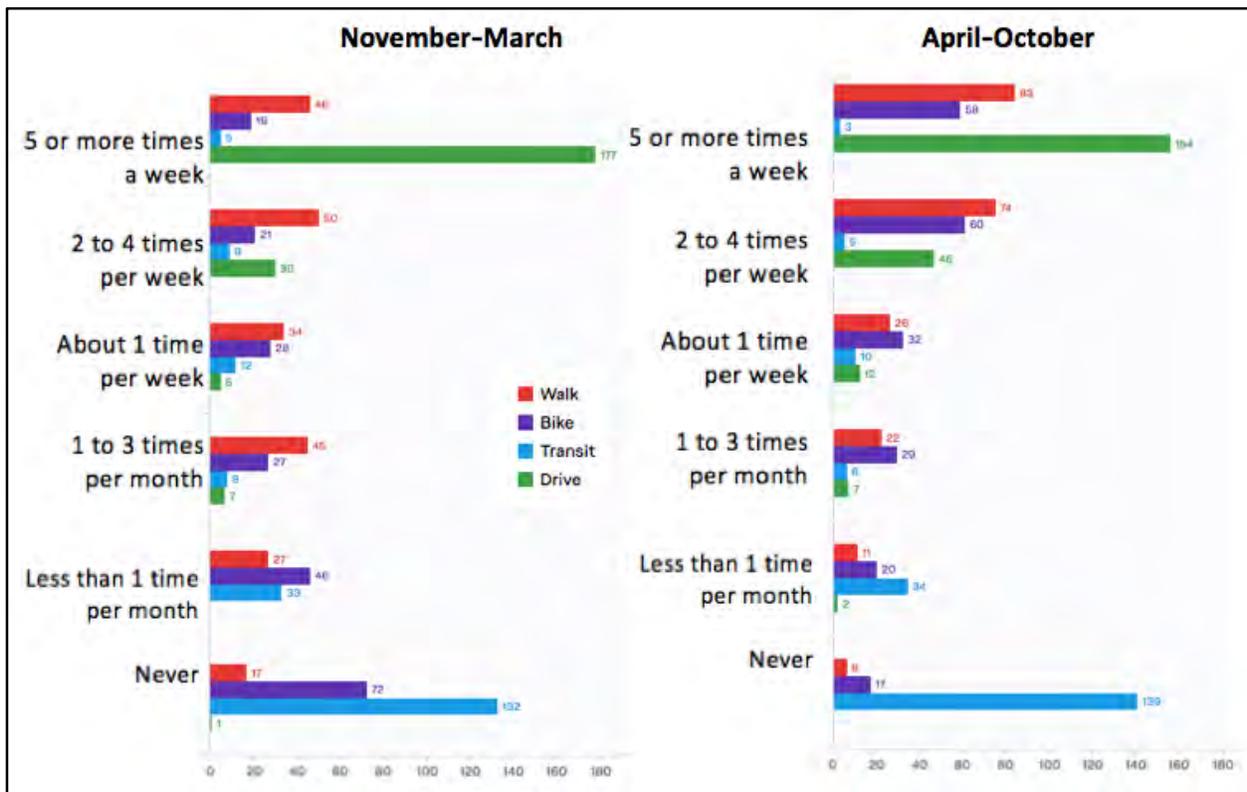
As it can be seen in Chart 1, the large majority of respondents have access to a vehicle (97%) or to a bicycle (94%). Additionally, most respondents (68%) also do other, which was indicated to be mainly walking. Only one fourth of respondents use public transportation; few respondents (14%) use Uber/taxi or a ride-share program; less than 3% are members of a car-share program; and 0.44% use a wheelchair, walker or similar device.

### 3.3 Frequency Use of Modes of Transportation and Reasoning

The main findings from Chart 2, indicate that respondents drive considerably more during both periods of time than they use any other mode of transportation; and most respondents drive with the highest frequency (5 or more times a week). On the other side, the number of respondents who use transit with high frequencies is very low, whereas most respondents never or less than 1 time per month use transit.

From Chart 2, it can be said that during the months November-March, respondents walk with similar frequencies, while during April-October, most of the people walk in higher frequencies. It can also be seen that more respondents bike with lower frequencies during November-March, but during April-October, respondents bike with higher frequencies.

**Chart 2. Frequency use of modes of transportation during winter November-March (winter) and April-October (Summer). (Q2.a, Q2.b)**



During the months of November-March, most respondents (50) walk 2 to 4 times per week, while 46 walk 5 or more times per week; most respondents (72) never bike, while 19 bike 5 or more times per week; most respondents (132) never use transit, while only 5 use transit 5 or more times per week; and the majority of respondents (177) drive 5 or more times per week while only 1 never drives or drives less than 1 time per month.

Most respondents who chose 'never' to 'bike' as mode of transportation indicated they do not do so because it is too cold, or icy; those who chose 'never' for 'transit' indicated that the times and locations are limited, inefficient, inconvenient, or not available for them, and some also indicated lack of knowledge about transit services. Additionally, some indicated they do not need to bike or use transit as they own and drive their cars all the time.

During the months of April-October, most respondents (83) walk 5 or more times per week; bike 2 to 4 times per week (60); never use transit (139), while only less than 2% does 5 or more times per week; and the majority of respondents (154) drive 5 or more times per week.

During the months of April-October, a slightly higher number of respondents indicated that they do not use transit, compared to that during the winter months. Respondents indicated it is inconvenient, they are not aware of its services, they prefer to drive, and thus transit is a last resource.

It can be said that during April to October, compared to November to March, 17% more respondents walk 5 or more times a week; 18% more respondents bike 5 or more times a week; 1% less respondents use transit 5 or more times a week; and 11% less respondents drive 5 or more times a week.

These results clearly indicate that respondents use active transportation more often during the summer, which at the same time means that weather and seasons are important reasons for deciding whether to use active transportation. Biking and walking more frequently also matches driving less, which means that these respondents replace one mode of transportation with the other. Use of transit, however, remains constant as being the lowest means respondents use at any high frequencies.

### **3.4 Streets/Routes Respondents Prefer to Use or Not to Use**

The majority of respondents indicated they prefer to use (Q3.a) streets and routes that have sidewalks or bike lanes, mainly for safety concerns. Additionally, respondents prefer roads around the lake because they can enjoy the scenery, as they consider them pretty, fun, and more quiet, such as Winnequah and Tonyawatha. Less than half respondents indicated they take specific streets for convenience, because they live on certain streets or because they want to get to a path, and most of them try to use less busy roads when possible. Roads used for convenience include Owen Ave, Shore Acres, Wallace Avenue, and Bridge Road. Generally speaking, respondents find appealing streets that are quiet and pretty, both for walking and biking.

The streets respondents prefer specifically for walking on are those with sidewalks, and even more, those with street lights. Respondents prefer Monona Drive, Nichols, Dean, and Winnequah, all for safety concerns, especially when traveling with kids. Similarly, they prefer Tonyawatha because there are fewer cars and Winnequah for the lake views. Fewer respondents indicated they prefer Falcon Circle and Ford Street to visit parks with kids;

Midmoor, Maywood and Greenway because they are quiet and good to get through town; and from Southern Circle, to the bubbler at Winnequah to avoid carrying water.

For biking, respondents indicated a preference for bike paths, bike lanes, and the lake loop, especially where cars are watching for bikes. Their preference is towards roads that are flatter/less hilly, and where there is less traffic. Thus, respondents prefer Winnequah, Tonyawatha, and other lake loop roads due to painted bike lanes; Monona Drive, Midmoor and McKenna because there is less traffic; Bridge Road with the new bike lanes, and Greenway because it has less traffic and respondents find it pretty.

The streets and routes respondents prefer not to take (Q3.b) are primarily Winnequah Road, as it does not have sidewalks, some parts of the bike path can be blocked by garbage cans, between the dream park area and Broadway “other bikers and walkers are not courteous enough to share the road or use the bump outs properly,” cars frequently drive too close to the gutters and “speeding is the norm,” and there is a lack of enforcement for speeding and keeping vehicles out of the bike lanes. Most respondents seemed to agree in not liking how Winnequah is shared by drivers, bicyclists, pedestrians, parked cars, and snow and dirt during the winter, and overall describing it as very dangerous with a high potential for crashes and fatalities. Monona Drive was the second road most commented on, mainly because it is too busy, traffic is traveling too fast, sidewalks are too narrow, and curb is often dirty, thus respondents find it discouraging to bike.

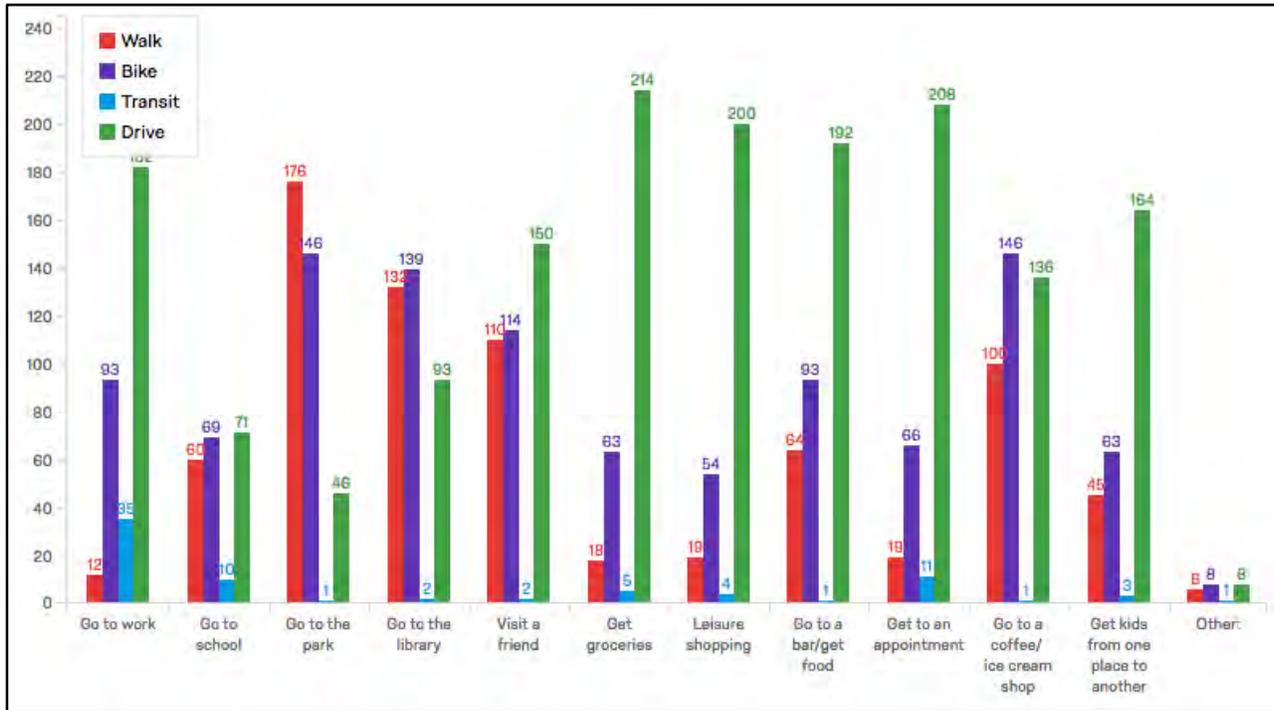
East Broadway and Bridge Road were also indicated as not preferred as there is too much traffic and Bridge Road at the bend is very dangerous when cars are parked there. Fewer respondents indicated they do not like Buckeye because it has poor quality, Dean because there is no bike lane; Midmoor as traffic is very fast and seemingly unaware of pedestrian and bicycle rights; and Maymood because drivers are always speeding and pay no attention to school zone laws.

Even though some respondents indicated they prefer Winnequah for biking and walking, this was certainly not their most common answer, as there were over fifteen other roads/routes respondents prefer to take and Winnequah was chosen mainly because it is flat, it is shady, and scenic. Conversely, when respondents indicated they do not prefer Winnequah for biking and walking, they had stronger feelings in regards to all the reasons why it is not good for active transportation, and was clearly the most commonly mentioned road in these responses.

From the responses above, it can be said that the most important concern when respondents chose which roads/routes to take and which ones not to take was safety, and this was also where respondents elaborated their responses the most. Some respondents indicated that they have been close to a crash, even with strollers and when walking lights were green, and many even predicted that only one inattentive driver may lead to a biking fatality in Monona.

### 3.5 Preferred Modes of Transportation to Destinations in Monona

Chart 3. Top choices of modes of transportation for each of the destinations that apply to respondents. (Q4)



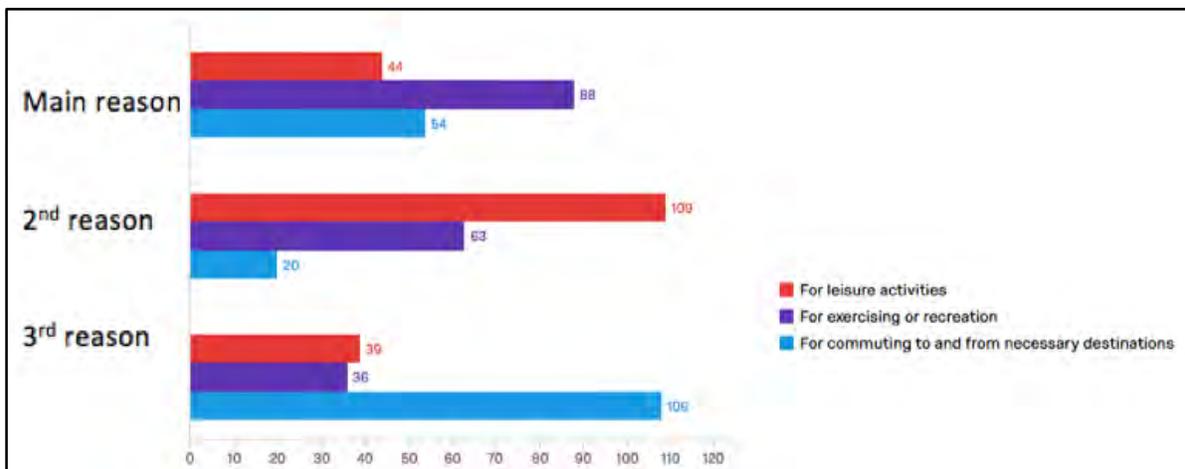
As it can be seen in Chart 3, when respondents go to work, most of them drive (182, 87%), or bike (93, 44%); to school they drive (71, 55%) or bike (53%); to the park they walk (176, 81%), or bike (146, 68%); to the library they bike (139, 64%), or walk (132, 61%); to visit a friend they drive (150, 69%), or bike (63, 53%); to get groceries they drive (214, 96%), or bike (63, 28%); for leisure shopping they drive (200, 95%), or bike (54, 26%); to go to a bar or restaurant they drive (192, 88%), or bike (93, 43%); to get to an appointment/meeting they drive (208, 96%), or bike (66, 30%); to get kids from one place to the other they drive (164, 96%), or bike (63, 37%); and to do 'other' such as go to church, to the airport, to the farmers' market, to the child's day care, to Menards, or to City Hall, they mostly drive (8, 50%) or bike (8, 50%).

From a different angle, it can be said that respondents drive the most to get groceries and to get to an appointment/meeting, and the least to go to the park or go to the library; bike the most to go to the park and to a coffee/ice cream shop, and the least for leisure shopping or getting groceries; walk the most to go to the park and go to the library, and the least to go to work or go to and appointment/meeting; and use transit the most to go to work or get to an appointment/meeting, and the least to go to the park, to a coffee/ice cream shop, or to a bar/restaurant.

There is an overlap between the destinations respondents bike and walk to the most (the park, a coffee/ice cream shop, and the library). Furthermore, there is a correlation between where respondents drive the most to (get groceries and get to an appointment/meeting) and where they bike the least to (leisure shopping or getting groceries, go to work or go to an appointment/meeting) and vice-versa. It is possible that this means that when most respondents have the option to use any means of transportation, they use whichever is more convenient rather than using the same mode all the time. Additionally, as expected from the demographics and the frequency use of each mode of transportation during summer and winter months, transit was the mode of transportation that was chosen the least for every one of the destinations except for work, where the order was drive, bike, transit and walk, and the most common reasons is that work is too far to walk.

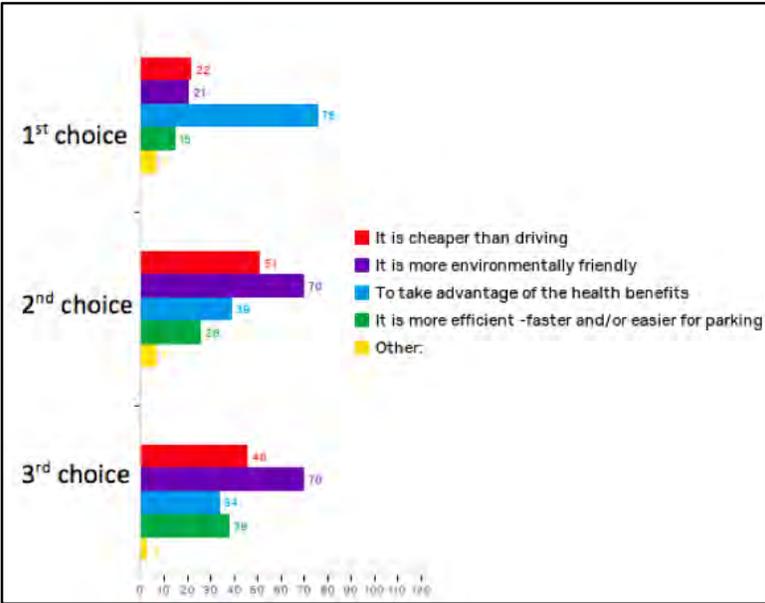
Responses from Chart 3 coincide with responses from Chart 4. For example, half of respondents indicated they most likely use active transportation for exercising or recreation (i.e. going to the park); over half of respondents indicated the second scenario they use active transportation for is leisure activities (i.e. going to a coffee/ice cream shop); and more than half respondents indicated commuting to and from necessary destinations (i.e. going to work or going to an appointment/meeting) is the the last of the three scenarios they would use active transportation for, which not surprisingly is the scenario in which most respondents prefer to drive (which is not active transportation).

**Chart 4. Reasons why respondents use active transportation the most. (Q5.a)**



Even though commuting was not indicated to be the most common case for using active transportation, most respondents indicated that when they use it for commuting the main reason is to take advantage of the health benefits, followed by it being more environmentally friendly, as can be seen in Chart 5.

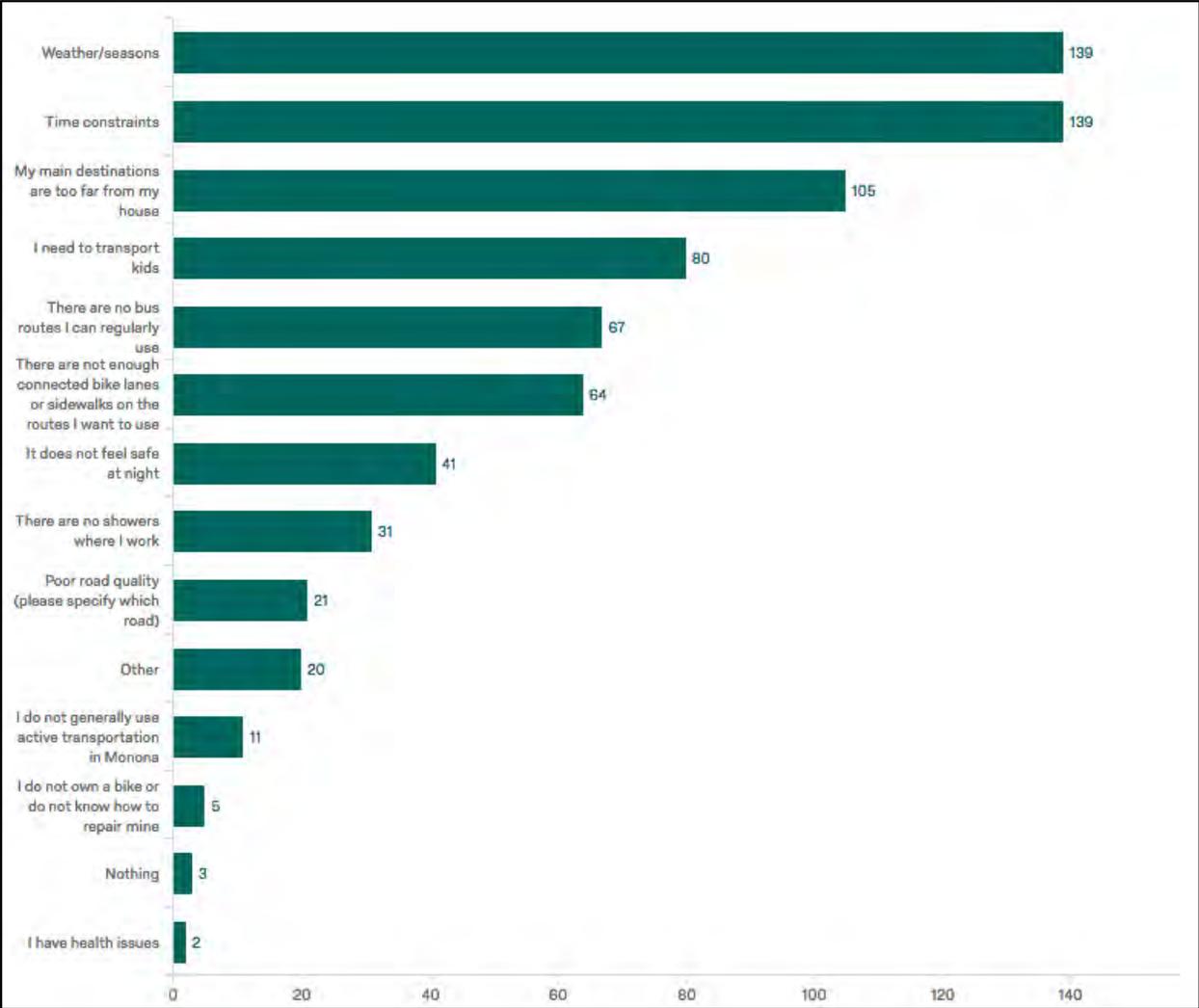
Chart 5. Main reasons for using active transportation to commute. (Q5.b)



**3.6 Opinions Towards Active Transportation**

The most common reasons keeping respondents from using active transportation can be seen in Chart 6. With more than 100 responses each, the main reasons were time constraints, weather/seasons, and main destinations being too far from their houses. Fewer respondents chose poor road quality, but those who did specified Cottage Grove Road, Winnequah Road, Shore Acres Road. Respondents selecting ‘other’ indicated difficulty carrying things on bike when shopping, fear of being hit by vehicles, lack of Metro stops in Monona, and a need to run errands across the city as reasons for not using active transportation. Less than 3% indicated they do not own a bike or do not know how to repair it, or that they have health issues.

Chart 6. Main reasons keeping respondents from using active transportation. (Q6)

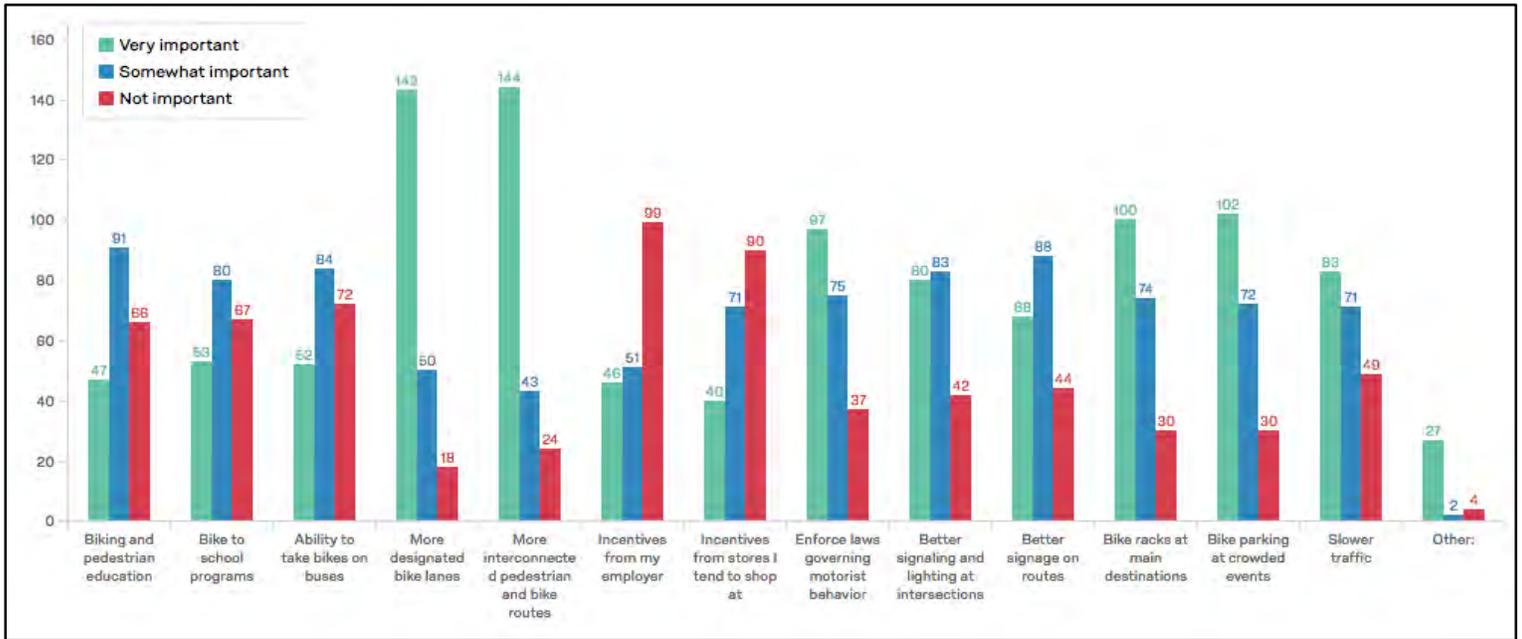


When asking respondents which bicycle and pedestrian improvements would make using active transportation more appealing to them, it can be seen in Chart 7 that the improvements that were mostly marked as ‘Very important’ were: more designated bike lanes, more interconnected pedestrian and bike routes, bike parking at crowded events, and bike racks at main destinations, each of them with a hundred or more responses. Most respondents marked as ‘Somewhat Important’ biking and pedestrian education, bike to school programs, and ability to take bikes on buses. Even though the most common response for incentives from employers and incentives from stores respondents tend to shop at was ‘Not Important,’ only half or less of the responses indicated this, with the other half of the responses divided between ‘Very Important’ and ‘Somewhat Important’.

Other improvements included enforcing laws governing bikers behavior, better lightning at busier roads, having more businesses respondents want to go to, “dining options or grocery like

or actually Trader Joe’s,” adding a B-Cycle station, adding barriers between auto and bike lanes, better pavement in winter, and covered bicycle parking to protect from rain.

**Chart 7. Bicycle and pedestrian improvements that would make using active transportation more appealing to respondents. (Q7)**



### 3.7 Recommendations for Active Transportation Encouragement

The most common answer among those who filled out the open-ended question about what they feel the City of Monona could do to encourage them to use active transportation within the city (Q8) was directly related to the addition of sidewalks and bike lanes, which included more bike boulevards, wider bike lanes, properly marked bike lanes, bike paths, more trails, and bike shoulders. These comments often addressed safety issues too, which was the second biggest concern. Respondents showed interest in bike lanes having better lightning and signaling, and in slowing the speed of traffic on main roads with speed bumps, traffic enforcement and road laws to avoid accidents from inattentive driving and making roads safer for kids. The next area respondents commented the most on was education, both for bicyclists and drivers, followed by encouragement for bicyclists, including having more events, bike clubs for kids and group rides for different populations. Respondents also showed interest in businesses having more bike racks and a more walkable environment; employee incentives and placing a walkable/bikeable grocery store near the library. Other responses included adding a B-Cycle station, making safe streets clean of winter gravel, creating a map of active pedestrian paths/bicycle paths to prominent locations, creating better signage to feature Monona resources (i.e. distance to the library or playgrounds), and creating incentives for biking and walking.

**3.8 Additional Comments**

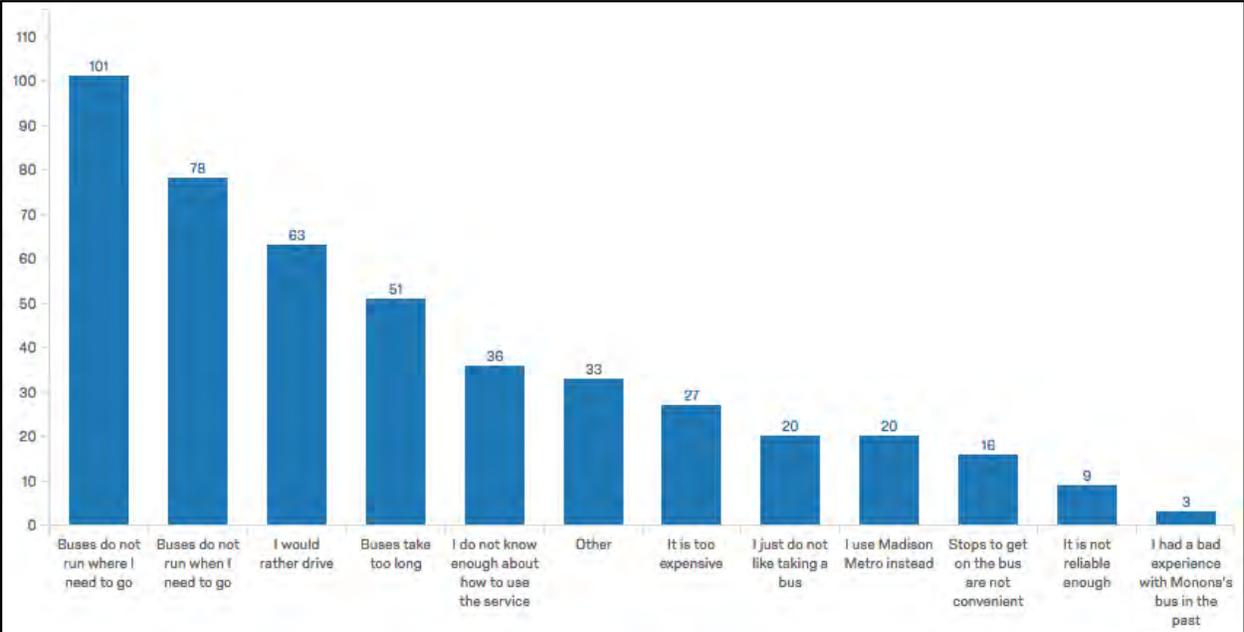
At the end of the survey, respondents were asked to leave any additional comments they had (D8) and the responses were very positive overall. Respondents were glad to see a needs survey, appreciated having the opportunity to leave their opinions and provide feedback, and were thankful that the City is working on improving active transportation and transit in Monona. Some respondents indicated that they spent a good time filling out the survey and hope to see improvements as a result. Additionally, respondents asked for more communication about Monona transit (Monona Express and Monona Lyft), addressing driver behavior in a massive way and enforcing laws on both motorists and cyclists.

**4.0 Monona Transit**

Since most respondents indicated they have access to a vehicle or to a bicycle (Q1), it was not surprising that in that same question only one fourth of respondents indicated they use transit in Monona. It was also not surprising that 24 respondents (10.67%) did not know Monona has its own bus service, the Monona Express (Q9).

The most common reasons why respondents do not use Monona’s bus service, as it can be seen in Chart 8, is that buses do not run where respondents need to go, buses do not run when respondents need to go, respondents would rather drive, buses take too long, and respondents do not know enough about how to use the service. ‘Other’ open-ended responses included having kids using a car seat, the system being expensive and having separate fares from Madison Metro, driving being more convenient, biking being faster and not having a set schedule, and the bus schedule being too early for work. On the other side, positive responses indicated that the bus was a great option when respondents could not ride a bike or when the car was in shop, or that they would like to buy a pass with unlimited rides for one year.

**Chart 8. Main reasons why respondents do not use transit in Monona. (Q10)**



When asking respondents what else they feel the City of Monona could do to encourage them to use active transportation within the city (Q8), about one fifth of the responses referred to transit, which demonstrated that respondents had already started thinking about transit being an option for active transportation and were sharing their thoughts about it even though they may not use it.

The most common recommendation by respondents on Monona transit was to expand and connect the bus system with Madison Metro, saying specifically that “it would be fine to pay a little extra for Monona to Madison connection,” recommending to work with UW to decrease the cost of rides on Monona transit to campus or to create bus share/pass incentives for UW employees, as it is almost the same daily cost to drive and park than to take bus in. Similarly, a respondent stated that it would cost him/her over \$700 a year to ride the Monona transit as it would be necessary to drive and park in order to take the service.

Other specific recommendations indicated getting a route to where the Senior Center, the Library, and the City offices are, and stops along Monona Drive and Broadway, “as it is obvious that this is VERY badly needed;” providing more education on Monona transit, getting more times a day as the service seems to be very limited; having mass transit on weekends to go downtown for those wanting to go out, to the farmers’ market, shop, or more; teaching bus drivers to stop at designated stops even if there is no one they recognize as a regular user: “If they don't know you, they think you aren't waiting for them and drive on without stopping. It's not very encouraging to take the bus when you are stranded at your stop and there won't be another bus coming until the next day because the bus hardly ever runs.”

## 5.0 Conclusions

### 5.1 Learning Outcomes

Having the possibility to monitor the responses that were coming into the system made it easier to identify the amount of people that were intrigued by the survey and clicked on it to at least try to fill it out. The great majority of people, however, closed the survey once opened and did not fill it out, leaving the survey in 6% progress. Luckily, it was easy to delete these responses so that no empty surveys would mix up the totals. This shows that there was a lot of intrigued people who tried to take the survey, but only 229 were committed enough or care enough about it in order to fill it out until the end. Or maybe it was the raffle with prizes that made them take the survey. In any case, there were 95 respondents who did not leave contact information for the raffle, so it can be assumed that they simply wanted to provide feedback to the City and aid in providing suggestions for future projects.

Doing outreach was a crucial part of the project. Since the beginning of the summer, every time there was an outreach event in Monona and flyers were distributed, the number of responses quickly peaked off, whereas distributing flyers to people or leaving them in bikes without engaging them in a conversation did not produce as good results.

Analyzing the survey was a great opportunity to understand what Monona residents feel about the conditions for active transportation, which was the goal of making the survey. It was especially good to include many open-ended questions, as these provided respondents with space to share comments, thoughts, suggestions, and many times it could be seen that respondents thought about the answers for at least some minutes. It was great to see so many thorough answers, which in many cases included personal experiences of their own or of their families.

### 5.2 Experiences

Families with younger kids were usually more engaged when distributing flyers. Some Monona residents who came to the table at Winnequah Park shared their thoughts about biking conditions for kids going to school. Another lady with her daughter were happy to learn about the survey and even though the girl did not own a bike they were excited for learning about the project and thinking about getting a bike in the near future. A young man who was volunteering at the Monona Community Festival in Winnequah park was very happy for having been approached to and appreciated having the opportunity to fill out the survey.

A valuable partnership that was started with Maria's efforts was that with Wheels for Winners<sup>4</sup>, a non-profit organization with an Earn-a-Bike program that provides those who perform at least 15 hours of community service with a free, refurbished bike, bike lock, and a helmet. Learning about this organization and about what they have done in the Madison area gave inspiration for expanding this fantastic service to Monona residents, as there are no limitations of any source for earning a bike, and there is always people who would greatly benefit from the program. The

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<sup>4</sup> To learn more about Wheels for Winners and the Earn-a-Bike program, visit <http://wheelsforwinners.org/>

tough part, however, is getting this information out to those who needed. But with the help of partners, such as the Monona Public Library, kids and adults can start taking advantage of the program. Kids from the Teen Volunteer program from the library already earned bikes, and e-mails from community members wanting to learn about volunteering opportunities were received.

One of the biggest achievements of the project was to intrigue members of the Wisconsin Bicycle Federation, Madison Bike Equity Group, and bike advocates from Fitchburg, and even more to work collectively with them. Maria ended up sharing Monona's UniverCity Year project and Monona's interest in improving its active transportation conditions with individuals from not only Monona, but the Madison area as well, with City organizations from Monona; bicycle related businesses in Madison, such as Planet Bike; organizations that extend around Wisconsin such as Bike to the Library; and national organizations such as Bicycle Benefits. This way, through networking, it was possible to reach out to many more people and to get the word out about the project, which was not only in a professional environment but also in a personal and friendly environment which allowed for making great connections for the future.

Similarly, the Active Transportation project was an opportunity to explore relations among areas of interest, both for Monona residents, and in a personal level. Not only active transportation as it is commonly known for biking and walking was addressed, but it was also possible to learn about transit, driving, and see how these modes are so interconnected to environmental, health, and economic benefits, which are certainly an area of further study.

### **5.3 Next Steps & Further Research Needed**

As promised in the survey, there will be a raffle with prizes for respondents who left their contact information. This will take place at the end of September and winners will be notified to pick up their prizes at the City Hall.

During September 12th to October 7th, there will be a free, friendly challenge called Love to Ride Madison that this year, with the help of the Monona Sustainability Committee, has expanded to Monona. Love to Ride<sup>5</sup> is a competition between businesses of similar sizes in which staff members are encouraged to ride for at least 10 minutes during the whole challenge. The idea is to also encourage new riders, or those who have not ridden a bike in years, with the hope that they can pick up biking at least once a week after the challenge is over. This will tie nicely with the beginning bicycle education and engagement for businesses, which will further develop into a comprehensive outreach program that will encourage them to become a Bike Friendly Business, a member of Bicycle Benefits, and a Monona Sustainable Business. This would help further Monona residents' mindset into one concerned about sustainability in the long run.

In terms of the survey, it is necessary to reach a significantly valid number of respondents from Monona. Once this is achieved, it is also necessary to refine the analysis of the survey results.

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<sup>5</sup> To learn more about Love to Ride, visit <http://www.lovetoride.net/madison>

In order to achieve this number, it may be required to do random sampling. However, it is also crucial to perform surveys with targeted populations, such as children and transit users, so that the responses are coming from different points of view and accurately represent Monona's population.

Taking advantage of the results from the summer outreach project, it would be ideal to create a bike/ped advocacy group with those who showed interest on it, as well as a volunteer group. Both groups can keep growing by spreading the word and successfully creating specific meetings and events for them. After these two groups are established, the hope is to create a focus group that will work together to identify further needs and figure out solutions to most prevalent issues in Monona.

With the help of the Urban Planning Workshop in Fall 2016 and the Wisconsin Bike Federation, the hope is to perform ridership counts in Monona that would help City staff understand how many people are biking and in which specific areas. At the same time, it is crucial that community outreach and education continues as residents are starting to pay more attention to active transportation issues and they will want to start seeing results, plus engagement and education are processes that need to be constantly revamped. In the near future, tabling events need to be expanded, starting with schools and City organizations.

Similarly, partnerships need to continue growing, such as that with Wheels for Winners, Bike to the Library, and the Wisconsin Bike Federation. Outreach activities still need to be performed at Trek, since there are several employees who are Monona residents and are ready to help out the community. In the future, new partnerships with national organizations can be taken into consideration, such as with Free Bikes 4 Kidz, which is a non-profit organization that provides bikes to those most in need.

## Appendix 1. Flyer

### May



### WE NEED YOUR INPUT



Fill out the active transportation survey prior to Aug. 10 and your name will be put in a drawing to **win** a prize

The **Monona Sustainability Committee** is gathering community input on the City's current environment for Active Transportation

### UPCOMING EVENTS

- JUNE 2-12** Wisconsin Bike Week
- JUNE 4** Sawyer Crossen Memorial Triathlon
- JUNE 19-25** Bike to the Library Share & Be Aware (WI BIKE FED)
- JULY 4** Monona Community Festival
- JULY 30** Loop the Lake Bike Ride
- JUNE 20, JULY 11, AUGUST 2** Concerts in Winnequah Park

**FOR MORE INFORMATION:**

<http://www.bfw.org> <http://biketothelibrary.org>  
 @UWUniverCity

**TO FILL OUT THE SURVEY, VISIT AN EVENT OR ONLINE:**

Facebook page:  
 Monona Sustainability Committee



UniverCity Alliance  
 UNIVERSITY OF WISCONSIN-MADISON



Morgridge Center  
 for Public Service  
 UNIVERSITY OF WISCONSIN-MADISON

### June



### WE NEED YOUR INPUT



Fill out the **Active Transportation Survey** prior to **Aug. 10** and your name will be put in a drawing to win a prize.

The **first 100** people to complete the survey will get a **Bicycle Benefits sticker**.

The **Monona Sustainability Committee** is gathering community input on the City's current environment for Active Transportation

**TO FILL OUT THE SURVEY, VISIT AN EVENT OR ONLINE:**  
[tinyurl.com/mononatransportation](http://tinyurl.com/mononatransportation)

### UPCOMING EVENTS

- SUNDAYS** Monona Farmer's Market (9am-1pm)
- JUNE 19-25** Bike to the Monona Public Library
- JUNE 22** Share & Be Aware, By the WI Bike Fed (7:00pm) @Monona Public Library
- JUNE 20, JULY 11, AUGUST 2** Concerts in Winnequah Park (6:30pm)
- JULY 3** Monona Community Festival (12-4pm)
- JULY 30** Loop the lake Bike Ride (9am)

**FOR MORE INFORMATION:**

'Monona Sustainability Committee' @UWUniverCity  
<http://www.bfw.org> <http://biketothelibrary.org>



UniverCity Alliance  
 UNIVERSITY OF WISCONSIN-MADISON



Morgridge Center  
 for Public Service  
 UNIVERSITY OF WISCONSIN-MADISON

July



The City of Monona is seeking volunteers to help with the city's Active Transportation Project. **You** can help the City staff with the project and **EARN A BIKE** with **Wheels for Winners** in three easy steps.

1. Complete 15-hours of community service.
2. Fill out the Wheels for Winners Bicycle Application, Liability, and Consent Form.
3. Stop by the Wheels for Winners shop and pick out a bike, a bike helmet, and a bike lock free of charge



For more information on the program visit [www.wheelsforwinners.org](http://www.wheelsforwinners.org).  
**To start volunteering** contact Maria Castillo at [mcastillo3@wisc.edu](mailto:mcastillo3@wisc.edu)

UPCOMING VOLUNTEERING OPPORTUNITIES

- SUNDAYS Monona Farmer's Market (9am-1pm)
- JULY 11, AUGUST 2 Concerts in Winnequah Park (6:30pm)
- JULY 20,22,27,29 Ridership Counts
- JULY 30 Loop the lake Bike Ride (9am)
- JULY 30 Skatebash 2016! (10am-2pm)
- AUGUST 16 National Night Out-Winnequah (5-8pm)

To Fill Out the Active Transportation Survey and Participate in a Raffle to Win Prizes, Visit: [tinyurl.com/mononatransportation](http://tinyurl.com/mononatransportation)

FOR MORE INFORMATION:  
 Monona Sustainability Committee

August



The **Monona Sustainability Committee** is gathering community input on the City's current environment for Active Transportation

Fill out the **Active Transportation Survey** at [tinyurl.com/mononatransportation](http://tinyurl.com/mononatransportation)

FOR MORE INFORMATION:

'Monona Sustainability Committee' <http://www.bfw.org>

### Environmental Benefits of BIKING

- Reduces greenhouse gas emissions**  
 If 20% of Madison commuters biked, it would mitigate 16K+ tons of CO2 a value of \$366,577 (Gardner, 2010).
- Uses less parts to make**  
 Bikes take fewer resources to make than cars. Yearly, car production yields 1.2 billion yd<sup>3</sup> of pollution (Gardner, 2010).
- Improves air quality**  
 Biking in WI is worth more than \$99 million a year, because of improved air quality and reduced carbon emissions (Gardner, 2010).
- Saves land from parking**  
 In the U.S., there are 180 billion ft<sup>2</sup> of parking spaces. Parking spaces add 10% of CO2 emissions to an average car (Gardner, 2010).
- Uses no fuel**

### 3 Ways To Be Safe On Your Bike

Bikers have the same responsibilities as car drivers. Use these tips to obey the law and be safe.

- 1. Be Seen.**
  - Have front and back lights
  - Use correct hand signals
  - Wear bright clothing
- 2. Be Aware.**
  - Obey traffic signs and lights
  - Prepare for road conditions
  - Ride in the same direction as traffic
- 3. Be Careful.**
  - Check that your bike is riding properly
  - Wear a Helmet
  - Don't weave through traffic

## Appendix 2. Survey Questionnaire

(Pages 26 through 32)



# MONONA ACTIVE TRANSPORTATION SURVEY

Thank you for participating in the Monona Active Transportation Survey. This survey is given on behalf of the Monona Sustainability Committee and is designed to gather necessary information for the City's Active Transportation project. Monona's Active Transportation Survey goal is to assess the current environment in the City for active transportation. The data gathered will provide the City needed information to aid in designing projects to influence a healthier living community in Monona. This is in part done by providing a safer and more equitable environment for all types of transportation users. This project is assisted in part from funding provided by the Morgridge Center for Public Service at the University of Wisconsin - Madison, and is a continued effort of Monona's UniverCity Year project, a collaborative project with the University of Wisconsin - Madison.

To learn more about this project, please visit [univercity.wisc.edu/univercity-year/](http://univercity.wisc.edu/univercity-year/) and follow @UWUniverCity on Twitter.

Completing this survey will take 8-12 minutes of your time. To fill out this survey online or to share with others, use the address <http://tinyurl.com/mononatransportation>

The individual results of your answers to this survey will stay completely anonymous and be used only for City of Monona's transportation planning purposes. At the end of the survey you will have the option to provide your contact information if you wish to be entered into a drawing for active transportation accessories from Planet Bike and other prizes.

For the purposes of this survey "**Active Transportation**" is used to refer to walking, cycling and using public transportation/transit to get from place to place.

Q1 Which of these applies to you? (Please check all that apply)

- I have access to a bicycle
- I have access to a vehicle
- I am a member of a Carshare program
- I use Uber/taxi or another rideshare program
- I use public transportation
- I use a wheelchair, walker or similar device
- I do other (i.e. walking, skateboarding, B-cycle) \_\_\_\_\_

Q2.a How often do you use these modes to get to places around Monona between the months of November - March?

	5 or more times a week	2 to 4 times per week	About 1 time per week	1 to 3 times per month	Less than 1 time per month	Never
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q2.a.i If you chose 'Never' to any of the options above, please explain why

Q2.b How often do you use these modes to get to places around Monona between the months of April - October?

	5 or more times a week	2 to 4 times per week	About 1 time per week	1 to 3 times per month	Less than 1 time per month	Never
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Drive	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q2.b.i If you chose 'Never' to any of the options above, please explain why

Q3.a Are there any specific streets/routes **in Monona** you prefer to use for biking or walking? Please **specify** which street/route and why you prefer it.

Q3.b Are there any specific streets/routes in **Monona** you prefer **NOT** to use for biking or walking? Please **specify** which street/route and why you prefer **NOT** to use it.

Q4 Assume that you are at home and you plan to travel to and from the following destinations. Which mode of transportation would you currently use? (Please pick your **top two choices** for each destination that applies to you)

	Walk	Bike	Transit	Drive	Other
Go to work	<input type="checkbox"/>				
Go to school	<input type="checkbox"/>				
Go to the park	<input type="checkbox"/>				
Go to the library	<input type="checkbox"/>				
Visit a friend	<input type="checkbox"/>				
Get groceries	<input type="checkbox"/>				
Leisure shopping	<input type="checkbox"/>				
Go to a bar/restaurant	<input type="checkbox"/>				
Get to an appointment/meeting	<input type="checkbox"/>				
Go to a coffee/ice cream shop	<input type="checkbox"/>				
Get kids from one place to another	<input type="checkbox"/>				
Other: _____	<input type="checkbox"/>				

Q5.a When are you most likely to use active transportation? (Please rank from **most important: 1**, to **least important: 4**)

- \_\_\_\_\_ For leisure activities
- \_\_\_\_\_ For exercising or recreation
- \_\_\_\_\_ For commuting to and from necessary destinations
- \_\_\_\_\_ I do not use active transportation

Q5.b If you use active transportation to commute, why do you use it? (Please rank from **most important: 1**, to **least important: 5**)

- \_\_\_\_\_ It is cheaper than driving
- \_\_\_\_\_ It is more environmentally friendly
- \_\_\_\_\_ To take advantage of the health benefits
- \_\_\_\_\_ It is more efficient -faster and/or easier for parking
- \_\_\_\_\_ Other: \_\_\_\_\_
- \_\_\_\_\_ I do not use active transportation to commute

Q6 What keeps you from using active transportation in Monona more than you currently do? (Please check all that apply)

<input type="checkbox"/> I do not generally use active transportation in Monona	<input type="checkbox"/> Time constraints
<input type="checkbox"/> Weather/seasons	<input type="checkbox"/> I have health issues
<input type="checkbox"/> I need to transport kids	<input type="checkbox"/> It does not feel safe at night
<input type="checkbox"/> There are no showers where I work	<input type="checkbox"/> There are no bus routes I can regularly use
<input type="checkbox"/> My main destinations are too far from my house	<input type="checkbox"/> I do not own a bike or do not know how to repair mine
<input type="checkbox"/> There are not enough connected bike lanes or sidewalks on the routes I want to use	<input type="checkbox"/> Poor road quality (please specify which road)
<input type="checkbox"/> Other	<input type="checkbox"/> Nothing

Q7 Which of the following bicycle and pedestrian improvements would make using active transportation more appealing to you? (Please select level of importance)

	Very important	Somewhat important	Not important
Biking and pedestrian education	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike to school programs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ability to take bikes on buses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More designated bike lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More interconnected pedestrian and bike routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Incentives from my employer	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Incentives from stores I tend to shop at	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enforce laws governing motorist behavior	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better signaling and lighting at intersections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better signage on routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike racks at main destinations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Bike parking at crowded events	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Slower traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other: _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q8 What else do you feel the City of Monona could do to encourage you to use active transportation within the city?

---



---

Q9 Did you know that Monona has its own bus service, the **Monona Express**?

- Yes
- No. You can visit [mymonona.com/transit](http://mymonona.com/transit) for more information on the Monona Express bus service

Q10 If you do **NOT** use Monona's bus service, why not? (Check all that apply)

- I would rather drive
- It is too expensive
- Buses take too long
- It is not reliable enough
- I use Madison Metro instead
- I just do not like taking a bus
- Buses don't run where I need to go
- Stops to get on the bus are not convenient
- I don't know enough about how to use the service
- I had a bad experience with Monona's bus in the past
- Buses don't run when I need to go (i.e. run too early, run too late, do not run on weekends)
- Other \_\_\_\_\_

**The following information will not be shared with anyone, but is highly useful information for the City in planning more effective transportation projects by addressing, in a general sense, what type of individual (You) is filling out this survey**

D1 Are you a resident of Monona? (If not, please specify your city/town)

- Yes
- No \_\_\_\_\_

D2 What street do you live on? \_\_\_\_\_  
What is the nearest cross street from your household \_\_\_\_\_  
Where do you primarily work or go to school? (i.e. Monona, Downtown Madison/UW,  
North/East Madison, South/West Madison) \_\_\_\_\_

D3 With which gender do you identify?  
 Male  Other  
 Female  Prefer not to answer

D4 What is your current age?  
 Under 18  30-44  65 or over  
 18-29  45-64

D5 Which of the following groups best describes your racial or ethnic background?  
 White/Caucasian  Native American  Hispanic/Latino  Other \_\_\_\_\_  
 African American  Asian  Prefer not to answer

D6 Which of the following best describes you? (Please check all that apply)  
 Full-time student  Employed full-time  Retired  Self-employed  
 Part-time student  Employed part-time  Unemployed  Full-time parent

D7 What group roughly includes your household's total yearly income?  
 Under \$40,000  
 \$40,000 to just under \$100,000  
 \$100,000 to just under \$150,000  
 over \$150,000

D8 Please add any additional comments you may have

---

**(OPTIONAL)** Please provide an **email address, phone number, or other best contact information** in order to be entered into a drawing for prizes

---

I would like to be contacted regarding:  
 future communications from the Monona Sustainability Committee and/or the UW UniverCity Year  
 learning more about volunteering opportunities at City held upcoming events  
 joining a bike advocacy group in Monona

**Thank you for assisting the City of Monona in improving the data the City is using to provide a safe and equitable environment for users of Active Transportation. We greatly appreciate your time. If you have any questions or concerns, please contact Monona Sustainability Committee Project Coordinator, Brad Bruun at (608) 222-2525.**

### Appendix 3. Response Frequencies & List of Responses to Open-Ended Questions

Q1 - Which of these applies to you? (Please check all that apply)

Answer	%	Count
I have access to a bicycle	94.30%	215
I have access to a vehicle	97.37%	222
I am a member of a carshare program	2.19%	5
I use Uber/taxi or another rideshare program	14.47%	33
I use public transportation	25.44%	58
I use a wheelchair, walker or similar device	0.44%	1
I do other (i.e. walking, skateboarding, B-cycle)	67.98%	155
Total	100%	228

Q2.a - How often do you use these modes to get to places around Monona between the months of November - March?

Question	5 or more times a week	2 to 4 times per week	About 1 time per week	1 to 3 times per month	Less than 1 time per month	Never	Total
Walk	21.00% 46	22.83% 5	15.53% 3	20.55% 4	12.33% 2	7.76% 17	219
Bike	8.92% 19	9.86% 2	13.15% 1	12.68% 2	21.60% 4	33.80% 72	213
Transit	2.51% 5	4.52% 9	6.03% 1	4.02% 2	16.58% 3	66.33% 13	199
Drive	80.45% 177	13.64% 3	2.27% 0	3.18% 5	0.00% 7	0.45% 0	220

Q2.a.i - If you chose 'Never' to any of the options above, please explain why

If you chose 'Never' to any of the options above, please explain why

icy conditions

---

too cold, icy. just haven't tried public yet

---

It's winter so biking is not desirable.

---

Never use transit because I drive everywhere.

---

Too cold during these months. Also, I use my bike for recreation, primarily

---

Do not use plus transit

---

I have a bike, I just don't really like to bike. I prefer to walk.

---

Transit doesn't go around Monona in any convenient way

---

Currently no need for transit but I would use the Monona bus if I get a job downtown Madison.

---

No need to use transit, do not bike.

---

live in Madison. I work in monona.

---

I use public transportation to get to work (UW), not to get to places around Monona

---

Too cold

---

Bikes get put away to make space in the garage so there's no biking option in the winter. Public transit doesn't work to move a family around.

---

Not needed for my daily travel needs

---

Impractical to walk from my home in Fitchburg; no good transit service to Monona.

---

I don't currently own a bike.

---

Transit can be inconvenient, I can come and go as I please if I drive. Biking is too cold.

---

Timing is easier with walk, bike or car

---

I bike, drive a scooter

---

Cold and not fast enough to do anything other than use my car

---

I am not very familiar with the bus route near Femrite drive.

---

The bus takes too long and I don't want to be beholden to a bus schedule.

---

To my knowledge there is no public transit in Monona.

---

I don't bike much after October

---

Don't bike in winter.

---

I don't generally use public transit at all.

---

I don't use public transit.

---

Too cold/icy to bike

---

Too cold to use anything but a car and I'm fortunate to have a car.

---

Don't use public transportation

---

I never need to take public transportation

---

Times and locations don't work out for my schedule.

---

Cold and biking is not very safe in winter in Monona when roads narrow.

---

I do not live in Monona -too far to walk, I bike in good weather on occasion

---

Convenience

---

My lack of knowledge of the logistics of public transportation

---

i dont use public transpotation as i have no need

---

No reason too

---

The roads aren't clear enough for bikes in winter.

---

It's dangerous to bike in the snow because the bike lanes and sidewalks are not a priority during the winter as much as the road is for cars.

---

Convenient, have kids

---

bus stops and times not convenient to my location

---

I work in Middleton and live in Madison and my baby goes to daycare in west madison. So it takes too long to get anyway via transit

---

Monona doesn't have convenient public transit options--I don't work in one of the places the bus goes

---

Car or walking is more convenient and feels safer than biking. I also run 3x a week, but that's not an option listed and I'm not using it for transportation. I'd also walk more if there were more sidewalks.

---

Don't own a vehicle

---

Don't want to

---

Use vehicle to get around as needed.

---

Because I have a car and can walk I do not use transit services within Monona. I don't bike in cold weather.

---

I have a car

---

No convenient public transportation to my job

---

Inefficient

---

use car

---

Retired

---

I don't bike in the winter. I don't use public transportation, ever.

---

Weather, small children

---

Not enough efficient options

---

Because it's cold and I have small children.

---

Don't bike in the snow

---

Don't need to and its cold out

---

It is too cold to bike in winter. Public transit doesn't go where I want it to and seldom runs.

---

Not interested in biking

---

I don't ride my bike when there is salt on the roads

---

don't bike in winter, what transit??

---

We do not have a need to use transit at this time.

---

Bike needs tune up and air in tires, helmet too old, hills a challenge for my knees, distances too far, carrying lots of stuff on sequential errands, and cannot transport my disabled husband on bike; Transit routes are unfamiliar and time constraints for sequential errands a deterrent; I like to walk, but multitasking, distances and time constraints limit.

---

Bike: health issues keep me from riding ; Transit: none available to take me where I want to go

---

Do not need to use public transport

---

not a bus rider at all

---

I don't bike in cold weather and my trips are more than a reasonable walk. I take the car. Walking in winter usually consists of neighbors houses.

---

Too cold

---

Don't use transit-inconvenient

---

I don't own a bike and I do not have a bus pass

---

Biking is too cold; Transit to where I work would take 2 hours... a downtown transfer is involved.

---

Weather

I never use the Monona bus service and I don't bike in the winter.

There isn't any public transit within Monona to use.

I don't have convenient access to public transit and I'm not interested in biking in the winter.

I don't bike in the winter and I never use public transport because it's easier for me to drive.

I don't always feel as safe on the roads in Monona for biking (and even running or walking), especially when I am with my kids. There isn't enough shoulder width, bike lanes or sidewalks or we would absolutely bike more and even walk more

Riding a bike is a more appealing option.

I would like to use Monona Transit to get to work, but the times don't work

I don't bike in the winter and I don't understand what transit entails (I am assuming public transportation, so I selected never).

The bus options are limited

I'm not even sure what the transit system is here.

I have not used public transportation in years, the biggest issue for me is having access to a vehicle for work. When I don't need a car a bike. Public transpiration is very very rare.

weather

The cold weather keeps me off my bike and walking. Public transit isn't convenient to use.

I do not take public transit, as I have my own car, and I belong to a car pool to get to work.

not convenient for my schedule, after-work committments, child pick up, etc.

Too cold and have a car

If I use the bus I am either going to work (through Monona) or downtown.

I do not use Monona Transit as I am retired, I feel the schedule is suited to the 6am-6pm people that work in the Isthmus.

Too cold

Destinations are usually close enough for walking/biking or out of the range/direction of public transit options.

Do not know schedule/routes

it's too cold

---

Don't use

---

Between eBike or car, I don't need transit- work is far outside the bus range

---

Don't have a need

---

It's too cold to bike. We have access to a vehicle.

---

Use other means for transportation

---

cold and icy!

---

Frigid weather

---

Slippery roads, too cold

---

I don't bike in the snow. The roads and bike path are not cleared enough.

---

haven't considered transit

---

weather

---

I really don't understand Monona Transit.

---

Bikes put away- SNOW. Do not use Transit ever. in 44 years

---

My week day transport takes me 22 miles from Monona

---

Transit is not convenient for me

---

I simply like biking more. The bus transit options are either hard to understand or lack time/locations I need

---

I do not use public transportation

---

Not overly accessible and don't have a need.

---

Monona Transit doesn't fit my schedule, although I would love to have the option.

---

Not applicable to my situation

---

Not familiar with routes

---

Not convenient for daycare/work

---

I use the other modes of transportation indicated

---

I live too far away to walk and there isnt convenient public transit.

---

access to private vehicle

---

It is very cold

---

Not as convenient.

Either use our own car or walk in Winter

Too cold, icy streets

Monona doesn't connect well to Madison Metro

I never use public transit in Monona-it is only available during commuter times and that is not when i travel.

I don't find that transit is available to get around Monona and takes a long time to get anywhere else.

Usually too cold to bike and I am not a fan of using the bus services in Madison. Haven't used Monona's bus service.

**Q2.b - How often do you use these modes to get to places around Monona between the months of April - October?**

Question	5 or more times a week		2 to 4 times per week		About 1 time per week		1 to 3 times per month		Less than 1 time per month		Never		Total
Walk	37.39 %	83	33.33 %	74	11.71 %	26	9.91%	22	4.95%	11	2.70%	6	222
Bike	26.85 %	58	27.78 %	60	14.81 %	32	13.43 %	29	9.26%	20	7.87%	17	216
Transit	1.52%	3	2.54%	5	5.08%	10	3.05%	6	17.26 %	34	70.56 %	139	197
Drive	69.68 %	154	20.81 %	46	5.43%	12	3.17%	7	0.90%	2	0.00%	0	221

**Q2.b.i - If you chose 'Never' to any of the options above, please explain why**

If you chose No to any of the options above, please explain why

just have not tried or have time schedule

What transit?

Never transit because I drive everywhere.

No need

---

Do not use public transit

---

I prefer walking over biking.

---

Transit is not convenient and doesn't go around within Monona

---

There isn't convenient regular transit within Monona

---

In my opinion, Monona is not big enough to need/want to use public transportation to get around. I'd consider taking it to work if it got me to Sun Prairie without transfers.

---

Currently no need for transit but I would use the Monona bus if I get a job downtown Madison.

---

no need to use transit and do not bike

---

Live in Madison, work in Monona

---

I use public transportation to get to work (UW), not to get to places around Monona

---

Public transit doesn't work to move a family around.

---

Same as above

---

Impractical to walk from my home in Fitchburg; no good transit service to Monona.

---

I don't currently own a bike.

---

I drive

---

Just quicker. If I bike, it's for pleasure

---

I am not very familiar with the bus route near Femrite drive.

---

The bus takes too long and I don't want to be beholden to a bus schedule.

---

I'm retired and have no need for public transportation.

---

Only bus in summer if having car trouble

---

I don't generally use public transit at all.

---

don't use

---

Should use transit but would have to walk about a mile

---

I've never considered using public transportation in Monona. I'm not even sure about the availability of it.

---

Don't use public transportation

---

I never need public transportation

---

Transit not available from Mcfarland to Monona, too far to walk

---

Convenience

---

i dont need public transportation

---

Have a car

---

The transit isn't practical in monona because I would still be walking a lot. There are far more bus stops on the east side of Madison, I used to take the bus when I lived there and it was a nice option.

---

bus stops and times not convenient to my location

---

Same as above

---

Used public transportation last year for school.

---

Bus is usually a last resort

---

same as above - no bus on the weekends either

---

Transit doesn't go to the locations I need to go to, at least not conveniently. Lack of sidewalks makes walking feel less safe.

---

I don't want to

---

I don't have need of the transit system...I just walk or drive to wherever I need to go.

---

Access to other modes of transportation negate the need to use public transit.

---

Because I have a car, bike and can walk I never use transit services within Monona.

---

I pay for a car!

---

Bus not convenient

---

Inefficient

---

drive car

---

Retired

---

I just don't need to use public transportation. I have a car and a bike and legs.

---

Not aware of close stop and seems like more work than worth it

---

Because I have small children.

---

No convenient busses. Have my car.

---

Don't need to

---

The bus doesn't go where I want it to and runs infrequently.

---

Don't like biking

---

---

am not aware of intra-city transit

---

We didn't have a need at that time.

---

If it's nice I bike or get a ride.

---

Same reasons as for Q2.a.i.

---

Same answer as Q2.a.i.

---

Dont ride bike much because of physical issues. Transit hours dont work in my schedule.

---

Do not need to use public transport

---

not a bus rider

---

Really nothing in walking distance I utilize

---

Too fast apart

---

Inconvenient

---

I don't own a bike and I do not have a bus pass

---

Same at Q2b.

---

I don't use the Monona bus service.

---

same as above

---

No convenient access to transit.

---

I don't use public transportation because it's easier for me to drive.

---

Same as the answers above. If there were more trails, wider lanes, sidewalks, I would get in the car much less.

---

Riding a bike is a more appealing option.

---

Same as last reason

---

I only use transit in the worst winter conditions. I bike year round.

---

I don't understand what transit entails (I am assuming public transportation, so I selected never).

---

Bus options are limited

---

Other options are more convenient than transit.

---

I'm not even sure what the transit system is here.

---

I have not used public transportation in years, the biggest issue for me is having access to a vehicle for work. When I don't need a car a bike. Public transpiration is very very

---

rare.

---

Public transportation isn't convenient

---

I do not take public transit, as I have my own car, and I belong to a car pool to get to work.

---

not convenient for my schedule, after-work committments, child pick up, etc.

---

Have a car

---

The bus from my house (near Olbrich) doesn't go to the pool, library, dream park, etc.

---

Same as above

---

Not convenient for my needs

---

Destinations are usually close enough for walking/biking or out of the range/direction of public transit options.

---

I used the bus for a full winter, I enjoyed the folks on the bus but found I was getting naucious.

---

Not aware of routes

---

Transit does not go where I need it to go when I need it to go there

---

Don't use

---

No need

---

We can bike, walk and drive.

---

use other means of transportation

---

Haven't looked into it as an option yet; hasn't really been a need.

---

haven't considered transit

---

no need for transit, use car or bike

---

same as above

---

Never use Transit in 44 years. Have car and have legs.

---

My week day transport takes me 22 miles from Monona. For closer trips, I would choose to bike or walk

---

Transit is not convenient for me

---

I simply like biking more. The bus transit options are either hard to understand or lack time/locations I need

---

I do not use public transportation

---

I use transit like uber to travel outside of monona at times

---

Not overly accessible and don't have a need.

---

Same as above

---

Not familiar with routes

---

Not convenient for daycare/work

---

I use the other modes of transportation indicated

---

There isnt convenient public transport from madison.

---

access to private vehicle

---

Not as convenient

---

Monona doesn't connect well to Madison Metro

---

See above

---

Transit is not available to go around Monona and takes a very long time to go elsewhere.

**Q3.a - Are there any specific streets/routes in Monona you prefer to use for biking or walking? Please specify which street/route and why you prefer it.**

Are there any specific streets/routes you prefer to use for biking or walki...

---

Winnequah and Nichols Rd. It gets me to public places in Monona that my kids prefer.

---

Monona Drive/Nichols

---

Monona Dr - bike lane!

---

Femrite, Shato, Roselawn, Broadway, Copps

---

Don't walk that often - just had a knee replacement - hope to do more soon

---

Do not walk or bike

---

The roads that go were I'm going...

---

Streets with bicycle paths are ideal when biking. I try to stick to paths only.

---

No preference, whatever gets me to where I need to go the quickest!

---

I love riding on Midmoor as it's nice and wide.

---

I like to walk on Tonyawatha and the street adjacent to the dream park.

---

I walk nearly exclusively on Nichols because there are sidewalks. Too many inattentive or

---

speeding drivers these days.

---

n/a

---

Sidewalks & trails

---

Monona dr, Buckeye, Femrite, winnequah, because its where i have to go

---

Mid moor. It's a straight shot, wide street, not a lot of traffic

---

South winnequah, route to commute son to school

---

Winnequah preferred over Lake Loop, much less hilly and more direct Monona Dr north of Winnequah, love the new bike lanes!

---

I prefer walking on streets with sidewalks (e.g. Monona Drive, Nichols, and Dean) for safety concerns.

---

Dean, Nichols and Monona Drive - they have sidewalks, which makes me feel safer when walking my child in his stroller.

---

Bridge with new bike lanes is nice

---

Walking on Dean and Nichols - basically, any street with a sidewalk. Biking on Greenway as it is a less-used street. Monona Drive is good for the bike lane.

---

Running and biking along Tonyawatha because of the views.

---

Winnequah Drive - b/c it follows the lake loop.

---

Falcon Circle/Ford St--I visit nearby family and nearby parks with my kids.

---

Winnequah Rd, Rothman Pl                      Mainly because they are our direct routes to where we want to go

---

Sidewalk along Monona Dr and Atwood. It is quickest way to downtown

---

Around the lake for fun

---

Almost all of my driving or biking uses Monona Drive, either to get to the library, Winnequah Elementary for my son, or to the capital. The bike lanes on Monona Drive are very much appreciated.

---

I just use the most direct route.

---

Winnequah and midmoor

---

Walking on Dean because they have sidewalks. Walking on both Tonywathas because generally there are few bike riders and less cars. Love Winnequah but doesn't feel safe with bike riders that ignore rules and cars trying to avoid them.

---

Midmoor and Maywood are good routes to get through town and to get from Winnequah road up to the school/library. They are less hilly, little traffic, and fairly direct to get straight through Monona. I frequently bike up Owen to Monona Drive as well. Winnequah

---

and Tonyawatha are scenic bike routes but more recreational in my view, as they are more circuitous.

---

Nichols, Maywood, Winnequah--all for walking my dog.

---

Bike: Winnequah Road to Monona Drive Walk: Winnequah Road to Nichols

---

Ones with clear bike lanes and / or sidewalks. Bonus points for street lights.

---

anything but Winnequah

---

I like to use Winnequah because of the marked bike lane and sidewalks. Also, it's just a scenic walk/ride. Bike rides through Monona use all streets because it's nice to have a variety of rides (if riding recreationally). Commuter riding takes me down Bridge Road to the bike path. If I happen to be commuting from the north, I'll follow Monona Drive until it reaches Winnequah, at which point I'll exit Monona Drive because of how busy it is.

---

For biking, the streets that are less busy with cars.

---

use all

---

Prefer flatter routes

---

Monona Drive is best because of the new sidewalks and bike lanes.

---

Winnequah for biking

---

The boardwalk because it's off the street

---

Winnequah and other lake loop roads due to painted bike lane

---

Winnequah, but I dislike the path-to-sidewalk-and back transitions; N. end of Monona drive is much better now but I still generally avoid it using surface streets in Madison

---

Schluter - Heely to Monona Center

---

bike lanes. low traffic

---

From my home, along Winnequah and Tonyawatha

---

The bike path that is specified. Midmoor because it is quiet Winequah for the views

---

Bike path along Firemans Park, because it's a beautiful park and obviously low to no traffic. Tonyawatha for low traffic/usually courteous drivers. Shore Acres north of Dean is also low traffic and has generated courteous drivers. Then any road with a sidewalk or bike lane.

---

Routes with sidewalks, or along the lake. Safety and scenery.

---

Nichols, because it has a sidewalk, for walking. In general, streets with sidewalks, for walking.

---

Dean, because we live near it

---

Bridge Road to the bike path because it is most direct. Midmoor to the Bait Shop because it does not have too much traffic. Winnequah road for walking because of bike lane/sidewalks. Frost Woods to Monona Drive restaurants because it comes out right by Swad and Rosalita's.

---

I use monona drive for biking because there is a specified bike lane down the whole road. I wish it could be wider though.

---

Winnequah - close to home, goes a lot of places

---

Nichols because of the sidewalks and it takes me pretty much where I want to go

---

Winnequah Road. Most direct. Biking driving. Tonniawatha walking.

---

Any

---

I prefer biking the Lake Loop or walking around Winnequah park

---

Tonyawatha - quiet and pretty Winnequah - its direct McKenna - Its a fast, direct street to the south and its quiet

---

Schluter - I live on it. Tonyawatha - the views are beautiful and it's low traffic. The lake loop for biking.

---

Mendota Ct. It is pretty and quiet.

---

Monona Drive - convenient for me. biking Broadway - near Stoughton Road. Would love to see more paved areas for back and forth to regional bus lot.

---

Dean and Nichols for walking--sidewalks!!

---

Shore Acres and Wallace Avenue. Proximity to home and likelihood of seeing neighbors/friends.

---

Winnequah Road

---

Winnequah - only major conduit in that direction other than Monona Drive Dean - has sidewalks Nichols - has sidewalks

---

No sidewalks anywhere around where I live so walk on least busy streets in the Sylvan Estates area. Biking is more of a challenge due to hills in Monona; use Broadway as in and out route of Monona because it's flattest street.

---

No

---

Winnequah Park and neighborhood, Tonyawatha

---

We walk to Winnequah Elementary on Flamingo, Nichols, and Maywood. We must often walk on Winnequah near Squaw Bay although we find it harrowing. We walk for recreation on Maywood, McKenna, and Midmoor, although the traffic is heavy.

---

Owen Ave, Winnequah because efficient to get where I need to go and has beautiful Shady trees.

---

Winnequah, Tonyawatha Trail, Nichols, Dean, etc. Vary my walking, biking paths. Like that there are NOT sidewalk everywhere. Community feel.

---

Dean - it's wide (for biking) and has sidewalks (for walking), other quiet neighborhood roads besides Midmoor and McKenna - less traffic.

---

Almost any are great during day but only sidewalks or trails at night, also would love more walkable dining or grocery.

---

Anything with sidewalks is preferable for walking or biking with kids.

---

Love biking on Winnequah behind the Dream Park. It is a wide road and cars are watching for you because it's on the lake loop

---

Winnequah Rd. Tonyawatha. Pretty. W. Dean, convenient.

---

Lake loop

---

Marked bike paths, waunona way- feel safer

---

no

---

Sidewalked streets, or any of the quieter side streets, less traffic

---

Tonyawatha and Winnequah because they are in our neighborhood and they are access to the Lake Monona loop.

---

Bridge Road for biking, it gets me there quickly. Winnequah Rd for walking as it's tree-lined, near the lake and nice.

---

For biking, no steep grades; for walking, no concerns most places I would go, with exception of when I walk/push my husband in his wheel chair where any steep or long gradual grade is impossible for me to manage.

---

I prefer walking down Dean because it has sidewalks.

---

I typically bike on Winnequah Road because of the relatively low traffic.

---

winnequah, tonyawatha, pheasant hill, nichols, queens way. My favorite 4 mile run is from Southern Circle, my home to the bubbler at Wiinequah 1. When I run 6 miles, I add the Winnequah/Tonywatha loop, and back to the bubbler. Then I don't have to carry water, at least during the summer.

---

Winnequah Rd, Midmoor, Dean, on the lake Monona bike loop, I am using sidewalk from Olbrich Park down to Winnequah Rd. Once the road construction on Dempsey is complete, I will go back to the bike path behind Olbrich Gardens and come south on the trail to Dean Ave in Monona, then Midmoor to Winnequah Rd. Maybe Winnequah to Bait Shop and around Monona on Winnequah.

---

I use them all and especially enjoy walking/biking along Tonyawatha Trail because of the lake views

---

No

---

Winnequah, because of the bike lanes.

---

Side roads, less traffic

---

Along the lake side

---

I use Winnequah Road to get to Bridge Road and on to other bike paths - I don't like it or feel safe, but there are no other options; I don't use the weird cut-outs but ride on the road; I also use Dean to get to the other side of town.

---

Maywood Road because it is a nice quiet road. Nichols and Dean because there are sidewalks.

---

Walking: Tonyawatha...it's just pretty. Biking: Winnequah: the tree cover is beautiful and it is lovely and the most direct around-the-lake.

---

I like walking on the side streets due to less traffic and the tree cover (Midwood, Ridgewood, Rothman etc.) I also cut through the various parks and use the walking path along Fireman's Park and Winnequah School when I can.

---

Broadway, although a higher speed limit, has sidewalks for walking.

---

Winnequah, Midmoor, Bridge to access the bike path around the lake. Winnequah to Dean and Rothman to get to the library, Community Center and pool.

---

I love Tonyawatha Trail because of the lake views. Dean is good with its sidewalk.

---

We try to take the bike path for safety Lake Loop or Winnequah Drive

---

I prefer the quieter streets with less traffic. If there were sidewalks it would be better for sure.

---

Winnequah Dr, Lake Loop route

---

Monona Dr. bike lane and lake loop -- Dean to Bridge Rd. Path.

---

I use the lake loop bike path to get from Monona to downtown. It is convenient to use.

---

Greenway the path by Winnequah school

---

greenway- beautiful and very few cars

---

Schluter Road, Healy Lane, Nichols Road, Winnequah Road because they direct routes to my destinations around Monona, including less busy roads when possible.

---

The route we use the most is the Lake Loop, connecting Winnequah road to the bike path. I wouldn't say I prefer it. It just gets us to where we are going.

---

Owen Road to Winnequah Road to get on the bike path. And Pheasant Hill Road to Nichols Rd to Monona Drive.

---

Monona Drive because it has a bike path to Nichols to reach library, swimming pool.

---

Mostly Winnequah and Nichols, but other smaller streets too

---

Midmoor, because it is wide and not as heavily traveled like Winnequah

---

Winnequah and nichols because they are main streets to get places.

---

Monona Drive/Nichols Road

---

Winnequah Road. I work down town and can go around the lake in either direction to get to my office and I like to ride as close to the lake as possible. I prefer Winnequah Road as opposed to biking along Olbrich park because it is safer.

---

Lake loop bike path. Midmore and Monona drive

---

If I am biking alone (not towing kids) I prefer Monona Drive bc the bike lane is -- for the most part -- smooth.

---

I commute on most streets in Monona without issue.

---

Winnequah Rd. because it is on the lake and very scenic.

---

The bike trail around Lake Monona, because I commute to the west side of Madison.

---

I like bike paths/lanes and side streets. I feel safer on a bike that way and find it more enjoyable.

---

Winnequah Road (especially near Winnequah Park/Nichols Rd./Healy Rd. area), Nichols Rd, Dean Ave, and Walking/biking path from Nichols rd to Winnequah School (behind skate park, tennis courts, pool, and Winnequah School back parking lot) Prefer these roads and paths out of necessity to reach intended destinations (which include: library, pool, Winnequah School, community center, parks, etc.)

---

I work downtown and bike commute down Winnequah to Bridge. I start to slow down when the snows fly in Dec but usually start up again in March

---

winnequah, dean, monona drive, nichols, Broadway. prefer because they have bike lanes and/or sidewalks and are in good shape

---

Winnequah, midmoor. Direct routes and low traffic

---

Most streets in mono a work well. The smoother/wider the better. Marked bike lanes are preferred

---

Any route with a sidewalk.

---

Winnequah for biking lake loop because it's well kept and accessible.

---

Midmoor to Owen to Winnequah for biking. It is the most direct route from my home on my bike commute.

---

We bike all around the neighborhood.

---

Monona Dr. and Nichols St. because they are the roads that connect schools, library, pharmacy, and other businesses.

---

Midmoor, Dean, Nichols - sidewalks, less traffic

---

Frost Woods and Bridge Road due to access to attractions (e.g., restaurants at corner of Monona Drive and Frost Wood, the Lake Loop) and Winnequah due to the good condition of the bike trail and access to attractions (pool, Bait Shop & park)

---

Owen, Maywood, not too busy

---

Roads with bike lanes    Marked bike routes.    Cars are used to riders.    Lanes support safe walking biking

---

Midwood, Maywood, McKenna, Frost Woods. Lower traffic, better cycling lane, better visibility for cars, less conflict with pedestrians

---

My family and I enjoy walking Winnequah to be close to the lake, however hate it b/c of the traffic and walking/biking with 2 young kids and most times a dog.

---

I bike on Wallace a lot because it parallels Monona Drive. It's not ideal for biking because the blocks between Dean & the ReStore are not smooth / lots of potholes / asphalt patches. From there, I use the bike lane on Monona Drive to get to the bike path behind Olbrich Gardens. I also use St. Theresa / Greenway / Maywood to get from Monona Drive to City Hall, Library rather than using Nichols Road because Nichols is too narrow and has too much traffic; the Greenway route has fewer cars and less of a hilly grade. I use the bike lanes on Monona Drive. I never used to bike in the road on Monona Drive, yet I do so much more now that there's a dedicated bike lane ~ it's too narrow, yet better than nothing.

---

Like sidewalks. Dean Nichols.

---

Winnequah Rd. Dean Ave. Nichols. These are the main routes in and out of Monona. Some portions are marked with bike lanes but the rest need to be finished.

---

Winnequah! and Tonyawatha. We live on the lake loop and see a ton of pedestrians, runners, and bike traffic. My dream would be to have a protected lane for cyclists and walkers/runners.

---

Winnequah rd, cars are used to seeing people walking or biking on Winnequah rd, so it is generally safe

---

Monona Dr. for a speedy route, Winnwquah for a casual lake loop, Waunona to get to the capital

---

Winnequah Rd because it's part of the Lake Monona loop

---

Midmoor to Dean to Tonyawatha back to the park. I use these because they have sidewalks and/or less traffic than other streets.

---

For walking any of the few roads that have a sidewalk are nice. Biking is tricky due to all the hills, if you think of Nichols as a main way to get from the residential to the businesses and think of all the hills - it is quite challenging. There are a few ways around that you can minimize the hills but then your riding a lot longer and taking more time to get to your desired destination.

---

Midmoor/Winnequah. They are wide and visible. Provide direct access to places I need to get to.

---

I stay off of Dean Ave, Nichols and Monona Drive due to traffic and weave through the neighborhoods

---

Bike paths. My neighborhood. Around the lake.

---

Femrite, Shato, Roselawn, Broadway, Copps

---

Midmoore because it is a central north-south artery. Winnequah and Tonyawatha because they are beautiful.

---

Birch Haven Cir, Schluter Rd, Green Way Blvd., Winnequah. My boys bike or walk to school - Immaculate Heart of Mary Catholic School.

---

Any street that has a sidewalk

---

Bike paths

---

Winnequah to bike pets

---

Winnequah Road

---

Winnequah, Nichols, Dean, McKenna - They are often the shortest distance to get me where I'm going.

---

Lake loop for marked biked paths

---

Winnequah Trl and Dream Park area because that's where we live.

---

The lake loop is my preferred route because it is friendly to bikes and keeps me away from heavy traffic. Monona drive also has a nice bike lane.

---

Tonyawatha tr

---

Lake path, Monona Drive, around Frost Woods area.

---

We use Winnequah often since it has a bike lane part of the way and its normally along the course/direction we will be going.

---

Owen road & Bridge Road. Because bike path on Winnequa is stupidly and dangerously designed. Monona Drive: Because that is where my destinations are often located.

---

Winnequah to Midmoor or the commuter route. I enjoy this route as it is efficient and feels safe except for a couple locations on Winnequah.

---

**Q3.b - Are there any specific streets/routes in Monona you prefer NOT to use for biking or walking? Please specify which street/route and why you prefer NOT to use it.**

Are there any specific streets/routes you prefer NOT to use for biking or w...

---

Monona drive. The sidewalks suck and it can be quite dangerous with the teen drivers.

---

Bridge Rd -crazy drivers

---

lake loop -somewhat away from traffic. hoping safer

---

Broadway -too busy and even with bike lane cars are not as respectful -too fast

---

busy car main through fares

---

NA

---

Do not walk or bike

---

No

---

Monona drive, too busy, especially with small child. Winnequah rd is also too busy if I'm with my child

---

Low lit areas or parking on both sides of the street with no bike lane.

---

N/A

---

Monona Drive is too busy with fast-moving traffic.

---

I prefer not using Monona Drive as it isn't safe and the side walk is too narrow. I also have trouble with the bike path parts of Winnequah as they can be blocked by garbage cans, etc. the other day I went around the corner of Bridge road and an MG&E truck was parked on the bike path. I almost crashed. Those path/sidewalk things haven't worked out.

---

Winnequah between the dream park area and Broadway. The cars are okay. It's the other bikers and walkers that are not courteous enough to share the road or use the bump outs properly.

---

Winnequah Road, where I live, is becoming dangerous for pedestrians. No longer has center lines so cars frequently drive too close to the gutters, and speeding is the norm. Making a 3-way stop at Nichols and capping street parking at 2 hours max would help, too.

---

n/a

---

Monona drive - too busy with traffic. Creates noise so i don't enjoy my walk as much.

---

Monona Drive for biking and Winnequah for walking (both streets are too busy, too much traffic), don't feel safe using those modes on those streets

---

Winnequah...drivers drive too fast, no bike lane

---

Stoughton because dangerous to walk

---

Monona Drive. Narrow bike lanes or no bike lanes. New bike lanes on bridge road are nice, but the lane on the north side is way too narrow, and the parking and bike lane on

---

the south side is way too wide. Hard to bike and walk dog on the north side of the street.

---

Winnequah Rd - it's too narrow for bike traffic, pedestrian traffic and car traffic. We use it as little as possible to avoid cars who aren't watching for non-car traffic. Monona Dr - too busy for biking, not supposed to use the sidewalk and nowhere to park a bike at many businesses so no point in going that way.

---

Bridge: I use it because it's most direct, but hate that I must ride over Yahara on sidewalk when Lake Looping counterclockwise Winnequah south of Owen: I use it because it's most direct, but hate those goofy partial sidewalks interrupting three quarters of the bike lane width. I take the remaining quarter. This stretch also has heaving walk/jog traffic, but no separate facilities, so bikers must frequently enter motor vehicle lanes to avoid peds. Build sidewalks!

---

I live near the intersection of Panther Tr. and Pheasant Hill Rd. so I walk on these streets a fair amount with my family. These streets are not particularly safe for walking for a variety of reasons. 1. cars drive too fast; 2. the streets are not wide enough to accommodate parking on both sides, traffic, and pedestrians; and 3. certain spots on these roads contain hills/curves that make it difficult for cars to see pedestrians.

---

Pheasant Hill, Frost Woods, Owen, Bridge, Winnequah - No sidewalks, busy and people drive way over speed limits; it feels very unsafe, especially when drivers are frequently looking at their phones. Winnequah has bike lane, but don't feel comfortable using it for walking which is a shame because it would make for nice walks with my son.

---

Winnequa for biking - too narrow

---

I try to avoid running on Winnequah due to it being busier and not having any sidewalks.

---

Monona Drive - b/c there is too much traffic

---

Winnequah Road- Between the bikers, walker and cars there is not enough room to safely use that road

---

Broadway/Monona drive area--I live nearby and like to visit local business and just walk over. Broadway and Monona drive are both really busy. I use it often for walking but there needs to be more safety awareness. Drivers just fly through the intersection like its the beltline. I've had several close calls with my stroller, even when I had the "walk" light.

---

Even with the bike lane on Monona Drive I still prefer to use the side walk if no one is on it. The bike lane can be full of gravel etc. and it makes me nervous with the fast cars coming up behind me.

---

None

---

I avoid East Broadway because of the traffic.

---

Monona drive. The bike lane is narrow and there are no bike lanes north of cottage grove road with signs saying no bikes on sidewalks. This gives no options to bikes

---

Winnequah because cars and bike riders especially not from Monona, are not careful. Bike riders especially are discourteous to drivers and walkers. They treat Winnequah like

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it's their bike path. There really needs to be a separate bike path. It's a bad accident waiting to happen the way it is now. I've seen way too many close calls.

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East Broadway between Monona Dr. and Stoughton Rd. is tough for biking because the traffic is heavy and fast. Femrite is a better option. Most Monona streets are difficult for walking at night because there are no sidewalks and inadequate lighting. I (and many neighbors) wear additional lights or bring flashlights so we can see and be seen.

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Monona Drive for biking. It is still too scary--even with the bike lane. Traffic moves way too fast.

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Winnequah Road near the Bait Shop to Monona Drive has a rough road

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Winnequah to busy and speeding vehicles, Owen and Bridge busy.

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I generally avoid Bridge Road heading north because of the hill and the curve right near Bridge Road Park. It's a bit of a dangerous curve right near Bridge Road Park, especially if cars are parked along the side of the road. Otherwise I don't generally avoid any specific streets or routes unless it has to do with my physical fitness (ie. I usually try to find routes that are less steep even if they aren't the most direct route).

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For biking I prefer to avoid Nichols, Bridge, Monona Dr.

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Monona Drive...curb area is often dirty and full of debris, stones, very dangerous.

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Prefer avoiding Broadway, cars inconsiderate for am transport

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Winnequah

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Bridge Road. I live nearby and would love to bike/walk on it but it's very busy, several curves and no sidewalk or bike lane. Also Broadway from Monona Drive to South Towne area has similar problems.

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Monona Dr. Bike lane unsafe. Inattentive drivers.

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Monona drive, traffic too heavy and dangerous

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Can't think of specific routes, but there are a number of big hills that make it difficult for me to bike

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Monona dr - too much traffic; Dean Ave horrible shape & some traffic

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Winnequah - narrow, busy, unattentive drivers

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Winnequah road - cars + other vehicles go way above speed limit especially near the park

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Monona drive Buckeye Both because of traffic, smell of cars and quality of the roads

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I avoid walking/biking on parts of Winnequah at all costs. Drivers go too fast, too close, and are otherwise rude to pedestrians and cyclists.

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None

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Any streets without bike lanes and or sidewalks

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In general, streets without sidewalks are less preferred for walking. In particular, the sidewalk exists only briefly from Monona Drive on Owen -- that stretch is pleasant to walk, but once there's no sidewalk, much less preferred.

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Dean, because there's no bike lane

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I use Bridge Road but would use it more if someone did not regularly and dangerously park along that blind curve near Bridge Road Park. Also, traffic travels at high speeds on Bridge Road and Frost Woods. Hoping the new lanes helps to address this issue.

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When monona dr turns into Atwood ave the bike lane disappears but there are signs saying no bikes allowed on the sidewalks. In my experience bikes are not welcomed on the road by other cars though so everyone I see rides on the sidewalk anyways. If they don't it disrupts the traffic flow.

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Monona Dr. - too much traffic

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Dean, monona drive, winnequah

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Winnequah Road with the colored bump outs. Nobody seems to know how to ride these--they go around and over. This morning I saw a man with a stroller walking in the bike lane with a bike approaching. The bike swerved to go around the man into the traffic lane but there was a car coming behind him that had slowed. When he realized then he stopped and waited for the stroller and car to go around and then continued on.

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Winnwquah for walking isn't safe. It needs sidewalks. And parking restrictions are not enforced.

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Just paying special attention to winnequah because there is no designated bike lane not sidewalk.

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Monona drive because of the loudness of traffic.

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Winnequah Road for either pedestrians or bicycles is narrow, lacks enforcement for speed and lacks enforcement to keep vehicles out of the bike lanes or more than 4 feet from bicycles as required by law. Vehicles seem to believe the white line of the bike path is for vehicle traffic and not for bicycles or pedestrians. Also, vehicle parking pushes pedestrians and bicycles closer to the lane of traffic.

---

Winnequah (I know I put it for both--if I'm with my kids I avoid Winnequah) - people drive like jerks (we really need to crack down on this) and its busy

---

I use Winnequah (the part with bike lanes) for both biking and running (and driving), but all three make me uncomfortable, because it seems fairly congested, especially when there's heavy bike traffic.

---

Monona Dr because even with the bike lanes drivers ignore the 3 foot rule and driver very close to you. Even when there is no other traffic in the adjoining lane.

---

Don't like the way the bike lane goes up on the sidewalk and back into the street on

---

Winnequah

n/a

Winnequah--confusing with bump outs--tons of traffic/parking/walkers/bikers--feels unsafe.

Winnequah. No sidewalks.

Monona Drive - too busy

No

Don't like walking on Monona Dr because it's too busy and noisy with traffic. Don't bike in hilly areas, walk on Frost Woods for convenience but wish it had sidewalks because it's very busy.

None that have sidewalks, there dangerous!

It is a drag to bike along Monona Drive

All of the streets we have to walk on to get to the elementary school are terrible... particularly Maywood (from Nichols to the school). The drivers are ALWAYS speeding, pay NO heed to any school zone laws, and in the winter walking by the curb is treacherous.

Monona Drive, Bridge St because they are loud, congested, and seem dangerous due too many fast drivers who don't see the bike lane and don't seem to be paying attention. These areas need more protected bike Lanes and more education for motorists or at least signs.

bike loop during busy times - too crowded

No

Winnequah - no bike lane or sidewalks.

Monona drive. Too busy

Answer depends on time and if we are with kids or not. We never travel Monona dr but in concept would love to if it had parking in back.

Monona drive. Too much traffic

At night, I avoid walking anywhere without a sidewalk because Monona is so poorly lit.

the back corner of Winnequah on the side of the Dream Park by the ball diamonds. Please Please put a bike lane or sidewalk there, it is a short stretch but it is so dangerous for pedestrians and bikers!

No

Winnequah rd from bridge to maywood park. That stretch of road is not safe for bikes.

I prefer not to use Winnequah Road or Monona Drive because they are too busy.

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Dean or Nichols in high traffic times

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Tonyawatha. Bike's use it for a race track

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no

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Bridge rd, winnequah. Traffic.

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Portions of Tonyawatha because of poor conditions of the roadway, Winnequah Trail for the same poor conditions, and Winnequah Road is difficult to walk or bike on because of the lack of painted bike lanes and the amount of cars, boats, and dumpsters that are in the road.

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The Bridge road and Winnequah intersection could be a bit more bike friendly.

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No

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Don't like Winnequah because drivers go too fast, there are no sidewalks for distance from drivers, and because some areas are so curvy as to limit drivers' ability to see pedestrians.

---

I try to stay off driving length of Winnequah as much as possible during summer because cyclists are riding 2-3 abreast and/or riding in middle of road. It is nerve wracking to keep them safe.

---

Even though it will often have a bike lane available I avoid Monona Drive when I can simply because it's so busy and I feel safer on lower traffic / residential roads.

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I despise the reworked southern part of Winnequah with the insame bike spots that push you out into traffic. I avoid at all costs on a bike. It would be fine for running. stupidist design ever.

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Monona Drive and Nichols due to traffic.

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My least favorite is Winnequah Rd, because of the poor bike trail that weaves in and out of traffic

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No

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Winnequah. Too dangerous.

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Aberg as its super busy

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Winnequah Road between Winnequah Park and Bridge Road - for either biking or walking - the road is too narrow, the cut-in's are ineffective and there is too much mixed walking and biking for such a narrow road.

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Winnequah because it is too busy

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Monona Drive... it's too busy to be pleasant for either.

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Winnequah rd is too narrow, don't feel safe.. Cars speed

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The stretch of Winnequah Road that runs from Maywood Road to Baskerville can feel unsafe from time to time while walking or biking but that is due to the blind spots of the hill and traffic coming around a corner.

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Broadway - too busy, no bike lane. Monona Drive - bike lane is narrow, doesn't feel safe.

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I don't like using Winnequah Road because it is a busy road without sidewalks and people tend to drive fast.

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Nichols Road too narrow and busy. Monona Drive scares me with my 6 year old i go on it alone.

---

Winnequah is way too busy and cars drive way too fast. I don't like walking on that road. Midmoor can also get too busy. Oh, and Owen. Cars drive way too fast on that road.

---

I try to avoid Winnequah with my kids because people drive fast and even though there are some bike lanes I have to watch everything so carefully and I know people are distracted driving. Even on my own street, Sylvan Lane, people drive much too fast, so we are always on the lookout with the kids.

---

The south end of Monona Drive and Broadway are not great for biking, but unfortunately I have to use them to get to where I want to go. Broadway in particular has very dirty/debris-filled bike lanes. I've had flat tires result from this and in some places there is fine rock/sand that forces a bike rider out of the bike lane.

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Monona Dr (traffic) and Any poorly paved roads

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No

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I try to avoid biking on Monona Drive due to the heavy traffic.

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Winnequah between Owen and Bridge. Monona Drive

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Midmoor- too many cars/ they go too fast

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I use Winnequah Road, but I prefer not to use it when possible because while walking or biking, it does not feel safe with the car traffic.

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I do not bike on Cottage Grove Road as I don't like biking around that much traffic.

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Nope

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I don't like biking on Monona drive between Madison and Winnequah.

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Winnequah, because it is so heavily traveled.

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Winnequah because it doesn't have sidewalks.

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I do NOT ride on Monona drive because I do not feel safe. The new construction is lovely, but a painted white line along the side of the road will not stop a car from hitting me on my bike. Protected bike lanes would be WONDERFUL!!

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Monona Drive. Very dangerous traffic (speeding)

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Any Street with a hill. Too hard to peddle

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I don't like to tow kids in a bike trailer along Monona drive. The land doesn't feel wide enough, plus I can't avoid sewer/drain covers so it's bumpy. I also don't like the lake loop in Monona bc the roads are so bumpy/in rough shape. Win squab road between Bridge and Midmoor is smooths but I really dislike sharing the designated bike lane with parked cars and the strange insets where the bike lane turns into the crosswalk for a cross street. Super annoying and cars dont know how to act when a cyclist is in that inset area.

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I avoid Bridge Road & Winnequah Road M-F from 3:30-5:30pm due to heavy commuter car traffic and increased speed of some of those vehicles.

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Monona Drive and Broadway because of how busy they are.

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Shore Acres road because it is in serious need of repair.

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Winnequah -- heavy traffic and narrow bike/walk lanes

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Busier streets with no bike path / lane and no sidewalk. The lack of sidewalks keeps me from walking more often.

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Winnequah Road (especially near Winnequah Park/Nichols Rd./Healy Rd. area), considerable vehicle traffic in both directions with no marked bike lanes or sidewalks for majority of its length. Walking/biking path from Nichols rd to Winnequah School (behind skate park, tennis courts, pool, and Winnequah School back parking lot) the surface is in rough shape and is uneven in many spots creating hazards when walking or biking.

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Winnequah - cars too fast, too narrow Schluter - cars too fast - road is definitely wide enough for sidewalks on at least one side!

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Bike bumps on winnequah are terrible - pull them out and use regular bike lanes

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Broadway could be better. I'm more or less a 'pro' bike commuter so I'm not intimidated by cars.

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No sidewalks

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Monona drive due to the traffic.

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I would prefer not to use Winnequah between Owen and Bridge, but there is no alternative. This is a completely ridiculous road design, with inadequate bike lines that are hazardous. All it takes is one inattentive driver and we WILL have a biking fatality in Monona. The bump outs make it less safe, not more safe, because the residents park their rubbish containers one weekday per week, do not shovel the snow, and pile their leaves on these bump outs. This forces cyclists to be squeezed into the car traffic lane. Further, when cars are parked on on Winnequah, there is not enough room to safely avoid being "doored" while at the same time not risk being mowed down from behind by a car. Further, I cannot understand why Monona and Madison can't collaborate on correctly striping the bike lane from the bike path on Bridge road, over the bridge to its intersection with Winnequah Road. Cyclists need to stay on the north/west side of Bridge Rd between

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the path and Winnequah, yet that's not communicated through proper pavement marking. Please fix this! Last, I bike in the winter. Is it too much ask that we have a bare pavement policy on the bike route? Once I get into Madison, I have no issue with ice/snow except on the worst days - check Madison bike lanes/paths - they are usually in pretty good shape most of the winter. But sometimes I can't get out of Monona because we don't clear our major routes properly.

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There are a handful of poor condition roads that we try to avoid. Busy roads without bike lanes need improvement

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Winnequah- terrible marked lanes, parked cars on both sides, no sidewalks, overall very dangerous.

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Bridge Road can be dangerous and needs better walking areas/slower traffic

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Winnequah Rd is too busy

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Winnequah. Too many parked cars and speedy drivers

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Winnequah, Bridge, Frost Woods, Nichols, Dean & Monona Drive. The bike lane on Winnequah is dangerous and confusing with frequent conflict with cars, pedestrians and trash/recycling in bike lane. The route is also difficult with snow or ice on the ramps for the pedestrian islands. Nichols, Bridge and Dean do not have adequate shoulder. Monona Drive bike lane is too narrow and not delineated enough given speed of traffic.

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Monona Drive near Olbrich park - no bike lane.

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Monona drive - vehicle traffic

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I don't like biking on Winnequah. Period. I do bike Winnequah because there are not a lot of alternative routes to get to the bike path across the river. Jumping up & down those "bike lanes / sidewalks" into driveways and into traffic is dangerous and congested if there are other bikers or walkers.

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Shore Acres - bumpy on bike. Winnequah a little busy for me to walk and don't want kids on it biking either.

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1. The intersection of Monona Dr. and Broadway is dangerous to anything other than driving a car. 2. Intersection of Schuler and Nichols is dangerous to pedestrians and cyclist. Drivers speed around the blind corners. 3. The 5 way intersection of Maywood, Mckenna and Greenway during school days is dangerous to everyone especially the students. 4, Portions of Winnequah need to be resurfaced and marked with appropriate bike lanes. These are very heavily used seven days a week. 5. Work with the City of Madison to make the section of Monona Dr. from The Tiki bar/Olbrich gardens to cottage grove road safer for cyclist and pedestrians. mauvering that entire section with children is dangerous.

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I avoid Dean and Nichols due to car traffic.

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None

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Monona drive from cottage grove to the botanical gardens is too busy, but I still use it

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when I want to get to the atwood area. I dont like going out of my way east to get to the path.

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Monona Dr. and Broadway due to high traffic volume

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Winnequah...it's jut too busy and people drive too fast and too close to my dogs and myself.

---

We try to stay off of streets that have no sidewalks and high levels of traffic like Winnequah Road between Maywood Park and Schluter intersection. Biking wise, even with the bike lane, Monona Drive can be pretty intimidating due to the high speed of traffic and the smaller sized bike lane. In regards to traveling away from Monona the stretch when you are coming back to Monona from East side is especially tricky because you either have to use lake path which takes you way out of your way or do a combo of Atwood w/o bike lanes or ride on the sidewalk (which there are now signs that disallow)

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Can't think of names but some for biking just don't pose as properly marked and have poor pavement and blind corners.

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winnequah rd down by frost woods beach. way to tight

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Same as above

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Monona Dr in rush hours

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Busy car main throughfares

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Shore Acres north of Dean because the road is in complete disrepair. Winnequah because of car speed -- there should be marked bike lanes on the full stretch of Winnequah and absolutely no parking should be allowed on the bend at Monona Motors; very unsafe for both bikes and pedestrians.

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Winnequah Rd. The road is too narrow and there is a lot of traffic/pedestrian/bikes that makes it unsafe for smaller kids

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Monona Drive -near Olbrich 1. No bike routes on streets 2. sidewalk-bikes not allowed

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Busy streets -Monona Drive

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While Monona Drive is nice, I can usually avoid it

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Monona Dr to Atwood by Olbrich lacks bike lane from Cottage Grove Road

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Monona Drive - Even though it is often the most direct route, the bike lanes don't provide enough safety for travel a lot of the time (mostly due to the hight speeds of the motor vehicle traffic). And the aggressive signage about riding on the sidewalks on the Monona side of the street is discouraging.

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None

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None that I have encountered yet.

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Monona dr. It isn't safe. Not a protected lane, not good visibility

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Bridge Road, doesn't feel safe biking with kids.

We do not allow our kids to bike on monona Dr. or Broadway due to traffic.

Winnequa Road: The design of this "bikepath" is ludicrous. My first time on it I almost crashed. It encourages bikes to weave in and out of car traffic and in and out of pedestrian traffic. It puts bikers and pedestrians at serious risk. Seriously, whoever designed this path needs their PE license reviewed.

Monona dr and broadway-traffic is too fast

Monona Drive and Broadway, just too busy.

Winnequah Rd. and Nichols Rd. There is parking on one side of the road on each of these and it makes for a very tight roadway to fit bikers and two lanes of traffic. Traffic tends to be heavier on these roadways and tend not to abide by the speed limit or share the road well with bikers.

**Q4 - Assume that you are at home and you plan to travel to and from the following destinations. Which mode of transportation would you currently use? (Please pick your top two choices for each destination that applies to you)**

Question	Walk		Bike		Transit		Drive		Total
Go to work	5.74%	12	44.50%	93	16.75%	35	87.08%	182	209
Go to school	46.51%	60	53.49%	69	7.75%	10	55.04%	71	129
Go to the park	81.48%	176	67.59%	146	0.46%	1	21.30%	46	216
Go to the library	60.55%	132	63.76%	139	0.92%	2	42.66%	93	218
Visit a friend	50.93%	110	52.78%	114	0.93%	2	69.44%	150	216
Get groceries	8.11%	18	28.38%	63	2.25%	5	96.40%	214	222
Leisure shopping	9.05%	19	25.71%	54	1.90%	4	95.24%	200	210
Go to a bar/restaurant	29.36%	64	42.66%	93	0.46%	1	88.07%	192	218
Get to an appointment/meeting	8.80%	19	30.56%	66	5.09%	11	96.30%	208	216
Go to a coffee/ice cream shop	46.30%	100	67.59%	146	0.46%	1	62.96%	136	216
Get kids from one place to another	26.32%	45	36.84%	63	1.75%	3	95.91%	164	171

Other:	37.50%	6	50.00%	8	6.25%	1	50.00%	8	16
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Other:

church

with friends

City Hall

exercise/gym

Go to airport

not applicable

Recreation

church,post offoce,medical appt

Exercise

Farmers Market

Music

Child's Daycare

Dog park

Menards

Anywhere within 15 miles

Go to the Farmer's Market

**Q5.a - When are you most likely to use active transportation? (Please rank from most important: 1, to least important: 4)**

Question	1		2		3		4		Total
For leisure activities	22.80%	44	56.48%	109	20.21%	39	0.52%	1	193
For exercising or recreation	45.60%	88	32.64%	63	18.65%	36	3.11%	6	193
For commuting to and from necessary destinations	27.98%	54	10.36%	20	55.96%	108	5.70%	11	193

**Q5.b - If you use active transportation to commute, why do you use it? (Please rank from most important: 1, to least important: 5)**

Question	1	2	3	4	5	6	Total
It is cheaper than driving	11.34 % 22	26.29 % 51	23.71 % 46	30.93 % 60	6.19 % 12	1.55 % 3	194
It is more environmentally friendly	10.82 % 21	36.08 % 70	36.08 % 70	10.31 % 20	5.67 % 11	1.03 % 2	194
To take advantage of the health benefits	39.18 % 76	20.10 % 39	17.53 % 34	19.59 % 38	2.58 % 5	1.03 % 2	194
It is more efficient - faster and/or easier for parking	7.73 % 15	13.40 % 26	19.59 % 38	32.99 % 64	24.74 % 48	1.55 % 3	194
Other:	3.61 % 7	3.61 % 7	1.55 % 3	5.67 % 11	52.58 % 102	32.99 % 64	194
I do not use active transportation to commute	27.32 % 53	0.52 % 1	1.55 % 3	0.52 % 1	8.25 % 16	61.86 % 120	194

Other:

- \_\_\_\_ Fresh air -important too
- \_\_\_\_ It's more fun
- \_\_\_\_ Set a good example for others
- \_\_\_\_ For sport, pleasure, enjoyment
- \_\_\_\_ I
- \_\_\_\_ Do not use

- Good example for family, those who I work with

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- Easier parking

---

- I really enjoy riding and not owning a car

---

- It makes me happy

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- I can't actively rank these (computer problem?). 1.Health, 2. cheaper, 3. enviro friendly

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- Need an explanation of the term active transportation

---

- The view

---

- For fun

---

- It is more fun

---

- simplifies my life since my spouse and i both work and we have 1 car

---

- Would use it

---

- Benefits at work -- commute four times a month and get gift certificate.

---

- none of these # options work on my mac commputer

---

- I like to be outside and hate driving

---

- It's fun and less stressful

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- My car is not available

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- all of the above are equal for me

---

- the thrill of biking and seeing your community in a new light

---

- Freedom

---

- Fun

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- I drive to work

---

- It's fun

---

- My kids love to bike and walk too

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- You get to enjoy the outdoors more while biking or walking

**Q6 - What keeps you from using active transportation in Monona more than you currently do? (Please check all that apply)**

Answer	%	Count
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I do not generally use active transportation in Monona	4.95%	11
Time constraints	62.61%	139
Weather/seasons	62.61%	139
I have health issues	0.90%	2
I need to transport kids	36.04%	80
It does not feel safe at night	18.47%	41
There are no showers where I work	13.96%	31
There are no bus routes I can regularly use	30.18%	67
My main destinations are too far from my house	47.30%	105
I do not own a bike or do not know how to repair mine	2.25%	5
There are not enough connected bike lanes or sidewalks on the routes I want to use	28.83%	64
Poor road quality (please specify which road)	9.46%	21
Other	9.01%	20
Nothing	1.35%	3
Total	100%	222

Other

- No weekend Monona lift service
- Fear of being hit by vehicles.
- the absence of bus stops and routes in monona is shameful
- Difficulty carrying things on bike (say, when shopping)
- I mainly go through Madison
- Hauling items like lunch, bike lock, change of clothes. Having out of office meetings
- I tried biking to work several times but was almost hit by cars.
- Lack of B-Cycle station within Monona -- nearest are 3 miles away which is a long walk.
- Traffic on Midmoor is very fast and seemingly unaware of pedestrian and bicycle rights; Bridge Road at the bend is very dangerous when cars are parked in the bend

would like Madison Metro to stop in Monona

---

There aren't enough interesting places I want to go to by bike in Monona

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No bike lanes on Winnequah Road and many other roads

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I am unable to actively commute to work because I must transport othes daily in my vehicle.

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Need to transport items (groceries, garden supplies, etc.) in addition to myself.

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grocery store with more sustainable options too far to walk/bike

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Inconsistent work hours; sometimes need to leave work in the day for errands, etc.

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I would get groceries on my bike if a grocery store was within 2 mi of my house

---

I need to run errands across the city

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Too much stuff to carry

---

Do not know how to repair my bike

---

Poor road quality (please specify which road)

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Cottage Grove Rd

---

Dean east of Monona Drive!!!

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Broadway edge of road is not regularly cleaned ; Shore Acres road surface is poor; many other roads are pot holed and in poor condition

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Cottage grove road

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East dean

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Winnequah Trail

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Broadway bike lanes

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Buckeye /Dean (Madison)

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Wallace Ave

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Winnequah Rd. between Waterman and Monona Dr.

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Shore Acres Rd

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Monona Drive by Olbrich

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Cottage Grove

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Winnequah Rd

Winnequa Road

**Q7 - Which of the following bicycle and pedestrian improvements would make using active transportation more appealing to you? (Please select level of importance)**

Question	Very important		Somewhat important		Not important		Total
Biking and pedestrian education	23.04%	47	44.61%	91	32.35%	66	204
Bike to school programs	26.50%	53	40.00%	80	33.50%	67	200
Ability to take bikes on buses	25.00%	52	40.38%	84	34.62%	72	208
More designated bike lanes	67.77%	143	23.70%	50	8.53%	18	211
More interconnected pedestrian and bike routes	68.25%	144	20.38%	43	11.37%	24	211
Incentives from my employer	23.47%	46	26.02%	51	50.51%	99	196
Incentives from stores I tend to shop at	19.90%	40	35.32%	71	44.78%	90	201
Enforce laws governing motorist behavior	46.41%	97	35.89%	75	17.70%	37	209
Better signaling and lighting at intersections	39.02%	80	40.49%	83	20.49%	42	205
Better signage on routes	34.00%	68	44.00%	88	22.00%	44	200
Bike racks at main destinations	49.02%	100	36.27%	74	14.71%	30	204
Bike parking at crowded events	50.00%	102	35.29%	72	14.71%	30	204
Slower traffic	40.89%	83	34.98%	71	24.14%	49	203
Other:	81.82%	27	6.06%	2	12.12%	4	33

Other:

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Sidewalks on Frost woods road

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Driver attitudes are more cautious of pedestrians or cyclists!

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Enforce laws governing bikers behavior

---

madison metro routes

---

Wider bike lanes

---

more sidewalks

---

Why is biking importNt here? What about roller blading.

---

enforce bicycle laws

---

Enforce bike lawsl

---

Some roads or busier intersections could use some lighting

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Biking, pedestrian and driver education

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Air quality

---

B-Cycle station

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Wider bike lanes so that cars understand we have a right to be on the road

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Water fountianz

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Informational signs to automobile users regarding presence and rights of pedestrians and bicycles and enforcement

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More sidewalks

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Separation of bike and driving lanes!!

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Make gas and parking more expensive

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More businesses that we want to go to. Dining options or grocery like or actually trader joes

---

More interesting places I'd actually want to bike/walk to in Monona

---

Bike's need to obey traffic signs and rules

---

Enforce laws governing pedestrian/bikers behavior

---

barrier between auto and bike lanes like they do in some places in Europe

---

Better maps with QR codes for bike route signage

---

sidewalks

---

Sidewalks on main streets

---

Lower cost, less stops, and more frequent times of bus travel.

---

Enforce active lighting on cyclists during low-light hours

---

Better pavement in winter

---

sidewalks

---

Snow removal in bike lanes

---

in Madison, there are bright green painted paths when the bike path crosses a traffic light intersection

---

No parking on heavily use routes Like Winnequah Rd.

---

Sidewalks for walking on main roads

---

Free air locations. Local bike shop. Bike maintenance stations. Limit parking on Winnequah

---

Sidewalks

---

Covered bicycle parking to protect from rain.

---

Properly designed and built bike ways. Roads designed to slow car traffic to 20 mph.

---

**Q8 - What else do you feel the City of Monona could do to encourage you to use active transportation within the city?**

What could Monona do to encourage active transportation, such as bicycling,...

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Bike shops on NW of Monona -and for tire repair when raining

---

Bus stops by Menards- Femrite or even better down Shato Ln

---

so much depends on services posted and safety

---

Establish a comfortable transfer point with covered seating to sit and wait for a connection between Madison Mero & the Lift or between the lift and Madison Para Transit.

---

Enforce safer driving habits

---

Bike/pedestrian lanes, more stop signs or speed bumps, limited street parking, etc on high traffic streets (Winnequah Road.) Having so many cyclists due to the Lake Loop should make this a priority.

---

All of Monona Drive should have no bikes on sidewalks, as all of Monona Drive have bike lanes.

---

Be aware of bikes following the rules of the road as well. Failure to stop at red lights puts everyone in danger, it's not only the cars responsibility to be safe. I recently saw a bike blow through a red light while pedestrians and their children were in the crosswalk.

---

Wider bike lanes (especially when biking in the winter), more/brighter lighting for biking at night/winter

---

More times for Monona Express...it seems very limited

---

Get rid of expensive useless boutique transportation and get madison metro servive. Get a route to where senior center, library, city offices are and stops along monona dive, broadway, etc. It is obvious that this is VERY badly needed.

---

Speed bumps on busy roads. Bridge Road, where I live, is a nightmare sometimes with speeding impatient traffic. I've gotten honked at for turning into my driveway, standing at the end of my driveway, and biking in the narrow North bike lane.

---

Add bike racks! Can't bike to the post office unless lock bike to railing which blocks sidewalk. Frost Woods park and beach have no bike racks! At community events, often the bike racks are full or blocked. There was an event at the library this summer that was held right in front of the bike racks so no one could access them. The main roads have a lot of traffic and no plan bikes and pedestrians to manage safely - crosswalks are barely marked on many roads (whatever happened to zebra striping so the crosswalks were clearly visibile?).

---

Collaborate with adjacent Madison to improve longer distance network and wayfinding. Encourage compact, mixed-used redevelopment and higher-density residential development so there are more interesting destinations nearby. Sponsor more "encouragement" events (e.g., open streets, community rides).

---

either widen the roads or add more pedestrian/bike routes to Panther Tr., Pheasant Hill Rd., and Owen Rd.

---

More sidewalks and bike lanes! Crack down on reckless/distracted drivers! I moved to Monona from downtown Madison less than a year ago, and I am flat out shocked by how careless and reckless drivers are here. There are so many small children playing/walking around our streets and it's not safe. This has been a huge disappointment for me. I'm not sure if I'll allow my son to ride a bike around our neighborhood with the way things currently are. I was also hoping to buy a bike when he gets a little older so we can ride together, but not sure if I want to encourage him to bike in Monona.

---

Nothing. Things are good. We have great access already. Please don't spend more tax dollars on this.

---

Bike lanes. Bike boulevards.

---

I am not sure what you meant about active transportation. I think my family does a good job walking and biking, especially to our jobs and for exercise. We know it is important so we are doing are best by using this methods. I think Monona's streets are generally wide enough that things are not an issue. The only problem we have had is that the roads are not always brushed clean of winter gravel and such. My husband even fell, hurting is thumb bad because of turing a corner that was not clean and free of gravel.

---

Bike lanes

---

Connecting bus system so that it is easier to take the bus.

---

Bike lanes/signage could be improved - especially on Monona Drive between Walter St. and Cottage Grove Rd. (I know part of this isn't in Monona but maybe Monona could work with Madison on a solution). Winnequah Rd. also has very odd bike lanes.

---

Bike lanes, sidewalks and street lights

---

I like seeing more bike lanes on the city streets. Maybe a bit wider.

---

Enforce ALL traffic laws, especially speeding and stop sign violations, for cars as well as bikes.

---

more education to keep leaves, brush on terraces until collected...not put in streets

---

If there was available dog "parking " or little crates at the library and Kents like at festival foods I would always walk to those businesses all year around.

---

Better bike lanes and sidewalks

---

Up to me mostly, takes more time and planning. I think Monona is doing a good job of bike encouragement. Madison could do better on Atwood to Winnequah. Need a bike lane off the road along Atwood and Winnequah.

---

More businesses with a neighborhood, walkable feel. I live close to Copps, Noodles, etc and have walked there, but the parking lot isn't pedestrian-friendly.

---

Move us to better weather, say Florida.

---

I'm curious why this is a focus suddenly. Monona is tremendously bike friendly and gets many lake loop bikers each day. If Monona residents choose not to walk or bike that is their choice. The biggest problem for biking in my experience is drivers that try to rush past bikers on Winnequah rather than slow down until it's safe. Walking is a challenge given many roads in Monona have no sidewalks, particularly challenging in winter months when it's darker, but if walkers make an effort to stand out with lights or vests I haven't seen problems.

---

Employee incentives, more casual attire days

---

More education on Monona transit

---

Educating, Signs Having a bike event

---

Safe routes away from traffic.

---

Add a B-Cycle station please please please.

---

More bike lanes, bike clubs for kiddos too

---

Have events where everyone bikes to work or school for the day or an extended period of time to encourage everyone to take part. We would feel much safer if we're biking in

---

numbers I think. It helps to see others in the community getting out there and it makes it less scary to join the movement of you're not the only one on the road. It also would force drivers to be more aware that there are cyclists sharing the road with them and force them to learn or remember the rules of communication with us (hand signaling to show we are Going to make a turn or stop)

---

Expanded bus service. Connect buses to Madison metro

---

I recently moved here from Portland, OR and there were many biking incentives such as rentalable bike storage downtown and showers in many buildings

---

Enforce road rules on winnequah

---

Bbike stations.

---

Not sure really. I feel confident to walk and ride around our community. Slowing down on Winnequah would be huge, though.

---

Don't listen to the bikies

---

Sidewalks, bike paths/lanes are critical for families, people with dogs, the elderly, walking in the winter (the side of the road is rarely plowed in the winter making it even more difficult to walk). A divided bike lane on Winnequah seems essential (along with sidewalks). Painted lines on other roads would work for biking and sidewalks on at least some of the busier streets. Nichols needs either a speed hump at the Midmoor intersection or a four way stop. Love Monona, but I do not feel safe when walking with my children (or my dog for that matter) given the current infrastructure. As an aside, a walkable/bikeable grocery store would be a huge addition to the community (placing it near the library/community center/pool would be super!).

---

Flatten out the hills ;) Sidewalks on the busier more heavily used streets such as Frost Woods, Owen and Winnequah.

---

We are all told that choice is important, I choose to drive!

---

Nothing

---

Make Monona Drive feel safer to ride along. Easier connection to the bike trail behind Olbrich Garden.

---

Separate bike paths, pedestrian paths, and traffic. Create a map of active pedestrian paths/bicycle paths to prominent locations. Enforce traffic violations. Create a LARGER school zone where speed of 15 MPH is ENFORCED (I saw ONE police car, ONE TIME, for about 5 minutes this past school year during the morning school-commute time, on the main pathway into Winnequah elementary - this is not protecting our youngest citizens!). For example, the speed zone for Winnequah should extend through Maywood from Greenway to Nichols. And should be actively enforced! No driving over 15MPH when pedestrians are present. We are often dismayed with drivers in Monona. We think that a standard "15 MPH" rule should exist around ANY pedestrians on roads without sidewalks. All main travel routes should have sidewalks (Maywood/Midmoor, etc.) All "mainly residential" streets should have a 15-20 MPH speed limit to discourage cars from "cutting through". When the crossing guard is at Nichols & Maywood cars often turn down

---

Flamingo and McKenna to cut across to Winnequah, and "fly" (30-40mph) down these roads.

---

Work on educating us about how to use the bus to connect to the Madison bus efficiently. I have no idea how that works and have never heard a success story. But I may just be ignorant!

---

Connect to Madison Metro - OK to pay a little extra for Monona to Madison connection

---

I feel Monona does a great job already, except enforcing bike driving rules. They do have more important concerns. I would not like to see more sidewalks.

---

Sidewalks and bike lanes

---

- a lot couple be done with Monona drive from lighting, placement of parking (back), new business, bike lane

---

Do a better job getting good businesses on Monona Drive (a Trader Joes or Brennan's or Co-op, an open-in-the-evening coffee shop/wine bar, better restaurant options, etc). Or make access to Aldo Leopold more bike friendly. So many options.

---

I wish City of Monona would arrange for Madison Metro stops on Monona Dr. The closest stop is a mile walk from home. Monona Transit is good for regular commuters but is not available in the middle of the day. Also they won't pick up in downtown in the mornings or drop off downtown in the evenings.

---

When doing future road work don't over think it. Best place for my kids to ride is on level pavement not up on a sidewalk and back down on a street.

---

Get better mass transit that doesn't just go downtown/to campus a few times a day. Have mass transit on weekends. Teach the bus drivers to stop at designated stops even if there is no one they recognize as a regular user. If they don't know you, they think you aren't waiting for them and drive on without stopping. It's not very encouraging to take the bus when you are stranded at your stop and there won't be another bus coming until the next day because the bus hardly ever runs.

---

Monona transit to offer some weekend service to downtown for those wanting to go out, farmers market, shop, etc

---

Living off Winnequah trail, we frequently see bikers running stop signs off Tonyawatha (close to Nichols), on the loop route, we see bikers riding down the middle of the road, in some cases 2-3 wide and walkers, walking 2-4 wide with no concern of their safety or consideration of "sharing" the road with vehicles. Though motorists should share the road with bikers/walkers, Winnequah has become very unsafe and I am surprised there are not more accidents reported. Bike lanes and police presence would help enforce the law, and make the distinction of where everyone should be clear. I have 2 children, one just learning to drive, and I continuously warn them to be extra cautious on that road because of the lack of consideration. We bike, walk and run on these streets and are very careful not to be an obstacle/menace.

---

A few more streetlights on the roads at night would be helpful. It can be dark out on the roads and few sidewalks exist.

---

RTA or other way to connect with Madison bus system

---

I worry about my bike being stolen so I am hesitant to take it to something like the pool or some other crowded venue. I have a decent bike and it would be a target.

---

Winnequah Road is a confusing non-standard design that does not adequately separate bikers and traffic. For non-residents riding the lake loop, it is a confusing area with no maps and inadequate signage. I also believe urban planners are routing the Lake Monona loop where they want or hope bicyclists will travel and not where the people are actually biking. That results in wasted effort and resources invested in lesser used routes.

---

Nothing. Waste of tax dollars

---

Hold education classes to get me up to use a bike and benefits to using bikes vers driving always

---

It's not so much in the city but connection to areawide activities - downtown in particular.

---

Better bike lanes... Or more properly marked bike lanes would help. More walking paths but no new sidewalks. The cost and maintenance is not worth it and it would cause more people to ride their bikes on the sidewalks which I'm opposed to.

---

Have public transportation within the city limits. And/Or, on weekends and out of work times to Madison. At stop lights, make the walk sign automatic, so you don't have to push the button and potentially wait an entire light cycle to walk. I was not able to rank the questions above due to not being able to click and enter the numbers in that section.

---

Sidewalks would be a benefit for walking and allowing my son to bike around the neighborhood with a little less worry from me (he's only 5). However, I sure like not having to clear a sidewalk in the winter!

---

Anything that would slow traffic down and create more trails, sidewalks, wide shoulders and bike lanes. Being active as a family is very important to us, but perhaps our biggest disappointment since moving to Monona is that it doesn't feel very safe to walk, run and bike, especially with our young children. Therefore, active transportation here is much less relaxing and less enjoyable than it has been for us as a family in the other communities we have lived in...we have to constantly be on the lookout for traffic. Even for me as an adult, I find running less enjoyable on some roads due to the lack of sidewalks and trails and the speed of some drivers. Thank you for taking residents opinions into consideration. We comment and appreciate your efforts to create a more active, health and sustainable city! Some of these changes would certainly draw more young families to the area. Thank you.

---

Work with UW (where I work) to decrease the cost of rides on Monona Transit to the campus. It's really not that much cheaper to park my car on campus.

---

Improve road surfaces. Reduce car traffic.

---

A crossing guard at the five way stop during school hours

---

The bike to school program would have to include motorists slowing down a lot.

---

Currently, it is not safe for young bike riders to ride alone because drivers go too fast. I live near a school and they very often zoom in and out as if their car were on fire. Sometimes, as an adult, I don't feel safe walking even. I am in full support of making Monona more of an active transportation town and we will need a long-term approach in collaboration with the community in order to make it safer, especially for young children. This also includes teens walk to high school.

---

Main routes like Winnequah Road north/west of Maywood have decent amounts of traffic and it does not feel safe when I am riding or walking with kids without a sidewalk or bike lane at least.

---

Just keep the conversation open and on people's minds. I want my kids to want to bike and walk around, so I will continue to encourage that. More designated bike paths might help with drivers's ability to recognize a biker's right of way. Thank you!

---

Nothing, at this time.

---

Biking is pretty nice around Monona. Walking can be unpleasant on Winnequah because of the traffic, hills, lack of sidewalks. Better lake access would help with adding destinations.

---

Advertise thru Herald, Chamber of Commerce, Senior Center, Businesses

---

Events that I can bike to

---

More paths -- not designated bike lanes. Build a "traffic playground" like they have in Copenhagen.

---

As I stated above, bike racks at business are rare, I think having them in place it may increase biking to those destinations.

---

Bike Boxes at intersections, Incentives, Improve bike infrastructure, Bike education, Improve bike parking availability especially covered bike parking.

---

I already feel encouraged.

---

I was unable to figure out how to make rankings in the questions above. I clicked and clicked but could not figure out how to indicate 1, 2, 3, etc.

---

Improve bike lane/sidewalk access, especially along Winnequah Road (where it does not currently exist) and the bike/walking path (behind the community pool, skate park, and tennis courts).

---

tax credit for lower car mileage

---

**SIDEWALKS SIDEWALKS SIDEWALKS**

---

Sidewalks, let people ride on sidewalks if they don't feel safe

---

Come and talk to the peeps at trek. There are 15-20 trek employees living in monona that I know of- and were advocates ready to help our community

---

More sidewalks

---

I don't know.

---

Thanks for this survey. We need to have some bare pavement routes in the winter months so people can bike, run, walk their pets, etc., without having to worry about injury. Dean, Nichols, Midmoor, Owen and certain parts of Winnequah would be good candidates. A scheme can probably be derived that would minimize salt use, but ensure nobody is more than 4/5 blocks from a winter route.

---

Some streets and intersections have too much traffic (ex. Monona Drive) for kids to travel safely. You can't trust the lights or the walk signal because so many people run the lights, or they turn into the crosswalk without yielding. Maybe some education and traffic enforcement might help the issue? I don't really have any great suggestions, but that's the major barrier for our family using more active transportation.

---

Apps that make it very easy to figure out options from getting from A to B (whether walking / biking) etc.

---

Connect with Madison Metro both ways.

---

Since so many people live in Monona but work in Madison, Monona would benefit from more frequently running the Monona Express. Additionally, the Monona Express is more expensive than Madison public transport, so - as is - I am generally more inclined to walk a few blocks further and catch a Madison bus than to take the Express.

---

enough space for bike lane helps a lot

---

Educate community of the benefits and initiatives of the community

---

Sidewalks!

---

Connect and enlarge (or protect) bike lane along Monona Drive to Atwood; especially between Cottage Grove road towards Madison - today, this leg is incredibly dangerous and Monona's "no bikes on sidewalk" signs endanger everyone. Get rid of the dangerous (and probably illegal) islands on Winnequah. Replace with big, safe sidewalks on Winnequah and a clearly demarkated bike lane. Create a bicycle boulevard route through Monona near Monona Drive businesses - e.g., Gordon Avenue - with pedestrian and bike-friendly access to Monona Drive businesses. Review bike lane access on Winnequah Road and Nichols Rd near community center where bike lane is suddenly absent at crest of hill - a barrier for families and safety-minded cyclists and walkers.

---

There used to be "cross walk / stop for pedestrians" spike / signs in the road at a couple of crosswalk intersections. I think those are really important and we should have crosswalk spikes in the middle of the road at every crosswalk in the city. Also, I like the visibility of the bright green painted paths when a bike path crosses a traffic light intersection. Thanks for asking!

---

1. Slow the speed of traffic on Nichols, Dean and Winnequah with speed bumps and traffic enforcement. 2. Connect outlying portions of the city like Wal-mart/south town area and Menards with better bike routes.

---

A number of Monona residents work at Trek Bicycle. We can help. If you'd like to discuss in person - you can reach me at 541-729-2025 My name is Amanda Schulze

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\*\*\*\*\*Enforce no cell phone use while driving\*\*\*\*\* Cyclists are getting killed from inattentive driving

---

High quality Monona bike shop for service, education, and hosting a variety of group rides. More routes and lanes on the south east side. Outer connection to more routes like the CapCity loop to encourage exploration outside of the area. Monona/Madison are already amazingly bike-able, so this is asking to improve on an already great thing!

---

The city is small enough to bike around efficiently. I would use transit more often if it were part of the Madison Metro service. Monona transit will only get me part of the way to my office. I have to take Madison Metro the rest of the way. I do not want to have to buy two separate passes for 1 trip.

---

Cannot think of anything that has not been mentioned in this survey

---

Much of the biking focus seems to be on recreational bikers (that may or may not be citizens) that take the lake path around Lake Monona and not as much on transportation of Monona citizens within Monona.

---

Enforce speed and stopping at many locations throughout Monona. I live on a corner lot and have 2 kids who love to be on their bikes in the driveway. However, I don't feel overly safe as drivers will come through at 30-40mph (25mph zone) and roll or completely ignore the stop sign(s).

---

Educate drivers to share the road, encourage biker safety (wear neon, use bike lights, etc), educate bikers

---

Improve transit system I'm already active (in nice weather)

---

More group organized rides for different populations - kids, families, adults. More publicity for the awesome lake loop and better signage to feature cool Monona resources (e.g., distance to Monona pool, library, Monona Bait & Ice Cream, playgrounds, public lake access for picnics, historic landmarks (native indian mounds), bike maintenance stations, locations with free air, coffee shops and restaurants). We also have probably more Free Little Libraries and playgrounds per capita and should showcase that better! More marked routes with fun names that cover community highlights: Silver Eagle High Five Miles. My family did a route to all the playgrounds one summer and spent a whole afternoon sampling every slide and swing.

---

Outside of Monona, but a better more direct bike path connection along Monona drive to Atwood to get to Madison locations.

---

Parking is an issue all over Monona, incentives for those using city services (Library, Pool, Park Activities) for riding bikes/walking.

---

Make the call that connector streets need sidewalks. This is for the better of everybody. Our lack of sidewalks is preventing many families from deciding to move here. We need to make Monona a place where people would want to raise their families.

---

B-cycle Places to fill tires with air

---

Fix Monona Drive/Atwood by Olbrich. That is a death trap. Make Fri/Sat bar time trips!!!

---

More "Bike To" Events

Allow riding on sidewalks in general and in particular on Monona Drive or work with the City of Madison to get the Monona Drive bike lanes extended at least all the way to Walter St.

Bus share/pass incentives for UW employees. It is almost the same daily cost to drive and park than it is to take bus in.

More bike lanes

I think that more people would use active transport if there were routes that pass near popular parks and businesses.

More designated bike lanes

More bus options. Public transportation is very much geared only to M-F 9-5 commuters and seniors.

- 1. Protected bike lane on Monona Drive and Winnequa Road (all of it, but especially Maywood to Bridge)
- 2. Improve connection of Winnequa bike path to Capitol City Path via Dempsey-Davies\_Allis School grounds.
- 3. Fully join with Madison Metro.

**Q9 - Did you know that Monona has its own bus service, the Monona Express?**

Answer	%	Count
Yes	89.33%	201
No	10.67%	24
Total	100%	225

**Q10 - If you do NOT use Monona's bus service, why not? (Check all that apply)**

Answer	%	Count
I would rather drive	29.44%	63
It is too expensive	12.62%	27
Buses take too long	23.83%	51
It is not reliable enough	4.21%	9
I use Madison Metro instead	9.35%	20
I just do not like taking a bus	9.35%	20

Buses don't run where I need to go	47.20%	101
Stops to get on the bus are not convenient	7.48%	16
I don't know enough about how to use the service	16.82%	36
I had a bad experience with Monona's bus in the past	1.40%	3
Buses don't run when I need to go (i.e. run too early, run too late, do not run on weekends)	36.45%	78
Other	15.42%	33
Total	100%	214

Other  
Other

- Would like to buy a pass (i.e. \$50) unlimited rides for 1 year
- Because I usually have purchases & don't want to haul stuff on a bus.
- I use it primarily when the weather prohibits biking to work
- ridiculously useless and expensive
- Separate fares required for Metro and Monona Express. We need a seamless system.
- I have to drop my son off at daycare; he uses a car seat
- Most people think it's for elderly only!
- We mostly bike or walk to work. Grocery shopping I need a car.
- I don't know much about it.
- It would take well over 1 hour to get from my home to work on this bus (with substantial walking in Madison), whereas my driving commute is only 15 minutes.
- The bus is a great option when I can't ride my bike. Hours could be better, but I am not an active rider.
- Madison is very car friendly. If parking were more expensive I might consider taking the bus but as it stands there is no incentive to do so.
- What about Monona lift??
- I use it
- I did use it when I had shoulder surgery
- I did not know we had a bus service. I only knew of Madison metro.

I bike.

Monona MUST drop it's own service and use Madison Metro just like Middleton does. I can buy an annual bus pass through work for \$24 but I must drive to park and ride to catch a madison metro bus. It would cost me over \$700 a year to ride the Monona Transit.

hauling children around to specific activities/appointments.

I work out of town & Dane county

I work from home and therefore don't commute.

Have used when car was in shop. Convenient, fast, good experience!

Older buses can be very uncomfortable and sometimes dangerous

I need a car for work, but when possible I bike. Bus transpiration is easy for me to use, but it does not work for me in my current life situation.

convenients

I rode the bus before we bought a 2nd car. It was SO SO EARLY! Could not continue because my work schedule was later in the day.

I was getting sick using the old bus, diesel fumes got to me. I like to bike to work better but not always practical in winter.

Inconsistent work hours

I can usually go by bike faster and on my own schedule.

don't have consistant hours or locations

Haven't looked into schedules and such.

I bike

**D1 - Are you a resident of Monona? (If not, please specify your city/town)**

Answer	%	Count
Yes	85.27%	191
No	14.73%	33
Total	100%	224

D1\_2\_TEXT - No

No

Yes and no. I live part time at my moms in Monona. And I grew up there. I also live on Packers Ave in Madison.

Stevens Point, WI

Madison

Cottage grove

Fitchburg

Cottage Grove

Madison but close

Town of duun

Mcfarland

Madison

Madison

Lake Mills

Monona

Madison

Madison

Monona

houses across the st in monona

Madison

Edgerton WI

Madison

monona

Madison.

MONONA

Madison

Madison wi

monona

Madison, WI

Madison, East Side

**D3 - With which gender do you identify?**

Answer	%	Count
Male	35.27%	79
Female	64.29%	144
Prefer not to answer	0.00%	0
Other	0.45%	1
Total	100%	224

**D4 - What is your current age?**

Answer	%	Count
Under 18	0.00%	0
18 - 29	3.57%	8
30-44	46.88%	105
45-64	40.63%	91
65 and over	8.93%	20
Total	100%	224

**D5 - Which of the following groups best describes your racial or ethnic background?**

Answer	%	Count
White/Caucasian	94.22%	212
African American	0.00%	0
Native American	0.89%	2
Asian	0.89%	2
Hispanic/Latino	0.44%	1
Prefer not to answer	3.11%	7
Other	0.89%	2

Total	100%	225
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**D6 - Which of the following best describes you? (Please check all that apply)**

Answer	%	Count
Full-time student	0.00%	0
Part-time student	2.65%	6
Employed full-time	68.58%	155
Employed part-time	11.50%	26
Retired	9.73%	22
Unemployed	1.33%	3
Self-employed	8.85%	20
Full-time parent	11.95%	27
Total	100%	226

**D7 - What group roughly includes your household's total yearly income?**

Answer	%	Count
Under \$40,000	11.22%	23
\$40,000 to just under \$100,000	40.98%	84
\$100,000 to just under \$150,000	39.51%	81
over \$150,000	8.29%	17
Total	100%	205

**D8 - Please add any additional comments you may have**

Comments:

I live part time in Monona and grew up. My kids go to school there.

Glad to see a needs survey

The bike lanes at the Bridge and Winnequah intersection are difficult, used unsafely and badly marked. I live right there and I see a lot of unsafe issues.

Having to get children to/from school and/or activities AND work full-time creates timing

issues which is why active transport is difficult

---

Please start using the text & email alert system to notify citizens in advance of scheduled runs/races. Sometimes I can't navigate the area or get out of my driveway.

---

Thank you for working to improve active transportation and transit in Monona!

---

We have great markings already. Winequah design at new section is a challenge for bikers and motorists!

---

I like the bicyclist. I do see a lot of pedestrians and bicyclists not following laws and/or acting unsafely. More education is needed for both active transport users and motorists.

---

Grew up in Monona and moved back cause we love it so much.

---

I wish there would be information out to the public about safety in walking facing traffic, not with traffic.

---

As you have paved the streets this summer, I like seeing more marked bike/pedestrian lanes.

---

thanks for the opportunity... I spend a good deal of time in Monona (and love WVMO)

---

Bike seven miles to work in good weather

---

Thank you for collecting citizen feedback. I really hope to see improvements as a result.

---

I bike a lot (~200 miles/week). Monona is pretty good

---

Dissatisfied that Monona Lift was not mentioned

---

Monona transit is an unknown asset. More communication

---

I am glad that we have a community in Monona focused on sustainability, that's awesome!

---

Education would go a long way so that people may better use Monona Drive bike lanes, which I think are awesome. Also, teaching how to use Google maps for bike routes would help a lot of people to avoid busy streets.

---

For the places I need to go...I usually need to carry too many items to take a bike. Otherwise, I do bike or walk when I can....with the exception of work as it's just too far away and there's no connectivity.

---

I love living in Monona; since 2014. I don't love the lack of Madison Metro in Monona.

---

I drive a car that gets 44 miles per gallon, and I enjoy driving it!

---

If Monona is going to continue to NOT have sidewalks on every street, they need to address driver behaviour in a massive way. Bike lanes should not be in traffic lanes.

---

Thank you for addressing these issues! The only reason I don't like living in Monona is the lack of sidewalks and the related perceived hardship as a pedestrian here.

---

Thank you for taking the time to look into these issues. Your work is appreciated.

---

I would like to see Monona become more bike/pedestrian friendly, and/or connect the neighborhoods to the business district

---

Sidewalks on the southern half of Winnequah would be great.

---

Senior could like to know more about these services

---

Dating someone from Monona

---

When we bought our most recent house, we decided not to purchase in Monona because of the lack of sidewalks. I think sidewalks show a commitment to a walkable community and they give children a safe place to ride bikes.

---

Thank you for asking. Would like to bike more but afraid of cars.

---

The road disruption curbs on Winnequah down near the bridge road end are very poor for bike travel and poorly designed. Often full of debris, trash cans or limbs and ruts with bumps that do not welcome bikes!

---

I'd like to feel like you can ride with my daughter to the park and not have to worry about traffic

---

Glad you're taking the survey.

---

Could not get question 5 to work

---

Thank you! This is a big positive opportunity for Monona and I'd love to support better active community infrastructure in my neighborhood.

---

The gender identification question was nicely worded :)

---

Thanks for asking. Monona is a great place to live, walk, ride - but we can always improve!

---

Thank you for reaching out to the community to hear our voices.

---

It is frustrating to see the lack of enforcement on both motorists and cyclists in Monona and the county/state where even police enforcement is in plain sight and nothing is done. Riding on sidewalks where it is clearly marked they shouldn't be. Cars not giving cyclists enough room (including police officers which has happened to me MANY times). The lack of education on the rights of cyclists and pedestrians is appalling for both citizens and law enforcement.

---

Thank you for considering these important topics

---

Thanks

---

I generally feel pretty good about active transportation in Monona, but it isn't quite perfect yet.

---



5211 SCHLUTER ROAD

MONONA, WI 53716-2598  
CITY HALL (608) 222-2525  
FAX (608) 222-9225  
<http://www.mymonona.com>

## MEMO

TO: Sustainability Committee  
FROM: Brad Bruun, Public Works Project Manager  
RE: Agenda Item 5C) Update on UniverCity Alliance Project for Active Transportation  
– Fall Workshop  
DATE: 10/19/2016

So far for the fall workshop the students and I, along with 2 volunteers from the committee (Pat and Andrew) have performed ridership counts across the City. The results of these counts are still being calculated to come up with average riders per year. This information is needed to reapply to become a Silver Bike Friendly Community in the Fall of 2017. The next steps for this project is to perform an audit for Safe Routes to School. The results of this audit will be combined with the results of a parent survey, the results of the summer outreach survey, the results of the audits that were performed in the Spring semester, presence of sidewalks or bike lanes, traffic counts by the AADT, traffic counts from our police department, and average speeds taken by our police traffic counter. Using these results the class will create a formula to score roadways in a quantitative and weighted fashion in order to compare these scores with heavily used routes for pedestrian and all other active, non-motorized modes of travel. Using this and the results of all this data, the students will be creating a report on Safe Routes to School. This report can be used as a portion of the City's future Bike and Pedestrian Transportation Plan.

Brad Bruun  
Public Works Project Coordinator and GIS Specialist

**POLICE DEPARTMENT**  
5211 Schluter Road  
222-0463

**COMMUNITY CENTER**  
1011 Nichols Road  
222-4167

**MONONA SENIOR CENTER**  
1011 Nichols Road  
222-3415

**FIRE DEPARTMENT**  
5211 Schluter Road  
222-2528

## Green Tier Legacy Communities Preliminary Analysis

The purpose of this analysis is to illustrate the capabilities of EPA's Portfolio Manager and MEETAP staff capacity in assisting GTLC participants in their energy savings goals and projects.

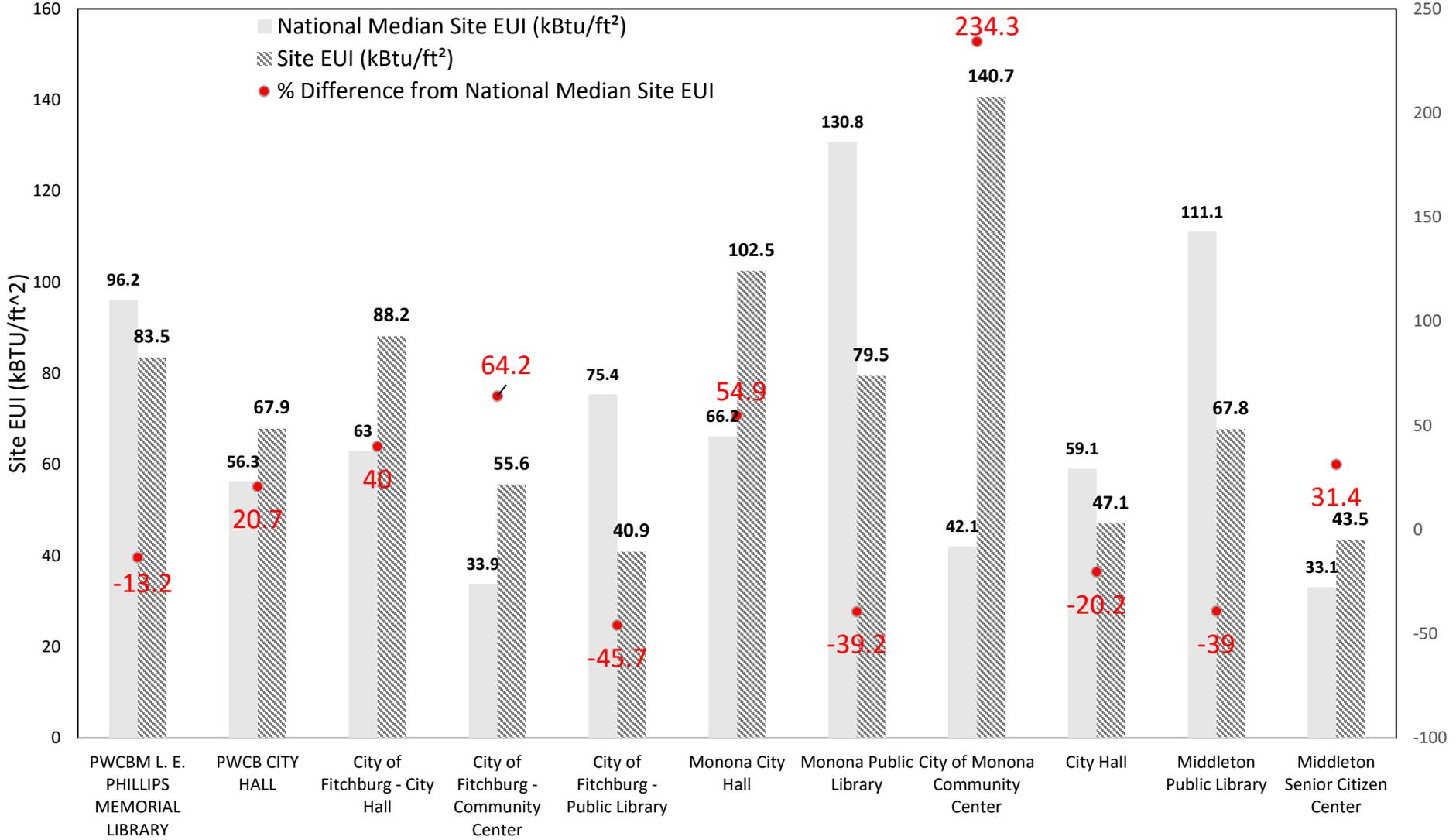
By entering your facility details (Gross Square Footage, building use, year built, utility billing data, etc.) Portfolio Manager can generate reports and graphs that illustrate how your building uses energy. Portfolio Manager also generates an Energy Star Score, a rating (on a scale of 0-100) that designates how your building ranks in energy use compared to similar buildings across the nation. You can also input energy projects implemented on a building to determine how your energy use and savings have changed through the years.

Facilities in this analysis were selected for their size and type of use. Graphs in this analysis illustrate comparable GTLC facilities currently entered in Portfolio Manager.

The following table lists energy use and costs for the selected GTLC properties presented in this analysis.

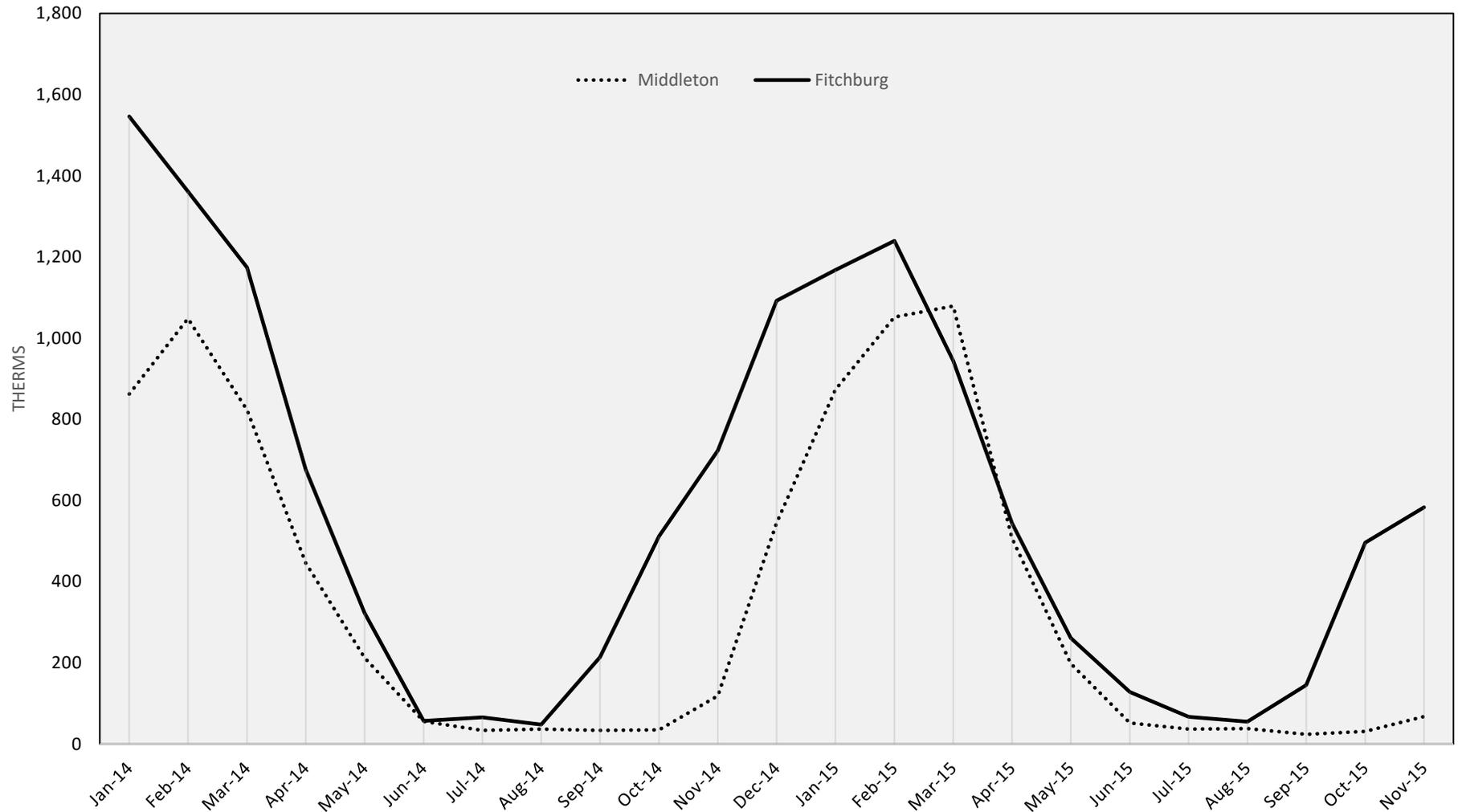
PROPERTY NAME	CITY	PROPERTY GFA - SELF-REPORTED (FT <sup>2</sup> )	YEAR BUILT	ENERGY BASELINE DATE	ENERGY CURRENT DATE	NATIONAL MEDIAN ENERGY COST (\$)	NATIONAL MEDIAN SITE ENERGY USE (KBTU)	NATIONAL MEDIAN SITE EUI (KBTU/FT <sup>2</sup> )	% DIFFERENCE FROM NATIONAL MEDIAN SITE EUI	SITE EUI (KBTU/FT <sup>2</sup> )
<b>PWCBM L. E. PHILLIPS MEMORIAL LIBRARY</b>	EAU CLAIRE	<b>62,287</b>	1976	<b>02/28/2006</b>	07/31/2016	\$90,381.50	5,989,549.90	96.2	-13.2	83.5
<b>PWCB CITY HALL</b>	EAU CLAIRE	<b>85,205</b>	1916	<b>03/31/2009</b>	10/31/2015	\$78,159.21	4,796,147.70	56.3	20.7	67.9
<b>CITY OF FITCHBURG - CITY HALL</b>	Fitchburg	<b>51,300</b>	1999	<b>12/31/2012</b>	10/31/2015	\$70,673.43	3,230,437.30	63	40	88.2
<b>CITY OF FITCHBURG - COMMUNITY CENTER</b>	Fitchburg	<b>20,240</b>	1988	<b>12/31/2012</b>	10/31/2015	\$16,802.31	685,797.60	33.9	64.2	55.6
<b>CITY OF FITCHBURG - PUBLIC LIBRARY</b>	Fitchburg	<b>56,355</b>	2010	<b>12/31/2012</b>	12/31/2012	\$156,571.56	4,248,544.70	75.4	-45.7	40.9
<b>MONONA CITY HALL</b>	Monona	<b>29,450</b>	1970	<b>01/31/2013</b>	05/31/2016	\$33,215.22	1,948,426.50	66.2	54.9	102.5
<b>MONONA PUBLIC LIBRARY</b>	Monona	<b>26,882</b>	1964	<b>12/31/2013</b>	11/30/2015	\$72,220.15	3,516,726.90	130.8	-39.2	79.5
<b>CITY OF MONONA COMMUNITY CENTER</b>	Monona	<b>12,000</b>	1963	<b>12/31/2013</b>	06/30/2016	\$8,655.79	504,921.80	42.1	234.3	140.7
<b>CITY HALL</b>	Middleton	<b>27,900</b>	1992	<b>01/31/2015</b>	03/31/2016	\$34,730.85	1,648,181.90	59.1	-20.2	47.1
<b>MIDDLETON PUBLIC LIBRARY</b>	Middleton	<b>32,000</b>	2003	<b>01/31/2015</b>	03/31/2016	\$82,002.70	3,554,139.30	111.1	-39	67.8
<b>MIDDLETON SENIOR CITIZEN CENTER</b>	Middleton	<b>20,000</b>	2001	<b>01/31/2015</b>	03/31/2016	\$16,935.15	662,246.40	33.1	31.4	43.5

National Median EUI and Site EUI (kBtu/ft<sup>2</sup>)

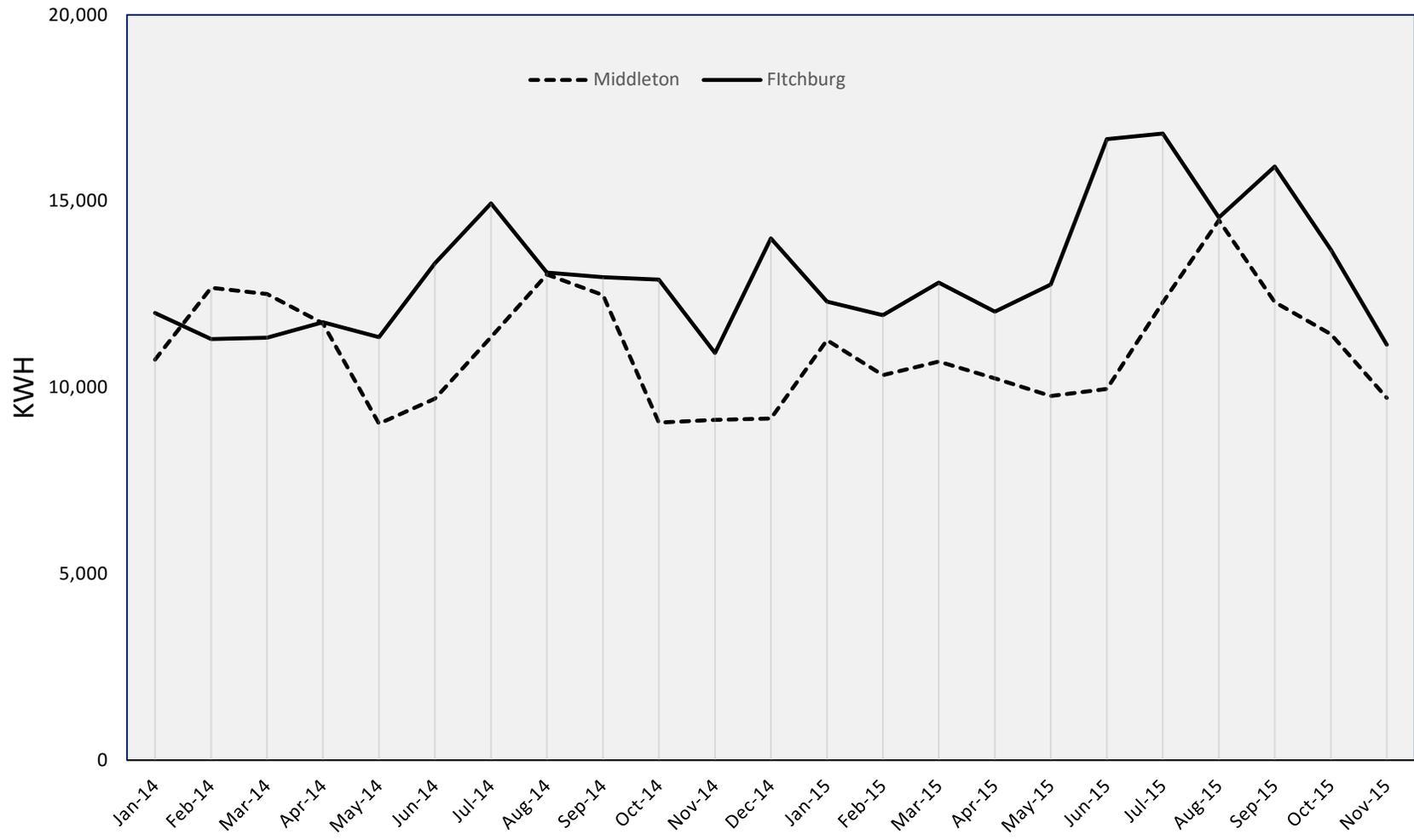


Property Name	City	Property GFA - Self-Reported (ft <sup>2</sup> )	Year Built	Site EUI (kBtu/ft <sup>2</sup> )	Source EUI (kBtu/ft <sup>2</sup> )	Energy Cost (\$)	Energy Cost Intensity (\$/ft <sup>2</sup> )	National Median Energy Cost (\$)
<b>City of Fitchburg - Community Center</b>	Fitchburg	<b>20,240</b>	1988	<b>55.6</b>	<b>114.7</b>	<b>\$27,585.31</b>	<b>\$1.36</b>	<b>\$16,802.31</b>
<b>Middleton Senior Citizen Center</b>	Middleton	<b>20,000</b>	2001	<b>43.5</b>	<b>91.8</b>	<b>\$22,255.92</b>	<b>\$1.11</b>	<b>\$16,935.15</b>

Natural Gas Use- Fitchburg and Middleton Community Centers

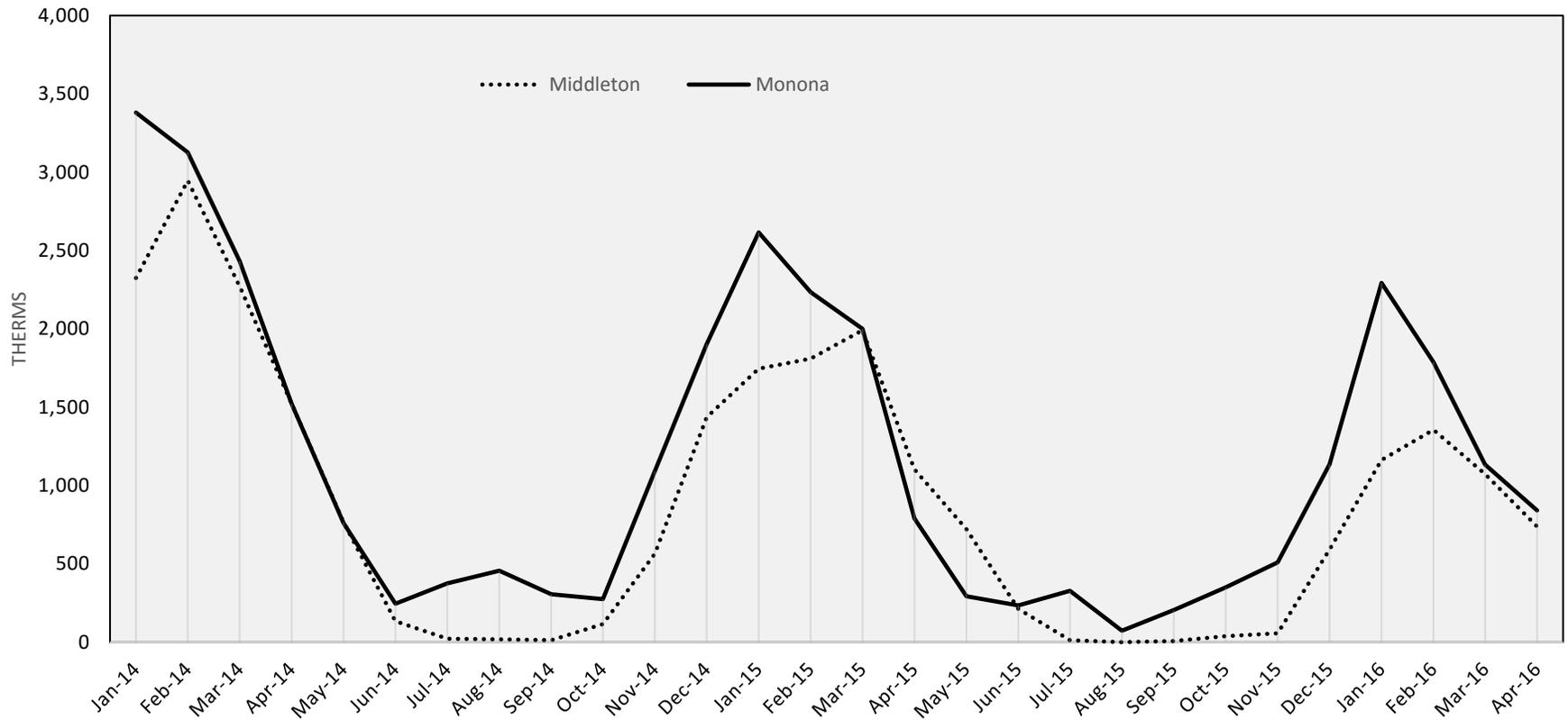


### Electricity Use by Fitchburg and Middleton Community Centers

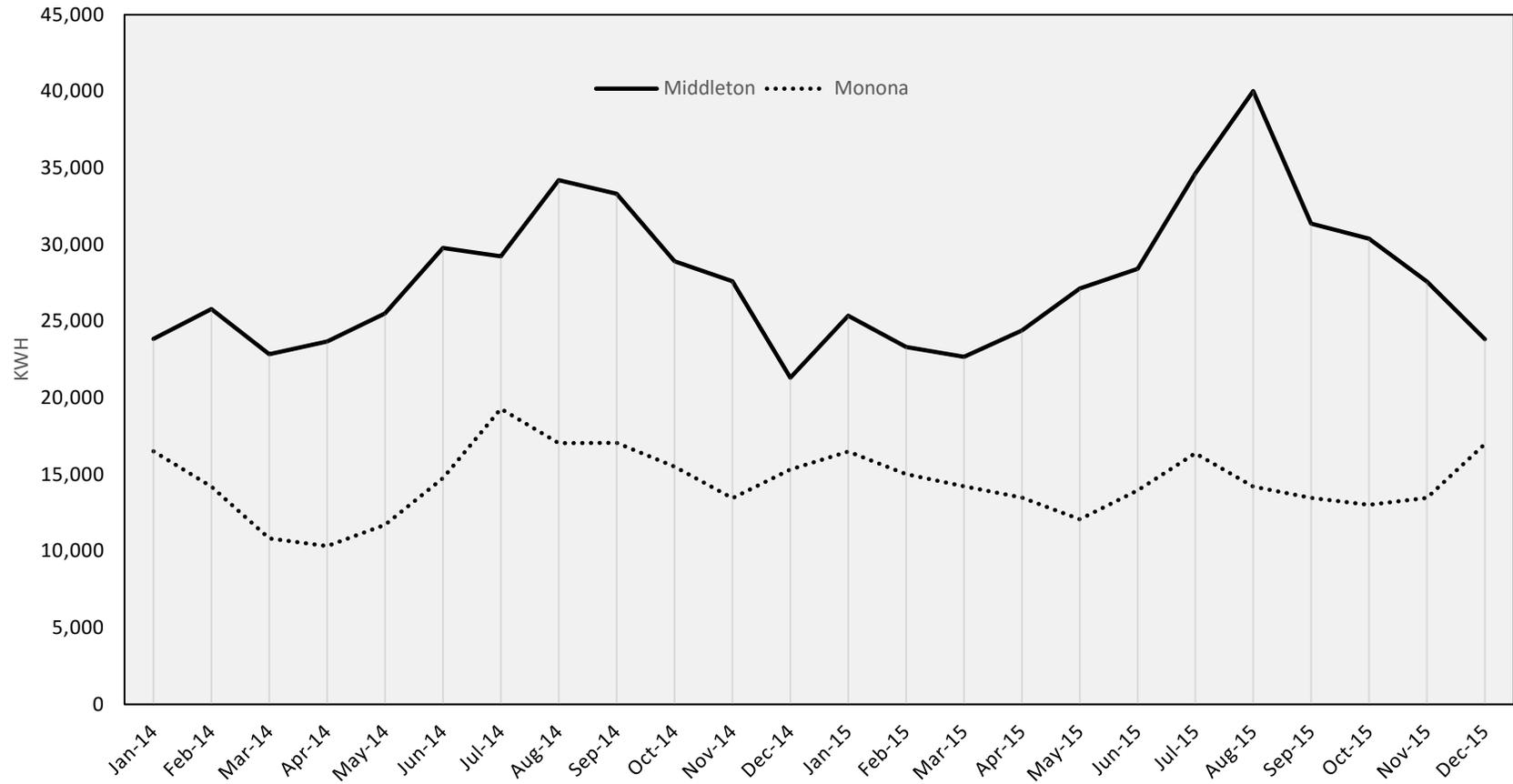


Property Name	City	Property GFA - Self-Reported (ft <sup>2</sup> )	Year Built	Site EUI (kBtu/ft <sup>2</sup> )	Source EUI (kBtu/ft <sup>2</sup> )	Energy Cost (\$)	Energy Cost Intensity (\$/ft <sup>2</sup> )	National Median Energy Cost (\$)
<b>Monona Public Library</b>	Monona	<b>26,882</b>	1964	<b>79.5</b>	<b>143.3</b>	<b>\$43,906.56</b>	<b>\$1.63</b>	<b>\$72,220.15</b>
<b>Middleton Public Library</b>	Middleton	<b>32,000</b>	2003	<b>67.8</b>	<b>143.8</b>	<b>\$50,031.12</b>	<b>\$1.56</b>	<b>\$82,002.70</b>

Natural Gas Use-Middleton and Monona Libraries

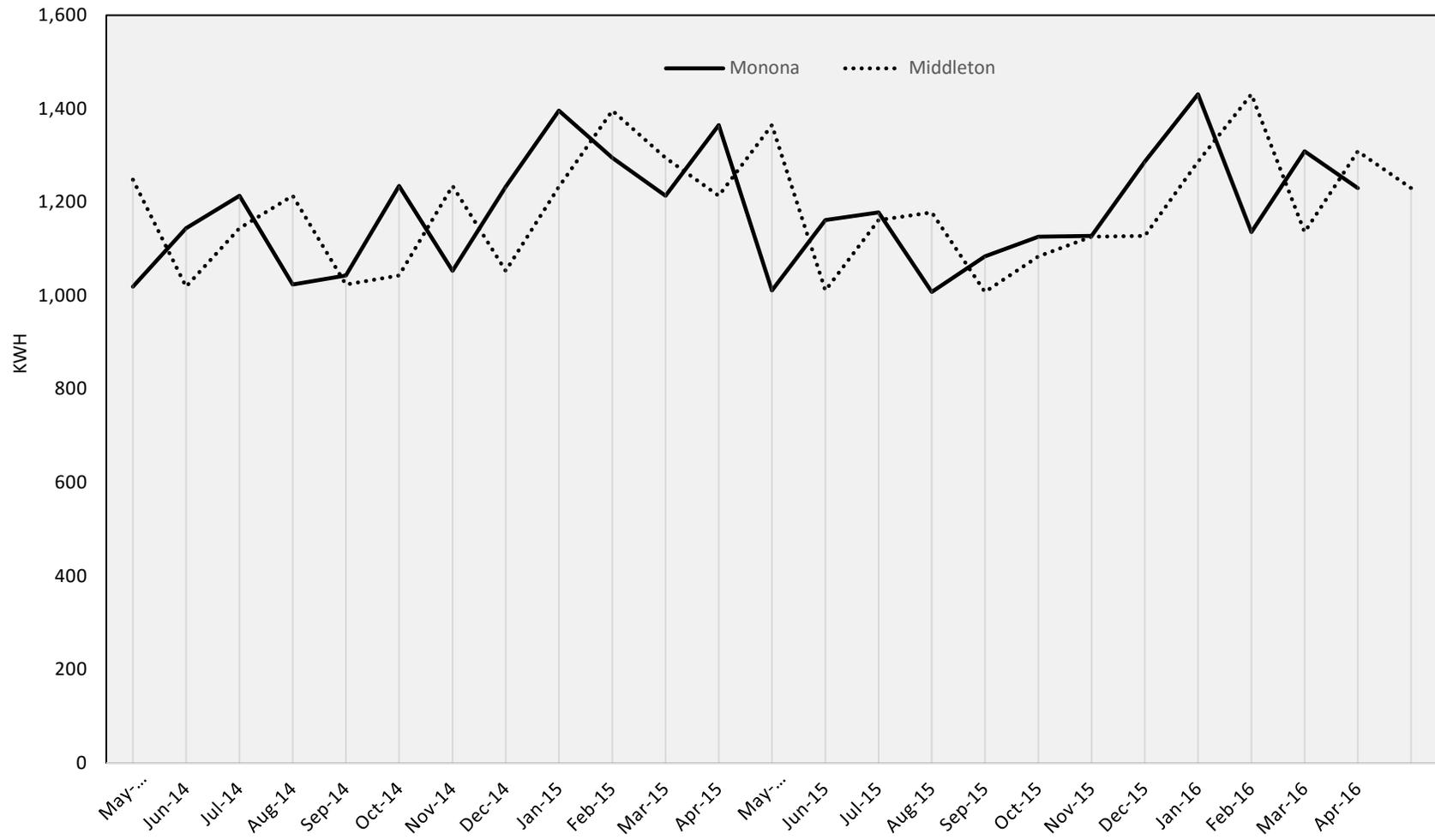


### Electricity Use- Middleton and Monona Libraries

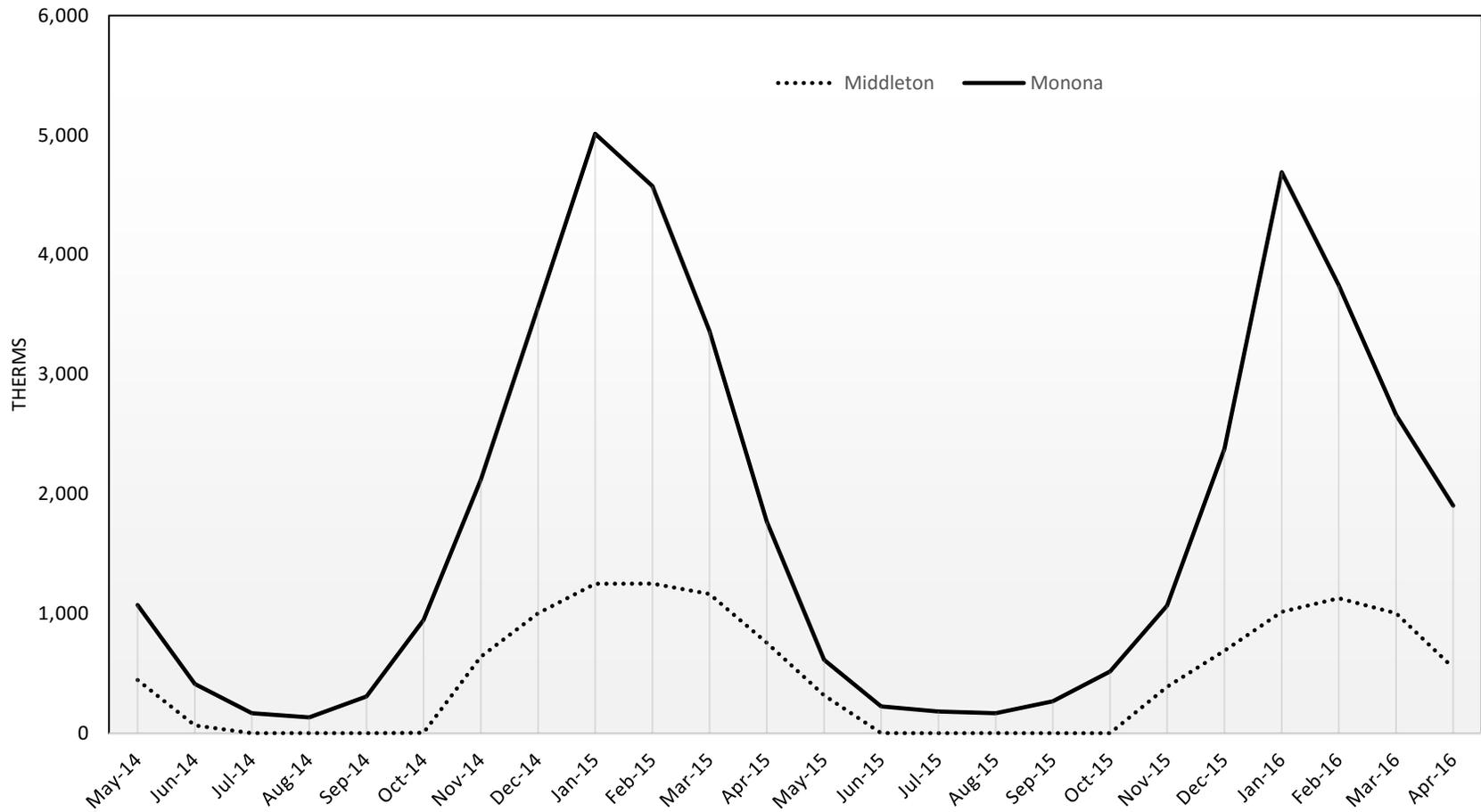


Property Name	City	Property GFA - Self-Reported (ft <sup>2</sup> )	Year Built	Site EUI (kBtu/ft <sup>2</sup> )	Source EUI (kBtu/ft <sup>2</sup> )	Energy Cost (\$)	Energy Cost Intensity (\$/ft <sup>2</sup> )	National Median Energy Cost (\$)
<b>City Hall</b>	Middleton	<b>27,900</b>	1992	<b>47.1</b>	<b>98.2</b>	<b>\$27,708.65</b>	<b>\$0.99</b>	<b>\$34,730.85</b>
<b>Monona City Hall</b>	Monona	<b>29,450</b>	1970	<b>102.5</b>	<b>190.7</b>	<b>\$51,447.67</b>	<b>\$1.75</b>	<b>\$33,215.22</b>

Electricity Use- Monona and Middleton City Halls

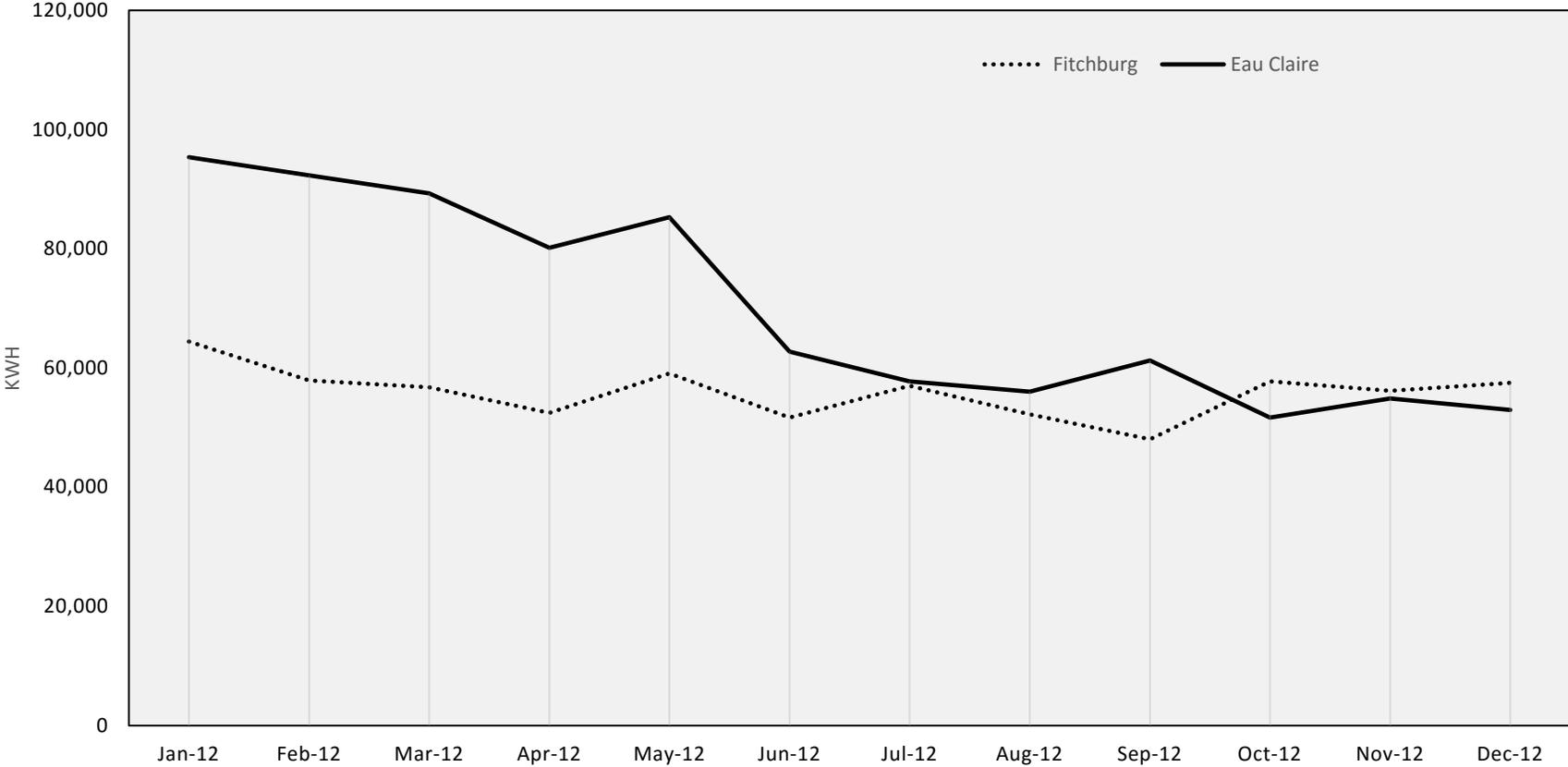


Natural Gas Use- Monona and Middleton City Hall



Property Name	City	Property GFA - Self-Reported (ft <sup>2</sup> )	Year Built	Site EUI (kBtu/ft <sup>2</sup> )	Source EUI (kBtu/ft <sup>2</sup> )	Energy Cost (\$)	Energy Cost Intensity (\$/ft <sup>2</sup> )	National Median Energy Cost (\$)
<b>PWCBM L. E. PHILLIPS MEMORIAL LIBRARY</b>	EAU CLAIRE	<b>62,287</b>	1976	<b>83.5</b>	<b>204.5</b>	<b>\$78,437.57</b>	<b>\$1.26</b>	<b>\$90,381.50</b>
<b>City of Fitchburg - Public Library</b>	Fitchburg	<b>56,355</b>	2010	<b>40.9</b>	<b>127.9</b>	<b>\$84,963.53</b>	<b>\$1.51</b>	<b>\$156,571.56</b>

Electricity Use- Fitchburg and Eau Claire Libraries



### Natural Gas Use- Fitchburg and Eau Claire Libraries

