

Walk & Bike Report

April, 2017 Authored by [Jessica Wineberg](#) of Wisconsin Bike Fed with input from residents, Path to Platinum, & MilWALKee Walks

Safety is an issue for walking and biking in District 15. The District has the 2nd highest bike/walk crash numbers over the past five years (and 4 deaths). A lack of bike/walk facilities could address this issue since the District is the only one with no trails. On the positive side, it is number 3 for bike lane miles.



Overview

The 30th Street Corridor Trail is major opportunity that can link neighborhoods and attract businesses in the same way that the Hank Aaron State Trail does. Ultimately, the 30th Street Corridor Trail will provide safe and enjoyable connections for people of all ages and races walking and biking from the Menomonee Valley to Havenwoods and beyond. Since this project is audacious, a midterm cheaper option is to create a parallel neighborway system on city streets. This project will improve transportation options for residents to existing jobs, attract new businesses, connect the district to City and State trail system, and improve community health and safety. Existing City Plans support this project as well groups such as Rails to Trails Conservancy and Wisconsin Bike Fed which want to work to address the lack of bike/ped facilities in African American neighborhoods in Milwaukee.

The City of Milwaukee as a whole, and in each district, has a pedestrian safety problem. The City of Milwaukee has 10.4% of the state population and 29.1% of the state crashes. People of color in Wisconsin are almost twice as likely to be the victim of a crash while crossing the street (15.5% of population is people of color, 26.8% of ped crash victims are people of color), giving us the 10th highest disparity in the nation (Source: Dangerous by Design, Smart Growth America 2016). From 2011-2015 EVERY district had at least one pedestrian killed, most frequently due to people driving failing to yield.

Key Recommendation: Increase safety for people walking and biking through enforcement of speeding/crosswalk yielding and build trails and neighborways to better connected the community and improve safety.

What is a Neighborway? It's a residential street that is designed with people and the community first, cars second and it part of a network that allows people have a low stress walk/bike connection to key destinations. This means that there may be more green space, shorter crossings, and traffic calming to slow drivers.

Key Indicators for Walking and Biking in Milwaukee, 2017		Bike/Ped Crashes ('11-'15)		People Killed ('11-'15)		Bike Lanes		Trails		Safe Routes to School		Households Without a Car	
District	ALDER	Number	Rank	Number	Rank	Miles	Rank	Miles	Rank	Schools	Rank	Percent	Rank
1	Ashanti Hamilton	193	7	3	10	11	11	4.4	12	10	2	18%	7
2	Cavalier Johnson	163	9	6	3	9	13	6.4	10	5	4	14%	9
3	Nik Kovac	258	5	2	11	25	1	15.7	3	7	3	16%	8
4	Robert J. Bauman	350	1	4	7	24	2	18.8	2	15	1	28%	2
5	James A. Bohl, Jr.	50	15	1	15	18	5	10.5	6	4	5	8%	15
6	Milele A. Coggs	258	5	7	2	18	4	4.7	11	10	2	28%	2

7	Khalif J. Rainey	266	3	5	6	4	15	0.0	15	7	3	22%	4
8	Robert G. Donovan	164	8	6	3	13	9	11	4	7	3	19%	6
9	Chantia Lewis	84	13	1	15	6	14	9.3	9	15	1	16%	7
10	Michael Murphy	114	11	4	7	10	12	9.6	8	5	3	11%	10
11	Mark A. Borkowski	63	14	1	15	11	10	4.4	13	15	1	8%	15
12	Jose G. Perez	260	4	8	1	15	8	23.2	1	8	2	21%	5
13	Terry L. Witkowski	106	12	2	11	17	6	9.9	7	3	8	9%	12
14	Tony Zielinski	117	10	6	3	15	7	10.6	5	1	11	10%	11
15	Russell W. Stamper, II	282	2	4	7	22	3	0.0	15	1	11	29%	1
	TOTAL	2728		60		218		138		113			
	AVERAGE	182		4		15		9		8		17%	

Opportunities

- Develop high-quality facilities for pedestrians and bicyclists in the 30 th Street corridor (Off Street Bikeway Study)
- Improve bicycle connections into Washington Park across W. Lloyd Street, across W. Lisbon Avenue, across N. 40 th Street, and across W. Vliet Street
- Add separated bicycle lanes and landscaped median to Washington Boulevard through Washington Park (connecting W. Washington Boulevard with W. Highland Boulevard)
- Add separated bicycle lanes to W. North Avenue as a part of a connector between the Milwaukee Lakefront and Waukesha County (SEWRPC Vision 2050)
- Add separated bicycle lanes to W. Lisbon Avenue (Milwaukee Bike Plan and SEWRPC Vision 2050 recommend bicycle lanes)
- Add bicycle lanes to 20 th, Teutonia, fill in North Avenue gaps (Milwaukee Bike Plan)
- Create a neighborway using Wright Street, Brown, 42nd Street and Grant Boulevard (Milwaukee Bike Plan)

Citywide Projects Funded By the State: Will the Funds be Invested in Your District?

- Pedestrian Plan- A consultant will conduct outreach and create a pedestrian plan for the city starting this summer.
- Coordinated City/County Trail/Route Signage Plan- This project must start by June 31st or the money will be taken back. This project will create a signage plan to better direct people to city and county trails from the street network.
- Bicycle Parking- The City is restarting a bicycle parking program to purchase and install bike racks this year. A request system will be set up.

- Bicycle Facilities Project, phase 2- Additional bike lanes and green bike lanes.
- Milwaukee Bicycle Map Update- This project has been on hold since 2/2015 but should create a new bike/trail map.
- Countdown Pedestrian Signal Retrofits- Being installed across the city.
- Safe Routes To School Plans- 30 schools will be selected to participate in cooperative SRTS planning work led by consultants beginning this spring. Connect schools that could use improvements for walking and biking with Jessica Wineberg (jessica@wisconsinbikefed.org)
- Bike Share Phase II- Starts in July.
- High Impact Paving-19 miles of bike lanes were striped under this program in 2016 with more planned for 2017. If a road in your district is scheduled for this program, ask for improved striping (such as crosswalks and bike lanes) for people walking and biking.

Resources

- City Bike/Ped Coordinator (interim): Rollin Bertran, Rbertr@milwaukee.gov in charge of all the above projects unless otherwise noted
- [Wisconsin Bike Summit](#) (May 4th in MKE)-Learn from Midwest experts about improving biking & equity
- [Bike Week](#) (June 3-10)- Ride to work with the mayor or work with Bike Fed to set up a district bike tour
- [Bike/Ped Taskforce](#): meets every other month for updates on city bike/ped project updates by B/P Coordinator. Meetings start at 9 a.m. and are held in Room 708 at the Zeidler Municipal Building. 2017 meeting dates: February 3, April 7, June 2, August 4, Oct 6 and December 1.
- [Milwaukee By Bike](#) City of Milwaukee Bike and Walk website
- [Path to Platinum](#): volunteer effort to support Mayor's goal of making Milwaukee a great place for biking
- [Wisconsin Bike Fed](#)-Organizes Bike Week, Share & Be Aware, Safe Routes to School, etc
- [Share & Be Aware](#)-provides free education to make walking and biking safer in every neighborhood
- [Safe Routes to Schools](#)-free bike and ped education and encouragement for MPS schools
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- MilWALKee Walks-new volunteer group focused on making streets safer by getting people driving to follow the law & yield to pedestrians in marked and unmarked crosswalks. Jessica@wisconsinbikefed.org

