

Walk & Bike Report

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

Biking and walking are an important transportation option for people in the district, especially for the 17% of residents without car. The 30th St trail could connect from the Menomonee Valley to Havenwoods, transforming the district by connecting to current jobs, attracting new ones, and creating a key bike/walk link to existing trails.



This bridge AND sidewalk both could be retrofitted to make create safe walk/bike trails for residents

Overview

District 1, has some great bike/walk assets (trails along Lincoln Creek, Ped bridges across the creek, and the Oak Leaf Trail along Mill Road and in Brown Deer and Lincoln Parks) but they do not connect very well, keeping walking and biking from being safer. Connecting these resources to the center of the district via the 30th St Trail would increase the safety and attractiveness of biking and walking, improving health and transportation options. The District ranks in the middle of the pack for crashes but #11 and #12 for bike lanes and trails. Existing grants to the City could help address this lack of facilities.

The 30th Street Corridor Trail can link neighborhoods and attract businesses in the same way that the Hank Aaron State Trail did. Ultimately, the 30 Street Corridor Trail will provide safe and enjoyable connections for people of all ages and races walking and biking from the Menomonee Valley in the South up to Havenwoods and beyond. This project will improve transportation options for residents to existing jobs, attract new businesses to Century City, 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. Both groups 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 (most recent data is available) 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 out a neighborway network in the short term and to lay the groundwork for the 30th street trail to be the Hank Aaron of the Northside. Request that the district receives an equitable investment of existing bike/ped funds to address the past lack of investment and meet community needs.



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	10.9	4	7	3	19%	6
9	Chantia Lewis	84	13	1	15	6	14	9.3	9	15	1	16%	7
10	Michael J. 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 30th Street corridor to connect residents with existing jobs along the Corridor and attract new ones. This should include sections of multi-use trail beside the existing rail line and could also include neighborway treatments on nearby local streets with excellent connections to the main multi-use trail and a multiuse bridge over W Capitol Drive at N 31st St, linking the areas north and south of Capitol Drive.

- Refresh the sidewalks and underpass of W Capitol at the 30th St Rail crossing, designating these existing extra-wide sidewalks as shared pedestrian/bike routes. Existing sidewalks already serve as informal bike routes and are wide enough to do so safely - clean it up, improve lighting, add signage and designate.
- Continue the multi-use trail along the length of Lincoln Creek. This could also include neighborway treatments on nearby local streets with excellent connections to the main multi-use trail.
- Create a neighborways (e.g. 42nd, 20th, 15th, Custer, Fairmount, Cornell).
- Improve overall safety and reduce speeding with a road diet where added bicycle lanes and improved pedestrian crossings can replace a travel lane (Hampton, Villard, Good Hope). Consider protected bike lanes or shared path with sidewalk on arterials.

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 to be painted across the city.
- Milwaukee Bicycle Map Update- This project has been on hold since early 2015 but should create a new bike/trail map for the City of Milwaukee.
- 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.
- [Bike Week](#) (June 3-10)-Ride to work with the mayor or work with Bike Fed to set up a district bike tour
- [Wisconsin Bike Summit](#) (May 4th in Milwaukee)-Learn from midwest experts about increasing biking with an equity lens

Resources

- City Bike/Ped Coordinator (interim): Rollin Bertran, Rbertr@milwaukee.gov in charge of all the above projects unless otherwise noted
- 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

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- [Path to Platinum](#): volunteer effort to support Mayor's goal of making Milwaukee a Platinum Level Bicycle Friendly Community
 - [Wisconsin Bike Fed](#)-Organizes Bike Week and other events including the [Wisconsin Bike Summit](#) in Milwaukee on May 4th this year.
 - [Share & Be Aware](#)-provides free education to make walking and biking safer in every neighborhood in Milwaukee shareandbeaware.org
 - Safe Routes to Schools-free bike and ped education and encouragement for MPS schools
 - [Route of the Badger](#) is a initiative to fill gaps to build a 500-mile regional trail network with new opportunities for physical activity, tourism, recreation, equity and stronger businesses
 - MilWALKee Walks-new volunteer group focused on making streets safer by getting people driving to follow the law and yield to pedestrians in marked and unmarked crosswalks.
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