The Milwaukee Path to Platinum Community Bicycling Survey Summary Report

FINAL—March 2017

Authors

Robert Schneider, PhD, Associate Professor, UW-Milwaukee Department of Urban Planning Ryan Peterson, Master of Urban Planning Student, UW-Milwaukee Department of Urban Planning Emma Siegworth, Master of Urban Planning Student, UW-Milwaukee Department of Urban Planning Nicholas La Joie, Media Specialist, Marquette University

2016 Path to Platinum Core Team

Angela Allen, University of Wisconsin-Extension
James Davies, Bublr Bikes
Tony Giron, Wisconsin Bicycle Federation
Keith Holt, Bike Easy
Nicholas La Joie, Marquette University
Kate Nelson, UW-Milwaukee Office of Sustainability
Robert Schneider, UW-Milwaukee Department of Urban Planning
John Siegert, Rails-to-Trails Conservancy
David Waters, Sixteenth Street Community Health Centers
Tonieh Welland, Black Girls Do Bike
Jessica Wineberg, Wisconsin Bicycle Federation

2016 Path to Platinum Public Agency Liaisons

Kristin Bennett, City of Milwaukee Department of Public Works James Hannig, Wisconsin Department of Transportation Montavius Jones, City of Milwaukee Department of City Development Jeff Polenske, City of Milwaukee Department of Public Works Monica Wauck, City of Milwaukee Department of City Development

Mission of Milwaukee's Path to Platinum Initiative:

"Engage the whole Milwaukee community to advocate for better bicycling and safer streets for all."

Contents

Key Findings	1
Survey Responses	
High-Priority Improvements	
Location-Specific Improvements	
Survey Background	3
Section 1. Path to Platinum Results Overview	6
City of Milwaukee Respondents	
Zip Code-Specific Analysis	
Gender-Specific Analysis	
Age-Specific Analysis	
Workplace Amenities Analysis	
Commuter & Recreational Riders	
Infrequent Rider Analysis	
Section 23	2
Priority Write-In Comment Analysis	
Intersection Write-In Comment Analysis	
Appendices3	9
A. Survey Instrument	
B. Survey Distribution Message	
C. Reported Pedestrian and Bicyclist Crashes by Aldermanic District	
D. Milwaukee County Bicycle Crash Density	
E. Milwaukee County Pedestrian Crash Density	
F. Priority 1 Open-Ended Comments	
G. Priority 2 Open-Ended Comments	
H. Open-Ended Comments: Recommended Bicycle Improvements by Location	

Key Findings

More than 900 people responded to the Milwaukee Path to Platinum Community Bicycling Survey during Fall 2016, including 850 City of Milwaukee residents. The survey results show that many people care deeply about improving bicycling and creating safer streets in the Milwaukee Community. Key findings from the survey are summarized below. The summary report provides the detailed analysis behind each finding. Note that the survey was not intended to gather responses from a representative sample of Milwaukee residents. Instead, it was shared to reach as many Milwaukee community members as possible and gather as much information as possible about opinions related to bicycling and safer streets.

Survey Responses

- People from neighborhoods across Milwaukee responded to the survey. Only one zip code in the City of Milwaukee did not have any survey respondents.
- Respondents have a high level of interest in bicycling improvements. Approximately half took
 additional time to write open-ended comments and enhance their responses with more specific
 details.

High-Priority Improvements

- Separated bicycle lanes. The most desired improvement recommended by City of Milwaukee respondents was more separation from vehicle traffic (the picture accompanying the question showed a separated bicycle lane) (88%). Further, the most common and third-most common barriers to bicycling were bad drivers (64%) and automobile traffic (56%). Separated bicycle lanes were also the most common improvement recommended through open-ended comments. This is especially notable because Milwaukee currently has only one example of a separated bike lane (raised curb bike lane on Bay Street). Separated bicycle lanes have some type of physical separation (e.g., bollards, planters, raised curb, parked cars) between moving automobiles and bicyclists along street segments.
- Connected, on-street bicycle facilities. More bike lanes was the second-most desired improvement of City of Milwaukee respondents (86%) and improved connections between bike lanes, bikeways, and sidewalks was the fourth-most desired improvement (78%). On-street bicycle infrastructure and accessibility and connectivity were the second- and third- most common improvements recommended through open-ended comments. The second-most common barrier to bicycling was unsafe intersections (57%), which are crucial to providing a connected bicycle network.
- **Bicycle facility maintenance.** Maintenance of existing bike lanes, routes, and greenways was the third-most desired improvement of City of Milwaukee respondents (85%). Maintenance issues include potholes and pavement problems as well as snow and ice removal.
- Neighborhood greenways. More neighborhood greenways was the fifth-most desired improvement of City of Milwaukee respondents (73%). This is especially notable because Milwaukee does not yet have an example of a neighborhood greenway. Neighborhood greenways are well-signed, traffic-calmed residential streets that prioritize slow-speed travel. Importantly, pedestrian and bicyclist crossing enhancements are provided where neighborhood greenways intersect major roadways.
- Safer driver behavior. The top barrier to bicycling cited by City of Milwaukee respondents was bad drivers (64%). Three categories of open-ended responses also raised the issue of behavior: driver behavior, education on driver and bicyclist laws, and law enforcement. These were the

fourth-, fifth-, and sixth-most common categories of open-ended responses, underscoring the importance of this issue. Some comments suggested the need to improve bicyclist behavior and increase bicyclist compliance with traffic laws. However, the majority of comments highlighted unsafe driving behaviors related to drivers passing in bicycle lanes, speeding, and general lack of awareness and respect for bicyclists on public roadways.

Location-Specific Improvements

- Downtown Milwaukee. The most common area mentioned by respondents in each of the six top respondent home zip codes was Downtown Milwaukee. This may not be surprising since many of the top respondent zip codes were near Downtown and many people travel there for work and other activities. However, it highlights the lack of bicycle connections in this area and emphasizes the importance of having a safe, well-connected bicycle network in the core of the city.
- Major roadways throughout Milwaukee. Respondents listed hundreds of specific intersections, corridors, and areas throughout the entire city that they would like to see improved for bicycling. The locations cited most often tended to be thoroughfares serving commercial districts. For example, the most roadway corridors mentioned in the top respondent home zip codes were:
 - o 53202 (Downtown/Lower East Side): Water Street; Brady Street
 - o 53207 (Bayview): Water Street/1st Street; Oklahoma Avenue
 - o 53208 (Washington Heights/Washington Park): Lisbon Avenue; 35th Street
 - o 53211 (Upper East Side): Locust Street; Water Street/1st Street
 - o 53212 (Riverwest/Harambee): Locust Street; Water Street/1st Street
 - o 53213 (Far West Side/Wauwatosa): Bluemound Road; Wisconsin Avenue

Physical changes to major roadways, such as adding separated bike lanes and other high-quality on-street bicycle facilities, may improve these corridors for bicycling. Neighborhood greenways can also improve bicycle access on routes parallel to these roadways.

• Corridors with many reported bicycle crashes. There is a notable overlap between roadway corridors and intersections cited by survey respondents and roadway corridors and intersections with high concentrations of reported bicycle and pedestrian crashes. This underscores the need for better bicycling and safer streets for everyone.

Survey Background

The Path to Platinum Community Bicycling Survey was designed to gather information about bicycling frequency, barriers to bicycling, strategies to improve bicycling from Milwaukee residents during Fall 2016. The online survey instrument was designed by Nicholas La Joie and was available in both English and Spanish (Appendix A). Esperanza Magana, Tatiana Maida, and Tony Giron produced the Spanish translation. A link to the survey was distributed by members of the Path to Platinum Core Team to Path to Platinum contacts, community organizations, bicycle advocates, neighborhood residents, and others via e-mail, Facebook, Twitter, and other social media outlets between October 7th, 2016 and December 16th, 2016 (Appendix B).

The survey was not intended to gather responses from a representative sample of Milwaukee residents. Instead, it was shared to reach as many Milwaukee community members as possible and gather as much information as possible about opinions related to bicycling and safer streets. After duplicate responses were removed, a total of 933 clean responses were analyzed. The maps on the following pages show the total number of responses by zip code (Figure 1) and responses per 10,000 residents by zip code (Figure 2).

This report presents the results of the survey in two main sections:

- Section 1, written by Ryan Peterson, provides an overview of respondent bicycling frequency, barriers to bicycling, and preferred strategies to improve bicycling. It summarizes results for zip codes with the most respondents and also compares respondents from different groups (e.g., City of Milwaukee versus other respondents, male versus female, frequent versus infrequent riders).
- Section 2, written by Emma Siegworth, is a detailed summary of open-ended comments about
 ideas to improve bicycling in Milwaukee. Each response was categorized into one of 19 different
 themes, and these themes are ranked by how often they were mentioned. Many comments
 also mentioned specific intersections, corridors, areas, and connections for improvements.
 These location-based comments were compiled and ranked according to the home zip code of
 the respondents.

Finally, the appendix to this report provides important contextual information about bicyclist and pedestrian safety in the Milwaukee community. It summarizes the total number of bicyclist and pedestrian crashes reported to police between 2011 and 2015 by City of Milwaukee Aldermanic District (Appendix C). Crash density maps are also provided to show bicycle crash "hot spots" (Appendix D) and pedestrian crash "hot spots" (Appendix E). These data were analyzed by Robert Schneider.

Note that the terms "separated bike lanes," "protected bike lanes," and "cycle tracks" are all used in this report to refer to a facility that provides some type of physical separation (e.g., bollards, planters, raised curb, parked cars) between moving automobiles and bicyclists along street segments. "Separated bike lanes" is the terminology being used by the Federal Highway Administration, so the Path to Platinum initiative is currently following this precedent.

Figure 1. Total Survey Responses by Zip Code

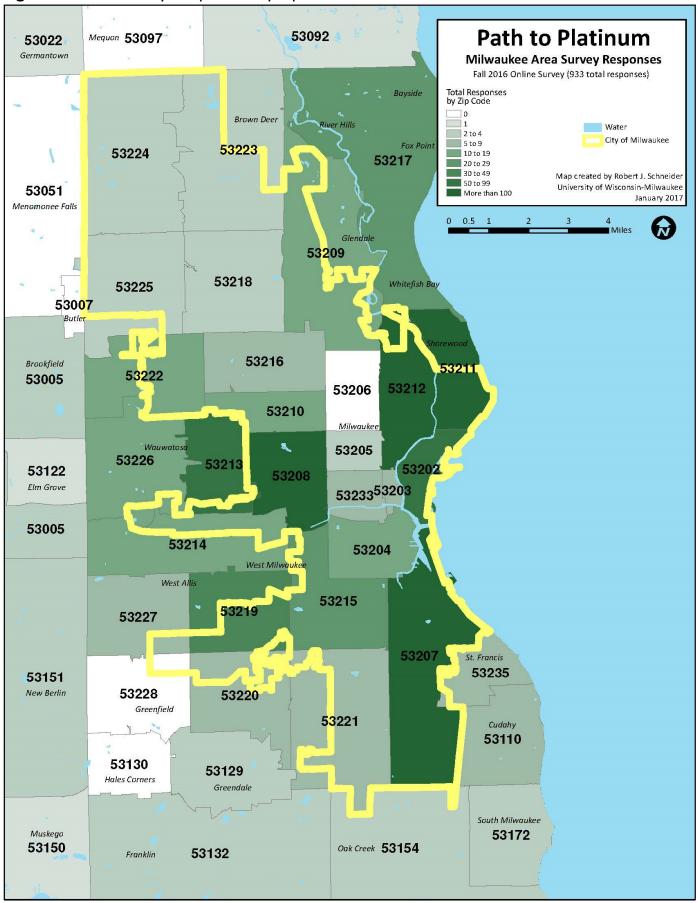
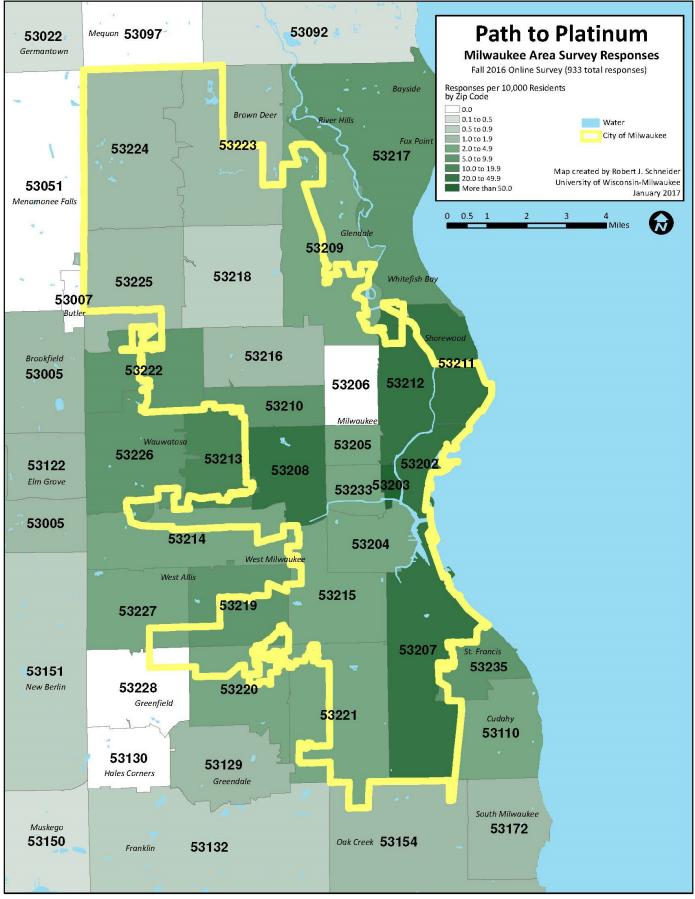


Figure 2. Survey Responses per 10,000 Residents by Zip Code



Section 1. Path to Platinum Results Overview

Written by Ryan Peterson University of Wisconsin-Milwaukee, Department of Urban Planning

City of Milwaukee Respondents

Summary

The first analysis that was conducted was on the comparison between respondents located within and outside of the City of Milwaukee. Respondents were sorted by their home zip codes to determine whether or not they live within Milwaukee city limits. The answers from City and non-City respondents alike were analyzed to determine both the similarities and disparities between the two groups (Table 1).

In total, 850 respondents were located within the City of Milwaukee. Of the 38 zip codes within Milwaukee, 25 zip codes within the City were represented within this survey. Based on the current population of Milwaukee, 599,164 residents, the per capita response rate for City residents was 0.141%.

There were 83 respondents that were located outside of the City. The most common home zip code from outside of the City was 53217 (28 respondents), which just outside of city limits and is comprised of Whitefish Bay, Fox Point, Bayside, and River Hills. There were two out-of-state respondents. The two out-of-state respondents were from central Kansas and northern Illinois, respectively. Due to the lack of geographical restrictions within this survey, it was impossible to estimate a per-capita response rate for non-City residents.

Table 1. City vs. Non-City Residents

	City Residents	Non-City Residents
Number of Respondents	850	83
Responses Per Capita	0.141%	N/A
Transportation Capabilities		
Own or Have Access to a Bicycle	97%	99%
Own or Have Access to a Bicycle	3770	3370
Automobile	92%	99%
Have Access to Public		
Transportation	97%	87%
Barriers to Riding		
No Bicycle Parking	11%	7%
No Bike Lane	44%	40%
Bike Lanes in Poor Condition	40%	29%
Unsafe Intersections	57%	46%
Bad Drivers	64%	57%
Automobile Traffic	56%	55%
Personal Safety Concerns	46%	31%
Visually Unappealing Surroundings	8%	10%
Do not have the Time to Bike	24%	35%
Destinations are too Far Away	30%	29%
Bad Weather	44%	40%
Lack of Worksite Amenities	22%	22%
Traveling with Small Children	11%	16%
Too Many Stops to Make	10%	11%
Too Much to Carry	22%	24%
Uncertainty of Bike Routes	6%	12%
Lack of a Bicycle	4%	1%
· · · · · · · · · · · · · · · · · · ·		
Most Desired Improvements		
More Bike Lanes	86%	91%
Wider/Better Sidewalks	34%	33%
More Separation from Vehicle	000/	710/
Traffic	88%	71%
More Bike Route Signage and	57%	60%
Wayfinding	3170	00%
Curb bump-outs and Other Traffic	52%	44%
Calming Measures	J2/0	74/0
Better Intersections	68%	75%
More Neighborhood Greenways	73%	69%
Maintenance of Existing Bikes	85%	75%
Lanes, Routes/Greenways		

Improved Connections Between		
Bike Lanes, Bikeways, and	78%	75%
Sidewalks		
More Bike Share Stations	28%	33%
Education for Motorists,	60%	67%
Pedestrians, and Bicyclists	00%	07/8
Enforcement of Laws for Motorists,	66%	71%
Pedestrians, and Bicyclists	00%	71/8
Worksite Amenities	45%	56%
Secure/Protected Bicycle Parking	53%	65%
Bicycle Route Map	56%	71%

The transportation capabilities of City and non-City residents were similar but there was a large disparity in the respondents answer to the access to public transportation. The totals for the questions of "Do you own or have access to a bicycle?" and "Do you own or have access to an automobile?" garnered "Yes" responses in the range of 93-99% for both City and non-City residents. However, while 97% of City residents said that they have access to public transportation, only 87% of non-City respondents said that they had access to such transportation options (Figure 3).

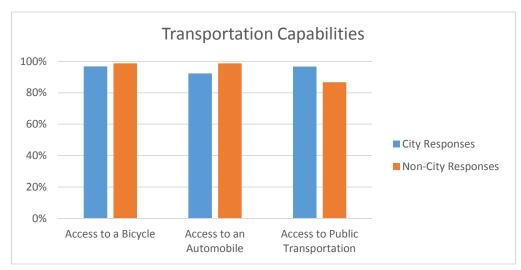


Figure 3. Depicts the transportation capabilities of City and non-City respondents

The most common barriers to riding were almost identical between City and non-City respondents. The six most commonly voted barriers amongst City respondents, from greatest to smallest, were bad driver behaviors, unsafe intersections, automobile traffic, personal safety concerns, bad weather, and no bike lanes (Table 1). These six categories were identified as barriers amongst at least 40% of the respondents. The six barriers that were voted as the most worrisome barriers to riding amongst non-City residents, from the most common to least common, were bad driver behavior, automobile traffic, unsafe intersections, no bike lanes, bad weather, and personal safety concerns. These responses all garnered at least a 38% agreement response rate amongst respondents. It is clear that regardless of the location of the respondents that several answers were repeated amongst both City and non-City respondents. By alleviating these concerns, it would increase the ridership in both urban, suburban, and rural settings. The chart below shows barriers that had the greatest difference between city and non-city respondents (Figure 4).

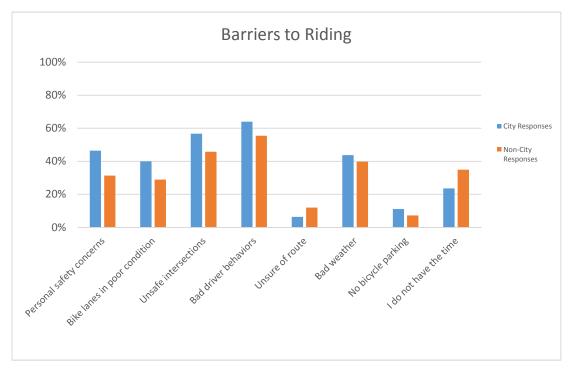


Figure 4. Depicts the largest disparities in answers regarding barriers to riding between City and non-City respondents

There was slightly more deviation in the answers between City and non-City respondents when asked about the desired bike infrastructure improvements. The six most common desired improvements amongst City respondents were, from largest to smallest, were more separation from vehicle traffic, more bike lanes, maintenance of existing bike lanes, bike routes/greenways, improved connections, and more neighborhood greenways (Figure 5). All six desired improvements received "Agree" or "Strongly Agree" answers from 68% or more of the respondents. However, the most common answers amongst non-City responses were more bike lanes, maintenance of existing bike lanes, bike routes/greenways, improved connections, better intersections, and more separation from vehicle traffic. All of the desired improvements amongst non-City respondents received a response rate of 67% or higher. Non-City respondents agreed that more bike lanes were a necessary improvement at a rate of 93%, the highest amongst all desired improvements from both City and non-City respondents.

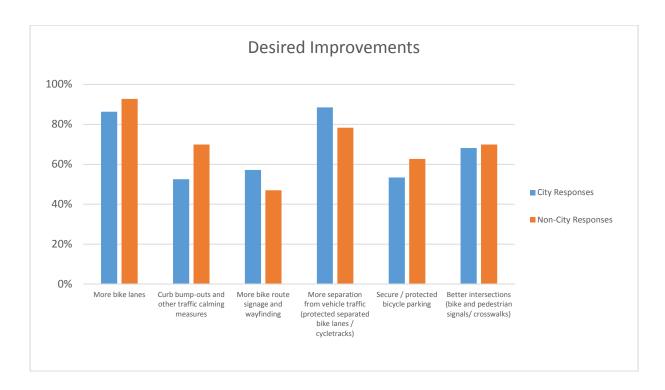


Figure 5. Depicts the largest disparities in answers regarding desired improvements between City and non-City respondents

However, there were several differences in the answers for both the barriers to riding and the desired improvements between the two groups. The large differences outline both the priorities and the opinions of City and non-City respondents that could potentially unlock the key to higher ridership numbers in the Milwaukee area and beyond.

Specifically, the largest difference in the barriers to riding appeared when respondents were asked about personal safety concerns, not having the time to bicycle, and bad driver behaviors. City residents were much more concerned about personal safety concerns and bad driver behavior, while non-City residents were more concerned with not having the time to bicycle. There were several large differences within the desired improvements, as well. City residents were more concerned about having separation from vehicle traffic, but non-City residents were far more concerned about not having a bicycle route map and having secure/protected bicycle parking. The full table of the results are available in *Appendix A*.

Zip Code-Specific Analysis

Summary

The next analysis that was conducted was based on the zip codes of the respondents. Respondents were sorted by their home zip code to determine the barriers, desired improvements, and additional information from each zip code. The purpose of this analysis is to ascertain if there any barriers or improvements that are restricting residents from choosing biking as a form of transportation. Work zip codes were not included in this analysis (Table 2).

Respondents entered 61 unique zip codes as their home zip code. The most common zip codes that appeared throughout the survey were 53211 (161 respondents), 53207 (125 respondents), 53212 (122 respondents), 53208 (102 respondents), and 53202 (90 respondents). Respondents from these zip codes

represent over 64% of the total responses. These five zip codes, and their corresponding respondents, comprised the data used for this section's analysis.

In addition to the most commonly answered zip codes, an additional category was added to this analysis to act as a control group to compare against. This group was labeled "Other" and includes respondents that did not list a home zip code as one of the most common. This demographic included 333 respondents.

Table 2. Zip Code Analysis

	53211	53207	53212	53208	53202	Other
Number of	161	125	122	102	90	333
Respondents	101	123	122	102	90	333
Population	35,406	35,149	30,416	31,133	23,386	
Responses Per Capita	0.458%	0.347%	0.39%	0.328%	0.376%	N/A
Neighborhoods Within Zip Code	Murray Hill East Town Shorewood	Bay View Mitchell Airport	Riverwest Historic King Drive Brewers Hill Harambee	Sherman Park Washington Park Walnut Hill	Brady Street Third Ward Yankee Hill North Avenue Prospect Towers	N/A
Median Household Income	\$50,619	\$53,646	\$29,653	\$31,474	\$47,231	N/A
Median Resident Age	27.5	36.3	29.7	30.2	30.6	N/A
Transportation Capabilities						
Own or Have Access to a Bicycle	96%	98%	99%	96%	93%	97%
Own or Have Access to an Automobile	91%	92%	92%	99%	81%	96%
Have Access to Public Transportation	96%	99%	98%	95%	97%	94%
Damiana ta Didina				1	<u> </u>	
Barriers to Riding	00/	420/	70/	00/	4.00/	4.20/
No Bicycle Parking No Bike Lane	9%	12%	7%	8%	16%	13%
Bike Lanes in Poor Condition	43%	50%	42%	40% 29%	53% 41%	40% 35%
Unsafe Intersections	57%	57%	62%	54%	62%	51%
Bad Drivers	58%	71%	66%	70%	63%	60%
Automobile Traffic	50%	59%	57%	60%	52%	55%
Personal Safety Concerns	46%	44%	46%	51%	42%	44%
Visually Unappealing Surroundings	7%	6%	7%	8%	4%	11%
Do not have the Time to Bike	32%	26%	24%	25%	19%	29%
Destinations are too Far Away	62%	28%	30%	26%	26%	31%
Bad Weather	77%	42%	40%	37%	44%	44%
Lack of Worksite Amenities	17%	30%	19%	19%	20%	25%

Traveling with Small Children	7%	7%	9%	19%	3%	16%
Too Many Stops to Make	8%	6%	7%	11%	6%	15%
Too Much to Carry	30%	18%	19%	24%	14%	24%
Uncertainty of Bike Routes	6%	5%	4%	6%	12%	8%
Lack of a Bicycle	2%	3%	2%	4%	7%	3%
Most Desired						
Improvements						
More Bike Lanes	87%	90%	90%	88%	91%	83%
Wider/Better Sidewalks	29%	30%	30%	35%	42%	36%
More Separation from Vehicle Traffic	89%	92%	91%	89%	87%	84%
More Bike Route Signage and Wayfinding	53%	55%	57%	61%	63%	59%
Curb bump-outs and Other Traffic Calming Measures	52%	50%	61%	57%	57%	47%
Better Intersections	66%	66%	75%	68%	73%	64%
More Neighborhood Greenways	72%	71%	80%	80%	74%	66%
Maintenance of Existing Bikes Lanes, Routes/Greenways	86%	85%	88%	82%	86%	82%
Improved Connections Between Bike Lanes, Bikeways, and Sidewalks	75%	82%	79%	85%	72%	76%
More Bike Share Stations	29%	24%	28%	28%	38%	26%
Education for Motorists, Pedestrians, and Bicyclists	53%	60%	61%	68%	61%	63%
Enforcement of Laws for Motorists, Pedestrians, and Bicyclists	62%	62%	64%	76%	67%	67%
Worksite Amenities	45%	53%	35%	48%	41%	48%
Secure/Protected Bicycle Parking	55%	58%	42%	60%	49%	57%
Bicycle Route Map	57%	54%	47%	64%	60%	57%
		_	_		_	

The 266 respondents within the 53211-zip code represents the most common zip code within the survey. With an estimated population of 35,125, the per capita response rate was 0.458%. This zip code is comprised of the Murray Hill, East Town, and Shorewood neighborhoods. The transportation capabilities were as follows, 96% of respondents own or had access to a bicycle, 91% own or have access to an automobile, and 96% have access to public transportation. The slightly lower access to an automobile is potentially explained by the large percentage of college students within the 53211-zip code, where UW-Milwaukee is located within. The highest-voted barriers to riding were destinations being too far away, bad weather, and bad drivers. Respondents within this zip code answered that bad weather is a barrier at a rate of 77%, which was the highest amongst all other zip codes. While it is hard to implement infrastructure improvements to combat the weather in this region, it can offer an explanation as to why some residents are choosing other forms of transportation besides biking. Overall, the results collected from this zip code are quite dissimilar from other zip codes, which could potentially signal the necessity for different infrastructure improvements within this area. The most desired improvements from respondents were more separation from traffic, more bike lanes, improved connections between bike lanes, bikeways, and sidewalks, and more neighborhood greenways.

There were 125 respondents from the 53207-zip code. Based on the population of 36,058 within the zip code, there was per capita response rate of 0.347%. This zip code is comprised of the Bay View neighborhood and the area surrounding the General Mitchell Airport. Respondents from this zip code answered that 98% own or have access to a bicycle, 92% own or have access to an automobile, and 99% have access to public transportation. The top-voted barriers amongst respondents within this zip code were bad driver behavior, unsafe intersections, and bike lanes in poor conditions. The bad driver behavior and poor bike lane conditions barriers received the highest votes amongst all zip codes, which might indicate the immediate attention that both of these barriers require to increase ridership in this area. Several desired improvements also received high response rates. More bike lanes, more separation from traffic, and improved connections between bike lanes, bikeways, and sidewalks all received answers of agreement from over 85% of the respondents. In addition, maintenance of existing bike lanes, routes/greenways, enforcement of laws for motorists, pedestrians, and bicyclists, education for motorists, pedestrians, and bicyclists, and secure/protected bicycle parking all were voted as barriers from over 58% of the respondents.

There were 122 respondents from the 53212-zip code. According to the population estimate of 31,224 within the zip code, the per capita response rate was found to be 0.39%, the second-highest among all zip codes. The 53212-zip code is comprised of the Riverwest, Harambee, Historic King Drive, and Brewers Hill neighborhoods. The transportation capabilities of the respondents from this zip code were as follows: 99% own or have access to a bicycle, 92% own or have access to an automobile, and 98% have access to public transportation. Respondents from the 53212-zip code had the highest rate of owing/access to a bicycle, which displays the existing culture of biking within these neighborhoods. The top-voted barriers from residents were unsafe intersections, bad driver behavior, and automobile traffic. Personal safety concerns and no bike lanes also received high rates of agreement amongst respondents from these neighborhoods. In addition, more bike lanes, more separation from vehicle traffic, maintenance of existing bike lanes, routes/greenways, and more neighborhood greenways were the desired improvements that were voted as the most sought-after improvements from respondents living within this zip code.

There were 102 responses from residents within the 53208-zip code. The per capita response rate for this zip code was 0.328%, based on its population of 32,196 residents. Sherman Park, Washington Park,

and Walnut Hill are the neighborhoods that are located within the 53208-zip code. Respondents within this zip code answered that 96% of them own or have access to a bicycle, 99% own or have access to an automobile, and 95% have access to public transportation. The highest-answered barriers to riding amongst residents from the 53208-zip code were bad driver behavior, automobile traffic, unsafe intersections, and personal safety concerns. Compared to the responses from other zip codes, the personal safety concern and automobile traffic barriers had the highest agreement from residents within the 53208-zip code. The desired improvements from respondents within this zip code provided interesting results. The most commonly voted improvements amongst respondents within the 53208-zip code were more bike lanes, more separation from vehicle traffic, maintenance of existing bike lanes, routes/greenways, and improved connections between bike lanes, bikeways, and sidewalks. These answers were consistent with the overall results of the survey. However, several other answers received high percentages of votes from respondents. Specifically, the barriers of enforcement of laws for motorists, pedestrians, and bicyclists, creation of bicycle route map(s), education for motorists, pedestrians, and bicyclists, and secure/protected bicycle parking all received the highest percentages compared to the other zip code results.

There were 90 respondents from the 53202-zip code. These 90 respondents represent 0.376% of the total population, which is 23,933 residents. The neighborhoods within this zip code are Brady Street, Third Ward, Yankee Hill, North Avenue, and Prospect Towers. While this zip code has a high median household income, the access to both automobiles and bicycles are the lowest. The lack of automobiles could be explained by the high density within these neighborhoods, making it impractical to own an automobile unless absolutely necessary. However, the low rate of bicycle ownership and/or access is surprising considering the high residential density and average income figures. respondents within this zip code believe that the top barriers to riding are unsafe intersections, bad driver behavior, no bike lanes, and automobile traffic. Respondents within this zip code answered no bike lanes being a barrier more than any other zip code. The desired improvements sought by residents within this area mirrored many of the other locations. The improvement with the highest amount of agreement from respondents were more bike lanes, more separation from vehicle traffic, maintenance of existing bike lanes, routes/greenways, better intersections, and improved connections between bike lanes, bikeways, and sidewalks. In fact, 91% of respondents from this zip code felt that more bike lanes should be added, which was the highest amongst all zip codes. The respondents also answered that more bike route signage and wayfinding measures should be added at a rate of 63%, which was also the highest amongst all other zip codes.

Gender-Specific Analysis

Summary

This section of analysis was conducted on the female and male survey respondents. There were 507 male respondents and 409 female respondents. There were 17 respondents that were excluded due to respondents not entering their gender or answers not identifying a gender. The purpose of this analysis is to determine if there are gender-specific barriers or improvements that prevent males or females from choosing to bike (Table 3).

Table 3. Gender-Specific Analysis

		Males	Females
Number of Respo	ondents	507	409
•			
Transportation C	apabilities		
Own or Have Acco	ess to a Bicycle	98%	95%
Own or Have Acco	ess to an	0.40/	040/
Automobile		94%	91%
Have Access to Pu	ublic	050/	050/
Transportation		95%	95%
Frequent/Infrequ	ent Riders		
Frequent		97%	93%
Infrequent		3%	7%
Frequency of Rid	ing		
Ca to Mark	Frequently	48%	32%
Go to Work	Infrequently	51%	67%
Ca ta Cala a al	Frequently	10%	10%
Go to School	Infrequently	90%	89%
Go to and From	Frequently	5%	5%
a Transit Stop	Infrequently	95%	95%
D Carre de	Frequently	48%	35%
Run Errands	Infrequently	51%	63%
Go Shopping or	Frequently	39%	33%
to Eat	Infrequently	60%	66%
Exercise or Go	Frequently	67%	46%
to the Park	Infrequently	33%	53%
Oth an Danas	Frequently	52%	36%
Other Reasons	Infrequently	48%	63%
Barriers to Riding			
No Bicycle Parking	g	12%	10%
No Bike Lane		41%	46%
Bike Lanes in Poor Condition		39%	40%
Unsafe Intersections		51%	62%
Bad Drivers		59%	69%
Automobile Traffic		47%	66%
Personal Safety C	oncerns	36%	56%
Visually Unappealing Surroundings		7%	9%
Do not have the T	Do not have the Time to Bike		28%
Destinations are too Far Away		26%	36%
Bad Weather		40%	48%

Lack of Worksite Amenities	24%	21%
Traveling with Small Children	12%	11%
Too Many Stops to Make	7%	13%
Too Much to Carry	17%	29%
Uncertainty of Bike Routes	5%	9%
Lack of a Bicycle	2%	5%
Most Desired Improvements		
More Bike Lanes	86%	89%
Wider/Better Sidewalks	30%	37%
More Separation from Vehicle	87%	88%
Traffic	07/0	0070
More Bike Route Signage and	52%	64%
Wayfinding	3270	0470
Curb bump-outs and Other Traffic	53%	51%
Calming Measures	3370	3170
Better Intersections	68%	68%
More Neighborhood Greenways	75%	69%
Maintenance of Existing Bikes	84%	85%
Lanes, Routes/Greenways	0470	8370
Improved Connections Between		
Bike Lanes, Bikeways, and	76%	80%
Sidewalks		
More Bike Share Stations	29%	27%
Education for Motorists,	56%	67%
Pedestrians, and Bicyclists	3070	0770
Enforcement of Laws for Motorists,	64%	70%
Pedestrians, and Bicyclists		
Worksite Amenities	48%	43%
Secure/Protected Bicycle Parking	51%	58%
Bicycle Route Map	52%	62%

The transportation capabilities of males and females were similar, with some slight differences in their results. The largest differences came in the access to bicycles and automobiles. Males were found to own or have access to a bicycle at a rate of 98% and 94% own or have access to an automobile. Conversely, females reported lower rates of access. Females within this survey reported to own or have access to bicycles at a rate of 95% and only 91% own or have access to an automobile. Both demographics have access to public transportation at a rate of 95%. This difference in transportation capabilities could result from the long-standing roles of males and females in the household or the slightly lower rate of employment amongst females. However, there are several bicycle infrastructure discrepancies that are more likely to deter females from choosing to bike. These discrepancies will be discussed later in this analysis.

As alluded to earlier, fewer females have access to bicycles than males. As one might hypothesize, this leads to lower female ridership numbers. When determining how many respondents within each gender were classified as infrequent or frequent riders, the number of males classified as frequent riders was much higher. In total, 97% of males were identified as frequent riders, while only 93% of females were classified into the same category.

The locations and tasks that each gender is riding to/engaging in was also identified. The frequency of these destinations was classified into two categories: frequently or infrequently. A frequent destination is one that a rider rides to either daily or once a week. An infrequent destination is one that a rider chooses to ride to once a month or fewer. The most common location/task that males chose to ride to was exercise or going to the park. Males responded that they frequently ride to exercise or to go to the park 67% of the time. Males also run errands and commute to work frequently at a rate of 48%. Females also responded that their most common destination was exercising or going to the park. However, their frequency rate for this destination was only 46%. Their commuting rate to work was only 32% (Figure 6).

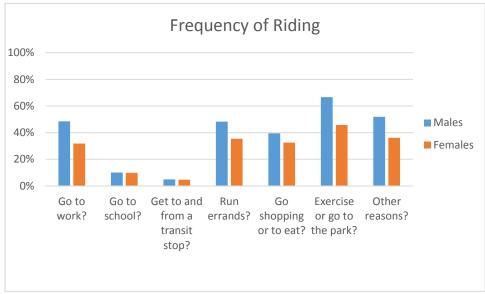


Figure 6. Depicts percentage that males and females frequently ride to each location/task

The barriers to riding were comparable between the two genders, but the response rates between the two was slightly different. Both males and females responded that the top barriers to riding were unsafe intersections and bad driver behavior. However, females answered at a much higher rate to both of

these barriers. In addition, females felt that automobile traffic was one of the most concerning barrier, at a rate of 66% compared to 47% of males who thought it was a barrier to riding. Additionally, 56% of females felt that personal concerns were a barrier to riding, compared to only 36% of males who thought these concerns were a barrier to riding (Figure 7). It is evident that many of the concerns from females stem from the lack of safety that is afforded to riders. These concerns could potentially be alleviated by separated bike lanes, reduced automobile speeds on streets with bike lanes, or the addition of bollards to protect bike lanes. By adding these measures, the gender disparity of bikers could start to be lessened.

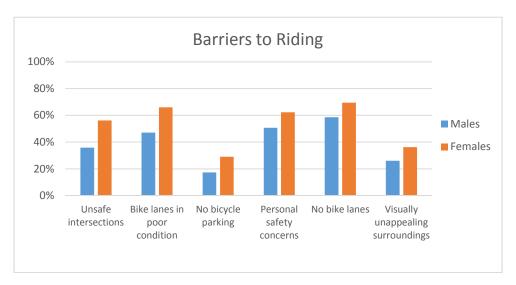


Figure 7. Depicts the largest disparities in answers of barriers of riding between genders

Age-Specific Analysis

Summary

The age-specific analysis was done by sorting respondents into the seven age categories within the survey. There were 50 respondents within the 16-24 age group, 280 respondents within the 25-34 age group, 201 respondents within the 35-44 age group, 175 respondents within the 45-54 age group, 148 respondents within the 55-64 age group, and 72 respondents within the 65-and-over age group. There was one respondent within the 15-and-under age group that was excluded from the analysis due to the low response rate amongst that age group (Table 4).

Table 4. Age-Specific Analysis

	16-24	25-34	35-44	45-54	55-64	65+
Number of Respondents	50	280	201	175	148	72
Transportation Capabilities						
Own or Have Access to a Bicycle	94%	97%	97%	98%	97%	94%
Own or Have Access to an	720/	000/	0.40/	000/	070/	0.40/
Automobile	72%	90%	94%	98%	97%	94%
Have Access to Public	90%	96%	95%	98%	96%	97%
Transportation	90%	90%	95%	96%	90%	97%
Barriers to Riding						
No Bicycle Parking	18%	14%	6%	11%	9%	11%
No Bike Lane	48%	51%	48%	39%	31%	33%
Bike Lanes in Poor Condition	38%	50%	41%	34%	28%	29%
Unsafe Intersections	62%	65%	58%	51%	43%	47%
Bad Drivers	66%	69%	70%	60%	52%	53%
Automobile Traffic	64%	55%	60%	55%	49%	58%
Personal Safety Concerns	42%	46%	47%	46%	38%	50%
Visually Unappealing	6%	9%	9%	9%	5%	10%
Surroundings	070	970	970	970	3/0	10%
Do not have the Time to Bike	22%	26%	30%	26%	21%	18%
Destinations are too Far Away	40%	35%	33%	29%	22%	18%
Bad Weather	40%	47%	45%	41%	41%	43%
Lack of Worksite Amenities	226%	30%	20%	22%	16%	10%
Traveling with Small Children	2%	9%	26%	10%	5%	3%
Too Many Stops to Make	6%	9%	8%	14%	11%	8%
Too Much to Carry	22%	25%	20%	23%	24%	18%
Uncertainty of Bike Routes	8%	11%	6%	5%	3%	3%
Lack of a Bicycle	6%	4%	3%	4%	2%	3%
Most Desired Improvements						
More Bike Lanes	96%	89%	91%	82%	84%	79%
Wider/Better Sidewalks	46%	34%	33	31%	34%	32%
More Separation from Vehicle	88%	89%	90%	85%	89%	79%
Traffic	00/0	03/0	9070	63/0	09/0	75/0
More Bike Route Signage and	62%	59%	53%	53%	57%	71%
Wayfinding	0270	3370	3370	3370	3770	7170
Curb bump-outs and Other Traffic	64%	55%	57%	48%	43%	46%
Calming Measures						
Better Intersections	82%	73%	73%	59%	63%	65%
More Neighborhood Greenways	86%	79%	76%	61%	69%	64%
Maintenance of Existing Bikes	86%	88%	83%	78%	86%	83%
Lanes, Routes/Greenways	3370	00/0	03/0	, 3/0	3370	03/0

Improved Connections Between	700/	0.00/	700/	7.00/	77%	72%
Bike Lanes, Bikeways, and Sidewalks	78%	80%	79%	76%	77%	72%
More Bike Share Stations	34%	29%	35%	25%	26%	17%
Education for Motorists, Pedestrians, and Bicyclists	60%	57%	63%	59%	64%	69%
Enforcement of Laws for Motorists, Pedestrians, and Bicyclists	48%	64%	69%	66%	70%	75%
Worksite Amenities	44%	47%	47%	49%	46%	35%
Secure/Protected Bicycle Parking	60%	51%	53%	59%	57%	50%
Bicycle Route Map	64%	60%	51%	53%	59%	56%

The results of the transportation capabilities of each age group was relatively predictable. The transportation capabilities of younger age groups were far more restrictive than those of more advanced ages. The eldest age groups also exhibited less access to both automobiles and bicycles than middle-aged respondents. The progression of the transportation capabilities between the various age groups loosely followed the direction of a normal curve, which sees a peak in the center and decreases slightly in each direction outward. Overall, the age group of 45-54-year-olds had the highest access to bicycles, automobiles, and public transportation, which would mean that they are the most mobile age group.

It is also worth noting that despite the age group of 16-24-year-olds only reporting that 72% having access to automobiles, 94% of respondents answered that they own or have access to a bicycle. This is an age group that should be targeted to increase ridership totals across the city due to biking being one of their only modes of available transportation.

The variance between the answers of the barriers to riding in the various age groups displays the differing opinions in the rationale for non-ridership. In general, the answers that drew the highest number of votes amongst the barriers to riding were no bike lanes, bike lanes in poor conditions, unsafe intersections, automobile traffic and bad driver behavior. This analysis was found by taking the averages of all the answers and finding the highest values. Nevertheless, there were still some dissent on many of the answers. Many of the differences were predictable based on the responsibilities or tasks associated with each age group. For example, 26% of respondents answered that traveling with small children was a barrier to riding but only 2% of respondents from the 16-24 age group felt that this was a barrier. There were also major differences that could potentially explain why some age groups exhibit lower rates of riding. Another observation made is that younger age demographics were actually more concerned about both safety barriers and the lack of bicycle infrastructure elements compared to older groups. Younger groups answered that they were more concerned about safety barriers like unsafe intersections and automobile traffic at a higher rate than older age groups. The same was true when comparing the answers of questions regarding bike infrastructure, such as no bicycle parking and no bike lanes. This pattern of greater concern about these important barriers could be due to a large number of issues, but most likely stems from the fact that there are more bikers in the younger age groups, giving them more of a vested interest in improving both the safety of biking but also the bike infrastructure elements.

After analyzing the desired improvements from each age group, there were also several conclusions that could be drawn. Some of the desired improvements that received high rates of agreement from the majority of the age groups were more bike lanes, separation from vehicle traffic, maintenance of existing bike lanes, bike routes/greenways, and more neighborhood greenways. The majority of these desired improvements were consistent with the overall results seen from the survey.

Workplace Amenities Analysis

Summary & Analysis

This purpose of this analysis is to determine which worksite settings have the most need for bicycle-friendly amenities. This analysis was conducted by taking the respondents that answered "Strongly Agree" or "Agree" to the question regarding the lack of worksite amenities within the barriers to riding. There were 209 respondents that fit this criterion. Next, the workplace zip codes of these respondents

were sorted to identify which zip codes were the most common. These zip codes were identified as the locations that require the most worksite amenity improvements.

The four most common zip codes that require worksite bicycle amenities are 53202 (37 respondents), 53233 (13 respondents), 53226 (11 respondents), and 53211 (10 respondents). These zip codes are located within the City of Milwaukee. While these zip codes represent several of the largest job centers within the City of Milwaukee, there are obvious improvements that must be made within these zip codes to increase bike ridership within the City.

The recent inclusion of bicycle-friendly workplaces has become increasingly more commonplace within the corporate culture. The benefits of employees choosing to commute via bicycle to their workplace reach far beyond the added morning and afternoon workout. Employees that choose to commute on their bicycle rather than their automobile will drastically decrease their commuting expenses, avoid waiting in morning and evening traffic, and increase their work productivity. In addition to the benefits seen directly by employees, commuting by bike is also drastically safer for the environment. In a recent study published by the European Cyclists Federation, they estimate that choosing to commute by automobile releases up to ten times more greenhouse gases than commuting by bicycle. With so many benefits of biking to work, it should come as no surprise that many workplaces are implementing bicycle-friendly amenities for their employees. Examples of workplace bicycle amenities are shower facilities, bicycle parking facilities, financial incentives for bikers, parking cash-out for unused parking spaces, relaxed dress codes on designated biking days, and flexed start times for biking commuters. Many of these policies could easily be implemented in companies across Milwaukee.

Infrequent Rider Analysis

Summary

This analysis was done to identify the differences between infrequent and frequent riders. An infrequent rider is defined as a respondent that answered that they never ride a bicycle to any of the seven locations/tasks listed within the survey. The remaining riders were classified as a frequent rider. There were 43 respondents that fit the criterion of an infrequent rider. There were 890 respondents that identified as a frequent rider. This analysis is important because it could show what barriers are preventing non-riders from choosing to bike. It could also yield answers on what improvements must be made to make biking more accessible and/or safer for non-riders (Table 5).

Table 5. Frequent & Infrequent Riders

	Frequent Riders	Infrequent Riders
Number of Respondents	890	43
Transportation Capabilities		
Own or Have Access to a Bicycle	99%	60%
Own or Have Access to a Bicycle	9970	00%
Automobile Access to an	93%	93%
Have Access to Public Transportation	96%	93%
Barriers to Riding		
No Bicycle Parking	11%	12%
No Bike Lane	44%	30%
Bike Lanes in Poor Condition	40%	28%
Unsafe Intersections	55%	63%
Bad Drivers	63%	72%
Automobile Traffic	55%	65%
Personal Safety Concerns	44%	65%
Visually Unappealing Surroundings	8%	14%
Do not have the Time to Bike	25%	21%
Destinations are too Far Away	31%	19%
Bad Weather	44%	23%
Lack of Worksite Amenities	23%	14%
Traveling with Small Children	12%	7%
Too Many Stops to Make	10%	7%
Too Much to Carry	23%	16%
Uncertainty of Bike Routes	7%	9%
Lack of a Bicycle	2%	35%
Most Desired Improvements		
More Bike Lanes	88%	58%
Wider/Better Sidewalks	33%	42%
More Separation from Vehicle Traffic	88%	74%
More Bike Route Signage and Wayfinding	58%	44%
Curb bump-outs and Other Traffic Calming Measures	52%	44%
Better Intersections	69%	53%
More Neighborhood Greenways	73%	53%
Maintenance of Existing Bikes Lanes, Routes/Greenways	85%	60%

Improved Connections Between		
Bike Lanes, Bikeways, and	78%	63%
Sidewalks		
More Bike Share Stations	28%	40%
Education for Motorists,	60%	67%
Pedestrians, and Bicyclists	00%	07/0
Enforcement of Laws for Motorists,	66%	79%
Pedestrians, and Bicyclists	00%	75/0
Worksite Amenities	46%	44%
Secure/Protected Bicycle Parking	54%	56%
Bicycle Route Map	57%	47%

The results of the transportation capabilities of the frequent and infrequent riders provided several interesting observations. It was found that only 60% of infrequent riders own or have access to a bicycle, in comparison to 99% of frequent riders that had access to bicycles. This large disparity is to be expected, as those who do not have access to a bicycle are inherently less likely and/or unable to choose to bike. Both frequent and infrequent riders answered that they have access to an automobile at a rate of 93%. Access to public transportation was similar between the two ridership categories. Frequent riders reported having access to public transportation at a rate of 96% and infrequent riders reported a rate of 93% (Figure 8).

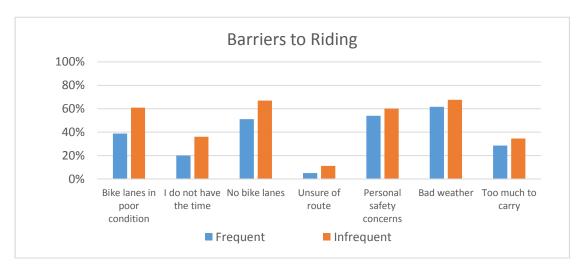


Figure 8. Depicts largest disparities in barriers to riding answers between the frequent and infrequent riders

The barriers to riding of frequent and infrequent riders provided some interesting analysis after the compiling of the data. Infrequent riders responded that the top barriers to riding were personal safety concerns, automobile traffic, bad driver behavior, and unsafe intersections. Conversely, the top barriers to riding for frequent riders were bad driver behavior, unsafe intersections, automobile traffic, bad weather, and personal safety concerns. While the answers from both groups were similar, there were some noticeable differences in the respondent's thoughts on the barriers to riding. The main differences between the two groups were displayed in the automobile traffic, access to a bicycle and personal safety concern barriers. In total, frequent riders agreed that automobile traffic is a barrier at a rate of 51%, while infrequent riders agreed that this was a barrier at a rate of 67%. The personal safety concern barrier received similar results. The results showed that 39% of frequent riders think personal safety concerns were a barrier, while 61% of infrequent riders think that is it a barrier to riding. These two barriers could help the issue of non-ridership within the City. Solving personal safety concerns and alleviating the threat of automobile traffic to bikers could help convince many non-riders to view biking as a safer, conventional transportation option. Finally, 35% of infrequent riders answered that not having access to a bicycle was barrier but only 2% of frequent riders thought it was a barrier.

Finally, the desired improvements from both the frequent and infrequent also provided many insightful conclusions about the gap between infrequent and frequent cyclists (Figure 9). The desired improvements that received the highest levels of agreement from frequent riders were more bike lanes, more separation from vehicle traffic, maintenance of existing bike lanes, bike routes/greenways, more neighborhood greenways, and improved connections between bike lanes, bikeways, and sidewalks.

Infrequent riders also felt that the aforementioned improvements were the most important for increasing ridership. However, despite having the same highest-voted desired improvements, there were still several noteworthy differences in the answering tendencies of the two groups. There were sizeable differences between the two group's answers regarding more bike lanes, maintenance of existing bike lanes, and more neighborhood greenways. In all three cases, frequent riders voted at a higher rate for implementing these improvements in comparison to the lower rate of answers by the infrequent riders.

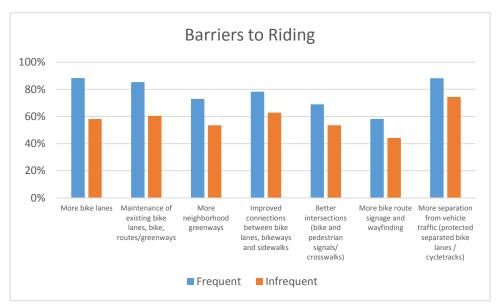


Figure 9. Depicts largest disparities in desired improvements to riding answers between the frequent and infrequent riders

Commuter & Recreational Riders

Summary

For this analysis, respondents were sorted by the locations where they ride their bike to analyze riders that exclusively use their bike for one activity or another. Within this section of analysis bikers were sorted into two groups, Commuting and Recreational. The three answers that comprised the Commuting category were: "Go to work", "Go to school", or "Get to and from a transit stop". The three answers that comprised the Recreational category were: "Run errands", "Go shopping or to eat", or "Exercise or to go to the park." The answer of "Other reasons" was excluded from this analysis.

There were 266 respondents that fit the Recreational criterion, but only four respondents fit the Commuting criterion. Due to the low number of respondents that fit the Commuting criterion, there was no further analysis conducted on this demographic. The desired improvements and barriers to riding of the Recreational rider's demographic was analyzed, however.

In addition, a control group was added to this analysis to offer a demographic for comparison against the answers gathered from Recreational riders. This group will be referred to as "Other" and it comprised of respondents that did not fit the criteria of a Recreational or Commuter rider. There were 677 respondents within this group (Table 6).

Table 6.Commuters & Recreational Riders

	Commuters	Recreational Riders	Other
Number of	4	252	677
Respondents	4	232	077
Transportation			
Capabilities			
Own or Have Access to	N/A	98%	97%
a Bicycle	IV/A	3870	5770
Own or Have Access to	N/A	98%	91%
an Automobile	IN/A	3070	J170
Have Access to Public	N/A	94%	97%
Transportation	14/71	3470	3770
Barriers to Riding			
No Bicycle Parking	N/A	13%	10%
No Bike Lane	N/A	50%	41%
Bike Lanes in Poor	·	30/0	₩1/0
Condition	N/A	42%	38%
Unsafe Intersections	N/A	63%	53%
Bad Drivers	N/A	68%	62%
Automobile Traffic	N/A	66%	52%
Personal Safety	·		
Concerns	N/A	58%	41%
Visually Unappealing	21/2	100/	00/
Surroundings	N/A	10%	8%
Do not have the Time	N1 / A	389/	220/
to Bike	N/A	28%	23%
Destinations are too Far	N/A	35%	29%
Away	IN/A	33%	2370
Bad Weather	N/A	42%	44%
Lack of Worksite	N/A	25%	21%
Amenities		2370	21/0
Traveling with Small	N/A	12%	12%
Children			
Too Many Stops to	N/A	12%	9%
Make Tan Much to Court	·		220/
Too Much to Carry	N/A	25%	22%
Uncertainty of Bike Routes	N/A	9%	6%
Lack of a Bicycle	N/A	3%	3%
Lack Of a Dicycle	IN/ A	570	370
Desired Improvements			
More Bike Lanes	N/A	86%	87%
INIOLE DIVE FULE?	IN/ A	OU70	01/0

Wider/Better Sidewalks	N/A	44%	30%
More Separation from Vehicle Traffic	N/A	90%	86%
More Bike Route Signage and Wayfinding	N/A	60%	57%
Curb bump-outs and Other Traffic Calming Measures	N/A	52%	52%
Better Intersections	N/A	65%	70%
More Neighborhood Greenways	N/A	67%	74%
Maintenance of Existing Bikes Lanes, Routes/Greenways	N/A	84%	85%
Improved Connections Between Bike Lanes, Bikeways, and Sidewalks	N/A	77%	78%
More Bike Share Stations	N/A	27%	29%
Education for Motorists, Pedestrians, and Bicyclists	N/A	56%	62%
Enforcement of Laws for Motorists, Pedestrians, and Bicyclists	N/A	69%	65%
Worksite Amenities	N/A	39%	48%
Secure/Protected Bicycle Parking	N/A	55%	54%
Bicycle Route Map	N/A	64%	53%

The transportation capabilities of Recreational riders were similar to the overall results of the survey. The analysis of the Recreational riders showed that 98% of the respondents have access to both a bicycle and an automobile. The results of the analysis showed that 94% have access to public transportation. Those respondents within the Other group responded that 97% had access to a bicycle, 91% have access to an automobile, and 97% have access to public transportation. These results from Recreational riders are consistent with the transportation capabilities from the overall survey responses.

Much like many other demographics, Recreational rider respondents thought that the most restrictive barriers to riding were unsafe intersections, bad driver behavior, no bike lanes, personal safety concerns, and automobile traffic. The respondents that fell within the Other category answered that the most restrictive barriers were bad driver behavior, unsafe intersections, automobile traffic, and bad weather.

The most desired improvements within this demographic were more bike lanes, more separation from vehicle traffic, maintenance of existing bike lanes, enforcement of laws for motorists, pedestrians, & bicyclists, and improved connections between bike lanes, bikeways, and sidewalks. Conversely, the desired improvements that received the highest amount of responses from those within the Other category were more bike lanes, more separation from vehicle traffic, maintenance of existing bike lanes, and improved connections between bike lanes, bikeways, and sidewalks.

By implementing these recommended improvements and eliminating these barriers, not only will the ridership of Recreational bikers increase, but many of these riders will potentially become both Recreational and Commuter riders. Conversely, the small number of riders that use their bikes exclusively for commuting would also be more encouraged to engage in recreational riding as well.

Section 2. Detailed Analysis of Open-Ended Comments

Written by Emma Siegworth
University of Wisconsin-Milwaukee, Department of Urban Planning

Priority Write-In Comment Analysis

This section analyzes the two write-in comment questions about respondents' priorities for their communities: "Please describe your priorities for safety, accessibility, wellness and livability" (Priority 1) and "What other priorities should be considered for improving and connecting the community?" (Priority 2). These are questions 55 and 58 near the end of the survey in the section called "Your ideas to improve bicycling in Milwaukee." Below are the categories that each comment was put in. Many comments contained multiple ideas; therefore, they were put into multiple categories. The responses to each question were looked at separately as the responses seemed to have no correlation to each other and respondents answered questions 56 and 57 about intersections before answering Priority 2. The Appendix includes all detailed comments provided under Priority 1 (Appendix F) and Priority 2 (Appendix G).

For the most part, comments described negative aspects of bicycling in Milwaukee or changes that respondents would like to see made. For example, if respondents mentioned that they simply liked a bike trail without mentioning that there should be more or better connections, this comment was put in the "other" category. Likewise, comments that did not say anything related to bicycling or seemed to describe the respondents' confusion about the question were also put in an "other" category.

Comment Categories

- 1. Accessibility + Connectivity describes comments that mentioned the need to connect existing bike lanes or trails together, connect to certain parts of the city with bicycle infrastructure, or create a continuous bicycling infrastructure network.
- 2. General Personal Safety/Crime Concerns describes comments that mentioned the need to improve safety for bicyclists (without saying it was due to driver behavior or a different reason) or improve safety due to crime.
- **3. General Bicycle Infrastructure Investment** describes comments that mentioned the need for complete streets, investment to be focused on bicyclists instead of motor vehicles, or general bicycle infrastructure improvements such as bike routes, sharrows, or painting bike lanes a solid color.
- **4. Driver Behavior** describes comments that specifically mention motor vehicle drivers causing safety concerns for bicyclists for any reason (ex: speeding, driving too close, being distracted, driving in bike lanes, or opening doors into bicyclists while parked on the street).
- **5. Education on Driver + Bicyclist Laws** describes comments that mention the need for motor vehicle drivers, bicyclists, or the public to be educated on the rules of the road for how they can travel safety together.
- **6. Law Enforcement** describes comments that mention the need for traffic laws (such as those against speeding, driving in bike lanes, running red lights, reckless driving) to be better enforced, or for those who break the law to receive more aggressive consequences.

- 7. In-Street Bicycle Infrastructure describes comments that mention the need for more bicycle infrastructure by specifically citing bike lanes (marked/painted, not protected) or bicycle boulevards.
- **8. Off-Street Bicycle Trails** describes comments that mention the need for more bike trails or paths, or expand existing bike trails.
- **9. Traffic Slowing** describes comments that mention the need for lower speed limits, traffic slowing, or traffic calming infrastructure such as curb bump-outs, speed humps, or roundabouts.
- **10. Road Conditions + Maintenance** describes comments that mention the need to repair or repave roads due to potholes, poor pavement condition, etc.
- **11.** Bike Trail/Lane Conditions + Maintenance describes comments that that mention the need to repair or maintain bike trails or lanes better due to their poor condition or poor maintenance (broken glass in lanes, snow not removed).
- **12. Protected Bike Lanes** describes comments that specifically mention the need for more protected or separated bike lanes or cycle tracks.
- **13. Intersection Safety Concerns** describes comments that express concern for safety in intersections or the need for more "bicycle-friendly" intersections.
- **14. Increased Signage + Maps** describes comments that mention the need for better bicycle signage (such as "share the road" signs), trail/route wayfinding signage, or trail/route maps.
- **15. More Bublr Bike Stations** describes comments that mention the need for more Bublr or bike share stations.
- **16. More Bicycle Amenities** describes comments that mention the need for more bicycle parking, storage, or bike racks on buses.
- **17. Better Lighting** describes comments that mention the need for more or better lighting on streets or bike trails.
- **18. Bicyclist Behavior** describes comments that specifically mention bicyclists' behavior (such as riding on sidewalks, not signaling, running red lights, and not using bike lights at night) causing safety concerns.
- **19. Bicycle Events + Promotion** describes comments that mention the need for more bicycle events such as community rides, ciclovias, and classes, or general promotion of the benefits of bicycling.
- **20. Other** includes comments that do not fit into other categories, locations or facilities that respondents simply mentioned that they liked, and comments about the question or survey itself.

Example Individual Comments

A sample of individual comments that stood out for their positivity and clarity are provided below.

"My opinion is that Milwaukee is very bike-able. However, for the uninitiated (kids, my wife, etc) - biking outside my neighborhood is daunting. Separated bike lanes for major bike-thoroughfares would be a great 1st step." – ID #10, Priority 1

"It seems that the drivers in MKE have gotten much worse in the past few years. Driver behavior in many neighborhoods may be a barrier to less experienced cyclists as well as seasoned cyclists." – ID #22, Priority 1

"Walker's Point is pretty good, but I just moved here from the Near West Side (Marquette), and there's no friendly way to bike over there to downtown. Bike lanes are a great start. I moved here from Madison a few years ago, and I'm always surprised at how hard it is to find a bike rack." – ID #90, Priority 1

"Greenways and separated bike lanes would have greatest long term impact to attract riders who rightfully fear sharing streets with motor vehicles." – ID #162, Priority 1

"Biking through the greater downtown area is often hazardous because of a lack of bike lanes. I would love to see more bike lanes throughout and introduction of protected bike lanes on a few key streets to allow people to safely traverse downtown." – ID #221, Priority 1

"Milwaukee needs a comprehensive protected bike path network. Protected lanes invite a far greater diversity of users." – ID #223, Priority 1

"Milwaukee needs to take the lead and invest heavily in building protected bike lanes and cycle tracks to keep cyclists safe from the pandemic of negligent driver behavior here. Automobiles have the streets, pedestrians have the sidewalks, but bicycles don't have their own space and that needs to change drastically." – ID #160, Priority 2

"Major designated bike routes that connect the burbs or outlying neighborhoods to downtown. A biking superhighway/greenway similar to that in Minneapolis would be nice." – ID #246, Priority 2

"There need to be some major improvements in the east/west thoroughfares thorough the city. The Hank Aaron Trail is the only bike path I know of that runs east/west for a substantial distance, but it is even poorly connected in some parts. We need an east/west thoroughfare (whether bike path or substantial bike lanes) for downtown (e.g. Wisconsin Ave.) and for the near north side (e.g. North Ave.). Additionally, expanding north/south paths or bike lanes would be helpful because the primary ones are on the far eastern or western parts of the city. Something like developing the 30th St. corridor could meet a major need there." – ID #448, Priority 2

"We should find more opportunities to develop separated path bike routes (separated lanes, off-road paths, etc.). We built the raised bike lane on Bay Street years ago and never duplicated it despite the fact that it seems to work well." – ID #601, Priority 2

"Bike lanes, bike parking, and incentives/education to bigger downtown companies that could promote bike commuting with its employees! I feel that more people would bike commute if they could feel more secure in a marked bike lane and if there was a legit place to park their bike at their destination (not to a meter or light pole)." – ID #670, Priority 2

"I think a big reason why more people do not commute to work by bicycle is the lack of facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, more folks would make bike commuting a factor in their lives." – ID #811, Priority 2

"Streets should be designed to accommodate ALL forms of transportation, pedestrian, bike, public transit. Many of our streets were designed for cars only. When the streets tell people that they're meant for cars, people will take their car. When the streets signal that they are designed for all forms, people are more likely to choose what type of transportation best fits their needs on that particular day." – ID #895, Priority 2

Conclusions

Priorities 1 and 2 were each analyzed separately (as shown in Appendix F and Appendix G), but below is a chart describing the percentage of comments from a respondent that lives in a Milwaukee zip code which mentioned each priority or concern for either question (Figure 10). This is a percentage out of the total number of usable comments from respondents that live in a Milwaukee zip code. As shown, the top priorities and concerns mentioned in at least 14% of Milwaukee zip code respondent comments are protected bike lanes, accessibility + connectivity, instreet bicycle infrastructure, and driver behavior. When looking at these top priorities and concerns by the zip codes most represented in the survey, the top categories did not vary much. This breakdown by zip code is shown below (Table 7).

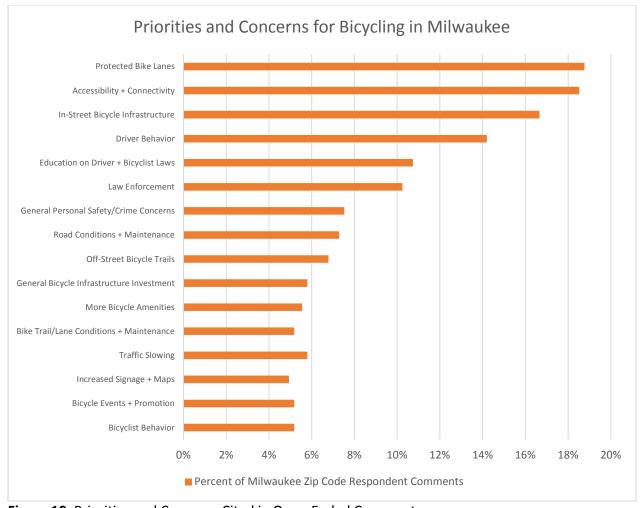


Figure 10. Priorities and Concerns Cited in Open-Ended Comments

Table 7. Top Bicycle Priorities and Concerns by most common respondent Zip Codes

Priority 1 (Question 55)	All Comn	nents	Milwaukee 2	ip Codes	532	11	532	207	532	212	532	208	53:	202	5321	.3	532	19
N/A	370		327		60		43		52		35		40		19		18	
Other	94		83		10		11		17		17		7		5		3	
Jsable	469		422		91		71		53		50		43		27		13	
Accessibility/Connectivity		16.0%	71	16.8%	20	22.0%	10		7	13.2%	12	24.0%	6		2	7.4%	2	15.4
General Personal Safety/Crime Concerns	46		41	9.7%	7	7.7%	3	4.2%	4	7.5%	6	12.0%	4		4	14.8%	1	7.
General Bicycle Infrastructure Investment	17		15	3.6%	4	4.4%	3	4.2%	2	3.8%	3	6.0%	1		1	3.7%	0	0.0
Driver Behavior Education on Driver + Bicyclist Laws	99		91	21.6%	17	18.7%	14	19.7%	12 2	22.6%	14 7	28.0%	7		3	14.8%	2	15.4
Law Enforcement	42	9.0%	50	7.8%	6 8	6.6% 8.8%	6 7	9.9%	7	3.8% 13.2%	9	14.0%	6		1	3.7%	4	30.8
In-Street Bicycle Infrastructure	111		93	22.0%	15	16.5%	17	23.9%	14	26.4%	8	16.0%	13		8	29.6%	3	23.:
Off-Street Bicycle Trails	18		16	3.8%	3	3.3%	3	4.2%	1	1.9%	1	2.0%	2		1	3.7%	1	7.
Traffic Slowing	34		32	7.6%	5	5.5%	5		12		2	4.0%	3	_	0	0.0%	1	7.
Road Conditions	44			9.5%	8	8.8%	8		7	13.2%	2	4.0%	2		1	3.7%	4	30.
Bike Trail/Lane Conditions	31		26	6.2%	8	8.8%	6		4	7.5%	1	2.0%	1		1	3.7%	2	15.
Protected Bike Lanes		23.5%	102	24.2%	23	25.3%	17		15	28.3%	10	20.0%	17		4	14.8%	1	7.
Intersection Safety Concerns	23		22	5.2%	3	3.3%	4		4	7.5%	4	8.0%	3		0	0.0%	1	7.
Increased Signage + Maps	22		18	4.3%	5	5.5%	3	4.2%	0	0.0%	4	8.0%	3		0	0.0%	1	7.
More Bublr Bike Stations	5	1.1%	5	1.2%	1	1.1%	1	1.4%	0	0.0%	0	0.0%	2		1	3.7%	0	0.
More Bicycle Amenities	17	3.6%	14	3.3%	2	2.2%	1	1.4%	2	3.8%	0	0.0%	3	7.0%	2	7.4%	0	0.
Better Lighting	14	3.0%	13	3.1%	0	0.0%	2	2.8%	2	3.8%	1	2.0%	3	7.0%	0	0.0%	1	7.
Bicyclist Behavior	26	5.5%	23	5.5%	8	8.8%	2	2.8%	2	3.8%	4	8.0%	2	4.7%	0	0.0%	1	7.
Bicycle Events + Promotion	5	1.1%	4	0.9%	1	1.1%	1	1.4%	0	0.0%	1	2.0%	1	2.3%	0	0.0%	0	0.
																		10
Priority 2 (Question 58)	All Comn		Milwaukee 2	Lip Codes	532	11	532		532	212	532	208		202	5321	.5	532	19
N/A	414		369		74		46		52				39		1		22	
Other Usable	83		75		15		10		13		12		6		_		6	
Accessibility + Connectivity	436		388	20.49/	72	13.9%	69 13		57	17 E%	44	21 99/	45 10		28	28.6%	6	0.
General Personal Safety/Crime Concerns	24	19.7% 5.5%	79	20.4% 5.2%	3	4.2%	15	18.8%	5	17.5% 8.8%	14 4	9.1%	10		2	7.1%	0	0.
General Bicycle Infrastructure Investment	36		32	8.2%	5	6.9%	5	7.2%	8	14.0%	3	6.8%	4	8.9%	1	3.6%	0	0.
Driver Behavior	25		24	6.2%	6	8.3%	3	4.3%	6	10.5%	5	11.4%	0		1	3.6%	0	0.
Education on Driver + Bicyclist Laws	65		54	13.9%	8	11.1%	9	13.0%	5	8.8%	12	27.3%	7	15.6%	3	10.7%	2	33.
Law Enforcement	37		33	8.5%	1	1.4%	5	7.2%	13	22.8%	3	6.8%			2	7.1%	1	16.
In-Street Bicycle Infrastructure		10.3%	42	10.8%	8	11.1%	7	10.1%	9	15.8%	4	9.1%	5	_	4	14.3%	0	0.
Off-Street Bicycle Trails		10.3%	39	10.1%	6	8.3%	10		1	1.8%	7	15.9%	3		3	10.7%	1	16.
Traffic Slowing	16		15	3.9%	2	2.8%	4	5.8%	3	5.3%	3	6.8%	1	2.2%	1	3.6%	0	0.
Road Conditions + Maintenance	20		19	4.9%	6	8.3%	3	4.3%	2	3.5%	1	2.3%	4	8.9%	0	0.0%	1	16.
Bike Trail/Lane Conditions + Maintenance	20	4.6%	16	4.1%	4	5.6%	3	4.3%	2	3.5%	0	0.0%	2	4.4%	1	3.6%	0	0.
Protected Bike Lanes	53	12.2%	50	12.9%	13	18.1%	8	11.6%	5	8.8%	5	11.4%	6	13.3%	4	14.3%	0	0.
Intersection Safety Concerns	11	2.5%	10	2.6%	3	4.2%	3	4.3%	1	1.8%	0	0.0%	3	6.7%	0	0.0%	0	0.
Increased Signage + Maps	25	5.7%	21	5.4%	4	5.6%	3	4.3%	1	1.8%	3	6.8%	3	6.7%	1	3.6%	0	0.
More Bublr Bike Stations	14	3.2%	14	3.6%	1	1.4%	5	7.2%	1	1.8%	0	0.0%	3	6.7%	2	7.1%	0	0.
More Bicycle Amenities	34	7.8%	31	8.0%	5	6.9%	4	5.8%	5	8.8%	5	11.4%	4	8.9%	1	3.6%	1	16.
Better Lighting	7	1.6%	7	1.8%	2	2.8%	1	1.4%	1	1.8%	1	2.3%	0	0.0%	0	0.0%	0	0.
Bicyclist Behavior	20	4.6%	19	4.9%	5	6.9%	3	4.3%	5	8.8%	1	2.3%	1	2.2%	1	3.6%	0	0.
Bicycle Events + Promotion	41	9.4%	38	9.8%	5	6.9%	8	11.6%	5	8.8%	8	18.2%	4	8.9%	2	7.1%	0	0.
Delegate 4 (O.FE) - Delegate 3 (O.FO)	All Comm		Daile and a second	l'a Cadaa	F22	44	F2/	207	F22	242	F22	200	F2:	202	5224	2	F22	40
Priority 1 (Q 55) + Priority 2 (Q 58) Usable	All Comn 905		Milwaukee 2 810	.ip coues	532	-1	53 2	207	532 110	-16	532 94	.00	88	202	5321		532 19	13
Accessibility + Connectivity		17.8%		18.5%	30	18.4%	23	16.4%	17	15.5%	26	27.7%	16		10	18.2%	2	10.
General Personal Safety/Crime Concerns	70	7.7%	61	7.5%	10	6.1%	4	2.9%	9	8.2%	10	10.6%	5	5.7%	6	10.9%	1	5.
General Bicycle Infrastructure Investment	53	5.9%	47	5.8%	9	5.5%	8	5.7%	10	9.1%	6	6.4%	5	5.7%	2	3.6%	0	0.
Driver Behavior	124	13.7%	115	14.2%	23	14.1%	17	12.1%	18	16.4%	19	20.2%	7	8.0%	5	9.1%	2	10
Education on Driver + Bicyclist Laws	107	11.8%	87	10.7%	14	8.6%	15	10.7%	7	6.4%	19	20.2%	9	10.2%	6	10.9%	3	15
Law Enforcement		10.3%		10.2%	9	5.5%	12		20		12	12.8%	8		3	5.5%	5	26
In-Street Bicycle Infrastructure	156	17.2%	135	16.7%	23	14.1%	24	17.1%	23	20.9%	12	12.8%	18		12	21.8%	3	15
Off-Street Bicycle Trails	63			6.8%	9	5.5%	13		2	1.8%	8	8.5%	5		4	7.3%	2	10
Traffic Slowing	50			5.8%	7	4.3%	9		15		5	5.3%	4		1	1.8%	1	5
Road Conditions + Maintenance	64			7.3%	14	8.6%	11		9	8.2%	3	3.2%	6		1	1.8%	5	26
Bike Trail/Lane Conditions + Maintenance	51			5.2%	12	7.4%	9		6		1	1.1%	3		2	3.6%	2	10
Protected Bike Lanes		18.0%		18.8%	36	22.1%	25		20		15	16.0%	23		8	14.5%	1	5
Intersection Safety Concerns	34			4.0%	6	3.7%	7		5		4	4.3%	6		0	0.0%	1	5
Increased Signage + Maps	47			4.8%	9	5.5%	6		1	0.9%	7	7.4%	6		1	1.8%	1	5
More Bublr Bike Stations	19			2.3%	2	1.2%	6		1	0.9%	0	0.0%	5		3	5.5%	0	0
More Bicycle Amenities	51			5.6%	7	4.3%	5		7	6.4%	5	5.3%	7		3	5.5%	1	5
Better Lighting	21			2.5%	2	1.2%	3	2.1%	3	2.7%	2	2.1%	3		0	0.0%	1	5
Bicyclist Behavior	46			5.2%	13	8.0%	5		7	6.4%	5	5.3%	3		1	1.8%	1	5.
Bicycle Events + Promotion	46	5.1%	42	5.2%	6	3.7%	9	6.4%	5	4.5%	9	9.6%	5	5.7%	2	3.6%	0	0.

Intersection Write-In Comment Analysis

This section analyzes the two write-in questions about respondents' thoughts on the intersections, corridors, and areas in Milwaukee that need improvement: "What intersection(s) and/or corridor(s) do you feel have the highest safety concerns in Milwaukee?" (Intersection 1) and "What intersection(s) and/or corridor(s) would you most like to see improved in Milwaukee?" (Intersection 2). These are questions 56 and 57 towards the end of the survey in the section called "Your ideas to improve bicycling in Milwaukee." The responses to each question was looked at next to each other as a pair because they seemed to correlate to each other. Pairs of responses could contain multiple ideas; therefore, they were put into multiple categories. Below are the categories that these comments were put in.

Comment Categories

- 1. **Intersection** comments mentioned having safety concerns about or the desire to improve bicycle infrastructure of at least one intersection, usually denoted by street names separated by "and" or "/".
- 2. **Corridor** comments mentioned having safety concerns about or the desire to improve bicycle infrastructure of at least one corridor or street.
- 3. **Area** comments mentioned having safety concerns about or the desire to improve bicycle infrastructure in at least one area or neighborhood in the Milwaukee area or between multiple areas or neighborhoods.
 - The names of the areas and neighborhoods mentioned were noted next to each comment.
- 4. **North-South Connection** comments mentioned having the desire to improve connections between the North and South of the Milwaukee area.
- 5. **East-West Connection** comments mentioned having the desire to improve connections between the East and West of the Milwaukee area.
- 6. **Trail Connection** comments mentioned having safety concerns about or the desire to improve connections among bicycle trails or other streets.
 - The trail name and connection desired are noted next to each comment.

Data Analysis

Only comments from respondents living in Milwaukee zip codes were analyzed for this section. Each Milwaukee zip code with more than 20 usable response pairs was analyzed separately in order to determine the most important intersections, corridors, areas, connections, and trails for each zip code (Table 8). All location-specific comments are provided in the Appendix (Appendix H). First, I filtered the responses by zip code and categorized each response pair into one or more of the above categories. Then, I noted how many response pairs fit into each category. This number is listed next to "General Intersections", "General Corridors", or "General Areas". Then, by filtering by each of the categories, I attempted to find the most mentioned intersections and corridors, listed under "Intersections" and "Corridors". These numbers are the number of times the corridor or intersection was mentioned by a response pair. To find even more highly mentioned streets, I created another category called "General Mentions." This is how many times each street was mentioned by a response pair, regardless if it was described as a corridor or as a part of an intersection. These tables also list the number of times each response pair mentioned a directional connection, a specific area or neighborhood, or a trail.

Table 8. Top Bicycle Improvement Locations Suggested by most common respondent Zip Codes

						53202						
Responses		General Mentio	ns	Intersections		Corridors		Areas		Directional Connect	ions	Trail Connection
Total Responses	90	Water	17	General Intersections	25	General Corridor	34	General Area	24	North-South	5	Trail Connections
N/A	26	Brady	16	Brady/Farwell/Cambridge	4	Water Street	10	Downtown	15	East-West	(Oak Leaf
Usable	64	North	12	Water/Brady	4	Wisconsin	7	East Side	4			Hank Aaron
		Van Buren	6	5		North	4	Third Ward	3			
		Humbolt	5					East Town	2			
		National	3		\vdash			North Side	2		t	
		racional	H					West Side	2		\vdash	
	-		H		⊢						\vdash	
	-		H	-	⊢			Bay View	2		₩	
				<u></u>				Northwest Side	1			
Despenses		Canaral Mantia	nc	Interrestions		53207 Corridors		Arons				Trail Connection
Responses	125	General Mentio Water Street/1st	_	Intersections General Intersections	42	General Corridor	F1	Areas General Area	40	Directional Connect North-South	_	Trail Connection Trail Connections
Total Responses		Oklahoma		Howell/Lincoln/KK		Water Street/1st		Downtown	_	i		Oak Leaf
N/A			-	 	_					East-West	-	
Usable	93	Chase	-	KK/1st/Maple	-	Kinnickinnic		Bay View	14		⊢	Hank Aaron
		2nd	-	Chase/Oklahoma	3	Oklahoma		South Side	7		-	KK River Trail
		North	- 6		\perp	Chase	6	Third Ward	6	i e	\vdash	
		Center	5	5				North Side	4			
		Wisconsin	4	l .				Walker's Point	3			
								East Side	1			
			П		П			Northwest Side	1		П	
								West Side	1			
								Harbor District	1	-		
	\vdash		\vdash		\vdash			Central City	1		\vdash	
	 		\vdash		1		_	· ·	1		\vdash	+
				J.	_	E3306		Tippecanoe	1 1	L		
Responses		General Mentio	nc	Intersections		53208 Corridors		Aroas		Directional Case	ione	Trail Connection
	102		_	General Intersections	20		40	Areas General Area	10	Directional Connect	_	Trail Connections
Total Responses		Lisbon	-		-	General Corridor				North-South	-	
N/A	_	35th	-	North/Lisbon		Hawley		Downtown	_	East-West	1 7	Oak Leaf
Usable	67	27th		27th/Highland		Wisconsin		West Side	6	i	1	Hank Aaron
		Highland	10	35th/Highland	2	Vliet		North Side	4			All trails
		Vilet	10	0		Lisbon/Walnut	7	Menomonee Valley	2			
		Hawley	10)		North	7	Third Ward	1			
		Wisconsin	9			Highland	5	East Side	1		П	
			П			Lake Drive		Northwest Side	1			
						Hwy 100		South Side	1			
			Н		\vdash	27th		Wauwatosa	1	i	\vdash	
			Н		\vdash	35th		Washington Park	1		\vdash	
			\vdash		\vdash				1		\vdash	
			_	<u> </u>		Center	3	Washington Heights	1	l		L
Responses		General Mentio	nc	Intersections		Corridors		Areas		Directional Connect	ions	Trail Connection
Total Responses	161	Locust	$\overline{}$	General Intersections	35	General Corridor	73	General Area	42	North-South		Trail Connections
•		Water Street/1st		Brady/Farwell/Cambridge		Water Street/1st		Downtown		East-West	-	Oak Leaf
N/A	_				_						13	
		Oakland	-	Oakland/Locust	_	North		East Side	10		-	Hank Aaron
Usable	111					Locust		Bay View	5			Beerline
Usable		Brady		Oakland/Capitol	_				-	i –	_	
Usable		Farwell	13	Oakland/North	2	Lake Drive	11	Third Ward	4		E	All trails
Usable			13		2		11	Third Ward West Side	4			All trails
Usable		Farwell	13	Oakland/North Water/Brady	2	Lake Drive	11 10		4			All trails
Usable		Farwell Wisconsin	13 11	Oakland/North Water/Brady	2	Lake Drive Wisconsin	11 10 7	West Side	4			All trails
USable		Farwell Wisconsin Prospect	13 11 11	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect	11 10 7 5	West Side Wauwatosa	3 2			All trails
usable		Farwell Wisconsin Prospect Capitol Humboldt	13 11 11 10 9	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect Michigan	11 10 7 5	West Side Wauwatosa Riverwest Fifth Ward	4 3 2 2 2			All trails
USable		Farwell Wisconsin Prospect Capitol Humboldt Michigan	13 11 11 10 9	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center	11 10 7 5 5	West Side Wauwatosa Riverwest Fifth Ward Lakefront	4 3 2 2 2 2			All trails
USADIE		Farwell Wisconsin Prospect Capitol Humboldt Michigan Center	13 11 11 10 9 8	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect Michigan	11 10 7 5 5	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM	4 3 2 2 2 2 2 2			All trails
usable		Farwell Wisconsin Prospect Capitol Humboldt Michigan	13 11 11 10 9	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center	11 10 7 5 5	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side	4 3 2 2 2 2 2 2			All trails
usable		Farwell Wisconsin Prospect Capitol Humboldt Michigan Center	13 11 11 10 9 8	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center	11 10 7 5 5	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town	4 3 2 2 2 2 2 2 1 1			All trails
usable		Farwell Wisconsin Prospect Capitol Humboldt Michigan Center	13 11 11 10 9 8	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center	11 10 7 5 5	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point	4 3 2 2 2 2 2 1 1 1			All trails
usable		Farwell Wisconsin Prospect Capitol Humboldt Michigan Center	13 11 11 10 9 8	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell	11 10 7 5 5	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town	4 3 2 2 2 2 2 2 1 1			All trails
		Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge	13 11 11 10 9 8 6 4	Oakland/North Water/Brady	2	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell	11 10 7 5 5	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs	4 3 2 2 2 2 2 1 1 1			
Responses		Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio	13 111 110 9 8 6 4	Oakland/North Water/Brady	3	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors	111 100 7 5 5 3 3	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs	4 3 2 2 2 2 2 2 2 1 1 1 1	Directional Connect	_	Trail Connection
Responses Total Responses	122	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust	13 111 10 9 8 6 4	Oakland/North Water/Brady Intersections General Intersections	3	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor	111 100 75 55 33 3	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area	4 3 2 2 2 2 2 2 1 1 1 1 1	Directional Connect	3	Trail Connection Trail Connections
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st	13 111 100 9 8 6 4 4 7 8 8 8 8 8 8 3 8 3 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust	111 100 75 55 33 3 74 28	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown	4 3 2 2 2 2 2 2 1 1 1 1 1 1	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt	13 111 10 9 8 6 4 4	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st	111 100 75 55 33 3 74 28 26	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward	44 32 22 22 22 11 11 11 11 12 22 144 4	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady	13 111 100 9 8 6 4 4 18	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North	111 100 77 55 33 33 744 28 26 22	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View	44 3 2 2 2 2 2 2 1 1 1 1 1 1 1 4 4 4	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton	13 111 100 9 8 6 4 4 35 24 18 17	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady	111 100 77 55 33 33 74 28 26 22 10	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side	22 22 22 21 11 11 11 14 44 43	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady	13 111 100 9 8 6 4 4 18	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North	111 100 77 55 33 33 74 28 26 22 10	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View	44 3 2 2 2 2 2 2 1 1 1 1 1 1 1 4 4 4	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton	13 111 100 9 8 6 4 4 35 24 18 17	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady	111 100 77 55 33 33 744 288 266 222 100 6	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side	22 22 22 21 11 11 11 14 44 43	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol	13 111 100 9 8 6 4 4 38 35 24 18 17 15	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce	111 100 77 55 33 33 744 288 266 222 100 666	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side	22 22 22 21 11 11 14 44 43 3	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac	13 111 100 9 8 6 4 4 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side Walker's Point	22 14 4 4 4 4 4 4 2 2 1	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland	13 111 100 9 8 6 4 4 18 35 24 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Worlker's Point West Side South Side South Side	22 11 11 12 14 44 44 44 13 22 11 11	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac	13 111 100 9 8 6 4 4 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side South Side Riverwest	222 11 11 14 44 43 3 22 11 11	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland	13 111 100 9 8 6 4 4 18 35 24 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side South Side South Side Riverwest Fond du Lac and North	222 21 11 11 14 44 44 43 22 21 11 11	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland	13 111 100 9 8 6 4 4 18 35 24 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side South Side Fiverwest Fond du Lac and North	22 22 11 11 14 44 43 3 22 11 11 11	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland	13 111 100 9 8 6 4 4 18 35 24 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side Fiverwest Fond du Lac and North Inner City Washington Heights	22 22 11 11 14 44 43 32 22 11 11 11 11	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland	13 111 100 9 8 6 4 4 18 35 24 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Wost Foint Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side South Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee	222 221 111 111 144 444 441 1111 11111 1111111	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland	13 111 100 9 8 6 4 4 18 35 24 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square	222 2111 1111 1144 444 441 1111 1111 11	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland	13 111 100 9 8 6 4 4 18 35 24 18 17 15 8 8	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Wost Foint Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side South Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee	222 221 111 111 144 444 441 1111 11111 1111111	Directional Connect North-South East-West	3	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line
Responses Total Responses N/A Usable	122 26	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland Wisconsin	133 111 110 98 66 44 18 35 24 18 17 15 88 77 77	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	41	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol	111 100 77 55 33 33 744 288 266 222 100 666 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa	222 2111 1111 1144 444 441 1111 1111 11	Directional Connect North-South East-West	3 77	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails
Responses Total Responses N/A Usable	1222 266 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland Wisconsin	13 111 10 9 8 6 4 4 18 17 15 8 8 7 7	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	411 88 7	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors	744 282 266 665 4	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side West Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa	222 11 11 14 44 43 33 22 11 11 11 11 11 11	Directional Connect	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails
Responses Total Responses N/A Usable Responses Total Responses	122 26 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du lac Oakland Wisconsin General Mentio	13 111 10 9 8 6 4 4 17 15 8 8 7 7	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt Intersections General Intersections	411 88 77	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors General Corridors	111 100 77 55 33 33 744 288 262 100 66 55 4	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Wost Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Wolker's Point West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa Areas General Area	222 11 11 11 14 44 44 43 33 22 11 11 11 11 11 11	Directional Connect North-South East-West Directional Connect North-South	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails Trail Connections
Responses Total Responses N/A Usable Responses Total Responses N/A	1222 266 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland Wisconsin General Mentio	13 111 100 98 86 44 44 17 15 88 77 77	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt	411 88 77	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors General Corridor	111 100 77 55 33 33 744 288 262 210 66 65 54	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side Fiverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa Areas General Area Downtown	222 24 25 26 27 27 27 28 28 29 20 21 14 44 44 44 44 44 44 44 44 44 44 44 44	Directional Connect North-South East-West Directional Connect North-South East-West	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails Trail Connections Trail Connections
Responses Total Responses N/A Usable Responses Total Responses N/A	1222 266 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland Wisconsin General Mentio Bluemound Wisconsin Hwy 100	133 111 100 9 8 6 4 4 17 15 8 8 7 7	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt Intersections General Intersections	411 88 77	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors General Corridor	111 100 77 55 33 33 74 28 26 66 66 66 55 44	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa Areas General Area Downtown Wauwautosa	22 22 22 22 24 24 44 44 44 44 41 11 11 11 11 11 11 11 11	Directional Connect North-South East-West Directional Connect North-South East-West	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails Trail Connections
Responses Total Responses N/A Usable Responses Total Responses N/A	1222 266 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Commerce Fond du Lac Oakland Wisconsin General Mentio Bluemound Wisconsin Hwy 100 Burleigh	133 111 110 9 8 6 4 4 17 15 8 8 7 7 7	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt Intersections General Intersections	411 88 77	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors General Corridor Brady Commerce Holton Fond du Lac Capitol	111 100 77 55 33 33 74 28 26 66 66 66 55 55 55	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa Areas General Area Downtown Wauwautosa West Side	222 11 11 12 14 44 43 33 22 11 11 11 11 11 11 11 11 11 11 11 11	Directional Connect North-South East-West Directional Connect North-South East-West	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails Trail Connections Trail Connections
Responses Total Responses N/A Usable Responses Total Responses N/A	1222 266 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Capitol Commerce Fond du Lac Oakland Wisconsin General Mentio Bluemound Wisconsin Hwy 100	133 111 100 9 8 6 4 4 17 15 8 8 7 7	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt Intersections General Intersections	411 88 77	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors General Corridor	111 100 77 55 33 33 226 66 66 67 44	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side West Side North Side West Town Ward Bay View East Side North Side Walker's Point West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa Areas General Area Downtown Wauwautosa West Side North Side	222 11 11 11 12 14 44 44 43 33 22 11 11 11 11 11 11 11 11 11 11 11 11	Directional Connect North-South East-West Directional Connect North-South East-West	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails Trail Connections Trail Connections
Responses Total Responses N/A Usable Responses Total Responses N/A	1222 266 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Commerce Fond du Lac Oakland Wisconsin General Mentio Bluemound Wisconsin Hwy 100 Burleigh	133 111 110 9 8 6 4 4 17 15 8 8 7 7 7	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt Intersections General Intersections	411 88 77	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors General Corridor Brady Commerce Holton Fond du Lac Capitol	111 100 77 55 33 33 226 66 66 67 44	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side Walker's Point West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa Areas General Area Downtown Wauwautosa West Side	222 11 11 12 14 44 43 33 22 11 11 11 11 11 11 11 11 11 11 11 11	Directional Connect North-South East-West Directional Connect North-South East-West	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails Trail Connections Trail Connections
Responses Total Responses N/A Usable Responses Total Responses N/A	1222 266 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Commerce Fond du Lac Oakland Wisconsin General Mentio Bluemound Wisconsin Hwy 100 Burleigh	133 111 110 9 8 6 4 4 17 15 8 8 7 7 7	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt Intersections General Intersections	411 88 77	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors General Corridor Bluemound North Wisconsin 76th	111 100 77 55 33 33 226 66 66 67 44	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side West Town Walker's Point Western Suburbs Areas General Area Lakefront Western Suburbs Areas General Area Lakefront West Side North Side Walker's Point West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa Areas General Area Downtown Wauwautosa West Side North Side	222 11 11 11 12 14 44 44 43 33 22 11 11 11 11 11 11 11 11 11 11 11 11	Directional Connect North-South East-West Directional Connect North-South East-West	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails Trail Connections Trail Connections
Responses Total Responses N/A Usable	1222 266 96	Farwell Wisconsin Prospect Capitol Humboldt Michigan Center Cambridge General Mentio Locust Water/1st Humboldt Brady Holton Commerce Fond du Lac Oakland Wisconsin General Mentio Bluemound Wisconsin Hwy 100 Burleigh	133 111 110 9 8 6 4 4 17 15 8 8 7 7 7	Oakland/North Water/Brady Intersections General Intersections Locust/Humboldt North/Humboldt Intersections General Intersections	411 88 77	Lake Drive Wisconsin Capitol Drive Prospect Michigan Center Farwell 53212 Corridors General Corridor Locust Water/1st North Brady Commerce Holton Fond du Lac Capitol 53213 Corridors General Corridor Bluemound North Wisconsin 76th	111 100 77 55 33 33 226 66 66 67 44	West Side Wauwatosa Riverwest Fifth Ward Lakefront UWM Northwest Side West Town Walker's Point Western Suburbs Areas General Area Downtown Third Ward Bay View East Side North Side West Side South Side Riverwest Fond du Lac and North Inner City Washington Heights Harambee Clarke Square Wauwatosa Areas General Area Downtown Wauwautosa West Side North Side Worth Side Riverwest Larke Square Wauwatosa Areas General Area Downtown Wauwautosa West Side North Side North Side	222 2 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	Directional Connect North-South East-West Directional Connect North-South East-West	ions	Trail Connection Trail Connections Oak Leaf Hank Aaron Beer Line All trails Trail Connections Trail Connections

Appendix A. Survey Instrument

- 1 ·	10 0 1 1	s the English an	10 1		1.	
I hic ani	adadiv incliidd	c tha Englich an	id Snanich ve	rcianc at tha	anlına curva	/ inctriimant
THIS AVI	JEHUIX IIILIUUE	ז נווכ בווצווטוו מוו	iu svailisti ve	בואוטווא טו נווכ	onnine surve	v msu ument.

Path to Platinum - Community Survey on Bicycling

Please provide the following information:

* R	equired
1.	Last Name
2.	First Name *
3.	Email (optional)
4.	Organization
5.	Home Zip Code *
6.	If employed, what is your work Zip Code?
7.	If employed or a student, how far do you live from your primary job or school? Mark only one oval.
	Less than a mile
	One to five miles
	Five to ten miles
	More than ten miles
	Other:

8.		at is your age range?
	Mark	k only one oval.
		15 or under
		16-24
		25-34
		35-44
		45-54
		55-64
		65 or over
_		
9.		at is your gender? k only one oval.
	- Widir	
		Male Female
		Other:
10	With	n which Milwaukee neighborhood(s) do you associate most(you may choose more than
	one,	, such as one for home, work, school, etc.)?
	Che	ck all that apply.
		Arlington Heights
		Bay View
		Beerline B
		Brewers' Hill
		2761 N. Downer Ave.
		Bronzeville
		Clarke Square
		Cold Spring Park
		Concordia
		East Side
		East Town
		East Village
		Enders Park
		Franklin Heights
		Grantosa Heights
		Granville
		Grover Heights
		Halyard Park
		Harambee

Havenwoods
Hillside/Lapham Park
Historic Third Ward
Historic Water Tower
Holler Park
Jackson Park
Jones Island
Kops Park
Layton Park
Lincoln Village
Marquette University (University Hill)
Martin Drive
Menomonee River Valley
Merrill Park
Metcalfe Park
Midtown
Mitchell Street
Mount Mary
Murray Hill
Park West
Piggsville
Riverwest
Sherman Park
Story Hill
Thurston Woods
Tippecanoe
Town of Lake
Uptown Crossing
Walker's Point
Walnut Hill
Washington Heights
Washington Park
Westown
Williamsburg Heights
Other:

Transportation Options

11.	Do you own or have access to a bicycle? * Mark only one oval.
	Yes
	No
12.	Do you own or have access to an automobile (includes motorcycle)? * Mark only one oval.
	Yes
	No
13.	Do you have access to public transportation (MCTS, Amtrak)? * Mark only one oval.
	Yes
	No
On	our bicycling habits average, how frequently do you BICYCLE outside for the following reasons? Go to work?* Mark only one oval.
	Daily
	At least once a week
	At least once a month
	At least once a year
	Never
15.	Go to school? * Mark only one oval.
	Daily
	At least once a week
	At least once a month
	At least once a year
	Never

16.	Get to and from a transit stop? Mark only one oval.
	Daily
	At least once a week
	At least once a month
	At least once a year
	Never
17.	Run errands? *
	Mark only one oval.
	Daily
	At least once a week
	At least once a month
	At least once a year
	Never
18.	Go shopping or to eat? * Mark only one oval.
	Daily
	At least once a week
	At least once a month
	At least once a year
	Never
19.	Exercise or go to the park? * Mark only one oval.
	Daily
	At least once a week
	At least once a month
	At least once a year
	Never

*

lark only	ly one		2	3	4	5	
	y one						
la bika	lanes						
lajor rea							Not a reason
loic		1	2	3	4	5	Not a record
Mark only	_	oval.					
	ou rate	e the follo					t BICYCLE more frequently
- riers	to	bicyc	lina i	n Mil	wauk	(ee	··············
Oth	ner:						
	Not R						
	lewalk	d bike lar s	ies (cyc	ic liacks	·)		
athways	•	d bika lar	, oo (ovo	la traaks	.,		
_					_		rail, other bicycle/pedestrian
_							roadways)
		and/or roa		-	Rike Rou	tes	
City		<i>appıy.</i> ets and/o	r roadw	avs			
			g do yo	u use th	ne most	when y	ou ride a bicycle to work o
r bic	yclo	e rout	tes				
N	lever						
		t once a	year				
		t once a					
A	t least	t once a	week				
D	aily						
\bigcirc D	ly one Daily						

Mark only one						
	1	2	3	4	5	
Major reason						Not a reasor
Unsafe interse						
	1	2	3	4	5	
Major reason						Not a reasor
Bad driver be Mark only one						
	1	2	3	4	5	
Major reason						Not a reasor
Automobile tr Mark only one		2	3	4	5	
Major resear						
Major reason						Not a reason
Personal safe Mark only one	=	erns				Not a reasor
Personal safe	=	erns 2	3	4	5	Not a reasor
Personal safe	oval.		3	4	5	
Personal safe Mark only one	1 pealing:	2		4	5	
Personal safe Mark only one Major reason Visually unap	1 pealing:	2		4	5 5	Not a reason

24. Bike lanes in poor condition

Mark only one Major reason Travel with sn Mark only one Major reason Too many sto Mark only one	1 mall child oval. 1 ps to ma	2	3 3	4	5 5	Not a reason
Major reason Travel with sn Mark only one	1 all child	dren				
Major reason Travel with sn	1 all child	dren				Not a reasor
Major reason Travel with sn	1		3	4	5	Not a reasor
_		2	3	4	5	Not a reasor
Mark only one		2	3	4	5	
Mark only one	oval.					
Lack of works		nities (e	eg. shov	vers)		
Major reason						Not a reason
	1	2	3	4	5	
Bad weather Mark only one	oval.					
Major reason						Not a reasor
	1	2	3	4	5	
Destinations a <i>Mark only one</i>		ar away	′			
						Not a reason
Major reason	()					

30. I do not have the time *Mark only one oval.*

Mark only one							
	1	2	3	4	5		
Major reason						Not a reason	
Unsure of rou							
	1	2	3	4	5		
Major reason						Not a reason	
I do not have a							
	1	2	3	4	5		
Major reason						Not a reason	
cycle Imp important do y vaukee? More bike lane	ou think			ıprovem	ents wou	uld be in suppor	ting bicy
cycle Imp important do y vaukee?	ou think			nprovem	ents wou	ald be in suppor	ting bicy
cycle Imp important do y vaukee?	ou think			aprovem	ents wou	ald be in suppor	ting bicy
cycle Imp important do y vaukee?	ou think			aprovem	ents wou	ald be in suppor	ting bicy
cycle Imp important do y vaukee?	ou think			aprovem	ents wou	ald be in suppor	ting bicy
cycle Imp important do y vaukee?	ou think			aprovem	ents wou	ald be in suppor	ting bicy
cycle Imp important do y vaukee?	ou think			aprovem	ents wou	ald be in suppor	ting bicy
cycle Imp important do y aukee? More bike land	ou think			aprovem 4	ents wou	ald be in suppor	ting bicy

36. Too much to carry

40. Wider/better sidewalks



Mark only one oval.

	1	2	3	4	5	
Very important						Not important

41. More separation from vehicle traffic (protected separated bike lanes / cycletracks)



	1	2	3	4	5	
Very important						Not important

42. More bike route signage and wayfinding



Mark only one oval.

	1	2	3	4	5	
Very important						Not important

43. Curb bump-outs and other traffic calming measures



	1	2	3	4	5	
Very important						Not important

44. Better intersections (bike and pedestrian signals/ crosswalks)



Mark only one oval.

45. More neighborhood greenways



	1	2	3	4	5	
Very important						Not importan

46. Maintenance of existing bike lanes, bike, routes/greenways



Mark only one oval.

	1	2	3	4	5	
Very important						Not important

47. Improved connections between bike lanes, bikeways and sidewalks



	1	2	3	4	5	
Very important						Not important

48. More bike share stations (Bublr)



Mark only one oval.

	1	2	3	4	5	
Very important						Not important

49. Education for motorists, pedestrians, & bicyclists



	1	2	3	4	5	
Very important						Not important

50. Enforcement of laws for motorists, pedestrians, & bicyclists



Mark only one oval.

	1	2	3	4	5	
Very important						Not important

51. Worksite amenities (lockers, showers, dressing rooms)



	1	2	3	4	5	
Very important						Not importan

52. Secure / protected bicycle parking



Mark only one oval.

	1	2	3	4	5	
Very important						Not important

53. Bicycle route map



	1	2	3	4	5	
Very important						Not important

54.	If it were safe and convenient, how likely would yo following reasons? Check all that apply.	ou be willing to walk or bike for the
	Go to work	
	Go to school	
	Get to and from a transit stop	
	Run errands	
	Go shopping or to eat	
	Exercise or go to the park	
	Other:	
In th	our ideas to improve bicycling in I the following section, we would like to hear from you whighborhood(s), that you feel could improve the safety, as mmunity as it relates to bicycling.	at priorities you see needed in your specific
55.	Please describe your priorities for safety, accessil community below	bility, wellness and liveability of your
56.	. What intersection(s) and/or corridor(s) do you feel have the highest safety concerns in Milwaukee?	
57.	. What intersection(s) and/or corridor(s) would you most like to see improved in Milwaukee?	
58.	. What other priorities should be considered for imp	proving and connecting the community?

Our identity

Our final question deals with identity and branding. As an important stakeholder in this effort, you have already shown interest in making Milwaukee better through bicycling. We are asking our stakeholders to weigh in on how we should name our movement as we go forward. Please help by voting for your choice below:

59.	What name do you prefer for our identity? Mark only one oval.
	Path to Platinum
	A Better Milwaukee Through Bicycling
	Better Biking Milwaukee
	Milwaukee Moves
	Other:

Powered by



Via al Platino - Encuesta comunitaria sobre el ciclismo

Por favor proporciónenos la siguiente información:

Re	quired
1.	Apellido
2.	Nombre *
3.	Correo electrónico: (opcional)
4.	Organización
5.	Código Postal donde vives *
6.	Si estás empleado, ¿Cuál es el código postal donde trabajas?
7.	¿Si eres un empleado o un estudiante, que tan lejos vives de tu trabajo o escuela? Mark only one oval. A menos de una milla De una a cinco millas De cinco a diez millas Más de diez millas
	Other:

8.	_	ál es tu rango de edad? k only one oval.
		15 o menos
		16-24
		25-34
		35-44
		45-54
		55-64
		65 años o más
9.	¿Cu	ál es tu genero?
	Mark	k only one oval.
		Hombre
		Mujer
		Other:
10.	más trab	áles son los vecindarios de Milwaukee con los que te relacionas más (puedes elegir de uno, como por ejemplo puedes mencionar el vecindario donde vives, donde ajas, donde estudias etc.)? ck all that apply.
		Arlington Heights
	H	Bay View
	П	Beerline B
	Ħ	Brewers' Hill
	$\overline{\Box}$	Brady Street
	$\overline{\Box}$	Bronzeville
	\Box	Clarke Square
		Cold Spring Park
		Concordia
		East Side
		East Town
		East Village
		Enders Park
		Franklin Heights
		Grantosa Heights
		Granville
		Grover Heights
		Halyard Park
		Harambee

Havenwoods
Hillside/Lapham Park
Historic Third Ward
Historic Water Tower
Holler Park
Jackson Park
Jones Island
Kops Park
Layton Park
Lincoln Village
Marquette University (University Hill)
Martin Drive
Menomonee River Valley
Merrill Park
Metcalfe Park
Midtown
Mitchell Street
Mount Mary
Murray Hill
Park West
Piggsville
Riverwest
Sherman Park
Story Hill
Thurston Woods
Tippecanoe
Town of Lake
Uptown Crossing
Walker's Point
Walnut Hill
Washington Heights
Washington Park
Westown
Williamsburg Heights
Other:

Opciones de Transporte

11.	¿Eres dueño de una bicicleta o tienes acceso a alguna? * Mark only one oval.
	Sí
	○ No
12.	¿Eres dueño o tienes acceso a un automóvil (incluye motocicleta)? * Mark only one oval.
	Sí
	No
13.	¿Tienes acceso a transportación publica (MCTS, Amtrak)? * * Mark only one oval.
	Sí
	No
	s hábitos de ciclismo promedio, ¿Con qué frecuencia manejas bicicleta por las siguientes razones?
14.	¿Para ir al trabajo? * Mark only one oval.
	Diariamente
	Al menos una vez por semana
	Al menos una vez al mes
	Al menos una vez al año
	Nunca
15.	¿Para ir a la escuela o universidad? * Mark only one oval.
	Diariamente
	Al menos una vez por semana
	Al menos una vez al mes
	Al menos una vez al año
	Nunca

16.	¿Para ir y regresar de una parada del bus? * Mark only one oval.
	Diariamente
	Al menos una vez por semana
	Al menos una vez al mes
	Al menos una vez al año
	Nunca
17.	¿Para hacer mandados? * Mark only one oval.
	Diariamente
	Al menos una vez por semana
	Al menos una vez al mes
	Al menos una vez al año
	Nunca
18.	¿Para ir a comer o de compras? * Mark only one oval.
	Diariamente
	Al menos una vez por semana
	Al menos una vez al mes
	Al menos una vez al año
	Nunca
19.	¿Para hacer ejercicio o ir al parque? * Mark only one oval.
	Diariamente
	Al menos una vez por semana
	Al menos una vez al mes
	Al menos una vez al año
	Nunca

20.	¿Por otras razor Mark only one ov							
	Diariamer	nte						
	Al menos	una vez	por sen	nana				
	Al menos	una vez	al mes					
	Al menos	una vez	al año					
	Nunca							
Sı	ıs rutas en	bicicl	eta:					
21.	¿Cuál de las sig escuela/univers Check all that ap	idad en l			más cu	uando va	as al trabajo o a la	ı
	Calles y / o	avenidas	3					
	Calles y / o			tas mar	cadas pa	ara bicicl	etas	
					•		las bicicletas en la	ı calle)
	Senderos fu compartidos para				emplo C	ak Leaf	Trail, Hank Aaron T	Frail, otros caminos
	Carriles par	a biciclet	as prote	egidas (pistas pa	ara bicicl	etas)	
	Aceras							
	No utilizo ur	na bici						
	Other:							
E۱		tes razor	nes por	las cual	es no m	anejas b	1 Milwaukee icicleta con más fre	
		1	2	3	4	5		
	Razón principal						No es una razón	
23.	No hay carriles Mark only one ov	•	icletas					
		1	2	3	4	5		
	Razón principal						No es una razón	

	1	2	3	4	5	
Razón principal		_				No es una razór
Mark only one ov		grosas				
	1	2	3	4	5	
Razón principal						No es una razó
Mal comportami Mark only one ov		los cor	nductor	es		
	1	2	3	4	5	
						No so uno ro-á
Razón principal El tráfico de aut Mark only one ov		s				No es una razo
El tráfico de aut		s	3	4	5	No es una razo
El tráfico de aut	/al.		3	4	5	
El tráfico de aut Mark only one ov	1 segurid	2		4	5	
El tráfico de aut Mark only one ov Razón principal Me preocupa mi	1 segurid	2		4	5 5	
El tráfico de aut Mark only one ov Razón principal Me preocupa mi	1 segurid	2	sonal			No es una razó
El tráfico de aut Mark only one ov Razón principal Me preocupa mi Mark only one ov	i segurid	2 dad pers	sonal 3			No es una razó
El tráfico de aut Mark only one ov Razón principal Me preocupa mi Mark only one ov Razón principal Un ambiente vis	i segurid	2 dad pers	sonal 3			No es una razón

24. Los carriles para bicicletas están en mal estado

						No se une renér
Razón principal						No es una razón
os lugares esta Mark only one ov		ısiado le	ejos			
	1	2	3	4	5	
Razón principal						No es una razón
El mal clima Mark only one ov	ral.					
	1	2	3	4	5	
Razón principal						No es una razón
		s/servic	ios en e	el lugar	de traba	ijo (por ejemplo d
		s/servic 2		el lugar 4	de traba	ijo (por ejemplo d
Mark only one ov	al.			-		ijo (por ejemplo d No es una razón
La falta de insta Mark only one ov Razón principal Llevo niños peq Mark only one ov	1 ueños c	2	3	-		
Mark only one ov	1 ueños c	2	3	_		
Mark only one ov	1 ueños o	2 conmigo	3	4	5	
Mark only one ov Razón principal Llevo niños peq Mark only one ov	ueños de la	2 conmigo	3	4	5	No es una razón
Mark only one over the control of the control of the control one of the control o	ueños de la	2 conmigo	3	4	5	No es una razón

30. **No tengo tiempo** *Mark only one oval.*

Mark only one ov	al.						
	1	2	3	4	5		
Razón principal						No es una raz	ón
No estoy familia Mark only one ov		on las i	rutas				
	1	2	3	4	5		
Razón principal						No es una raz	ón
No tengo una bi Mark only one ov							
	1	2	3	4	5		
						No es una raz	ón
ejoras para ué tan importante d Más carriles par	crees qu	e son la			joras pa	ra apoyar el ciclis	smo en Milwa
ejoras para ué tan importante d	crees qu	e son la			joras par	ra apoyar el ciclis	smo en Milwa
ejoras para ué tan importante d Más carriles par	a bicicle	e son la			joras par	ra apoyar el ciclis	smo en Milwa
ejoras para ué tan importante d	a bicicle	e son la	s siguie	entes me		ra apoyar el ciclis	smo en Milwa
ejoras para ué tan importante d Más carriles par	a bicicle	e son la			joras par	No importante	

36. Demasiadas cosas para cargar

40. Aceras más anchas y en buenas condiciones



	1	2	3	4	5	
Muy importante						No importante

41. Que haya mas separación del tráfico vehicular (carriles de bicicleta que estén protegidos y separados)



	1	2	3	4	5	
Muy importante						No importante

42. Mayor señalización para bicicletas



	1	2	3	4	5	
Muy importante						No importante

43. Extensiones de bordillos y otras medidas para detener o reducir el tráfico



Mark only one oval.

44. Mejores intersecciones (señales para bicicletas y peatones)



Mark only one oval.

45. Más calles residenciales, tranquilas y seguras (zonas verdes)



Mark only one oval.

46. Matenimiento de carriles y áreas verdes para bicicletas



Mark only one oval.

 1
 2
 3
 4
 5

 Muy importante

 No importante

47. Mejoras en las conexiones entre carriles, rutas para bicicletas y aceras



Mark only one oval.

	1	2	3	4	5	
Muy importante						No importante

48. Más estaciones y lugares para rentar bicicletas (Bublr)



Mark only one oval.

	1	2	3	4	5	
Muy importante						No importante

49. Educación para motociclistas, ciclistas, y peatones



Mark only one oval.

	1	2	3	4	5	
Muy importante						No importante

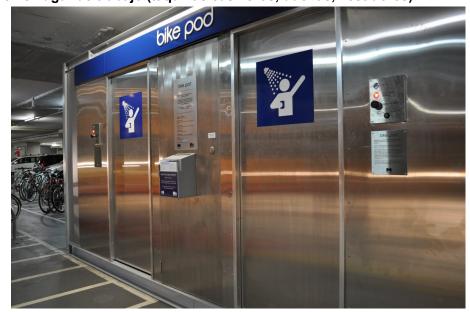
50. Aplicación de las leyes para los automovilistas, ciclistas, y peatones



Mark only one oval.

	1	2	3	4	5	
Muy importante						No importante

51. Servicios en el lugar de trabajo (taquillas/casilleros, duchas, vestidores)



Mark only one oval.

	1	2	3	4	5	
Muy importante						No importante

52. Estacionamiento seguro para bicicletas



Mark only one oval.

	1	2	3	4	5	
Muy importante						No importante

53. Mapa con rutas para bicicletas



5

Mark only one oval.

1

Ir de compras o comer

Other:

Hacer ejercicio o ir al parque

2

3

	Muy importante No importante
54.	Si existiera un ambiente seguro y conveniente, ¿qué tanto estarías dispuesto a caminar o manejar bicicleta por las siguientes razones? Check all that apply.
	Ir al trabajo
	Ir al colegio
	☐ Ir y venir de una parada de tránsito
	Hacer mandados

4

Necesitamos tus ideas para mejorar el uso de bicicletas en Milwaukee

En la siguiente sección, nos gustaría escuchar de ti y lo que tu consideres como prioridades necesarias en tu vecindario(s) que podrían mejorar la seguridad, accesibilidad, bienestar y la calidad de vida de tu comunidad respecto al uso de bicicletas.

55.	Por favor describe tus prioridades de seguridad, accesibilidad, bienestar y calidad de vida de tu comunidad abajo
56.	¿Qué intersecciones sientes que tienen los mayores problemas de seguridad en Milwaukee?
57.	¿Cuál es la intersección(es) principal que te gustaría ver mejorada en Milwaukee?
58.	¿Qué otras prioridades deben ser consideradas para lograr el mejoramiento y la conexión comunitaria?
Nue de la tenie	estra identidad estra última pregunta se refiere a la identidad y al nombre del grupo o movimiento. Como miembro a comunidad, tu participación y voto es muy importante en este esfuerzo, y ya lo has demostrado endo interés en mejorar el ciclismo en Milwaukee. Estamos preguntando a todas las personas que in llenando esta encuesta para que nos den su opinión sobre cómo debemos llamar a este
mov	vimiento a medida que avanzamos. Por favor ayúdenos votando por un nombre en la siguiente ción.
59.	¿Qué nombre prefiere para nuestra identidad? Mark only one oval.
	Via al Platino
	Un mejor Milwaukee a través del ciclismo
	Mejorando el Ciclismo en Milwaukee
	Milwaukee se mueve
	Other:



Appendix B. Survey Distribution Message

A variety of messages were used to share the Path to Platinum survey link with potential participants. This appendix provides examples of a long and short message used to share the survey.

Long Version

The mission of the Milwaukee Path to Platinum initiative is: "Engage the whole Milwaukee community to advocate for better bicycling and safer streets for all."

Our mission emphasizes involving all neighborhoods across the community, including people and groups who have not traditionally been involved in bicycle advocacy. We believe that this will help create a better Milwaukee by supporting health, safety, independence, and prosperity. To help gather input from people throughout Milwaukee, we invite you to take our Path to Platinum Community Bicycling Survey at: https://goo.gl/forms/oxPdKRFLd105mf3p2. (A Spanish version of the survey is at: https://goo.gl/forms/QQkeEfrBu8LTdCu62)

Please take the survey and share it widely. We want to hear from as many people as possible across Milwaukee!

On Bike To Work Day in June, Mayor Barrett announced the Path to Platinum, which would make Milwaukee one of the leading communities for bicycling in the entire country. Prior to that announcement, we had already established a dedicated core team of volunteers (including representatives from UW-Milwaukee, UW-Extension, Marquette University, Bublr Bikes, Black Girls Do Bike, Rails-to-Trails Conservancy, Sixteenth Street Community Health Clinics, and the Wisconsin Bicycle Federation). We have conducted outreach at events on the north and south sides of the city and are planning additional workshops in the coming months. Based on community feedback, we are likely to advocate for improvements such as more bicycle trails, new buffer-separated bicycle lanes on certain Downtown streets, neighborhood greenways (traffic-calmed, bike-friendly local streets) in residential areas, and major roadway crossing improvements.

More details about Path to Platinum are at https://www.facebook.com/pathtoplatinum/.

Short Version

>>>>>>>>>

Milwaukee Path to Platinum Bicycling Newsletter and Survey: Please Share Widely

Please provide your input to improve bicycling and create safer streets throughout Milwaukee!

The Path to Platinum Fall Newsletter is here: https://cdn.rawgit.com/MilwaukeeMax/Path-to-Platinum---Fall-Newsletter/master/P2P%20Fall%20Newsletter.html

And the Path to Platinum Community Bicycling Survey is here: https://goo.gl/forms/oxPdKRFLd105mf3p2 (Spanish version: https://goo.gl/forms/QQkeEfrBu8LTdCu62)

Please take the survey and share it widely. We want to hear from as many people as possible across Milwaukee!

Thanks,

The Path to Platinum Team

Facebook: https://www.facebook.com/pathtoplatinum/

>>>>>>>>>>>

Appendix C. Reported Pedestrian and Bicyclist Crashes by Aldermanic District

The table below summarizes the total number of pedestrian and bicyclist crashes reported in each City of Milwaukee Aldermanic District between 2011 and 2015 (Table C.1). The data come from the Wisconsin Department of Transportation's WisTransPortal Database. While these crash data are from the most complete source available, typical rates of underreporting suggest that at least twice as many collisions between automobiles and pedestrians and bicyclists have occurred in Milwaukee streets and parking lots.

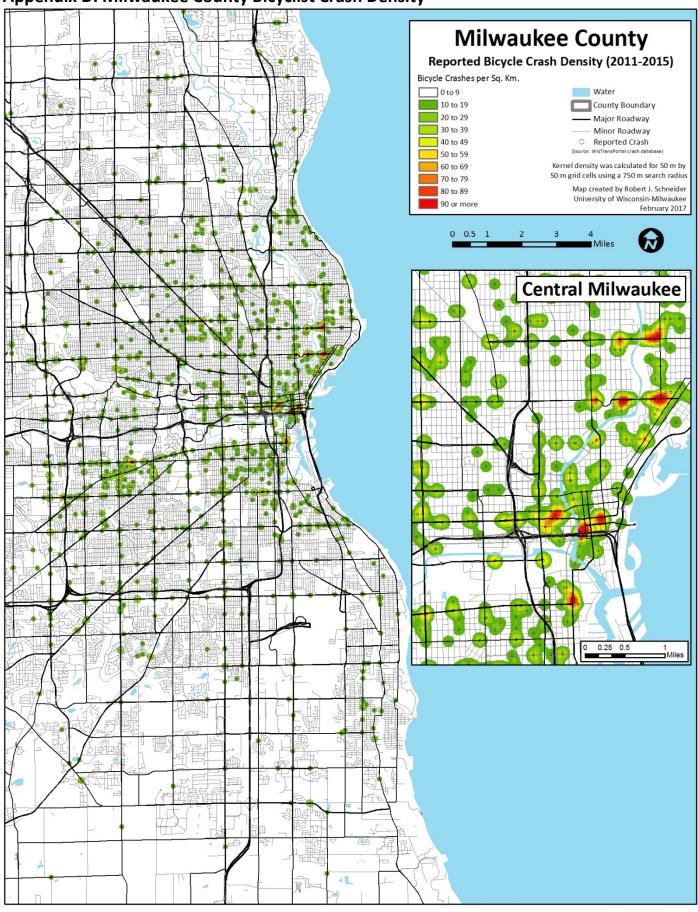
It is important to recognize that, all else equal, Aldermanic Districts with more pedestrian and bicyclist activity are likely to have more pedestrian and bicyclist crashes. Therefore, districts with more pedestrian and bicyclist crashes do not necessarily have greater risk for walking or bicycling (measured as crashes per pedestrian or bicyclist trips, distance traveled, or time traveled). Nonetheless, to create safer streets for everyone, we should seek to eliminate pedestrian and bicyclist crashes in all parts of Milwaukee.

Table C.1. Reported Pedestrian and Bicyclist Crashes by Aldermanic District, 2011-2015

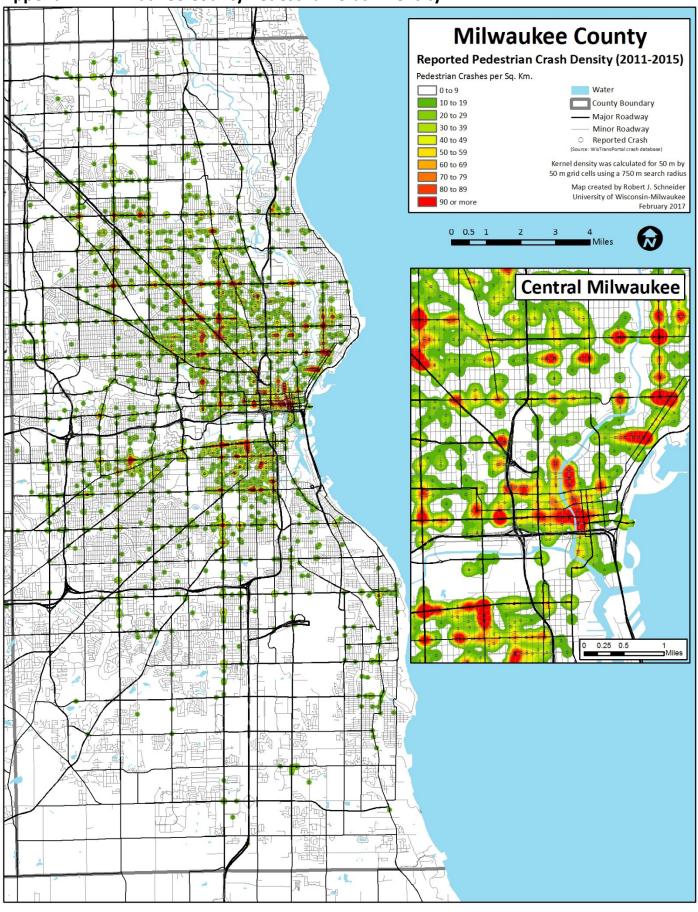
	•	Bic	yclist	-	Pede	strian		
	_	% of		_	% of		% of	
District	Crashes	Crashes	Fatalities	Fatalities	Crashes	Crashes	Fatalities	Fatalities
1	27	3.4%	0	0.0%	130	5.6%	3	4.6%
2	18	2.3%	1	25.0%	131	5.6%	5	7.7%
3	90	11.3%	0	0.0%	168	7.2%	2	3.1%
4	111	14.0%	0	0.0%	253	10.8%	4	6.2%
5	12	1.5%	0	0.0%	35	1.5%	1	1.5%
6	66	8.3%	1	25.0%	201	8.6%	6	9.2%
7	60	7.5%	0	0.0%	213	9.1%	5	7.7%
8	46	5.8%	1	25.0%	117	5.0%	5	7.7%
9	12	1.5%	0	0.0%	53	2.3%	1	1.5%
10	30	3.8%	0	0.0%	87	3.7%	4	6.2%
11	22	2.8%	0	0.0%	37	1.6%	1	1.5%
12	75	9.4%	0	0.0%	181	7.8%	8	12.3%
13	22	2.8%	0	0.0%	77	3.3%	2	3.1%
14	54	6.8%	1	25.0%	65	2.8%	5	7.7%
15	60	7.5%	0	0.0%	242	10.4%	4	6.2%
Not geocoded	90	11.3%	0	0.0%	342	14.7%	9	13.8%
Total	795	100.0%	4	100.0%	2332	100.0%	65	100.0%

Note: The totals by ward and for the City of Milwaukee as a whole include some crashes in border areas with other municipalities. Therefore, some crashes that occurred in Milwaukee may have been reported in a neighboring municipality and some crashes that occurred in a neighboring municipality may have been reported in Milwaukee. A cursory review of these crashes suggests that it could impact these totals by approximately 1%.

Appendix D. Milwaukee County Bicyclist Crash Density



Appendix E. Milwaukee County Pedestrian Crash Density



Appendix F. Priority 1 Open-Ended Comments

	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	V	W	Х
				vity	S									ons			sdı	ns	S					
				Connectivity	Concerns	st.		t			Off-Street Bicycle Trails			conditions	es		ncreased Signage + Maps	More Bubir Bike Stations	More Bicycle Amenities					
				uu	S	General Bicycle Infrastructure Invest.	_	Education on Driver - Bicyclist Laws	Ħ	e e	Cle J		2	8	Lanes	Intersection Safety Concerns	. agı	e St	mer		.5	+		
					ety	ycle Ire I	Behavior	n D ws	Law Enforcement	In-Street Bicyde Infrastructure	3icy(ing	Road Conditions	Bike Trail/Lane	<u>k</u>	ı Sai	igna	¥.	le A	ting	Bicyclist Behavior	Bicycle Events + Promotion		
				Accessibility/	General Safety	l Bic uctu	se ha	on o	force	at Bi	et E	Traffic Slowing	ğ	<u> </u>	ed B	tior s	S pa	힘	icyc	Better Lighting	E Be	io Eve		
		Home	Please describe your priorities for safety, accessibility, wellness and liveability of your	essi	era	iera astr	er E	cati	Ē	tree	Stre	fic 9	ğ	Ĕ	tect	rse	eas	e B	e B	Fer	clist	n cle	_	ē
1	ID	Zip Code	community below = 563	Accı	Gen	Gen	Driver	Edu Bicy	Law	In-S Infra	Off-	Traf	Roa	Bike	Prof	Inte	Incr	Μo	Mo	Bet	Bicy	Pro Pro	N/A	Other
2	2	53203																				Y	/	
																								l
			We need drivers to begin to be polite & courteous to cyclists. Drivers also need to be																					l
		52207	better informed of cycling laws and they need to begin following their own driving laws.				l.,	.,	.,															l
3	5	53207 53211	Enforcement of these laws need to be prioritized in the city for cycling to become safer.				Y	Y	Y														,	
5	6		Better education to motorists					Υ														'		
Ť	Ů		Curb extensions on Center Street would reduce speeding and passing on the right. Speed																				_	
			Humps on residential street would increase safety for bikers and pedestrians. Somehow																					
6	7	53210	reduce the ability to speed through a right turn on red									Υ												
			Locust is dangerous at best for biking on, the road is falling apart and drivers routinely																					
			drive 40+ mph while using any part of the road they please. The situation is similar on																					
			MLK only with less right of way and more on street parking. Inner neighborhood streets																				ļ	
			are in terrible shape and in many cases makes riding a bike nearly impossible w/o																					
7	8		suffering damage on the bike.				ļ					\ \ \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	′									<u> </u>	,	
8	9	53212	My opinion is that Milwaukee is very bike-able. However, for the uninitiated (kids, my																			Y		
			wife, etc) - biking outside my neighborhood is daunting. Separated bike lanes for major																					
9	10	53207	bike-thoroughfares would be a great 1st step.												v									
	10	33207	well defined/marked bike lanes at a minimum, but a separated cycle track would be ideal,																				-	
			bike lane or trail maps should be made more readily available, strengthen the connect of																					
			biking with the parks, riverwalk, and lakefront. Connect the existing bike lane segments to																					
			make a complete and continuous system. Ensure that there is bike racks, Bublr stations,																					
10	11	53202	etc. near all the future Streetcar stops.	Υ						Υ							Υ	Υ	Υ					
11	12	53214																				Y	1	
12	13	53208																				Υ		
13	14	53207	More protected bike lanes and paths.							Υ					Υ								\longrightarrow	
14	15	E2202	Pedestrian improvements that provide enough time to cross at signals. Get bikes off the sidewalks - unsafe for pedestrians and bicyclists.																		v			
15	16		Traffic rule enforcement is key. Everybody needs to be on the same page						V												1		-	
16	17		Safely is extremely important. Drivers don't respect cyclists space				Υ																-	
			Signs at Oak leaf trail crossing at Hampton warning drivers to yield or be fines, like in																					
			Cedarburg. More connections between trail routes. More dedicated lanes downtown.																					
17	18	53203	Storage lockers for bikes.	Υ						Υ							Υ		Υ					
			Acknowledgement of bikers and access of safe, maintained bike lanes is generally low in																				ļ	
			my neighborhood and on my commute. I encounter aggressive driving and low police																				ļ	
10	40	52200	presence (as well as aggressive/unsafe driving from police) regularly. I live in a very	.,			l.,		.,															
18	19		segregated neighborhood and feel that bike access and wellness initiatives are limited.	Y			Y		Y													-		Y
20	20 21		Neighbors working together vulnerable user law, much more traffic law enforcement, camera enforcement						٧														\longrightarrow	
20	۷1	33207	It seems that the drivers in MKE have gotten much worse in the past few years. Driver										1										\rightarrow	
			behavior in many neighborhoods may be a barrier to less experienced cyclists as well as																				ļ	
21	22	53204	seasoned cyclists.				Υ																ļ	
22	23	53221																				Υ	/	
23	27	53207																				Υ	1	
			Bublr stations along Bluemound Rd from the zoo to downtown, especially on 76th St. Also																				ļ	
24	28		by State Fair Park on 76th & Main near the Hank Aaron Trail.															Υ				 		
25	29	53217	Visibility for bicycles is difficult. Even if I follow all the rules and wear neon, cars are										+				\vdash					Y	-	
			looking for other cars, not little bikes. Also potholes and bad roads that are no big deal to																				ļ	
26	30	53207	a car can be severe injury for a cyclist.				Υ	Y				,	,										ļ	
			Bicycling needs its fair share of resources. We need protected bike lanes and greenways																				\dashv	
27	31		that are well maintained.			Υ				Υ			,	Υ	Υ									

	Α	R	ſ	D	F	F	G	Н	ī	Л	K	J	М	N	0	Р	0	R	S	Т	IJ	V	W	Х
28	32	53210		٦		- '-	J	· · ·	<u> </u>	,	- 13		141			-	<u> </u>	- 11	J		-	•	Y	_^_
==		5521	dedicated space on city roads, driver Awareness of bikes on city roads, better acceptance																					
			that bike transportion is just as deserving of dedicated space and tax money for road																					ı
20	22	F221	, , , , , , , , , , , , , , , , , , , ,			,	v	v		v														ı
29 30	33 34		maintenance and repair			ſ	ſ	f	<u> </u>	ſ							<u> </u>						v	
																							Y	
31	35	53202	We need more designated space for bicycling (specifically, separated bicycle lanes),																				Υ	
																								ı
			slower-speed traffic, and much better driver behavior around bicyclists (more details																					ı
			about these points are in the following questions). I would also like to see better winter																					ı
			maintenance for bicycling, since bicycling will become more common in the winter as we																					ı
32	36	53212	become a more bicycle-friendly community.				Υ					Υ		Υ	Υ									ı
33	37	5323	Bike Lanes							Υ														1
			Visual designation of space or authority for persons on bikes to be on roadways, with a																					
34	38	53202	preference for separation when possible.							Υ					Υ									ı
35	39																						Υ	
-			More separated bike lanes, better speed enforcement, more acceptance of bicycling as a																					
36	40	5320	mode of transportation.					v	v						v									ı
37	41		Dedicated bike lanes separate from traffic.						'						V									
38			Lower speed limits for cars within the city.			1			1			v			'		1			\vdash				
	42					<u> </u>			<u> </u>			ſ					<u> </u>						v	
39	43	53212																					Y	
			Driver behaviour is a major concern for me. Many use the bicycle lane as a passing lane.																					ł
			Also the bicycle lanes are not continuous and are poorly maintained on the west side																					ı
40	44	5321	(where I work). I perceive this to be very discriminatory.	Υ			Υ							Υ										
			Possibly separate bike lanes																					1
																								ı
41	45	5321	,												Υ									ı
42	46																						Υ	·
			Absolutely hands down is driver education. Some stretches in the city, people use bike																					·
43	47	53213	lanes as a 2nd lane of traffic and more often a means to pass traffic.					v																ł
44	48		'					•															v	
45	49		safety is top																					v
43	43	3321.	improve quality of roads, more bike accessibility these will help only when dangerous																					<u> </u>
			driving is curbed. Petition law makers to install cameras to stop extreme high speeds,																					ł
																								ł
			stolen vehicle chases, passing on the right in bike lanes at extreme speeds, and running																					ı
			stop lights and stop signs. This driving culture effects everyone anyone from a																					ı
			community leader in a vehicle to a bicyclist is in danger with the driving culture in																					ı
			Milwaukee. If our leaders realize they are victims in this driving culture, perhaps they will																					ı
46	50	5321	take steps for change.	Υ			Υ	Υ	Υ				Υ											ı
47	51	53202																					Υ	Ī
48	52	5320	more bike lanes							Υ														
49	53		Improvement ASAP																					Υ
			Specifically in Bay View, it lacks the beauty that the Oak Leaf Trail offers. First, designating																					1
EO	54	E330	a main trail and working to improve the scenery would be my first priority.																					1
50	55		Fully separated bike lanes all over.												v									
_						<u> </u>			<u> </u>						ī		<u> </u>						v	
52	56					<u> </u>			<u> </u>			<u> </u>					<u> </u>						Y	
53	57						· ·																Ť	
54	58	53222	Safety from bad drivers			<u> </u>	Y		<u> </u>			<u> </u>					<u> </u>							
			I believe protected bicycle lanes are important as well as continued driver awareness and				l	l																ı
55	59	53222	education regarding the laws which protect cyclists.				Υ	Υ																
			Protected bikeways and improved sidewalks to make biking and walking safer and more																					1
			comfortable. Traffic calming street design to improve safety and reduce the need for																					1
			punitive enforcement related to bad driving behavior. Improved connections between																					1
			neighborhoods and destinations like commercial areas, parks, schools, jobs, and transit																					ı
56	60	53212	stops.	Υ		Ī	Υ		Υ			Υ			Υ		Ī							ı
																								1
			It is difficult to get around Milwaukee no matter who you are and no matter what your																					1
			mode of transport. Investment in protected bicycle infrastructure that connects our																					1
			segregated city in a meaningful way would be great. Greenways, rails to trails - all that																					1
			stuff is great. It is clear that when this type of infrastructure is built it is widely used. It																					1
			would be great to see some sort of Mass Transit investment like light rail down capital or																					1
	٠.	F00:		.,											,									ı
57	61	5321	through the 30th street corridor connecting neighborhoods east and west.	Y								l			Y									

	Δ	B	C	D	Е	Е	G	Н	T	- 1	V	1	М	N	0	P	0	D	c	т	- 11	V	W	Y
58	62	53186	<u> </u>	U	_		J	- ' '	1	,	- N		141	IN	J		٧	IV.	3	-	J	v	V V	
59	63	53212			1	-	-				-	<u> </u>					1				-		·	
39	03	53212	spreading the word on the importance of and getting involved with everything stated																				T	
60	64	53208	above			ļ		Υ			ļ													
			None of these is a priority for me, which is why I bike everywhere for transit despite the																					
61	65	53211	terrible infrastructure we presently have and the fact that I've been hit by cars six times.																					Y
62	66	53010	Options for transportation other than car. Whole foods in poor neighborhoods.																					Υ
			Less emphasis on automobile/truck transport, more emphasis on bike/pedestrian																					
63	67	53211	mobility.	Υ																				
64	68	53208																					Υ	
<u> </u>		33200	More money should be spent on interconnectivity and more bicycle commute highways																					-
65	69	E2211	for Milwaukee near-suburbs.	v																				
03	09	33211	More aggressive punishment for inattentive driving and driver harassment of cyclist.	'																				
			99 ,																					
			Better education of police on bicycle rights and ability for cyclist to utilize as much of the																					
66	70	53217	lane as necessary for their safety. More bike lanes					Υ	Υ	Υ														
			The Oak Leaf Trail has needed repair (just South of the Urban Ecology Center)																					
			for OVER EIGHT YEARS!																					
			I have seen bicyclists fall into the leaf covered mud/potholes and have ruined many pants																					
			and skirts from big puddles (no way around them)PLEASE MAKE THIS A PRIORITY AND																					
			FIX!!!																					
			FIA:!!																					
67	71		Thank you.											Υ										
68	72	53209																					Υ	
69	73	53213																					Υ	
			I have a dog that I bring on my bike rides. I don't feel safe on most east side streets																					
70	74	53211	because of aggressive drivers.				Υ																	
			more bike parking, more bike lanes, more protected bike lanes, more bike rodeos, more																					
71	75	53211	ciclovias, more bike share stations							Υ					Υ			Υ	Υ			Υ		
72	76		Safety is the highest priority, without that nobody wants to live in the community.		v										_			-						
73	77	53212	Surety is the ingliest priority, without that hosbody wants to live in the community.		·																		v	
74	78		It was be great to have better bike lanes in the Harambee purlieu.							v													•	
75	79	53211	it was be great to have better bike lanes in the Haranibee purneu.							ī													v	
/3	79		When I am hiking cafety from care is my number one concern fellowed by nersonal/hedy																				1	
			When I am biking safety from cars is my number one concern followed by personal/body																					
			safety riding through some parts of town, especially if commuting between home and																					
76	80	53209	work or recreationaly.		Υ		Υ																	
77	81	53208	Enforcement of traffic laws for motorized and non-motorized vehicles.				Υ		Υ												Υ			
78	82	53212	Timing traffic lights for bike speeds	\Box	\Box	L	L	\Box			L	L	\Box				L						T	Y
79	83	53207																					Υ	
80	84	53213																					Υ	
81	85	53212	Traffic calming and more dedicated bike facilities.																					
82	86		Wide enough steets so I can ride safely, even if there is not a proper bike lane.		Υ																		ŀ	Υ
83	87	53212	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		i –																		γ	-
84	88	53202			l	<u> </u>	-				<u> </u>	<u> </u>					l						γ	$\overline{}$
85	89		Safety, wellness																					<u>_</u>
83	69		Walker's Point is pretty good, but I just moved here from the Near West Side (Marquette),		1	-	-				-	-					1							<u> </u>
			1 19 1																					
			and there's no friendly way to bike over there to downtown. Bike lanes are a great start. I																					
			moved here from Madison a few years ago, and I'm always surprised at how hard it is to																					
86	90		find a bike rack.							Υ									Υ					
87	91	53226	safety is key. there is no consequence to horrible driving in milwaukee or tosa		Υ		Υ		Υ						1		<u> </u>				1	T]]
			In terms of biking: drivers driving in bike lanes, opening doors and hitting bikers in shared																					
88	92	53233	park/bike space, chaotic intersections with no bike spaces.				Υ									Υ								
89	93	53211	· · · · · · · · · · · · · · · · · · ·																				Υ	\neg
90	94		Better bike lanes with clear markings for drivers							Υ														\neg
33										Ė														-
			Make drivers, cyclists and pedestrians more aware of their responsibilities and the rules																					
			when on the roads and sidewalks with one another. Have police enforce infractions when																					
	اــا						L.	l				1												
91	95		noticed (at least a warning to the person in the wrong) as a form of education.		ļ	ļ	Υ	Y	Y		ļ	ļ					ļ				Y			
92	96	5322			l	1	1				1	1		1 1			l	1				ľ	Υ	

			6	_	-	-					1/			N.	_	_	_	-		-			14/	· ·
	А	В		D	E	ŀ	G	Н	1	J	K	L	М	N	0	Р	Q	K	S	- 1	U		W	X
			Enforcement of the law for motorists driving in the bike lanes we already have. Add																	1			1)	i
93	97		additional bike lanes, make some protected on busy streets.						Υ	Υ					Υ					1				
94	98	53210	I would ride more if it felt safer. More lighting and wide bike lanes.		Υ					Υ										Υ			i l	
95	99	53212										Υ			Υ					i I				
			Intersections that are safe and easy for people of all ages and abilities to cross;																					
0.0	100	F2204	infrastructure that encourages active transportation													.,				1			1)	
96	100	53204	infrastructure that encourages active tranpsortation													Y							 	
97	101	53217																		└			Υ	
			My primary concern is the poor quality of many busy roads having cracks, potholes, and																	1			1)	.
			being very uneven in the city and inconsistent bike lanes block to block. Drivers in turn																	1			1)	ı
			lanes are also far too aggressive towards pedestrians and cyclists crossing the street even																	1				1
00	102	E2202	with proper traffic signals.	v			v						v							1			1)	.
98				ļ'			!			.,	-	<u> </u>	ī							. 			\longrightarrow	
99	103	53202	Better road/bike lanes, lights on trails							Y										Y			\vdash	
			Milwaukee needs more bicycle specific infrastructure and needs to improve the																	1			1)	.
			conditions of many of it's roadways. Bike infrastructure should be expanded in the																	1			1)	.
100	104	53212	northwest of the city in particular.	Υ						Υ			Υ							1			1)	.
			Many things. But I will start with my kids who attend schools that do not offer bus pick																					
			up/drop off. So kids must make their way to/from school everyday. It's of utmost																	1			1)	.
																				1				1
			importance to have side walks for pedestrians, which we do, but we don't have much																	1			1)	ı
			bicycling infrastructure (lanes, blvd's, etc) therefore it's much more dangerous for kids to																	1			1)	ı
			ride bikes. Kids commutes are up to 6 miles round trip, way to long to not have safer																	1			1)	ı
101	105	53213	bicycling infrustructure.							Υ										1			1)	ı
102	106	53212	breyering initiate decare.																	\vdash			v	
													1							1		\rightarrow	<u>'</u>	
103	107	53212																		— Н			Y	
104	108	53208																		└			Υ	
105	109	53212	safety above all																	1				Υ
106	110	53212																		1			Υ	ı
107	111	53212																					Υ	
108	112	53212																					Y	
109	_		cafa hika langs							V										\vdash			i	
	113	53212	safe bike lanes							Y	-									\longrightarrow		\longrightarrow		
110	114	53212									ļ									\longmapsto			Y	
			Parking that has theft protection as a big priority, also personal safety especially before or																	1				1
111	115	53210	after daylight hours		Υ														Υ	1				1
112	116	53212	Liveability, safety, wellness and accessibility																	i i			\Box	Υ
113	117		More bike parking in the downtown area; better and safer bike lanes							v									v					<u> </u>
113	11/	33203	I am fairly satisfied with my neighborhood. I would like to see more maintenance in the							'			1							1		\rightarrow	\rightarrow	
			, ,																	1			1)	ı
114	118		winter months, especially with sidewalk clearing.																	1				Υ
115	119	53121																		1			Υ	ı
116	120	53212																					Υ	1
117	121	53213	protected bike lanes and greenways, and secure bike lockup locations							Υ					Υ				Υ	i i			\Box	
118	122	53211	p																	-			v	
119	123	53207	Household income and ability to maintain or grow that income																	-				
119	123	53207									-									\longrightarrow		\longrightarrow	\longrightarrow	
			Riverwest could always benefit from more lighting and more people out and aboutpolice		1							1								ı l			, ,	ı
			patrols, neighbor groups. Too many teens breaking into cars, being threatening to		1															ı l			, ,	ı
120	124	53212	passersby.		1															ı l			, ,	Υ
121	125	53211			l	1					1									i T			Υ	
122	126		Better, safer, and guicker access from Bay View to the East Side.	Υ							1		1							1			1	
144	120	33207	An abundance of bicycles mean the neighborhood is safe and open to use by all. When I	t ·	 						1	 								\longrightarrow	-	\rightarrow	\longrightarrow	
			, , , , , , , , , , , , , , , , , , , ,		1							1								ı l			, ,	ı
			see adults and children on bikes, I know the priorities of that community align with my		1															ı l			, ,	ı
			own. An entire community needs to be shaped to allow for that, so it's impossible to		1															ı l			, ,	,
			prioritize one over the other. Bike lanes, I guess, would be the most obvious priority, so I'll		1							1								ı l			, ,	, [
			mention that. Bike lanes in a community mean safety, accessibility, wellness and		1							1								ı l			, ,	, [
123	127	52211	liveability is being prioritized.		1					v		1								ı l			, ,	ı
	128			1	 					1	1	v	1		V						H		\longrightarrow	
124	128	53212	More physically protected bike lanes and general traffic calming would be great.		 						<u> </u>	Y			Y					\longrightarrow			\vdash	
			We need streets that provide multiple options of travel. Safety is the most important		1							1								ı l			, ,	ı
125	129		factor.	<u>L</u>	Υ	<u></u>					<u> </u>	<u>L</u>	<u> </u>											
126	130	53211																		1			Υ	
					1							1								ı				
127	121	52211	I'm not sure what this question means. Details are included in the following answers.		1							1								ı l			, ,	. I
12/	131	33211		1	 						 	 	1							┌──┤				
			We need to slow traffic down on residential streets, bridges, and all downtown streets to		1															ı l			, ,	ı
128			feel safe enough for the majority to bike.	ļ							1	Υ												
129	133	53213		<u>L</u>	<u></u>	<u></u>					<u> </u>	<u>L</u>	<u> </u>										Υ	
		_																_	_		_			

	Δ	В	C	D	F	F	G	Н	ī		K	1	М	N	0	Р	0	R	S	т	U	V	W	X
	-/-		Crossing national avenue safely. Separated lanes across the 35th St. Viaduct. Creating a					 	H	, , , , , , , , , , , , , , , , , , ,	- 1	_					٧_	- 11	,	-				m
130	134	52215	marked route to cross the Menomonee Valley between 35th & 43rd.	v											v									l
130	134	33213	Indiced Todde to cross the Menomonee Valley between 35th & 45rd.	'			+	 	 -						'						\longrightarrow	-+	\longrightarrow	
			My priorities would be more/improved bike facilities and driver education/enforcement																					l
			of traffic laws. The number of painted bike lanes has increased over time, but it would be																					l
			nice to see heavily trafficed routes have dedicated/separated bike lanes. Even when riding																					
			on streets with bike lanes, cars frequently speed, drive in the bike lanes, or drive in an																					
			aggressive or distracted manner. Running red lights is also a concern. There are never																					
			police around to witness these actions and enforce the laws. Driver education is																					l
131	135	53207	important, but so is enforcement of the current laws.				Υ	Υ	Υ	Υ					Υ									
132	136	53212	Bike lanes							Υ														
133	137	53208	Ability to safely walk or ride my bike anywhere that I choose.		Υ																			
134	138	53207																				Υ	1	
135	139	53202	FEWER CARS. LESS PARKING!																					Υ
136	140	53202			1	1	1															Y	γ	
137	141	53213			<u> </u>																	Y	Y	
			parkland, recreation, policing		<u> </u>																	-		
			F																					
120	1/12	E221F																				. 1		v
138 139		53215			\vdash	\vdash	<u></u>	-	v													+	\longrightarrow	H
139	143	53202	Distracted driving is a major concern. Police need to enforce the laws.		\vdash	\vdash	1	$\vdash \vdash$	ľ	<u> </u>												-+	\longrightarrow	
			separated or at least marked space for bikes would be key, especially on places like Brady																			. 1		i
			Street where there is high volumes of traffic (both vehicular and bicycle traffic). Reduced																					
			width of roadway is also a concern. Traffic calming methods that look to improve																			. 1		i
			pedestrian safety by incorporating bump outs in correlation with yield to pedestrian																					l
																								1
			signage in the middle of crosswalks can also create worse conditions for bicycles.																					1
			Additionally the "door zones" created from parked vehicles can reduce the width available																					l
			for bikes. Water Street has some of these similar issues, but the difference is that vehicles																					1
			are able to change lanes since that is a four lane roadway. Drivers on Brady Street will																					1
			shift lanes as well, but in this case it will be opposing traffic lanes upon which these																					1
140	144				v		v			v		v			v									1
140 141	144 145	53202	vehicles are infringing.		_		-	 	├ ──	1		ī			ī								,	\vdash
141	143	33211					-	┼	├─												-			\vdash
142	116	E2212	I want everyone to feel safe and respected while using and following the rules of the road.																					v
142	146	33212	want everyone to reer sale and respected write using and following the rules of the road.				₩	 	├ ──													-+		Ŀ
			Improved pedestrian facilities for walkable communities - increasing the number of																					
			people outside and choosing to get around not driving - to normalize people out in the																					1
			street and take away some of the automobile dominance in the city and especially the																					1
			surrounding suburbs.																					1
			Sulfounding Suburbs.																					1
																								1
			Equitable distribution of mobility - community connectivity, access to equipment (bikes,																					1
			helmets, locks) and facilities, culturally appropriate language and authentic engagement in																					1
			the community Accountability mechanisms in the Path's plan for social justice/equity																					1
			reports																					1
			1																			. 1		i
			Coordination in planning across neighborhoods /situ/savetulinas																			. 1		i
			Coordination in planning across neighborhoods/city/county lines.																			. 1		i
																						. 1		i
			Bike safety funding - non infrastructure funds (education/classes - training community																		, ,	. 1		i
			members to advocate for walkable/bikable safe streets, extra enforcement - training																		, ,	. 1		i
			officers to enforce related traffic laws, enforcement campaigns for bike/ped safety)																			. 1		i
			,																			. 1		i
			Messaging health and healthy communities - relating health to biking, walking and																			. 1		i
																						. 1		i
			physical activity places to play/be active active transportation> active																			. 1		i
			communities																			. 1		i
143	147	53211		Υ	<u> </u>	<u> </u>	↓	Υ	Υ															<u> </u>
144	148	53211			<u> </u>		<u> </u>		'													Y	1	
	T		1. separation of bikes and cars; 2. improved road surface conditions; 3. improved attitudes			1				l											T		Ī	1
145	149	53211	by auto drivers; 4. greater respect for traffic rules by many bicyclists				Υ						Υ		Υ						Υ	. 1		i
146		53222																				Υ	7	
147	151	53226				†		\Box	\Box												$\neg \neg$	Y	1	
			There should be separated bike lanes		T	†	\vdash	$\vdash \vdash$	$\vdash \vdash$						γ						\rightarrow		\dashv	
-	1521					1	1								1.	i								1
148 149	152 153		More bike lanes							٧												<u>'</u>	$\neg \neg$	

_			-	-			_				·			1	- 1		- 1	_	_		1			
	Α	В	C	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	T	U	V	W	Х
			I basically just ride for recreation with my two year old daughter. I would do more errands																				ļ	1
			if it were safer to cross certain intersections. It is simply not worth risking our lives in most																				ļ	ı
			cases. We live very close to the intersection of 124th and Capitol. There are many stores																				ļ	ı l
																				1			ļ	1
			that we could visit. However, traversing the intersections around there is typically very																				ļ	1
150	154	53222	daunting.													Υ							ļ	1
			Wide well-marked bike lanes - offset from traffic where possible; Bike boulevards -																				\neg	
																				1			ļ	1
			occasional roads where mootrists should avoid knowing there will be a higher																	1			ļ	1
151	155	53212	concentration of bicyclists; more East-West safe bike routes.	Υ						Υ					Υ								ļ	1
152	156	53202																				,	Υ	i
153	157	53212																					, 	$\overline{}$
_																				\longrightarrow		\longrightarrow	! 	
154		53208																					Y	—
155	159	53202																		1		`	Υ	1
			Priorities must be taken away from the motor vehicle-designed streets and placed on the																				ļ	1
			safety and well-being of the human being that is on foot or on bicycle in our city. We must																				ļ	1
																							ļ	1
			have safe spaces for bicyclists and that means protected separated bike lanes / cycle																				ļ	1
			tracks ubiquitously built through the city. This needs to be a real ground-up investment by																	1			ļ	1
156	160	53211	the city.			Υ									Υ								ļ	1
250	100	55211	Greenways and separated bike lanes would have greatest long term impact to attract			•									•					-		-	-	
																							ļ	1
157		53212	riders who rightfully fear sharing streets with motor vehicles.							Υ					Υ					1				1
158	163	53208									l									,			Υ	
159	164	53212	Enforcement of traffic laws for cars.						Υ											, — †			\neg	í – –
160			Well lit, paved bike lanes and paths are important for safety in commuting.	1						v	1		-		-		-			V			\longrightarrow	
	165	53212	well lit, paved blke lanes and paths are important for safety in commuting.							Y										Y				
161	166	53226																					Y	1
162	168	53202																		1		יו	Υ	1
163	169	53214																					γ	
103	103	33214	Everything I need is close enough to get to by bike except my work. The more people out																				-	
																							ļ	1
			walking/biking within the neighborhood, the less crime and the more connected the																				ļ	1
			neighbors are. More physical movement =more informal cardiovascular and better air																				J	1
1.04	470	F2242	•																				ļ	
164		53213	quality. Good role model for kids to see us biking.																					Y
165	171	53207																		1			Y	1
166	172	53211																				, l	Υ	1
167	173	53202																				, i	Υ	
168		53211	Safety is absolutely the biggest factor.																	-		-	\rightarrow	V
																				\longrightarrow		\longrightarrow	\longrightarrow	
169		53208	A way to ride through bad neighborhoods safely		Υ																			1
170	176	53213																				. '	Υ	1
171	177	53207																					Υ	·
172	178	53211																					v	
173		53202																					· -	
1/3	1/9	33202													-					\longrightarrow		-		
																							ļ	1
			Accessibility + education and enforcement is the only way I see measurable improvement.																				ļ	1
174	180	53217	In other words, an overall culture shift. It's got to be long term thinking.	Υ				Υ	Υ		l									, [ļ	ł
175			Less traffic	·				•	•		1				ŀ					-+			\longrightarrow	V
	181		LESS LIGHT	 							 									ightharpoonup				
176	183	53212		ļ							ļ)`	Y	
			Public spaces and opportunities for building community are my biggest priorities for	l							l									, 1		,	ļ	ı
177	184	53212	livability.	l							l									, 1		,	ļ	Υ
			• • • • • • • • • • • • • • • • • • • •	1							1				-					\rightarrow		\rightarrow	\rightarrow	
			Complete streets initiatives need to be implemented in every community to make sure	l							l									, 1		,	ļ	
			Complete streets initiatives need to be implemented in every community to make sure	l							l									, 1			ļ	
			that no matter where you bike, walk, take transit the facilities and infrastructure will be	l							l									, 1			ļ	ı
			in good and safe condition. Accessibility and safety are the two most important things the	l							l									, 1			ļ	ı
170	185	E2200	people will look for in order to use something.	V	v	v					l									, 1			ļ	ı
1/8	192	J32U8	People will look for in order to use something.	<u> </u>	<u>'</u>	1					 												\longrightarrow	
			Marked bike lanes on city streets, better wayfinding signs on the Oak Leaf Trails,	l							l									, 1			ļ	ı
179	186	53202	ettiquette reminder signs	l						Υ	l						Υ			, 1		,	ļ	ı
			Reduction in parking vs bicycle infrastructure would be nice and encourage more																	, — †			\neg	í – –
100	40-	F222-		l		.,					l									, 1		,	ļ	ı
	187		residents to use the infrastructure.	ļ		Y																		
181		53225		l							l									, 1		, ľ	Υ	ı
182		53154																				,	Υ	i
183	190	53217		1							1									-			$\overline{}$	
103				-							-									,			<u>'</u>	
184	191	53202		 							 												Ť	
185	192	53208	Safer intersections in high traffic areas Separation of cars, bikes, and peds	<u> </u>							<u> </u>				Υ	Υ							!	
186	193	53211																		,			Υ	
	194	53202																		-			v	\neg
107	1,74	JJ202	L	l							l		L										•	

	^	B	Č	D	г	г	_	- 11	т	-	V			NI	Ο	п	Ο	п	c	т	- 11	17	14/	
-	А	D	C	U	E	г	G	Н	1	J	K	L	М	N	U	Р	Q	ĸ	3	- 1	U	٧	VV	
			NA																					
			My personal priority would be better bike infrastructure on my main commuting route,																					
			which is Wisconsin Ave between 51st St and Mayfair Rd (most of which is in Wauwatosa,																					
			so maybe not relevant to this survey). I think eliminating a parking lane and striping bike																					
			lanes could be done on this section of road. Second would be traffic calming in my																					
			· .																					
			immediate neighborhood on Wisconsin Ave and Bluemound Rd between 49th and																					
			Hawley; this would make me more comfortable biking with my toddler. On Bluemound in																					
			this area, the bike lane is not useful because it only goes for 5 blocks or so; I think wider																					
188	195	52200	sidewalks and a narrower roadway overall would be better here.	v						v		v												
			sidewalks and a narrower roadway overall would be better here.									'												
189	196	53207																					Y	
190	197	53208	Connect the various bike paths with dedicated lanes and improve signage	Υ						Υ							Υ							
191	198	53213																				,	Y	
192	199	53202																				,	Y	
			Fix the Factoide Oak Loaf Trail (drainage and had navement). Enhance the Factoide Oak																					
			Fix the Eastside Oak Leaf Trail (drainage and bad pavement). Enhance the Eastside Oak																					
193	200		Leaf Trail. Improve bike lanes/roads as to Lincoln Memorial Drive, and Lake Drive.	Υ										Υ										
194	201	53208																				,	Y	
195	202	53226																				,	Y	
			While I am relatively comfortable cycling on nearly any road in MKE county, for personal																					
			safety reasons, I prefer to use the off-road trails. My own priority would be to continue																					
			the ongoing connection of various regional trails (Hank Aaron, Oak Leaf, West Allis																					
			Crosstown, New Berlin, etc.) The more these trails establish connections, the better for																					
196	203	53151	commuters and recreational riders alike.	Υ																				
197	204		Dedicated bike lanes, improved traffic control, and more transit options!							٧			1											-
198		53202	Decirculated Sinc lanes, improved traine control, and more transit options:		\vdash						-	1	1				-					- ,	,	
	205				\vdash							l	 										'	
199	206		Speed limits and traffic regulations should be enforced more.						Υ															
200	207	53211	Improving pavement conditions and street crossing safety		L						<u> </u>		Υ											
			More education on bike safety and using bike lights at night and no riding on the side																					
201	208	53202	walk. Better education for motorists about sharing the road.					_v l													v l			
			wait. Setter education for motorists about silating the road.		\vdash			•			-	1	1		-					-	•		,	
202	209	53202			$\vdash \vdash$																			
203	210	53211																				,	Y	
			Visible and safe distance from all traffic and parked cars, well maintained roads, well																					
204	211	53212	marked roads, well lit roads										Υ							Υ				
205	212		road conditions										v							-				
													'									-		
206	213	53144	numerous public parks and bike paths for leisure							Y														
			More urgency to snow plowing and street cleaning would make Milwaukee safer for both																					
			pedestrians and motorists. I have also noted issues with street lights being out at times on																					
			entire blocks. I try to report these when I see them, as I've noticed an increase in accidents																					
207	214	52202	whenever this happens.																					, I
207	Z14				\vdash							l	 									-		
			As a Milwaukee resident all of these are important. I live on the near west side and																					
			having a safe, accessible way to get around for <10 miles will increase and encourage a																					
208	215	53208	positive attitude through our neighborhood.	Υ																				
			Brewer's Hill is a fantastic neighborhood, but I would ride my bike even more if I didn't																					$\overline{}$
1			have to bike 10 minutes for everything. Could do with a lot more commercial on Holton																					
			,																					
209			and North																					Υ
210	217	53202										<u> </u>											Υ	
211	218	53211																				,	Y	
212	219		Wauwatosa is very user friendly and accessible for biking and only getting better																					Υ
_			Seperate, dedicated bike lanes										1		v									-
213	220	33211	Seperate, ucuicated bike idiles	1	\vdash								 		ſ									
1			Biking through the greater downtown area is often hazardous because of a lack of bike																					
1			lanes. I would love to see more bike lanes throughout and introduction of protected bike																					
214	221		lanes on a few key streets to allow people to safely traverse downtown.							γ					γ									
215		53204	and on a few key streets to anow people to safely traverse downtown.										 					-				,	,	
215	222		Additional to the second secon		\vdash								 										'	
			Milwaukee needs a comprehensive protected bike path network. Protected lanes invite a																					
216	223	53211	far greater diversity of users.												Υ									
217	224	53218																				,	Y	
210	225	52202	Safe bike parking, separated bike lanes on busy streets like Farwell, Brady, Prospect, etc												v				v l					
218			Sale Dike parking, separated Dike lanes on busy streets like raiwell, brady, Prospect, etc		\vdash							l	 		ſ				1				,	
219	226	53212			\sqcup																		Y	
220	227	53207																				,	Y	

	۸	В	<u></u>	D	Е	г	G	ш	т		V		М	N	0	D	0	D	c	т	- 11	W	W	~
	А	_	Safety: more distinguished areas for bikes and pedestrian and calming infrastructure	U		Г	G	П	1	,			IVI	IN	0	Р	Q	N.	3	'	U	V	VV	
			Accessibility: our transit should all be connected and affordable so that people can easier																					ļ
			connect to their jobs, schools, and neighborhoods NO exceptions from one neighborhood																					
221	228		to another.	Υ								Υ												
222	229	53215																				Υ		
			Too many of the bike lanes are in the door zone. I see riders too close to the parked cars.																					ļ
			Sharrows, "Bikes May Use Full Lane" signs should be preferred over door zone lanes that																					ļ
			give a false security (e.g., the proposed, but thankfully never marked bike lane down St																					ļ
223	230	53213	Paul near the train station)				Υ																	ļ
			I have to put my life on the line every work day crossing Hwy 100 on my bicycle. Waiting																					
			for the West Allis Crosstown Connector Bridge over Hwy 100 - originally scheduled to be																					ļ
			constructed in 2014, now pushed to 2018. At this rate I will be retired before it is ever																					ļ
224	231	53227	built.		Υ																			ļ
225	232	53154																				Υ	\dashv	
226	233	53211																				Y	-	-
227	234	53219																				Y	\dashv	
228	235		Safe conditions, signage, connectivity to destinations	v	٧												v						\dashv	
229	236	53189	Sure conditions, signage, connectivity to destinations	<u>'</u>																		v	\dashv	-
-23	230	33103																					\dashv	\dashv
230	237	E2204	Ways for working-class families to practically use biking as a viable means if transport.																					,
231	238		Stop speeding drivers	1								v					 		 				\dashv^{r}	-
231	238	53208		<u> </u>								ı											\dashv	\longrightarrow
222	222	F2000	I bike a lot less now because drivers are so distracted. The only way to solve this problem	Ī			,								,									,
232	239		is by creating curbed bike lanes.	<u> </u>			Y								Ý		<u> </u>		<u> </u>				$-\!\!\!+$	
			Bike lanes and/or bike paths along or near major city streets, lanes to allow a bike to go																					ļ
233	240	53215	straight at a light rather than being in the far right lane/turn lane							Υ														
																								ļ
234	241		A community that is setup to allow alternative modes of transportation in addition to cars.																				Y	
235	242	53151	Better marked bike lanes thru out the city							Υ				Υ										
236	243	53072																				Υ		
237	244	53207																				Υ		
238	245	53202	Adding cycle tracks and actually ticketing drivers who drive in bike lanes.						Υ						Υ									
			Proper lighting, well constructed bike lanes, easier access to other neighborhoods via bike																					
			lanes. Need more east/west routes to bring one into downtown or to the lake from the																					ļ
			westerly suburbs. Sharrows do not work as well as designated bike lanes. Please use																					ļ
239	246	53214	Dutch infrastructure!	Υ						Υ										Υ				ļ
240	247	53207																				Υ		
241	248	53211	snow plowing & pothole filling of bike lanes											Υ									$\neg \dagger$	-
242	249		Safety and livability are my biggest concerns																				Y	_
			Safe neighborhoods where pedestrians and bicyclists feel safe to access all parts of our																				- 1	-
243	251		area.		v																			ļ
213	231	33213	Bicycling holds the key to solving a myriad of problems: obesity, pollution, traffic																				\dashv	-
1			congestion, environmental degradation, etc. Improved safety measures and accessibility																					,
244	252	E2200		V	v																			,
244	252 253	53208	would go a long way in mitigating these identified problems.	<u> </u>	-																	1/	+	\dashv
245	233		Our neighborhood doesn't have a decent grocery store within multiple miles, so people																			ľ	+	
240	25.4		either have to drive or ride a bus for that, otherwise it's a decent area.																				l.	,
246	254	53208	I would like to feel safe riding around the city and transitioning from city streets to bike	<u> </u>																			Y	\longrightarrow
	255	F2245	, , , ,	,																				
247	255	53212	patris	Y													<u> </u>		<u> </u>				$-\!\!\!+$	
1			Doods MUCT be used a seful Wester many next start At least years little least 1																					,
1			Roads MUST be made safe! Way too many potholes! At least pave bike lane/path areas.																					,
1			More bike lanes needed. Also, much better signage, especially Oak Leaf Trail! Currently																					,
248	256	53219	riding the Oak Leaf Trail into Milwaukee is extremely confusing in many areas.							Υ			Υ	Υ			Υ							
1			First, improve quality of current bike paths / lanes; second, continue to add more bike																					,
249	257		lanes / protected bike ways; third, better controls at intersections.							Υ				Υ	Υ	Υ								
250	258	53132																				Υ		
251	259	53211	secure bike lanes like in Amsterdam												Υ									
			Making sure signs are in place to make sure traffic is predictable (ie some drivers stop									I	Ţ	Ţ	Ţ	Ţ]
252	260	53217	when bikes are waiting to cross the streets, some don't).		L_												Υ					<u> </u>		
253	261	53207	na																					
254	262	53186	Separated from traffic is the most ideal bike lane for me, personally.												Υ									
255	263	53212																				Υ		
256	264	53208																				Υ		
_									_								_		_		_			

	۸	В	(D	Е		G	ш	ī	1	V	1	М	N	0	D	0	D	c	т	- 11	V	W	V
			Drivers understanding how bicycles are a part of traffic too. I ride in the street and often	D		'	G	- ' '	1	,	K	-	IVI	IN	U	г	Q	K	3	- '	U			_^
																							ļ	
			take the lane for my own safety. Downtown this is not a problem, but as I get farther																				ļ	
257	265	53227	from downtown people become more erratic in going around me.				Υ																	
258	266	53207	Safer bike lanes		Υ					Υ													ļ	
			I would like to see more events that positively highlight cycling culture, especially those																					
259	267	53202	which emphasize diversity.																			Υ	ļ	
260	268		More bike trails, more bike lanes protected from traffic by curbs or other barriers								v				v									-
261			Safety firts																					V
	269		salety iirts														-	1						Y
262	270	53208																					Y	
263	271	53209																					Y	
			I would like to see bicycles and cars getting along on the unmarked roads. In Milwaukee it																				ļ	
			is not very safe for bicyclists to be on unmarked roads with regular traffic because people																				ļ	
			do not treat them like regular traffic. Instead I have been almost run off of the road a few																				ļ	
264	272	53217	times for going too slow.				Υ																ļ	
265	273	53208																					Υ	-
			No parking too close to intersections - give a few feet for visibility. More speed humps in																					-
266	274											.,				.,							ļ	
200	274	53207	residential areas that have retail/restaurants.									Y				ř						\longrightarrow	\longrightarrow	-
																							ļ	
			My neighborhood is pretty good, but getting to and from work is hard- the neighborhoods																				ļ	
267	275	53212	in between me and my workplace are unsafe for a woman on a bike.		Υ																		ļ	
268	276	53208																					Y	
269	277	53218																					Y	
270	278	53208	Need better separation from traffic and safer crossing points on bike paths												Υ									
			I would like to see SIGNIFICANT bike lane increases. While it would be nice, I do not feel																					
271	279	53233	that "protected bike lanes" are necessary.																				ļ	
2/1	213	33233	that protected bike faires are necessary.																					
			I khindi khana isaa diskinak laali afa hisinala sulkuna in Ndilusaulaa. Ilus akkanankad ka shana kha																				ļ	
			I think there is a distinct lack of a bicycle culture in Milwaukee. I've attempted to share the																				ļ	
			roads before and often find cars driving aggressively around me, honking, not looking out,																				ļ	
			etc., which nullifies my efforts to be a defensive bicyclist. It limits me to bike paths such as																				ļ	
272	280	53211	the Oak Leaf Trail, which is fine but still requires that I use common streets to access it.				Υ																ļ	
			More Bike Lanes, separated or guarded bike lanes, enforcement of laws on drivers who																					
273	281	53202	endanger cyclists.						Υ	Υ					Υ								ļ	
			I am pleased to see increasing numbers of bike lanes along the main thoroughfares in my																					
			community and I always use them when I bike on the roads. I am also extremely																				ļ	
			supportive of the development of recreational trails in and around Milwaukee (Hank																				ļ	
																							ļ	
274	282		Aaron and East Side/Interurban, in particular).																					Υ
275	283		Lighting, appearance/well kept/clean, safety/crime, destinations																	Υ				
276	284	53207																					Y	
			no bike amenities in Merrill Park neighborhood. Connection to trails convenient but not																				ļ	
277	285	53208	marked and not inviting or really safe. Particular state highway right of way.														Υ						ļ	
278	286	53211	I would ride all winter if the Oak Leaf trail were kept plowed/de-iced											Υ										
279	287	53202	· ·																				Υ	
			Road repairs. I've nearly been thrown from my bike numerous times because the roads																l					
280	288		are in such poor condition.									,	,										ļ	
	_50																		1				\rightarrow	\dashv
			Stop wedging me in between cars, meaning separate bikes and cars both for safety and to																1				ļ	
																							ļ	
			lessen cars damaging bike lanes. I want to stay fit and enjoy the mental calm biking gives,																1					
281			which is completely ruined when a pothole whacks you from the bottom up!											Υ	Υ				<u> </u>					
282	290		Protected bike lanes.												Υ									
			Bike lane on 76th street between HAST/West Allis and Bluemound/Tosa - eliminate 2nd																			T		
283	291	53213	lane of traffic to accommodate bike lane and left turn lanes.							Υ													ļ	
284	292	53211																					Υ	\neg
285	293	53224																					Υ	=
			Safety downtown regarding traffic. Cars that are turning, disregard for pedestrians even																			\dashv	\rightarrow	-
286	294		in crosswalks.																				ļ	v
287	295	53207	III GI OSOTTAINS.																			\dashv	v	
20/	233	33207	Motorists need to pay attention to pedestrians and bikers! And bikers need to follow the									\vdash					1	1	-			\dashv	\rightarrow	-
202	200	F2224	· · · · · · · · · · · · · · · · · · ·				.,														,		ļ	
288	296		rules of the road!				Y					$\vdash \vdash \vdash$						<u> </u>			Y	\longrightarrow		
289	297	53202	Want to see separate pedestrian and bike lanes on the Oak Leaf by the lake.												Y		1	1	1					

			c	_	F	-	_				1/			N.I.	_	n	_	-	_	-	- 11		147	
	А	В	C	D	E	F	G	Н	1	J	K	L	М	N	0	Р	Q	R	S	ı	U	_ V	W	X
																							1 '	l
			Separated bike lanes. When I drive on Lisbon, center, and North, drivers frequently use																				1 '	1
			the bike lane to pass. I'm also concerned about more distracted drivers possibly drifting																				1 '	1
			into the lane. I'm also concerned that if I crash, I might get run over by a car as happened																				1 '	1
			to that poor child in Tosa on North ave. I feel like nearly no level of enforcement or																				1 '	1
			education can keep an idiot from swerving into the bike lane.																				1 '	1
			caacation can keep an ialot non one ring into the time lane.																				1 '	1
			Llive Near Washington Dark, and it would be great to have some connectivity between																				1 '	1
			I live Near Washington Park, and it would be great to have some connectivity between																				1 '	l
			there and the Valley that didn't require me to go drastically out of my way to get either to																				1 '	l
290	298		the Third Ward (work) or Miller Park (fun).	Υ			Υ	Υ	Υ						Υ									
291	299		Bike paths should be continuous, highly visible, and separated from automobiles.	Υ											Υ									
292	300	53212	traffic safety, street repair are needed in my neighborhood		Υ								Υ											
293	301	53207	Walkable communities, shared roadways, traffic calming devices.	Υ								Υ												
294	302	53211																					Υ	
295	303	53204																					Υ	
296	304	53214	The community needs improvement in all of these cases.																					Υ
			More bike lanes and safer transitions between bike lanes. I enjoy the raised path on Bay																					
			street but getting there from the North feels unsafe. Safer options for bikes at traffic light																				1 '	1
			crossings so that cyclists are safe but also don't interfere with traffic turning. Bay View in																				1 '	l
207	305	E2207	particular needs MANY more bike stands.				v			v						v		v					1 '	l
297	303	33207	clearer bike lanes and enforcing driver safety - not allowing cars to pass and drive on top		<u> </u>	1	<u>'</u>		1	<u>'</u>	-					-	 	<u>'</u>				${f oxedge}$	$\vdash \vdash$	
200	200	E2244	of bike lanes				V		l,	v													i '	i
298	306	53211	Protected bike lanes should be a mandate in all street reconstruction. Any street with			<u> </u>	ſ		ſ	ř												${f o}$	$igwdapsilon^{\prime\prime}$	\vdash
			more than 10,000 AADT should have protected bike lanes. No more than 50% of the ROW																				1 '	i
			· ·																				1 '	l
			width should be devoted to automobiles. Streets must be designed with the pedestrian																				1 '	1
			experience as the top priority, transit should receive the next level of priority followed by																				1 '	1
			bicycles. Cars should be allowed to occupy whatever space is left. 1960's era																				1 '	1
			transportation planning and its associated standards have and continue to destroyed the																				1 '	1
299	307	53202	public realm of Milwaukee.												Υ								1 '	1
			I don't feel comfortable in bike lanes on busy streets that become parking lanes and aren't																					
			well separated from the traffic. I love having a bike path nearby that I can get to on a not																				1 '	1
			very busy street so I use that for recreation. But it doesn't connect well through the Third																				1 '	1
300	308	53211	Ward and Walkers Point to other bike paths.	٧																			1 '	1
500	300	33211	Area around my residence is great, but getting to/from work by bike would be extremely																			$\vdash \vdash$	$\vdash \vdash$	
301	309	52211	dangerous.		v																		1 '	1
302	310		Most important is that those who bicycle obey traffic signals & traffic lights!!!!!!		<u>'</u>																V	$\vdash \vdash$	$\vdash \vdash \vdash$	\vdash
303	311	53202	Infost important is that those who bicycle obey traine signals & traine lights::::::																			$\vdash \vdash$	$\overline{}$	
304	312		More people biking. Remove obstacles to facilitate this. A la this effort.																			$\vdash \vdash$	Ė	v
305	_		More Bublr bike stations.															v				$\vdash \vdash$	$\vdash \vdash \vdash$	<u> </u>
303	313	53202	INIOTE BUDIT DIKE STATIOTIS.															Ť				$\vdash \vdash \vdash$	$\vdash \vdash$	\vdash
			More ways to draw people into community activities close to their homes. Biking in																				1 '	1
			Milwaukee is good now, but the city could use more dedicated bike trails and non-																				1 '	1
			· · · · · · · · · · · · · · · · · · ·																				1 '	1
			automobile pathways connecting communities to each other. E.G. last week I biked from																				1 '	1
			Maryland School to my home on 68th Street in Enderis Park. I like the trail ride much																				1 '	i
			more to get across town, so I had to bike all the way south to Canal/Hank Aaron, then																				1 '	i
			cross town. Ideally we can have greenways networked across town so there are more																				1 '	1
			direct bike/walk options that don't force residents to make a massive detour or else																				1 '	i
306	314	53210	walk/bike across roads in need of repairs (much of central Milwaukee).							Υ	Υ		Υ										1 '	1
307	315	53205	·																			\Box	Υ	
																						\Box		
			This is hugo. When weather is pice. I want to be out an my hike and interacting with the																				1 '	1
200	246		This is huge. When weather is nice, I want to be out on my bike and interacting with the																				1 '	, I
308			community. I want to get exercise through every day living, and biking is a way to do that.		<u> </u>	<u> </u>			<u> </u>		<u> </u>						<u> </u>					$\vdash \vdash$		Y
309		53219			1	1			1		-											${oldsymbol{arphi}}$	T V	\vdash
	318	53208			 						 											${f oxedown}$	r V	\vdash
311	319	53202	We need to connect all paighborhoods with hills friendly with weathern. Comment with a control								-											$\vdash \vdash$	r	\vdash
			We need to connect all neighborhoods with bike friendly pathways. Currently the south																				1 '	1
			west part of Milwaukee is very underserved. More protection for bikers in busy streets.																				1 '	1
			The Oakland trail also really needs to be finished to be utilized by more people so there																				1 '	1
312			are no barriers for those who want to keep going on the trail.	Υ																		oxdot	<u>'</u>	
313		53210																				$ldsymbol{\sqcup}$	Υ	
314	322	53212	More jobs																					Υ

	Α	В	r	D	Е	F	G	Н	т	1	K	, 1	N.4	NI	0	D	0	R	S	т	U	V	W	
-	А	В	increase buffered or protected bike lanes since they increase the number of cyclists and	υ	E	F	G	н	1	J	K	L	М	N	U	Р	Q	К	3	I	U	V	VV	_X
315	323	53211	reduce accidents												v									
313	323	33211	Well maintained and designated bicycle routes. Good routes on lower traffic streets,												ī								-	
316	324	53066	lanes and non-motorized use trails.			v					v			v										
317	324	53223	ialies aliu lion-motorizeu use traiis.			Y					Y			Y								v		
318			Traffic is too fact and inconsiderate of nedestrians and hikars				v															Ť		
318	326 327	53207 53154	Traffic is too fast and inconsiderate of pedestrians and bikers.				Ť															V		
320	328	53207	Traffic is always my biggest concern. Car drivers that are speeding, mostly.				v															1	-	
320	320	33207	Continued improvement of biking infrastructure. More trails, trail extensions, trail				ı																-	
321	329	F2200	interconnects.	v		v					v													
222	330	53208 53214	interconnects.	ī		T					T											v	-	
222	331	53214	need traffic to go slower									v												
224	333	53212	nieed traffic to go slower									1										v	-	
325	334	53214																				v		
323	334	33214																						
			I would like to see protected bike lanes in Milwaukee. Just got back from Amsterdam and																					
			was very impressed with their accommodations for bicycle traffic, as a serious mode of																					
326	335	52211	daily transportation; also, more connections between trails that are off-road.	v											v									
320	333		All of those things tend to follow density. Give people a reason to live in the city and the	'																				
327	336		above will occur, to varying extents, naturally.																				,	,
327	330	33212	above will occur, to varying extents, naturally.																					
			Right now the streets around downtown where I live do not have accessible bike lanes, if																					
			any at all. Also, automobile drivers are very reckless and often times disobey traffic rules																					
			and never face any consequences. I would really like to see speed limits lowered to 25 in																					
220	227						v		.,	.,		.,												
328	337		Easttown/Westown and have police enforce reckless driving laws.				Y		Y	Y		Y												
220	220		Separated bike lanes I've seen across the nation on my current bike tour are phenomenal!												V									
329	338		Why don't we have these?												Y									
220	220		My main gripe is separate us from the cars, keep us off city streets where possible, link up	.,											.,		ļ.,							
330	339		all the bike trails, and improve signage.	Υ											Υ		Y			.,				
331	340 341	53207 53202	Better lighting																	Y				
332	341	53202	Better designed roadways for bikes and pedestrians. Milwaukee's streets and																			Ť		
			intersections look like something out of the 60s in terms of design standards. Look to																					
			what other cities are doing, e.g. Chicago to improve the design of their streets. Also,																					
			utility cuts and contractors are a major hazard, consider changing your standards as to																					
222	2.42	F2207	how streets are restored from utilities. It's leading to a lot of premature failure of													.,								
333	342	53207	roadways.													Υ								
			Driver behavior is horrible. It can be terrifying riding a bike on the street, even in a bike																					
			lane. Cars pass on the right frequently and drive in the bike lane. Some roads are in																					
			pretty rough shape with potholes that make it hard to navigate the road. Drivers do not																					
			seem to understand that cyclists are supposed to operate in the road, like a car. Drivers																					
	2		can be openly hostile to cyclists. It's a shame there is no nice way to connect from Bay	.,			.,																	
334	343	53207	View to Lincoln Memorial Dr. without having to use city streets.	Y			Y						Y					1	<u> </u>					
			Roundabouts or speed humps would help our neighborhood have safer streets with fewer									l.												
335	344	53212	cars speeding through blocks.									Y						1						
336	345	53202																1	<u> </u>			Υ		
337	346	53213																-	-			Y		
338	347	53202	DIVE DATIL ANALY FROM ALITO TRAFFIC												.,							Y		+
339	348	53208	BIKE PATH AWAY FROM AUTO TRAFFIC												Y									

	Α	В	C	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	V	W	Х
			A) Production to ffeed standing to some title state //P data attack at all stands 2) O standing																					
			1) Replacing traffic detection loops with video/IR detection at all signals. 2) Outlawing crappy obsolete old-style bike racks, and replacing them with modern 3-point designs like																					
			at Schlitz Park and in front of Friday's at Miller Park. 3) Realistic enforcement & protected																					l
			bike lanes to keep adults off sidewalks. 4) Reasonable enforcement to discourage cyclists																					l
			from running red lights. 5) Providing incentives to adjacent businesses and property																					l
			owners to improve access from industrial parks, neighborhoods, shopping areas, to trails.																					1
			6) Specifying center-striping, wayfinding signs, marking of cross-streets, and "Keep right"																					1
			etc. signs on trails. 7) Dedicated bicycle & trail patrol officers from MKE Sheriff or police																					1
			depts, and not just on the lakefront. 8) More 24-hour restrooms & water stops along																					,
			trails, especially on the northwest side. 9) Signal timing to favor pedestrians and cyclists instead of just motorists. 10) Evaluation of whether bump-outs increase or decrease																					,
340	349	53211	safety for bicyclists.	v					v								v		v					,
341	350		Bike lanes	·					'	Υ														=
342	351	53212																					Υ	
			I live near the oak leaf and one of my job locations is nearby. I like to bike when going out																					
			downtown, on Brady street, or in Shorewood. Vehicle traffic outside of Shorewood is																					,
2.42	252	50044	questionable at best and I have been on the wrong end of a vehicular interaction on				.,																	,
343	352	53211	multiple occasions due to driver neglect or ignorance.				Y																	\vdash
			Automobile speed limit reduction is very important. Increasing parking rates and reducing																					
			parking opportunities is very important. Eliminating all bike lanes in the door zone is																					,
			important as well as creating wide protected bike lanes webbed throughout the city. This																					1
			will require removing driving lanes or narrowing them at critical places. This can be																					1
			accomplished with cement bollards and planters that will NOT cost millions of dollars.																					1
344	353		These improvements can and should be accomplished in a timely manner.	Υ	.,					.,		Υ			Υ									
345	354 355	53222 53211	Safety is of the utmost importance. Many more designated bike lanes are a priority.		Y					Y													V	
347	356		Healthy transportation support																				•	Υ
348	357	53211	better connections to and from bike trails; better motorist consideration	Υ				Υ																
349	358	60030																					Υ	
			More awareness for pedestrian crossings. Coming from the UK it is more regulated																					,
350	359	E2207	whereas my experience in Milwaukee is that the car rules and pedestrians have to run across the road - excluding intersection controlled traffic lights																					v
351	360		More protected bike lanes; traffic calming; more stop signs and/or traffic lights									Υ			Υ		Υ							
352	361		Enforcement for cars						Υ															=
			I would love to see my community have safe biking conditions and drivers that slow down.																					
353	362		Traffic has gotten out of control and unsafe.				Υ																	لـــــا
354	363	53202	To ffee a later and a fee and a fee																				Υ	
355	364	53212	Traffic calming and enforcement of traffic laws. Bike lanes are used as passing lanes for						v			v												,
356	365		As you may know from my answers, I am comfortable biking in traffic.						'			'												Υ
357	366	53204																					Υ	
358	367	53211																					Υ	
359	368	53213																					Y	لـــــا
360	369 370	53202	I prefer seperate bike lanes away from streets.												v								Y	
362	371		Not safe, more police needed to much harrassment																					Υ
302			Traffic calming on major mid-city / north side streets - North Ave, Fond du Lac, Locust,																					
363	_	53212	Center, Holton									Υ												
364	373	53213																					Υ	لـــــــ
36-	3-4	F2025	I was bike-jacked. Not sure how common this is. I feel nervous on secluded bike trails.		V																			
365 366	374 375		Have been doing more road biking to be in a busier area. safety>accessibility>wellness>livable community		T																			٧
367	376	53202	surecy, accessisting, weinness invasic community																				Υ	-
368		53217																					Υ	\equiv
369	378	53213	Have some roads dedicated only for cyclists.												Υ									
			Put buffer between bike lanes and travel lanes to make a safety feeling for bicyclists.																					
370 371	379 380		Warn and Cite drivers who violate the right of way to bicylists Educate drivers of biking laws.					v	Υ						Y									
371	380		Driver education. Drivers simply do not understand a cyclists rights to the road.					Y																
373	_	53208						-															Υ	

П	۸	В	C	D	Е	l c	G	Н	т	1	V	1	М	N	0	Р	0	D	S	т	- 11	V	W	Х
	А	D	Make Milwaukee safer for pedestrians and cyclists. More green space. Fewer cars, parking			F	G	П	1	,	N.		IVI	IN	0	г	Q	N.	3	-	U		VV	
			lots and subsidies for cars. More support for transportation alternatives, including mass																					ı
					l																			ł
374	383	53211	transit.		Y																	igwdot		
375	384	53217			<u> </u>						ļ							ļ				igspace	Υ	
376	385	53211			<u> </u>																	igspace	Υ	
																								ł
			Not my neighborhood, but neighborhoods like Amani really, really need speed humps.																					ı
377	386		This is so obvious that I have no idea how the city hasn't done this yet, it's shameful.									Υ												
378	387	53235	Well lit, clearly marked bike lane routes, driver-cyclist education					Υ		Υ										Υ				1
			Issues with motorists opening doors without looking ("dooring"). Motorists seem ignorant																					ı
379	388	53211	of law at pedestrian crossings. Running red lights at intersections.				Υ		Υ															l
380	389	53211																					Υ	l
381	390	53207																					Υ	<u> </u>
																								l
			Consistant and comprehensive traffic law enforcement and more enphasis on provinding																					ı
			transprotation facilities that accommodate pedestrians, bicyclists and transit without																					ı
			worrying so much about accommodating some future projected traffic volume. It's time																					ł
382	391	53221	to design and build for liveability and not mobility by automobile.	Υ				Υ																ı
383	392	53213	, , , , , , , , , , , , , , , , , , ,																				Υ	<u> </u>
384	393	53215																					Υ	<u> </u>
			Motorists are not aware of bicyclists. They do not stop in crosswalks to let bikes go																					·
385	394	53226	through.				Υ																	ı
386	395	53211			1																		Υ	
-																						\vdash		
			Add more bike locking spaces consistently as routine street and sidewalk repairs are done																					ı
			as a matter of course. Work with local businesses to place these in sight of existing																					ı
			security cameras to reduce risk of bike theft. More bike parking by Public Marketand																					ı
			better quality than crowded rackswould be advisable. Emulate what U.S. Bank Building																					ı
			has done in terms of good spacing for bike commuter parking. It's not that we need more																					ı
			racks per se, but in some cases we need more space between bikes. They're not sardines,																					l
																								l
			and the folks who are now biking-many of us have made significant investments in our																					ı
			bikes. These are assets on many levels. The city does a good job of welcoming cyclists																					l
			generally. The more we can do to continue to normalize cycling as an intended and lawful																					l
			use of our roadwaysand this mainly pertains to driver behavior (95% of it respectful) but																					ı
			includes cyclists not burning through stoplights. Consistency in behavior is important.																					ı
			Perhaps the city could also honor fallen cyclists on one of the digital billboards that has																					ı
			freeway visibility during Bike to Work Weeka way to remind drivers of their/our																					ł
			responsibility and to honor the lives of cyclistsnot purely as a memorial or statistic that																					ı
387	396	53110	admonishes, but to show our connectedness in life. Just a thought.				Υ												Υ		Υ			l
388	397		have a way so bikers are not biking where motorists are driving												Υ									
389	398		More off-road bike paths, especially important for children.								Υ											\vdash		
			I have recently become skiddish about riding in our city primarily due to safety. Our work																					ī
			community still and hasn't recovered from the death of two of our cycling colleagues.																					ł
			With a construction and the roads in their conditions, I don't have the courage to bike to																					ı
390	399	53215	work right now.		v								v											l
550	333		Segregated bike lanes are essential for good cycling. Simply painting lines and stenciling		 	-	-				 	<u> </u>	-					 				$\vdash \vdash$		
391	400														v							1		ł
391	400		bikes on them do not do anything to improve confidence in safe cycling.		-	 	 								ſ		V					, I		
			Clearly defined signage, routes. Encouragement for community rides.		1	 	 	<u> </u>									ſ						V	
393 394	402 403	53235	Better roads- less potholes		-	 	 				-		v					-				$\vdash \vdash$	-	
	_		Bike lanes or wide streets		-	 	 			V			ſ									$\vdash \vdash$		
395	404				1	 	 	<u> </u>		ř							<u> </u>					${f o}$		v
396	405		Not getting hit by a car Sefert in number one. Hank Assen, Oakloof, Reading types noths are best		v	 	 	<u> </u>									<u> </u>					${f o}$		
397	406		Safety is number one - Hank Aaron, Oakleaf, Beerline types paths are best.		Υ	<u> </u>	<u> </u>	<u> </u>			<u> </u>	<u> </u>					<u> </u>	<u> </u>				$\vdash \vdash$		
			Bike lanes would be a huge plus. With a fast pace, fast growing city like Oak Creek, it																					ł
			would be nice to see more bike lanes and more education to the public about pedestrians																					ł
398	407		and bicyclists.		ļ	ļ	ļ	Υ		Υ	ļ	ļ						ļ				igsquare		
			Striped bike lane, curb bump outs and traffic circles to slow down vehicles in my																					ı
399	408		neighborhood.							Υ		Υ										oxdot		
400	409	53233	Less agressive driving habits of motorists.				Υ															┖		

	Α	В	C	D	Е	F	G	н	ı	ı	K		М	N	0	Р	0	R	ς	Т	U	V	W	X
					_	•			-		- 1	_		- 1			٧	- 1				-		
			Protect bicyclists from cars and bad drivers. Improve condition of concrete on roads and																					
			bike lanes. Same with bike paths like Oak Leaf not in great shape. Also, paint lanes down																					
401	410		the center of bike paths, with signs telling people to watch for cyclists and stay right.							v			v	v			v							
401	411		We do not ride out bikes because there are not good routes to parks or bike ways.	v						r v			1	ı			ı					-+	\rightarrow	
402	411		Less hostile environment for bicycles and pedestrians, by educating drivers and enforcing	Y						Y												-+		
400						.,		.,	.,															
403	412	53208	laws. Infrastructure plays an important, but secondary role.			Υ		Y	Υ													\longrightarrow		
			Bike and pedestrian safety is important on the main streets of my community. Busy roads																					
404	413	53222	with little to no infrastructure for riding or crossing the street is main concern.			Υ																\longrightarrow		
			More separation from traffic as in Madison bike lanes. Often times cars will swerve into																					
405	414	53005	bicycle lanes without looking when passing other vehicles.												Υ									
406	415	53072																				Υ		
407	416	53213	We need more bike lanes to make it safer to ride on more streets.							Υ														
408	417	53212																				Υ		
409	418	53208	educate drivers					Υ																
410	419	53207																				Υ		
411	420	53209	Multimodal transit is an important consideration																				,	Y
			I would prioritize Safety, accessibility, liveability and wellness in that order but strive for																					
412	421	53217	all.																				,	Υ
413	422	53207	safety and access are both important																					Υ
414	423	53221																				Y	-	
415	424	53207	safe bike lanes especially for travel w/ children, improve sidewalks							Υ														
416	425		Biking could improve the overall health and wellness of the community.																			-		Y
417	426	53212	simily could improve the overall nearth and tremess of the community.																			Y	,	
			Safe, accessible visibly marked bicycle lanes that connect and are in major transportation																			- 1		
418	427		areas.	v						v														
419	428		Diverse demographics are most important.																			-+		v
420	429	53129	Diverse demographics are most important.																				,—	ı
420	430	53207																					,—	
421	431	53211																				- 1	,—	
422	431		More marked and maintained bike lanes to offer more route options for work, shopping,																				-+	
422	422			v						v				v										
423	432	53213		ī						Y				Y								-+	\longrightarrow	
424	433		More dedicated bike lanes with car barriersnn												Y							\longrightarrow		
			Safety- Needs to be stronger policies and state laws to support safe bicycle cycling. Need																					
425	434		to increase dedicated bike travel space in order to meet this goal.		Υ					Υ														
426	435		Engineering, education, enforcement					Υ	Υ															
427	436	53212																				Y		
428	437	53208	good bike lanes, well marked routes, safer intersections							Υ						Υ	Υ					\longrightarrow		
			I would love to see more people walking/biking in Milwaukee - this would make it feel																					
			safer for me to be walking and biking myself! I think it's important we make it easier for																					
			people to leave their cars at home, even in winter months. Better bicycle parking and																					
			improved paths and lanes would be a great encouragement. I support bike lanes that are																					
429	438		somehow physically separated from automobile traffic.											Υ	Υ				Υ					
	T		Off-road bike lanes will always be preferable. Pedestrian safety should be a stepping																				T	
430	439	53211	stone to greater bike safety.								Υ													
			More people not in cars - be it transit, walking, cycling. More human interaction will breed																					
431	440	53202	more safety.																					Υ
432	441		Better off trail routes through the third ward and downtown	Υ							Υ													$\overline{}$
433	442	53207																				Y	,	\neg
			The roads in my neighborhood need some serious repaving and a lot of the bike lanes are																					\neg
434	443		so faded, you can barley see them.										Υ	Υ										
435	444	53215	, ,																			Y	,	\dashv
436	445		Walkability and pedestrian safety are first, second bikes, cars can suck it.																			-+		Y
130	. +3		More curb bump-outs to slow traffic and allow for safe pedestrian crossing. More and																			-+	\rightarrow	=
437	446		better marked bike lanes. Better separation of bike lanes from traffic lanes.							v		v		٧	v									
+3/	7-10	33207	it is very important to the wellness of the community. Also, it is an investment for the							*		<u>'</u>			'							-+	\dashv	\dashv
			city. I've written papers about it in coursework. I think accessibility and liveability are key.																					
			Wellness is just a perk. Everyone knows riding a bike is healthier then driving. the																					
			argument lies in the accesability and feasibility for others to commute. Certain																					
			neighborhoods like mine (Jackson Park) have minimal access to bike routes or major trail																					
438	447	53219	systems.	Υ																				

	Δ	В	C	D	E	F	G	Н	ı	1	K	1	М	N	0	Р	0	R	S	т	- 11	V	W	Y
439	448		Safe intersections, protected lanes, marked lanes	D		<u> </u>	U	- ''	1 4	,	K		141	114	v	٧	Q	IX.	3	-	0	\vdash		
440	449	53212	Sale intersections, protected lanes, marked lanes												'	'						 	v	
440	449	33211							-													-	-	
			Fix the roads. The road conditions on my commute are in horrible conditions. The pot																			1		1
			holes and road heaves make it unpleasant and unbearable for all motorist; cars,																			1		1
			motorcycles, and bicycles alike. Cars, motorcycles and bicycles are constantly swerving to																			1		1
			miss manholes that are not flush with the road, pot holes, road heaves, and general rough																			1		i
			· · · · · · · · · · · · · · · · · · ·																			1		i
			road areas. If the required 36" is not given to the bicyclists, these swerves can be deadly.																			1		1
																						1		i
																						1		i
																						1		i
			Dedicated biking lanes would be next as a priority, only because most motorists do not																			1		i
			know the current rules of the road. They often get furious with bicyclist, even when the																			1		1
			bicyclist are doing exactly what they should be doing and being safe.																			1		i
			bicyclist are doing exactly what they should be doing and being sale.																			1		
																						1		i
																						1		i
																						1		i
			Which brings me to the next priority in education. I'm not sure how the best way to																			ı l		i
441	450	53217	educate the public is but it needs to improve for everyone.				Υ	Υ	Y	,			Υ									ı l		ii
442	451	53213																					Υ	
443	452	53213																				1	Υ	
444	453		Hwy 100/Mayfair road				†		1 1													1	\dashv	Y
445	454	53215	,,,		<u> </u>	<u> </u>	<u> </u>		+ +													-	Υ	
446	455	53220			<u> </u>	<u> </u>	l	<u> </u>	1 +			l						l				-	Y	
447	456	53219			1	1	1		1													$\overline{}$	· v	
	457		walkahla, ridaahla and cafa stroots		v																			
448			walkable, rideable and safe streets.		Y				 													┌─┤	V	
449	458	53219	I feel completely safe in the neighborhoods I bike through. Murray Hill-Brady Street-		 	 	 		1			<u> </u>										—-	ı	
																						1		
			Riverwest or Murray Hill to Washington Park. I think what most deters me from biking all																			1		i
			the way to the west (Washington Parkwhere I work) is that there are no complete																			1		i
			routes. I usually take Center St. because their are bike lanes. I often will bike to Bayview																			1		
			from the East Side using mostly all trails which I love! I love biking and Milwaukee has																			1		
450	459	53211	potential for becoming a great biking neighborhood!	Υ					Y	1												1		i
451	460	53219																				i T	Υ	
452	461	53211	Better connection to oakleaf trail	Υ																		i		
453	462	53219																				i T	Υ	
454	463	53219																				i I	Υ	
																						i l		
455	464	53224	Safety and worn roads are the main reasons why I don't rude my bike or walk my dog.		Υ								Υ									1		
			I'm a lady-bodied person. I hear significantly more street harassment when I am on a bike																			r t		
			than when I'm walking/driving/otherwise outdoors. Significantly. As in it almost never																			1		
			happens when I'm not on a bike, and quite often happens when I'm on a bike. I'm not																			i		i
			sure how to change the culture, but conversations/initiatives that move that direction																			_i		i
			would help.																			ı l		ii
			would help.																			1		1
																						i		i
																						i		i
																						ı l		i
			"Get on the sidewalk!" is a phrase I hear often while biking. Drivers simply don't know																			ı l		i
			that the safest (and most legal) place for me to be is on the roadway. Driver education?																			ı l		i
456	465	53212	More green bike lanes?					Υ	Y	,												ı l		i
			Traffic safety, even not considering bikes is important. More calming measures/speed		1	1	1															1	$\neg \uparrow$	
457	466	52211	enforcement built into environment, such as speed tables.				Y					v										ı l		i
458	467	53211	emorecinent built into chanoninent, such as specu tables.		 	 	l'	 	 			<u>'</u>										\vdash	<u>v</u>	
430	407	23213	Basically, I don't have a safe place to lock up a bike at my apartment complex. I would		 	 	 	 	 													\vdash	$\dot{-}$	
			have to store it on the second floor in my apartment or the basement and I don't want to																			ı l		i
																						ı l		i
			carry the bike up and down. So if all apartments had some bike safe storage, I would buy																			ı l		ii
459	468	53213	a bike.		<u> </u>	<u> </u>	ļ					ļ							Υ			igsquare		
			My community is surrounded by high traffic avenues such as Oklahoma Ave. and Forest																			i		i
			home. There is no bike line in Oklahoma ave and the intersections are dangerous. Not																			i		i
460	469	53219	enough traffic calming features along Oklahoma ave.	L	L	L	<u>L</u>	L	Y	′		Υ				Υ		L						
			improve continuity of bike routes (bike paths or lanes suddenly, end, it can be dangerous																			ı		
461	470	53202	to merge into traffic)	Υ																		ı l		i

A 1230/100 cores better road count of my commal states but there are a few to and act of for due			В	(_	-	-	_	- 11	7		1/			N.I.	_	-	_	-	_	-	- 11	1/ 14/	V
Feet performance on record of they command could be but there are a feet a level doubt of fear due	460	A		· ·	U	E	F	G	п	1	J	K	L	IVI	IN	U	Р	Q	ĸ	3	- '	U	V VV	^
10.2 22.2 23.231 Own Philose constantly driving in the Disk billion (Broth Avenue) Y Y Y Y Y Y Y Y Y	462	471												Υ										
Section Sect				I feel pretty safe on most of my normal routes but there are a few I avoid out of fear due																				
Section Sect	463	472	53213	to vehicles constantly driving in the bike lane (North Avenue)				Υ																
2000 Setter this unfristratural protected lanes, storyle and in center of the common of the comm		473		, ,																			Y	
100 100				Potter hike infractructure (protected lance hicycle cafe intercections)			v									v	v							
Supplementary Supplementar				better bike illitastructure (protected iailes, bicycle sale ilitersections)			1									'	'							-
Each 2017 State		_																					Y	-
Section Sect				We need better road conditions. To many roads detiorating.										Υ										
We have great parks and access to the outdoors, we need to do everything we can to (2) 409 54221 20 40 54221 21 Washadility and intra-personal connections to increase community interaction and 22 Washadility and intra-personal connections to increase community interaction and 23 40 53221 24 81 53222 25 82 5322 26 82 5322 Free are intersections with lights that cannot be activated by people on biase forly cardy seawing me limited options to affect get through interactions. The edges of streets are 27 86 5322 Free are intersections with lights that cannot be activated by people on biase forly cardy seawing me limited options to affect get through interactions. The edges of streets are 27 86 5322 Free are intersections with lights that cannot be activated by people on biase forly cardy seawing me limited options to affect get through interactions. The edges of streets are 27 86 5322 Free are intersections with lights that cannot be activated by people on biase forly cardy seawing me limited options to affect get through interactions. The edges of streets are 27 86 5322 Free are intersections with lights that cannot be activated by people on biase forly cardy seawing me limited options to advantage through the connections of the seaw planty of the seawing making through the connections of the seaw planty of the seaw planty of the seawing making through the connections of the seaw planty of the seaw planty of the seawing making through the connections of the seaw planty of the seaw planty of the seawing making through the seaw planty of the seawork planty o	468	477	53219																				Υ	
207 249 53292 Weet started and well funded police and fine departments. 208 5312 Well started and well funded police and fine departments. 209 53292 Well started and well funded police and fine departments. 200 53292 Well started and well funded police and fine departments. 200 53292 Well started and well funded police and fine departments. 200 53292 Well started well started personal connections to increase community interaction and 201 53292 Well started well started personal connections to increase community interaction and 201 53292 Well started well started personal connections to started by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions with lights with a cannot be activated by propie on bibles, from earn interactions with lights with a cannot be activated by propie on bibles, from earn on well and the started by activate and well and the started by activate and site leaves are highly to the started by activate and site leaves are highly to the started propies with a started by activate and site leaves are highly to the started by activate and site leaves are highly to the started by activate and site leaves are highly to the started by activate and site leaves are highly to the started by activate and site leaves are highly to the started lightly to the started lig	469	478	53207																				Υ	
207 249 53292 Weet started and well funded police and fine departments. 208 5312 Well started and well funded police and fine departments. 209 53292 Well started and well funded police and fine departments. 200 53292 Well started and well funded police and fine departments. 200 53292 Well started and well funded police and fine departments. 200 53292 Well started well started personal connections to increase community interaction and 201 53292 Well started well started personal connections to increase community interaction and 201 53292 Well started well started personal connections to started by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions well lights with a cannot be activated by propie on bibles, from earn interactions with lights with a cannot be activated by propie on bibles, from earn interactions with lights with a cannot be activated by propie on bibles, from earn on well and the started by activate and well and the started by activate and site leaves are highly to the started by activate and site leaves are highly to the started propies with a started by activate and site leaves are highly to the started by activate and site leaves are highly to the started by activate and site leaves are highly to the started by activate and site leaves are highly to the started by activate and site leaves are highly to the started lightly to the started lig				We have great parks and access to the outdoors, we need to do everything we can to																				
2012 2012	470	170																						v
22 251 252-200 252				keep them.																			- V	+'
Walkability and intra-personal connections to increase community interaction and Walkability and intra-personal connections to increase community interaction and Walkability and intra-personal connections to increase community interaction and Walkability and intra-personal connections with lights that cannot be activated by people on bikes (only cars) leaves from the process of the process																							Y	1
Walkability and inter-personal connections to increase community interaction and				Well staffed and well funded police and fire departments.																				Υ
Column C	473	482	53211																				Υ	
Color Age Size Age Size Age				Walkability and intra-personal connections to increase community interaction and																				
Color Age Size Age Size Age	474	483	53208	investment.																				Υ
There are intersections with lights that cannot be activated by people on bikes (only cars) to be laving me initive doptions to safely get through intersections. The edges of streets are some of the initive doptions to safely get through intersections. The edges of streets are some of the street	_																						v	
There are intersections with lights that cannot be activated by people on black (only cars) dealed mel limited options to safely set through intersections. The edges of streets are 477, 848, \$3211 offien in poor condition making it unsafe for riding. 177, 848, \$3211 offien in poor condition making it unsafe for riding. 178, \$485, \$3212 offien in poor condition making it unsafe for riding. 179, \$486, \$3212 offien in poor condition making it unsafe for riding. 179, \$486, \$3212 offien in poor condition making it unsafe for riding. 179, \$486, \$3212 offien in poor condition of the set with this is infimentative expanding the connectivity between various parts of the clips. The condition of streets and sidewalks and/or bump outs on Center Street from 5 office streets between, expanded sidewalks. More police presence throughout the city. More 4 of 5 office streets between, expanded sidewalks. More police presence throughout the city. More 4 of 5 office streets between, between the control of streets and sidewalks. More police presence throughout the city. More 4 of 5 office streets between the control of streets and sidewalks. More police presence throughout the city. More 4 office streets between the control of streets and sidewalks. More police presence and width of this lines, said general road maketomace. When it def in the city, the traffic calculated and streets of the control of the contr																							· ·	+
leaving me limited options to solely get through interactions. The edges of streets are 478 489 53121 of think it is important to continue expanding the connectivity between various parts of the city. A great example of this is Minnespolis where this paths and take lanes are highly 479 488 53212 interestinated of this is Minnespolis where this paths and take lanes are highly 479 489 53212 interestinated to 60th Street. 479 489 53212 interestinated to 60th Street. 479 489 53212 interestinated to 60th Street. 479 489 53213 interestinated to 60th Street. 470 489 53213 interestinated to 60th Street. 471 489 53213 interestinated to 60th Street. 472 489 53213 interestinated to 60th Street. 473 489 53213 interestinated to 60th Street. 474 489 53215 interestinated and Street interestinated to 60th Street. 475 489 53213 interestinated and Street interestinated to 60th Street. 476 53213 interestinated and Street interestinated interestinat	4/0	400		There are interceptions with lights that cannot be activated by poople on hiller (and constitution)									1										T I	+
177 486 53211 Offen in poor condition making trursafe for riding. Y Y Y Y Y Y Y Y Y																								
think it is important to continue expanding the connectivity between various parts of the city. A great example of this is Minneapolis where bike paths and bike lanes are highly visual interconnected. 479 488 53211 interconnected. 480 489 Frotected bike lanes, expanded sidewalks and/or bump outs on Center Street from 480 489 53210 Sharman Boulevards to 6th Street. 481 489 53310 Sharman Boulevards to 6th Street. 482 493 53220 with the sodurbs, the biggest challenge is the lack of bike lanes, inconsistent presence and with of the lanes, and general road maintenance. When Iride in the city, the traffic calculated to the sodurbs, the biggest challenge is the lack of bike lanes, inconsistent presence and with of the lanes, and general road maintenance. When Iride in the city, the traffic calculated are more of a hazard to cyclists. The cites have few escape zones for cyclists in the event of an accider, to introductors to advantage are very important. The calculations in the city are generally horrid. 483 493 53200 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 484 495 494 53201 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 485 496 53201 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 486 497 53201 My biggest issue with city biking on streets is potholes and terrible street pavement. 487 498 53201 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 487 498 53201 world have been escape in find too many bike lanes that reduce traffic volume. 488 498 53204 world have been been for surel Traffic signals would be anazing but i don't expect that. 498 53201 world world world world be anazing but i don't expect that. 499 53201 world world world world be anazing but i don't expect that. 490 53201 world world world been society for the base for surel Traffic signals would be anazing but i don't expect that. 491 5320 53201 world world world world been pre																								
think it is important to continue expanding the connectivity between various parts of the city. A great example of this is Minneapolis where bike paths and bike lanes are highly visual interconnected. 479 488 53211 interconnected. 480 489 Frotected bike lanes, expanded sidewalks and/or bump outs on Center Street from 480 489 53210 Sharman Boulevards to 6th Street. 481 489 53310 Sharman Boulevards to 6th Street. 482 493 53220 with the sodurbs, the biggest challenge is the lack of bike lanes, inconsistent presence and with of the lanes, and general road maintenance. When Iride in the city, the traffic calculated to the sodurbs, the biggest challenge is the lack of bike lanes, inconsistent presence and with of the lanes, and general road maintenance. When Iride in the city, the traffic calculated are more of a hazard to cyclists. The cites have few escape zones for cyclists in the event of an accider, to introductors to advantage are very important. The calculations in the city are generally horrid. 483 493 53200 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 484 495 494 53201 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 485 496 53201 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 486 497 53201 My biggest issue with city biking on streets is potholes and terrible street pavement. 487 498 53201 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 487 498 53201 world have been escape in find too many bike lanes that reduce traffic volume. 488 498 53204 world have been been for surel Traffic signals would be anazing but i don't expect that. 498 53201 world world world world be anazing but i don't expect that. 499 53201 world world world world be anazing but i don't expect that. 490 53201 world world world been society for the base for surel Traffic signals would be anazing but i don't expect that. 491 5320 53201 world world world world been pre	477	486	53211	often in poor condition making it unsafe for riding.						L_			L	Υ			Υ							
think it is important to continue expanding the connectivity between various parts of the city. A great example of this is Minnacologis where bike paths and bike lense are highly 4 y y y y y y y y y y y y y y y y y y				•																			Υ	
City. A great example of this is Minneapolis where bike paths and bike lanes are highly 77 488 5831 interconnected. 80 Protected bike lanes, expanded sidewalks and/or bump outs on Center Street from 98 Protected bike lanes, expanded sidewalks. More police presence throughout the city, More 89 Better condition of streets and sidewalks. More police presence throughout the city, More 80 Better condition of streets and sidewalks. More police presence throughout the city, More 80 State 1				think it is important to continue expanding the connectivity between various parts of the	1																			1
489 489 53210 Interconnected. Y Protected bike lanes, expanded sidewalks and/or bump outs on Center Street from Y Y Y 480 489 53210 Sherman Boulevard to 60th Street. Better condition of streets and sidewalks. More police presence throughout the city. More 481 480 53220 Street lighting. Y Y Y S 483 492 53202 In the suburbs, the biggest challenge is the lack of bike lanes, inconsistent presence and width of bike lanes, and general road maintenance. When I ride in the city, the traffic calling and sidance are more of a hazdraft cyclists. The cities have few expect proses for cyclists in the event of an accident, so transition to sidewalks are very important. The 484 489 53202 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 485 486 53202 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 486 489 53202 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 487 486 53211 Wy biggest issue with city biking on streets is potholes and terrible street pavement. 488 487 53211 Wy biggest issue with city biking on streets is potholes and terrible street pavement. 489 497 53211 Wy biggest issue with city biking on streets is potholes and terrible street pavement. 480 498 53202 S3202 World wakkee has enough if not too many bike lanes that reduce traffic volume. 480 498 53203 S3202 World wakkee has enough if not too many bike lanes that reduce traffic volume. 480 498 53201 S3202 World wakkee has enough if not too many bike lanes that reduce traffic volume. 481 498 53201 S3202 World wakee has enough if not too many bike lanes that reduce traffic volume. 482 5321 Walkable neighborhoods with stores, connected bike trails, street life 583 5321 Walkable neighborhoods with stores, connected bike trails, street life 584 5322 World world wakee for sure! Traffic signals would be amazing but I don't expect that. 585 5322 S321 Walkable neighborhoods with stores, connected bike trails, street life 586 5322 S3				·																				
Protected bile lanes, expanded sidewalks and/or bump outs on Center Street from 48. 489 1320 Sheman Boulevard to GNB Street 49. 140 1 5227 Street lighting. 40. 14																								
480 489 53210 Sherman Boulevard to 60th Street. 481 480 53219 street lighting. 482 491 53217 483 492 53202 In the suburbs, the biggest challenge is the lack of bike lanes, inconsistent presence and width of bike lanes, and general road maintenance. When I ride in the city, the traffic calming and islands are more of a hazard to cyclists. The cities have the excape zones for cyclists in the event of an accident, so transitions to sidewalks are very important. The 485 494 53202 lword there would be pienty of dedicated bicycle routes from which cars are prohibited. 485 494 53202 lword there would be pienty of dedicated bicycle routes from which cars are prohibited. 486 495 53201 487 496 53211 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 488 498 53202 498 53202 499 53212 lwy biggest issue with city biking on streets is potholes and terrible street pavement. 499 490 53211 llwy biggest issue with city biking on streets is potholes and terrible street pavement. 490 491 53201 llwiwaukee has enough if not too many bike lanes that reduce traffic volume. 491 500 53210 llwiwaukee has enough if not too many bike lanes that reduce traffic volume. 493 600 53220 llwing on the roads. 494 501 53210 llwiwaukee has enough if not too many bike lanes that reduce traffic volume. 495 601 53220 llwing on the roads. 496 603 53220 llwing on the roads. 497 503 53212 llwiwaukee has enough if not too many bike lanes that reduce traffic volume. 498 603 53220 llwing on the roads. 499 600 532210 llwiwaukee has enough if not too many bike lanes that reduce traffic volume. 490 790 53221 llwing on the condition of addepression of bike lanes. "Share the Road" signs directed at cars. It of the condition of and depression of bike lanes. "Share the Road" signs directed at cars. It of the condition of and depression of bike lanes. "Share the Road" signs directed at cars. It of the condition of and depression of bike lanes. "Share the Road" signs directed at cars. It of the c	479	488			Υ																			
Better condition of streets and sidewalks. More police presence throughout the city, More 482, 491 53217 483, 492 53202 In the suburbs, the biggest challenge is the lack of bike lanes, inconsistent presence and width of bike lanes, and general road maintenance. When I ride in the city, the traffic calming and Islands are more of a hazard to cyclists. The cites have few escape zones for cyclists in the vent of an accident, so transitions to sidewalks are very important. The 484, 493 53005 road conditions in the city are generally horrid. 485 494 53202 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 486 495 53203 486 496 53203 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 488 497 53212 My biggest issue with city biking on streets is potholes and terrible street pavement. 489 498 53200 498 53200 498 53200 499 53204 490 5320 53210 Milwaukee has enough if not too many bike lanes that reduce traffic volume. 499 690 53200 More bike lanes for sure! Traffic signals would be amazing but I don't expect that. 490 690 53200 More bike lanes for sure! Traffic signals would be amazing but I don't expect that. 491 592 53210 Milwaukee has enough if not too many bike lanes that reduce traffic volume. 492 500 53210 Milwaukee has enough if not too many bike lanes that reduce traffic volume. 493 500 53200 More bike lanes for sure! Traffic signals would be amazing but I don't expect that. 494 695 500 53210 Milwaukee has enough if not too many bike lanes for sure! Traffic signals would be amazing but I don't expect that. 495 500 53210 Milwaukee has enough if not too many bike lanes. "Share the Road" signs directed at cars. It 500 500 500 53210 Milwaukee has enough of bike lanes." Share the Road" signs directed at cars. It 501 5320 Milwaukee has enough of bike lanes. "Share the Road" signs directed at cars. It 502 515 5320 Milwaukee has enough of bike lanes." Share the Road" signs directed at cars. It 503 515 5320 Milwaukee has				Protected bike lanes, expanded sidewalks and/or bump outs on Center Street from																				
481 490 53219 Street lighting. 482 491 53202 In the suburbs, the biggest challenge is the lack of bike lanes, inconsistent presence and width of bike lanes, and general road maintenance. When I ride in the city, the traffic calming and sliands are more of a hazard to cyclists. The cities have we scape zones for cyclists in the event of an accident, so transitions to sidewalks are very important. The 482 493 53000 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 483 494 53200 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 484 495 53201 485 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 487 496 53210 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 489 498 53207 499 53210 S3211 My biggest issue with city biking on streets is potholes and terrible street pavement. 490 490 490 53204 491 5320 S3210 Milwaukse has enough if not too many bike lanes that reduce traffic volume. 494 500 53210 S3210 Milwaukse has enough if not too many bike lanes that reduce traffic volume. 495 500 53210 Milwaukse has enough if not too many bike lanes that reduce traffic volume. 496 505 53200 More bike lanes for surel Traffic signals would be amazing but I don't expect that. 496 505 53200 More bike lanes for surel Traffic signals would be amazing but I don't expect that. 497 500 53217 Walkable neighborhoods with stores, connected bike trails, street life 498 790 53217 Walkable neighborhoods with stores, connected bike trails, street life 591 501 53207 More green space, more restrictions on car traffic (car-free streets at times)	480	489	53210	Sherman Boulevard to 60th Street.									Υ			Υ								
481 490 53219 Street lighting. 482 491 53202 In the suburbs, the biggest challenge is the lack of bike lanes, inconsistent presence and width of bike lanes, and general road maintenance. When I ride in the city, the traffic calming and sliands are more of a hazard to cyclists. The cities have we scape zones for cyclists in the event of an accident, so transitions to sidewalks are very important. The 482 493 53000 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 483 494 53200 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 484 495 53201 485 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 487 496 53210 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 489 498 53207 499 53210 S3211 My biggest issue with city biking on streets is potholes and terrible street pavement. 490 490 490 53204 491 5320 S3210 Milwaukse has enough if not too many bike lanes that reduce traffic volume. 494 500 53210 S3210 Milwaukse has enough if not too many bike lanes that reduce traffic volume. 495 500 53210 Milwaukse has enough if not too many bike lanes that reduce traffic volume. 496 505 53200 More bike lanes for surel Traffic signals would be amazing but I don't expect that. 496 505 53200 More bike lanes for surel Traffic signals would be amazing but I don't expect that. 497 500 53217 Walkable neighborhoods with stores, connected bike trails, street life 498 790 53217 Walkable neighborhoods with stores, connected bike trails, street life 591 501 53207 More green space, more restrictions on car traffic (car-free streets at times)				Better condition of streets and sidewalks. More police presence throughout the city. More																				
482 493 53217 483 492 53020 In the suburbs, the biggest challenge is the lack of bike lanes, inconsistent presence and width of bike lanes, and general road maintenance. When I ridd in the city, the traffic calming and Islands are more of a hazard to cyclists. The cities have few escape zones for cyclists in the event of an accident, so transitions to sidewalks are very important. The viam to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal 485 494 53202 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 486 495 53203 why biggest issue with city biking on streets is potholes and terrible street pavement. 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 488 498 53207 why biggest issue with city biking on streets is potholes and terrible street pavement. 499 53030 32319 My biggest issue with city biking on streets is potholes and terrible street pavement. 490 490 53030 32319 My biggest issue with city biking on streets is potholes and terrible street pavement. 491 500 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 493 500 53219 My biggest issue with city biking on streets is potholes and terrible street pavement. 494 501 502 5020 502	191	400												v							v			
188 492 53202 In the suburbs, the biggest challenge is the lack of bike lanes, inconsistent presence and width of bike lanes, and general road maintenance. When I ride in the city, the traffic calming and islands are more of a hazard to cyclists. The cities have few escape zones for cyclists in the event of an accident, so transitions to sidewalks are very important. The Y Y Y I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal 485 494 53202 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 486 495 53203 I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal 487 496 53211 W by the second of the company				street lighting.										1							1			-
In the suburbs, the biggest challenge is the lack of like lanes, inconsistent presence and width of bile lanes, and general road maintenance. When I ride in the city, the traffic calming and Islands are more of a hazard to cyclists. The cities have few escape zones for cyclists in the event of an accident, so transitions to sidewalks are very important. The 484 493 53005 road conditions in the city are generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the city are generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the city are generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the city are generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the city are generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the city are generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the city are generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the city are generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the would be generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the would be generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the would be generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal with the would be generally horrid. I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal want to avoid being	_																						Y	_
width of bike lanes, and general road maintenance. When I ride in the city, the traffic calming and blands are more of a hazard to cyclists. The cittes have few escape zones for cyclists in the event of an accident, so transitions to sidewalks are very important. The 484 493 53005 road conditions in the city are generally horrid. 485 494 53202 world there would being intimidated and threatened by drivers who are in a hurry. In an ideal 486 495 53203 486 495 53203 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 489 498 53207 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 489 490 53205 490 53210 53219 Millwaukee has enough if not too many bike lanes that reduce traffic volume. 491 1 have small children so if I am biking with them I want to feel protected from cars while 493 502 53208 biking on the roads. 494 503 53202 More bike lanes for sure! Traffic signals would be amazing but I don't expect that. 495 504 53210 497 505 53211 Walbable neighborhoods with stores, connected bike trails, street life 498 507 53208 508 53216 509 53216 500 509 532215 500 509 532215 501 53207 should be a welcoming feel to bikes and pedestrians, not only cars. 502 5315 33207 More green space, more restrictions on car traffic (car-free streets at times) 503 5315 33307 More green space, more restrictions on car traffic (car-free streets at times)	483	492																					Υ	
calming and islands are more of a hazard to cyclitst. The cities have few escape zones for cyclists in the event of an accident, so transitions to sidewalks are very important. The v y y v v v v v v v v v v v v v v v v																								
cyclists in the event of an accident, so transitions to sidewalks are very important. The 484 493 53005 road conditions in the city are generally horrid. 485 494 53202 world there would being intimidated and threatened by drivers who are in a hurry. In an ideal 486 495 53203 488 497 53201 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 488 498 53207 499 499 53206 490 499 53206 501 53219 Milwaukee has enough if not too many bike lanes that reduce traffic volume. 1 have small children so if I am biking with them I want to feel protected from cars while 493 502 53208 biking on the roads. 494 503 53202 More bike lanes for surel Traffic signals would be amazing but I don't expect that. 495 504 53212 497 505 53211 Walkable neighborhoods with stores, connected bike trails, street life 7 Y 8 Botter condition of and depression of bike lanes. "Share the Road" signs directed at cars. It 502 511 53207 should be a welcoming feel to bikes and pedestrians, not only cars. 503 512 53207 503 513 53207 504 513 53207 505 513 53207 506 53315 33207 507 513 53207 508 53355				width of bike lanes, and general road maintenance. When I ride in the city, the traffic																				
cyclists in the event of an accident, so transitions to sidewalks are very important. The 484 493 53005 road conditions in the city are generally horrid. 485 494 53202 world there would being intimidated and threatened by drivers who are in a hurry. In an ideal 486 495 53203 488 497 53201 world there would be plenty of dedicated bicycle routes from which cars are prohibited. 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement. 488 498 53207 499 499 53206 490 499 53206 501 53219 Milwaukee has enough if not too many bike lanes that reduce traffic volume. 1 have small children so if I am biking with them I want to feel protected from cars while 493 502 53208 biking on the roads. 494 503 53202 More bike lanes for surel Traffic signals would be amazing but I don't expect that. 495 504 53212 497 505 53211 Walkable neighborhoods with stores, connected bike trails, street life 7 Y 8 Botter condition of and depression of bike lanes. "Share the Road" signs directed at cars. It 502 511 53207 should be a welcoming feel to bikes and pedestrians, not only cars. 503 512 53207 503 513 53207 504 513 53207 505 513 53207 506 53315 33207 507 513 53207 508 53355				calming and islands are more of a hazard to cyclists. The cities have few escape zones for																				
1 1 1 2 2 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 3 5 5																								
want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal																								
88 494 53202 world there would be plenty of dedicated bicycle routes from which cars are prohibited. Y	484	493	53005	road conditions in the city are generally horrid.							Υ			Υ										
88 494 53202 world there would be plenty of dedicated bicycle routes from which cars are prohibited. Y																								
A86 495 53203				I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal																				
A86 495 53203	485	494	53202	world there would be plenty of dedicated bicycle routes from which cars are prohibited.				Υ				Υ												
1887 496 53211								-															v	
488 497 53211 My biggest issue with city biking on streets is potholes and terrible street pavement.																							· ·	+
A89 498 53207	40/	490	33211		-								 		-								ľ	1
A89 498 53207																								
490 499 53204				My biggest issue with city biking on streets is potholes and terrible street pavement.]	Υ										1
491 500 53211	489	498	53207										LI										Υ	
491 500 53211	490	499	53204																				Υ	
Solition													i i										Υ	1
1 1 1 1 1 1 1 1 1 1				Milwaukee has enough if not too many bike lanes that reduce traffic volume	1																			Υ
493 502 53208 biking on the roads.	-5-				1								1					-			-	-		1
494 503 53202 More bike lanes for sure! Traffic signals would be amazing but I don't expect that. Y <td>400</td> <td></td> <td>.,</td>	400																							.,
495 504 53212																								Υ
496 505 53204	494			More bike lanes for sure! Traffic signals would be amazing but I don't expect that.							Υ													1
496 505 53204	495	504	53212			\Box							\Box	T						\Box			Υ	\perp
497 506 53211 Walkable neighborhoods with stores, connected bike trails, street life Y 9	496	505	53204																				Υ	
498 507 53080 Y 499 508 53226 Y 500 509 53215 Y 501 510 53226 Traffic safety Y Better condition of and depression of bike lanes. "Share the Road" signs directed at cars. It Y Y 502 511 53207 should be a welcoming feel to bikes and pedestrians, not only cars. Y Y 503 512 53207 More green space, more restrictions on car traffic (car-free streets at times) Y Y 504 513 53205 Y			53211	Walkable neighborhoods with stores, connected bike trails, street life	Υ																		ĺ	
499 508 53226 Y 500 509 53215 Y 501 510 53226 Traffic safety Y Better condition of and depression of bike lanes. "Share the Road" signs directed at cars. It Y Y 502 511 53207 should be a welcoming feel to bikes and pedestrians, not only cars. Y Y 503 512 53207 More green space, more restrictions on car traffic (car-free streets at times) Y Y					1								1					-			-	-		1
500 509 53215 Y 501 510 53226 Traffic safety Y <													 			-							- l'	+
501 510 53226 Traffic safety Better condition of and depression of bike lanes. "Share the Road" signs directed at cars. It 502 511 53207 should be a welcoming feel to bikes and pedestrians, not only cars. Y Y Y Y S03 512 53207 More green space, more restrictions on car traffic (car-free streets at times) Y Y Y Y Y Y Y Y Y Y Y Y Y													┞										T	1
Better condition of and depression of bike lanes. "Share the Road" signs directed at cars. It 502 511 53207 should be a welcoming feel to bikes and pedestrians, not only cars. Y Y Y Solution Y Y Y Solution Y Y Y Solution	_																						Y	1
502 511 53207 should be a welcoming feel to bikes and pedestrians, not only cars. Y Y Y 503 512 53207 More green space, more restrictions on car traffic (car-free streets at times) Y Y Y Y Y Solution Significant Signi	501	510				Υ																		1
503 512 53207 More green space, more restrictions on car traffic (car-free streets at times) Y 504 513 53205 Y]	Ţ	T	Better condition of and depression of bike lanes. "Share the Road" signs directed at cars. It									l T	Ţ	Ţ	Ţ		Ţ			Ţ	Ţ		
503 512 53207 More green space, more restrictions on car traffic (car-free streets at times) Y 504 513 53205 Y	502	511	53207	should be a welcoming feel to bikes and pedestrians, not only cars.										ŀ	Υ			Υ						
504 513 53205 Y																							1	v
				more breen space, more restrictions on our traffic (car-free streets at times)																			v	+'
	_				-								 		-								T C	1
	505	514	53212																				Υ	1

		В	C	_	-	-	_		,		1/			NI.	_	-	_	D	_	-			147	. V
-	А		· ·	D	E	ŀ	G	Н	1	J	K	L	М	N	0	Р	Q	К	5	ı	U	V	VV	Х
			Safety!!! Need a wider bike lane on Oklahoma Ave. police enforcement for aggressive																			1		
			drivers!!! It seems sometimes that they try to get as close to you as they can. Even when																					
			you're pulling your baby in a Burley trailer. We need heavier consequences to drivers who																			1		
E06	517		harm or kill bikers and pedestrians!!!!!				v		v													1		
506	317		,				1		T													\longrightarrow		
			Dedicated or isolated bike lane on 60th or 76th streets from North Ave to Brown deer																			1		
507	518	53213	road							Υ					Υ							1		
			Auto traffic is out of control along Oklahoma, Forest Home, and 43rd. Manitoba School																					
			crossings are ignored by motorists, pedestrian crossings are a joke. State laws regarding																			1		
			pedestrians in crosswalks are flaunted. If a city the size of Seattle, WA is able to make																			1		
			· · · · · · · · · · · · · · · · · · ·																			1		
			pedestrian laws work, why can't Milwaukee?																			1		
																						1		
																						1		
																						1		
																						1		
508	519		I say better enforcement along with educating citizens.					Υ	Υ															
509	520	53219	Maintenance on current bike lanes, sidewalks and roads.										,	Υ								1		
510	521	53212																					Υ	
511	522	53207																					Y	
512	523	53219	inforce bicycle riding laws						٧													-		
			innoice bicycle name laws						-			-	+										.,	
513	524	53211																					Y	
514	525	53212		ļ																		,	Y	
515	526	53207																				'	Y	
			Vehicles need to be aware of bikes, especially when turning and pulling out of lots and										T									,		
516	527		driveways. Bikes need to obey traffic signs and not run stop signs and lights.	l			Υ															, [
310	521		control of unsafe automobiles speeding, running lights and generally making pedestrians,	 								 										\rightarrow		
																						1		
517	528	53212	cyclists and other automobiles feel unsafe				Υ		Υ															
																						1		
518	529	53207	In general, improved bike only paths and pedestrian friendly designs in dense areas.										,	Υ								1		
519	530		Dedicated bike paths								v													
313	330	33202	fix roads that have lots of potholes, make more bikepaths or bike routes connecting								-	-												
																						.		
520	531	53226	together	Υ								١	1									لـــــا		
521	532	53212																				,	Υ	
			More bike trails like the the kk river trail. An expansion of the kk river trail would be																					
522	533		awesome to bridge bayview and downtown.	v							v											.		
322	333	33207	awesome to bridge bayview and downtown.	'								-	+											
																						.		
523	534		E side biking has improved tremendously, and I appreciate it: the lanes make a difference																			1		Υ
			there is no safe access from 43rd street to the Hank aaron trail either walking or biking.																			1		
			the city doesnt take care of the side walk under the rail bridge on 43rd in the winter and																			1		
			people walk in the street. bad traffic flow and completely unsafe biking down miller																			1		
				l.,			.,															, [
524	535		parkway.	Υ			Υ																	
525	536	53210																					Y	
526	537	53211	More bike lanes, bike paths especially separated from auto traffic.	1						Υ		1	Ī		Υ		I			Ţ	Ţ	, T		
527	538		Liveability, safety and accessibility are all important.																			,		Υ
528	539	53222	p p p p p p p p p p p p p p p p p p p																				Y	
320	555	33222	Intersections that are difficult to navigate, bike routes that stop and start unpredictably on	-						1		 			 							-+	•	
				l																		, [
529	540		roads with too much traffic and too little separation from cyclists.	Y												Y								
530	541	53202		<u> </u>																		l`	Υ	
531	542	53214											T									, T	Υ	
532	543	53213	Safe routes are absolutely #1.		Υ																			
			More traffic calming in specific locations with higher bike traffic - downtown and East																			-		
E22	F 4 4			l								,										, [
533	544		town Tosa are a good start.	 								T										ightharpoonup		
534	545	53223																				لـــــا		Υ
	l T	T	I live in Shorewood, which is a great place to bike and walk. That has become a huge	1								1	Ī		l T		I			Ţ	Ţ	, T		
535	546	53211	priority for me.	l																		, [Υ
536	547		More police presence to make biker feel safe.	1					v			 								-	-	-		
			wide police presence to make biker reer sale.	<u> </u>					1			├── }											·/	
537	548	53219		<u> </u>	.																	,——[T	
538	549	53212																				'لــــــــــــــــــــــــــــــــــــ	Y	
539	550	53212	Less loiterers, less speeding/erratic drivers, better roads for riding bikes	<u> </u>			Υ		L_															
540	551	53219																					Υ	
			Less potholes, more of a separation between bike lanes and cars, more designated bike										T											
541	552		lanes across the city	l						v			,		v							, [
341	JJZ	22212	ianes across the City	l						1		1			1									

_			-					1							- 1		- 1				1		1	
	Α	В	C	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	T	U	V	W	Х
			I am sick of bicyclists not following traffic laws. They cut in front of you, go through red																					
			lights, seem to think they are invincible when there is a number of people riding together.																					ı
			I have no problem with people riding bikes in the city. I do have problems with bicyclists																					ı
F 4	EE2	F224F																			v			.
542			not obeying traffic laws.																		Y			
543	554		I would love to ride my bike on the streets world fearing for my life.																					Υ
544	555	53215	Stay on 4 wheels																					Υ
			Capital drive needs to prioritize safety for bikers and walkers. In areas where walking is a																					ı
- 4		50044			.,																			
54	556	53211	necessity for many and where biking isn't practical we need to focus on walker safety.		Υ																			
																								ı
			Decreasing motor traffic, increasing foot traffic and bicycle traffic. Decreasing carbon																					.
540	557	53208	footprint and noise pollution of motor vehicles. More human-centered design.																					v
3.0	337	33200	I have seen a neighboring community add the green areas for pedestrian and bike near																					i -
																								.
			intersections and I love it; as a biker and driver. I would put that as a maybe easy first step																					ı
			so high priority. Next would be to add levels of separation between motorized traffic and																					ı
54	558	53208	bike traffic.												Υ	Υ								
548	559	53212																					v	
_	560		Destacted hike lange better enforcement of traffic laure						v						v									
549			Protected bike lanes, better enforcement of traffic laws						Y						Y									
550	561	53214																					Υ	
553	562	53202																				ľ	Y	
552	563	53212	I think the MPD should start enforcing traffic laws.						Υ															
			3 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2																					
																								,
			Calming traffic and making communities more walkable is hugely important for everyone,																					
			cyclists not withstanding. As a cyclist I long held the belief that working towards shared																					
			roads was of primary importance. However, I'm really starting to believe that																					
			buffered/separated bike lanes are the ideal to work towards. The raised bike lane on Bay																					
553	564	53207	Street in Bay View is amazing and seems like a great model to keep incorporating.									Υ			Υ									1
554	565	53211	I would like for cyclists to follow traffic regulations!																		Υ			1
55	566	53220																					Υ	
550	567	53212																					v	
			Tueffic and the surface most						\ <u>'</u>														<u>'</u>	
55	568		Traffic safety enforcement						Y															
558	569	53209																					Υ	1
			1) Bike lanes are dangerous. Drivers drive in them and pass in them especially when going																					ı
			around a left turning driver. I am convinced that better marked cross walks are not the																					
			answer. I find side streets much safer to bike on. Cars are going slower. I would support																					
																								ı
			making major roads more clearly for cars and making side streets more clearly through																					ı
559	570	53211	routes for bikes.			Υ																		
560	571	53211	Protected bike lanes would be great.												Υ									1
563		53212	y .																				Υ	
562	573	53208																					· v	$\overline{}$
30.	3/3	33200																					'	-
			It's not that biking in Milwaukee is impossible, it's just more of a hassle than it should be,																					ı
563		53211	especially compared to driving.																					Υ
564	575	53209				L					<u></u>		L										Υ	
56	576	53212																					Υ	
560		53202									1						1						Υ	$\neg \neg$
33,			Would like to see more separated bike lanes on main roadsenough separation to feel								1		 			-	+			-				-
															.									,
56			secure riding there.												Y									
568	579	53217	Slower traffic, better control of traffic, cross walks for peds and bikes.			Υ					<u></u>	Υ	L											
			More protected lanes and separate paths. Or permission to use sidewalks and for those to																					
569	580	52212	be adapted accordingly.								v				v									.
											l'		 								+			-
570	581		More protected bike lanes, less street parking												ĭ									
57:	582	53222	The roads are in such bad shape in our neighborhood.										Y											اــــــا
			Protected bike lanes are insanely important. Drivers in Milwaukee will speed past me at																					,
572	583	53202	40mph.				Υ								Υ									,
F.	-555		Freedom to leave the car behind and enjoy my community at the pace of a casual cyclist								1		 			-	+			-				-
573			and pedestrian																					Υ
574	585																						Υ	
57	586	53213	Traffic management and enforcement is key.						Υ															, = 1
F			Dedicated bike lanes (sharrows are nice, but most drivers don't understand that it's										1											-
										.,														.
	587		supposed to be a shared lane).							Y														
57	588	53212																				ľ	Υ	

	Α	В	C	D	Е	Е	-	Н	т	1	V		M	NI	0	D	0	R	S	т	- 11	\/	W	
	А	В	-	D	E	F	G	Н	1	J	K	L	М	N	0	Р	Q	К	3		U		VV	
			Education - cyclists need to be proactive and wear reflective clothing. And as a driver, I am																					ı
578	_		trying to retrain myself to open the driver door with my right hand.				Υ														Υ			
579	590		Recreational Trails or other corridors for road cycling			Υ					Υ													
580	591		Better bike lanes							Υ														
581	592		Protected bike lanes												Υ									I
582	593		OFF STREET ROUTES								Υ													1
583	594	53233	Curb bump-outs are dangerous for bikers. No more!																					Υ
584	595	53208	Better and safer east-west bicycle routes through the central city to the west side.	Υ																				
			,																					ı
			I do not feel safe riding my bike on the street (especially down the long hill on lake drive).																					.
			Cars are close to you on one side and on the other are parked cars. If a driver gets out of																					.
гог	596	F2211	their car without looking in their mirror, you would run into their door.				v																	.
585			0 11	· ·			ı																	
586	597		Bike paths that actually connect to one another	Υ																				
587	598	53211	more bike lanes, shared bike/car signage			ļ				Υ							Υ							
588	599	53207																				 Ì	Y	
589	600	53212																					Y	
			Not sure exactly what this question is asking for. With regard to biking, I'd simply like our																					
			city to have safe, comfortable and welcoming routes throughout the city for people to																					.
			bike on. I would like to take my children for a bike ride through the city without worrying																					
590	601	53208	that they are going to be run over by a car.				Υ																	ı
591	602	53211	, , ,																			,	Y	ı
592	603		Horrible road conditions. FIX the streets!!!!!										Υ							\neg			$\neg \uparrow$	
593	604	53211	Enforcement of speed limits and passing clearance requirements.						v											-		\rightarrow		-
594	605	53210	Emotechnent of speed innes and passing electronice requirements.						i -											\rightarrow			v	
595	606	53210																					<u>'</u>	
			Duetastad and assulted bile laws																	\rightarrow				
596	607	53207	Protected and marked bike lanes.							Y					Y							\longrightarrow		
597	608	53202							1												-		Y	
598	609	53211				ļ																	Y	
599	610	53207																					Y	
			I ride all year and use the bike paths more than anything. I ride everywhere but to work, (I																					.
600	611	53211	work in Madison and live in Shorewood). Pretty satisfied with paths.																					Υ
601	612	53207																				,	Υ	I
602	613	53219																				,	Y	ı
603	614	53212																				,	Y	
604	615	53211																				,	Υ	
			Marked bicycle lanes on all major streets, especially over streets that cross over I-43,																					1
605	616	53211							Υ	Υ														.
										<u> </u>													-	
			When we bought our house in Tippecanoe/Town of Lake, we were looking for quick																					.
			access to the Oak Leaf Trail like we had when we lived in Riverwest. It turns out that we																					ı
			more frequently use S 6th St to go north towards our jobs. I would love to see more																	, ,				
			clearly marked corridors for cyclists that connect easily to other trails/corridors, without																	,				
			, , , , , , , , , , , , , , , , , , , ,																	,				
			having to go too far out of the way to get to them. But designated lanes for cars and bikes																	,				
			is probably the highest priority for feeling safe. Also, our roads in Milwaukee are																	, ,				
			absolutely TERRIBLE for cyclists. Sources of frustration include: potholes, poorly patched																	,				
			holes, uneven sections of concrete streets, uneven transitions from street to gutters,																	, ,				,
			crumbling asphalt streets, wide gaps in train tracks, raised manhole covers with sloping																	, ,				.
			and crumbling surrounding. I realize all these are irritations to motorists too, but as I am																	, ,				
coc	617	E2207	also a motorist, I know it is exponentially worse on the body of a cyclist and their bike.	v									, I		v					, ,				
600	617			I	 				-	-	<u> </u>		ſ		ľ					\rightarrow		\rightarrow		
607	618	53207	IN/A	 	!	1			 	-	1								-			 `	T V	
608	619	53219	better and the difference by the boundary and the second state of	-	 				-	-	<u> </u>												Ť	-
			better road shoulders or bike lanes are needed. Many riders are on sidewalks which																	, ,				,
609			becomes unsafe for pedestrians (and the bikers too).		<u> </u>					Υ											Υ			
610	621	53212																					Υ	
611	622	53235	I want to see more small business and the right development in my community.			\Box	<u> </u>			<u> </u>			L T]]]	T	T	T	T	T		T	Υ
612	623	53208																					Υ	
613	624	53211																				,	Y	
614		53216	protected bike lanes or keeping cars out of the bike lanes				Υ								Υ									
			Definitely need more safe bike spaces. I know it's against the law, but sometimes I ride on																	\neg			$\neg \uparrow$	=
615	626	52717	the sidewalk to feel safe.			Y														, ,				,
	627		Safety, accessibility and wellness	-	<u> </u>	i –	l		<u> </u>		t									\rightarrow		\rightarrow	\dashv	Y
010	027	J3202	parety, accessionity and weiniess	1	1	1			<u> </u>	1	1		l											

	۸	В	C	D	Е	Е	6	ш	т		ν	T 1	1.4	N	0	D	0	D	c	т	- 11	V/	W	_
	А	D	My priorities are for safe main thoroughfares throughout Milwaukee for walkers and	D	E	Г	G	п	1	J	K	L	М	IN	U	Р	Q	ĸ	3	-	U		VV	
			bikers. Personal safety concerns as well as traffic, driver carelessness, speeding and																					
			dangerous driving prohibit bikers and walkers from traveling along those routes																					
617	628	53216	(Examples: Capitol Dr. Appleton Ave. Lisbon Ave., Fon du lac Ave.)		Υ			Υ																
618	629	53211																				Υ		
			The inner city milwaukee bike trails are not marked well and hard to stay on - there are																					
			not good connections from Washington Heights to downtown/lakefront - Oakleaf trail is																					
			broken between the lake front and the west side (washington heights neighborhood)																					
			, , ,																					
			motorists do not obey/know/follow any bike rules or safety measures, there needs to be																					
			more training for motorists. Designated bike lanes are too few and not consistent, they																					
619	630	53208	also fail to direct traffic flow with bikes in intersections.	Υ			Υ			Υ						Υ	Υ							
			Walkability, transit, bikeablity - all are options that should be on par with current focus on																					
620	631	53213	commendations for auto travel.																				١	1
			More bike lanes; better connections between bike lanes and separated bike pathsor																					
621	632	53211	protected bike paths.	Υ											v									
622	633	53202	protected since patris.	-								1			•								\dashv	
622	634	53406																				<u>'</u>	$-\!\!\!+$	
623																							\dashv	
024	635		Dood conditions would impossible as well as heleful as storest and a state.									 		-		-				V		Y	\rightarrow	
625	636	53202	Road conditions need improving as well as brighter streetlamps at night.										Y							Y		+	\longrightarrow	
																						.		
			I would like to see increased safety and awareness for cyclists in Milwaukee. I think there																			.]		
			are a number of misunderstandings on both sides of the equation (motorists and cyclists).																			.		
			We don't have many cycling laws in Wisconsin but the laws we do have are important and																					
			simple. I firmly agree with the Bike Feds stance that the more bikes we have on the road,																					
626	637	53212	the more aware motorists will be and hopefully both sides can become one. Lofty, I know.				v														v			
627	638	53212	the more aware motorists will be and hoperany both sides can become one. Lorey, riknow.				'														<u>'</u>		$-\!\!\!+$	
627			We need made hills lensel							v													$-\!\!\!+$	
628	639		We need more bike lanes!							Y													$-\!\!\!+$	
629	640	53208																				Y	\longrightarrow	
630	641	53219																				Y		
			Being able to safely navigate a bicycle along with traffic without feeling intimidated by																					
631	642	53210	careless drivers.				Υ																	
			Connectivity is most important with regard to cycling. Even if trails are not complete, so																					
			long as they terminate at an area where it is easy to navigate and continue in your																					
632	643	53202	direction then they serve their purpose.	Υ																				
633	644	53212																				v	-+	
634	645	53211																					\dashv	
625	646		The highest priority I have is safety on biking routes, with protected bike lanes.												v								$-\!\!\!+$	
033			The highest priority thave is safety off biking routes, with protected bike lanes.												ı								$-\!\!\!+$	
636	647	53207																				Y	$-\!\!\!+$	
637	648		I wish bike lanes were more removed and drivers were ticketed for driving in them.						Y						Υ							+	\longrightarrow	
638	649	53202	Protected bike lanes are critical to improve the cycling environment in Milwaukee		ļ										Υ									
			Encouraging pedestrian and bike traffic makes cities safer. City planning needs to include																			.		
			enough points of interest to increase foot traffic. It's frustrating to see more and more																			.		
			fitness centers, vape shops and nail salons going into areas that need more shops and																			.]		
			restaurants. It would be nice if east side and downtown Milwaukee had more																			.		
639	650	53202	neighborhood bodegas.																			.	,	Y
640	651	53211	-0																			v	一十	-
313	551		My main concern is bicyclists who are reckless (i.e., ignoring/disobeying traffic signals,									 											\dashv	-
			swerving, doing wheelies), especially during high traffic times, when auto drivers like																			.]		
																					,	.]		
641	652		myself are trying to drive safely and lawfully around them.																		Y			
642	653		Biking in the city of milwaukee just seems inherently dangerous		Υ																			
643	654	53211																				Y		
644	655	53212																				Υ		
645	656	53211																				Υ		
646	657	53202																				Y		
647	658	53211																				Υ		
			Idaho Stop! Let's bring it to Milwaukee! (For bikes, the law is the following: Stop sign =																					
648	659	53212	Yield sing & Red Stop light = Stop sign)																			.	,	Y
649	660		The same of the stok light of the sign)									-												
0+3	500	33211	I would like to see more designated painted bike lanes on heavy traffic areas.							\vdash		 											\dashv	-
			Two and time to see more designated painted sine lattes on neavy traine areas.																			.		
										l I												.]		
650	661	53202								Υ													\perp	

	Δ	В	r	D	Е	F	G	Н	т	1	V	1	М	NI	0	P	0	Þ	С	т	- 11	\/	W	У
651	662		Accesssibility is paramount to encourage increased bicycling.	v		-	U	п	1	,	, K	<u> </u>	IVI	IN	U	۲	Ų	ĸ	٥	1	U	v	٧V	_^_
651 652	663	53202	Accessibility is paramount to encourage increased bitycing.	1							<u> </u>	-											v	
																							Y	
653	664	53212									1												Υ	
654	665	53211	Luca Id Iona for Machineton Chroat to hanner	<u> </u>				<u> </u>	<u> </u>	<u> </u>		<u> </u>										,——	Y	
			I would love for Washington Street to become a greenway, more greenways / bike																			.		i
			boulevards throughout the city, more protected bike lanes, better signage for bicycle																			.		ı
655	666	53204	routes and paths.							Υ												.		i
656	667	53226																					Υ	1
			The unsafe practices of those that bike. Riding up behind you with no warning. Bikes that																					
657	668	53211	go against the light through intersections																		Υ	.		ı
658	669	53217	88																		-		v	
030	003	33217																						
			I am thankful that my neighborhood is pretty bike friendly. I would prioritize: marked bike																			.		.
			, , , , , , , , , , , , , , , , , , , ,																			.		.
			lanes, better street and bike lane conditions, something to slow car traffic along North Ave																			.		.
			and Humboldt, more bike parking for businesses and better bike trail (oak leaf) conditions	i																		.		.
659	670	53212	would help make biking in the neighborhood more user friendly and safer.							Υ		Υ	Υ	Υ					Υ					
																						.		ı
			We need to talk to neighborhood associations, high school students, teachers, teach safe																			.		ı
			bike riding, get helmets to kids and teens, create bike events and festivals that involve																			.		.
			students throughout Milwaukee, Create eight groups of 40 bikes to be used by schools for																			,		,
			one month (April, May, June, September, October) to give 16 schools per year opportunity																			,		
			to teach riding, go riding and get helmets to kids and teens, have these riding programs																			,		,
				1						1												, [, [
			taught by teens who are paid to work with children, provide free or low coast bike rentals																			.		.
			at all city high schools located on or very near bike trials, teach basic bike repair to																			.		1
			students, start getting children and teens to ride safe routes to school and home, show																			.		1
660	671	53208	how to put a bike on the bus																		Υ	Υ		ı
661	672	53211																					Υ	
001	072	55211	Safety is usually only a concern for night time riding. I tend to stick street based routes at																			-		-
cca	C72	F2244			v																	.		ı
662	673	53211	nignt.		Y						-	1										\longrightarrow		
663	674	53202																				,——	Y	
664	675	53210	Bad Drivers, daily seeing driver run stop signs and traffic signals				Υ																	
665	676	53207																					Υ	
			Building and deepening relationships between residents, Improved lighting, traffic calming																			.		.
666	677	53204	measures (speed bumps, bump outs)									Υ								Υ				
667	678	53211	Separated or at least wider bike facility on Locust St. bridge												Υ							.		i
668	679	53212	Angry/unsafe drivers				Υ																	ı
669	680	53221	Need better connection between 'bike safe' routes	Υ																		ı		1
			more bike lanes that are painted a solid color to help distinguish them. Turn some four																			.		ı
670	681	52207	lane roads into two lanes with dedicated lane for public transportation and bicycles			v				v												.		.
0/0	001	33207	nane rodus into two idnes with dedicated idne for public transportation and bicycles	1		1		1	1	<u>'</u>	1	-										\rightarrow		-
			I ride on city streets as seldom as nossible as sars are going too fact and running and lights																			,		,
			I ride on city streets as seldom as possible as cars are going too fast and running red lights.	1						1												, [, [
			I've had parked cars doors open in front of me, cars pull out without looking, and try to	1						1												, [, [
			turn in front of me. I feel vulnerable on a bike. Luckily, I live very close to the Hank Aaron	1						1												, [,
			Trail, so I mostly bike there, and love the fact that I only have to worry about pedestrians																			,		,
			and other bicyclists. Also, whoever came up with the idea of the "old world" look brick																			,		,
671	682	53203	pavement (Milwaukee & Mason, for ex.) didn't consider bikers safety or comfort.				Υ															,		,
5/1	002	33203	Higher gas taxes, much higher (to account for negative externalities); promotion of bicycle								 													-
																						,		,
			shops and workshops like Vulture Space and Coast In Bikes. Some Nudge advertisement,																			,		,
			too like billboards that read "5 out of 5 people who bike to work enjoy biking and you can,																			,		,
672	683	53208	too!"																					Υ
673	684	53211	-																				Υ	
674	685	53207	separating bike lanes from the street, and developing designated bicycle corridors.							Υ					Υ									
675	686	53132										L											Υ	
																								,
			many cyclists I encounter - esp. in early evenings/evenings - do not wear reflective																			,		,
			clothing or have adequate lighting on their bikes, and are virtually invisible to motorists	1						1												, [ı
			(scar!). also, many speed through intersections with stop signs. I'm also concerned that	1						1												, [,
676	697	52211																			v	,		,
676 677	687 688	53211	motorists are not generally aware that they are sharing the road with cyclists.	-				<u> </u>	<u> </u>	<u> </u>	1	 									-	,	v	
In//	೧ನನ	53212		1							1	1	1									. ľ	T	

	۸	В	C	D	Е	Е	G	ш		- 1	ν		N4	N	0	Р	0	D	S	т	- 11	- 1/	W	
	А	ь	As a biker, many conversations I have with individuals reliant on their cars and trucks	U	E	F	G	Н	1	,	N.	L	М	IN	0	Р	Q	K	3	-	U	_ v	VV	
																						1)	1 '	
			revolve around this belief that a biker simply gets in the way on the roadways. Milwaukee																			1)	1 '	
678	689	53202	won't be a safe place to bike until this mindset changes.		ļ		Υ											ļ				₩	<u> </u>	ļ
			The east side of milwaukee is bikable, but once one gets to the burbs, say Franklin,																			1)	1 '	Ì
			there are no bike lanes . South 27th st feels like a highway once you get out of the																			1)	1 '	Ì
679	690	53211							١	1													L	
			Crossing Hampton Ave, on the oakleaf trail - a button or crossing light similiar to crossing																			1)	1 '	Ì
680	691	53217	at library.													Υ						1)	1 '	Ì
			My neighborhood is fairly bike friendly. I would like to see more access points to the bike																			i I	i '	
681	692	53211	trail along Cambridge north of Locust St.	Υ																		1)	1 '	Ì
001	032	33211	and dieng camerings north or goodstock																			-	-	
			Dedicated bike lanes without a doubt are the most important. Protected bike lanes would																			1)	1 '	Ì
			be substantially even better. Milwaukee unfortunately does not have good lanes in very																			1)	1 '	Ì
																						1)	1 '	Ì
			many places, and the ones that do exist need repaired/repaintedpreferably protected.																			1)	1 '	Ì
682	693		Bike parking stations would also help but not nearly as critical as dedicated lanes.							/				Υ	Υ				Υ			\longmapsto	<u> </u>	<u> </u>
683	694	53217																				\longmapsto	Y	<u> </u>
684	695	53213	Improve motorists education about rights of bicycles to share the road					Υ															<u> </u>	<u> </u>
			Drivers need to be respectful of cyclists. I bike with my kids and it can be terrifying during																			1)	1 '	Ì
685	696	53211	higher traffic times.				Υ																L	
			greenways in central city. We live in a doughnut - with suburbs and downtown taking all																			1)	1 '	Ì
			the resource and urban poorer neighborhoods falling further behind. Did this summer																			1)	1 '	Ì
686	697	53208	mean anything??						\ \	/												1)	1 '	Ì
687	698	53226																				r d	Υ	
688	699		I believe more bike lanes would provide better safety.						,	,												r d		
000	033	55200	I have to ride through the ghetto to get to work, as we all know people drive THROUGH							·														
			the bike lanes there. It is scary. I go out of my way to go AROUND those areas. Overall, it's																			1)	1 '	Ì
			my safety on roads that hinders me. There are tons of drunks and ppl who do not follow																			1)	1 '	Ì
600	700	50040					.,															1)	1 '	
689	700		the laws that could KILL me.				Υ															₩	<u> </u>	ļ
690	701	53202																				\longmapsto	Y	<u> </u>
691	702	53202																				\longmapsto	Y	<u> </u>
692	703	53212																				←	Υ	
693	704		Less Pedal Taverns																			\longmapsto	——'	Υ
694	705		Be able to bike anywhere without feeling danger from motorists				Υ																<u> </u>	1
695	706		Bike lane separation from auto traffic and designated bike traffic signals												Υ		Υ					└	<u> </u>	
696	707		Sharrows where bike lanes are not feasible.			Υ																	L	
697	708	53202																					Υ	
698	709	53215	Sidewalks should be allowed to be used for bicycling much safer																			1	<u> </u>	Υ
699	710	53211																				1	Υ	
700	711	53213																				i I	Υ	
701	712	53207																				i I	Y	
702	713	53223																				i I	Y	
703	714	53214																				i I	Υ	
704	715	53211	Safety																			i I	i '	Υ
			,							İ														
			safe ways for children to ride in the community - there are many unsafe and challenging																			, ,	i '	İ
			intersections, aggressive traffic, and fast traffic. I worry about careless drivers.																			1)	1 '	Ì
			intersections, aggressive traine, and last traine. I worry about carciess arrects.																			1)	1 '	
705	710	E2244					v									v						, ,	i '	ĺ
/05	/16	53211	Characteristic control is the control of the contro				ſ					<u> </u>				ſ				<u> </u>		${oxdot}$	—— [']	
700			Shorewood is very accessible. The one thing I would change though is adding bike lanes							,												, ,	i '	İ
706	717	53211	on lake drive.		<u> </u>				\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	′								<u> </u>				$\vdash \vdash$	—— [']	<u> </u>
			enforcement of existing laws, more and better paying jobs, more neighborhood services.																			, ,	i '	İ
			more public transportation, end hyper segregation, more afordable education																			ı	ı '	İ
			opportunities, more investment i neighborhoods and less in downtown, more																			, ,	i '	İ
707	718	53212	information about government business	L_	L							L				L		L		L			<u> </u>	Υ
			I would like to see parked cars separating the bike lanes and driving lanes. Or have bike																					
708	719	53211	lanes be part of the sidewalk instead of the road												Υ							, ,	i '	İ
			Pedestrian and bike safety is at an all time low where I live. I will NOT walk alone or ride a																			$\overline{}$	一	†
			bike as I am an older woman and a target for muggers plus I feel driving is terrible in my																			ı	ı '	İ
			neighborhood cars always speed in the bike lane and pass in the bike lane. As an older																			ı	ı '	ĺ
700	720	F2242	· · ·				V															, ,	i '	İ
709			person I am afraid of terrible consequences		<u> </u>		Y					<u> </u>						<u> </u>		<u> </u>		$\vdash \vdash$	 '	├
710			I have been hit by cars twice. It's scary.		-		٢											-				$\vdash \vdash$. 	├─
/11	722	53211		<u> </u>																			Υ	<u>1</u>

	Λ. Ι	В	C	D	-	-	_	L1	т	· ·	l _V I	-	N.4	N.I		п	_	Р	c	Т	11 1	\/	14/	V
710	A 722			U	E	F	G	Н	1	J	K	L	М	N	0	Р	Q	R	S	- 1	U	V	W	Х
	723		Maintenance of the bike lanes. The potholes are terrifying.							<u> </u>	├			Y		<u> </u>						\longrightarrow		-
	724	53208															<u> </u>					`	Y	—
	725		Protected bike lane on N. Green Bay Road												Υ									
715	726	53307																				,	Υ	
716	727	53207	Improved public transportation and infrastructure repairs such as roads and sidewalks										Υ											1 1
	728	53207	F F																				٧	$\overline{}$
	729		Designated bike lanes, more bike friendly intersections												V	v						+	•	-
/10	729		·												I	ī						\longrightarrow		\vdash
			More dedicated bike lanes and routes are crucial; Madison is so far ahead of Milwaukee																					1 1
	730		on this.							Υ														ш
720	731	53207																				,	Υ	
721	732	53207																					Υ	
722	733	53207																					Υ	
			Better roads, as in no pot holes. Construction works obeying the rules of the road like not																					
723	734		parking in the bike lanes.										v											, ,
	735		Much more bike parking is needed in Bay View.										<u>'</u>						v			\rightarrow		-
	_		, ,																I					
	736	53207	Sarety.							<u> </u>	 					<u> </u>	 							Y
	737	53207															ļ						Υ	igsquare
	738	53208																				'	Υ	igspace
728	739	53208								<u> </u>	<u> </u>					<u> </u>	<u> </u>						Υ	
																								, ¬
729	740	53208	Bike Lanes and traffic enforcement for dangerous drivers driving through bike lanes.				Υ		Υ	Υ														, 1
	741	53208															<u> </u>					-	Υ	
	742		safety, accessibility, wellness and liveability in that order							l	 					l	<u> </u>					\dashv		٧
, 51	, 42		l like biking as part of my transportation It good for exercise and is better for the							 	 					 	 					\longrightarrow		٢
700																	1							ا ا
732	743	53208	environment.							<u> </u>						<u> </u>	<u> </u>							Υ
																								, ,
			My wife and I bike at least once every two weeks (with our two year old son in tow). The																					1 1
			most direct route from our house to the Oak Leaf and/or Hank Aaron trails is a bit																					1 1
			treacherous at times. We usually go back roads down to State Street, but even that feels																					1
			, •																					
			unsafe at times as Washington Blvd and Vliet are heavily traffic'd by automobile drivers																					
			that act aggressively towards pedestrians/bicyclists (my wife was almost hit at the																					1 1
			intersection of Hawley and Washington Blvd). Having lived in both Madison and Boston																					
			I'm familiar with how awesome city bicycling can be (Madison) as well as how dangerous																					
			(Boston/Cambridge) it is (i.e. witnessed a bicycle-related death on Comm Ave). Milwaukee																					
722	ا ۵٫٫٫		, , , , , , , , , , , , , , , , , , , ,	v			v																	, 1
733	744		is somewhere in the middle, but much closer to Boston in terms of safety.	۲			Y			<u> </u>	├ ──-}					<u> </u>	<u> </u>							igwdapsilon
			Too many inattentive drivers, cell phones, eating and drinking etc move the bike lanes																					, 1
			off of major thoroughfares or provide barricades protecting cyclists. It would be nice to														1							, !
			move the bike lanes to parallel low traffic side streets, like Garfield or 54th. Split the road														1							, !
			in half 2-way bike traffic on one side, 1 way auto traffic on the other, provide a barrier														1							, 1
734	745		between the two.				γ			lγ					γ		1							, 1
	746	53208	section the tito.				-			<u> </u>	1				•							\dashv	v	\vdash
, 33	740	33200								 						 	1					\longrightarrow		-
			I think that Milwaukee could be a better city for multilevel commuting if there was																					, 1
			·																					, 1
			enforcement of the laws for bicycling. All bikes need to follow the same laws as cars, but														1							, 1
			this doesn't happen. A year ago, I requested the statistics for bicycle citations over a year														1							, 1
			and my community officer told me he checked and there weren't any records. Clearly, no														1							, 1
			enforcement is being done. In this survey, you ask if the sidewalks should be wider. But in																					, 1
			Milwaukee, it is illegal for adults to ride on sidewalks. The sidewalks are for walkers.														1							, 1
																	1							, 1
			Allowing bikes on the sidewalks, against the law, sets up conflict with walkers. We will not														1							, 1
736	747		get to a cohesive community if there is no enforcement of the laws.						Υ		ļ						<u> </u>							
			Control construction sites- no reason they should dominate full sidewalk, bike lane, and														1							ı '
737	748	53204	lane of traffic. Fill pot holes and smooth road ways.										Υ											, 1
			It is very difficult to access Hank Aaron and Oak Leaf trail from Washington Heights								i i						l							, — I
			Neighborhood. It requires getting over State Street area, or using Hawley Rd., etc. We are														1							, 1
720	740		quite cut off from the trails.	l, l													1							, 1
	749		quite cut on nom the trails.	ſ						 						 	 					\longrightarrow	\ <u>'</u>	-
739	750	53208									 											l`	Y	
																	1							ı
	751		Increased enforcement of quality driving rules, unsafe driving practices is a major concern				Υ		Υ			_												
741	752	53208	Educate drivers regarding the rights of bicyclist.					Υ		l	I T					l	1				T			ı
			I would like more off-road trails, like the oak leaf trail, which transverse the inner city (e.g.																					ī
742	753	53210	along railroad tracks, etc.)								lγ						1							ı '
. 12	. 55	33210	and the state of t							ı	ı - I					!	1	ı						

	Δ	В	C	D	Е	F	G	Н	ī	1	К		М	N	0	Р	Q	R	S	Т	U	V	W	Х
743	754	53208			-	<u> </u>		<u> </u>	-			_	171	- 1	Ť		٧.	<u> </u>				١	Y	
744	755		Driver & cyclist education-particularly review of right-of-way					Υ													Υ			
			I moved here from Colorado and while there I road my bike to work, to the store, for																					
			exercise. They make it easy there. A bike trail exist within a block or two from almost																					
745	756		everyone's home. I have lived here 4 years and have been on my bike twice.																					Υ
			I live near Washington Park and rode from home, west on North Ave., in the bike lane, to																					
			Bel Air Cantina on 68th and North. I was nearly hit from behind by an impatient motorist																					
			who tried to use the bike lane to go around and pass another driver and he used the bike																					
			lane I was riding in to do it. I think the lanes are there more for aesthetics than for riding.																					
			They are not protected or separated enough from traffic on North Ave. and many drivers																					
746	757		consider them to be a nuisance or a passing lane.				Υ								Y									
747	758	53208	consider them to be a naisunce of a passing fanc.												i l							\	Y	
748	759	53208																				1	Y	
749	760		Don't see much need for improvement																				-	Y
			Motorists need more education on the rights of cyclists on roadways. Slowing traffic and																					
750	761	53211	creating ways to increase driver attentiveness are also important.					Υ				Υ												
751	762	53210	U								<u> </u>	İ										١	/ 	
			To make cycle ridership a reality in Milwaukee for many people they need to feel safe.																					
			Bike lanes with separation from cars would be best. In areas this isn't possible the bike																					
			lanes should be very wide and line with raised reflectors. Our community is a																					
			"connector/commuter route" for people going from the suburbs to downtown and vice																					
			versa. A lot of drivers are aggressive and unsafe so the education and policing of these																					
752	763		drivers is imperative.					v	v						v									
732	703	33200	As a female, worried about crime in my neighborhood when driving (and walking). Also					'	-						'									
753	764	52200	fear letting my kids ride their bikes alone in our neighborhood.		v																			
754	765		Crossing Oakland at Newberry is very unsafe.		_																			
755	766	53202	Crossing Carland at Newberry is very unsafe.																				, 	
733	700	33202	I have a toddler. I see too many thugs and people who do not respect traffic rules and																				-	
			safety to feel confident about riding my bike with him for more reasons other than																					
756	767		occasional recreation.				v																	
730	707	33200	I love the Oak Leaf bike trail, but it is hard to get to without crossing major streets that																					
757	768	53213	aren't biker friendly.	v																				
758	769		Fairly safe	-																				<u></u>
759	770	53208	Tally Suite																			\	v	<u></u>
733	770	33200	More Safety measures within the areas I would need to. The neighborhoods are unsafe																				-	
760	771	53208	in my opinion		Y																			
761	772		Incarceration for thugs and hoodlums performing criminal acts in my neighborhood								1	1											\dashv	
762	773	53203	It is positive for the entire city.								1	1											\dashv	 Y
763	774	53208									 											\ \		
764	775		Vehicles do not respect bike lanes and drive in the bike lanes.				Υ				<u> </u>												-	
, , ,		33200	I dont feel safe biking on green bay road norththere is a bike trail nearby but it wont get								 												\dashv	
765	776	53209	me to work (57 from county line to good hope)		γ																			
766	777		Reckless, distracted, and discourteous drivers are my main worry!				Υ																\dashv	
, 55		33200	More greenways and greenways to transition for left turns at busy intersections are								 												\dashv	
			important. And education for drivers and cyclist. Having a common respect for Each other																					
767	778		and the law is important							Y						Υ								
	779	53208	and the law is important							Ė	1	1				•						\ \	/	
769	780	53208									 											\ \ \	Y	
770	781		Bike lanes and plates over bridges.																				-	
771	782	53210									<u> </u>											١	/ 	
772	783	53208									1											\ \	Y	
H	寸		Getting drivers to comply with the rules of the road. Speeding and reckless driving are								1	1											$\neg \uparrow$	
			rampant, I think there should be a substantial investment made in street, intersection,																					
773	784		and freeway cameras to document bad behavior.				Υ		Υ															
113	704	JJ200	and recordy carrieres to document sad senavior.				1'	<u> </u>	l'		1	I	L		1		l	l	<u> </u>	l				

	Δ	В	С	D	E	F	G	Н	Ţ	- 1	K		М	N	0	Р	0	R	S	т	Ш	V	W	Χ
			C C C C C C C C C C C C C C C C C C C		_	Ė		- ''		,		_	141	- 1			٧	- 1		-		H		
			I think all of these terms go hand-in-hand with an overall goal of liveability. In choosing a																				ı	l
			community, liveability is a major priority of mine, and in terms of bicycling, I think the																				ı	l
			opportunity to have it available (as well as other modes of transportation) is the most																				ı	l
			important thing. My significant other and myself have started new jobs recently, and due																				ı	l
			to an availability of free parking near her work, a variety of post-work activities out-of-																				ı	l
			town, and a significant workload that seems to force us to come to work earlier and leave																				ı	l
			later, we find ourselves carpooling almost regularly instead of biking to work. I think we																				ı	l
			both expect to begin biking regularly to work next spring, and knowing that we have a																				1 1	l
			safe and accessible route to doing that is important. Like many people, I think it will rely																				1 1	l
			heavily on being able to convince ourselves to make the change mentally, rather than																				1 1	l
			require specific improvements to the infrastructure. Infrastructure definitely doesn't hurt																				1 1	l
																							1 1	l
77.4	705	52244	though, and things like access to commuter facilities will play a big role in making the	.,																			1 1	l
774			change.	Y																		$\vdash \vdash$	\vdash	\vdash
775	786		More separation between bicycle and automobile traffic.												Υ							$\vdash \vdash$	v	\vdash
776	787	53213	Many 1, the second base of the bound of the second of the																			$\vdash \vdash$	Y	
	7.00		More bike lanes and better bike lane maintenance; education of drivers re: bicycle safety;					l.,		.,		l.,		l.,									, ,	ł
777	788		better ways to slow traffic to make it safer for bicyclists and pedestrians.	<u> </u>	1	<u> </u>	<u> </u>	Υ		Y		Y		Y								igwdapsilon		
778		53213		-	V	-	-	1														${igspace}$	Y	
779	790		Safety, primarily from crime, but also traffic safety.	<u> </u>	Y	<u> </u>	<u> </u>	<u> </u>														igwdapsilon		
780	791	53213		-	<u> </u>	-	-	1														${igspace}$	Y	
781	792	53210	It is not cofe to biquele in the city due to motorist not naving attention, criminal hobavior																			$\vdash \vdash$	Y	
			It is not safe to bicycle in the city due to motorist not paying attention, criminal behavior,																				ı	ł
			inclement weather. Mostly criminal likelihood of stealing bicycle when it is left																				1 1	l
			unattended, even IF locked. It's simply the way it's been for the last 25 years, not a recent																				1 1	l
782	793		phenomenon.		Υ	ļ	Υ															igspace	_	
783	794	53219																				$\vdash \vdash$	Y	
			It would be nice to have bike lanes that aren't between traffic and parking lanes. Getting																				ı	l
			"doored" is always a concern. We can always use more paved trails! Overall Wauwatosa is																				ı	l
784			a great place for cycling.			ļ	Υ				Υ											igspace	₩	
785	796		Protected bike lanes!												Υ							$\vdash \vdash$		\vdash
786	797	53208		.,							.,											$\vdash \vdash$	Y	\vdash
787	798		Continue to expand bike lanes, bike paths and connectivity	Y							Y											$\vdash \vdash \vdash$	\longrightarrow	
788	799		More integrated neighborhoods, lower crime rates																			\vdash	\longrightarrow	Y
789 790	800 801		educating people how fun and free it is																			Y	v	_
790	801	53208	We need our roads to be better in undeserved communities and have bike lanes. Too																			$\vdash \vdash \vdash$	1	
701	002	F2207		.,						v													1 1	l
791	802		many times I've seen bikers hit by cars because of the lack of bike lanes.	Y						Y												$\vdash \vdash \vdash$	· ·	\vdash
792	803	53212	Creating mare hike lance will make exclicts feel mare addressed towards their rights																			$\vdash \vdash \vdash$	Y	
			Creating more bike lanes will make cyclists feel more addressed towards their rights.																				1 1	l
702	004	F2202	Simple stop way finding and stop sings and accommodating intersections should help as							v						v	.,						1	1
793	804	53202								Y						Y	Y					$\vdash \vdash \vdash$	\longrightarrow	
704	905	F2200	I would like to see more protected bike lanes and intersections that address pedestrian,												,								ı	ł
794	805	53209	cyclist, and vehicular traffic with dedicated signals/timing.			-		<u> </u>			1				ĭ							${oldsymbol{arphi}}$	v	
795	806		Continuous hiko langs that don't and or disappear at husy intersections	v	1	 	 	1								v						${f oldsymbol{ o}}$	\vdash	
796 797	807 808	53212 53207	Continuous bike lanes that don't end or disappear at busy intersections.	ľ	1	 	 	 	\vdash		<u> </u>	<u> </u>	<u> </u>			T						$\vdash \vdash$	v	
797	808		Quite a few busy roads have no bile lanes; it would be really helpful to have that.	1	1	1	1	1		v	1											$\vdash\vdash\vdash$	<u> </u>	
798	609	J3207	Break ins are occurring at an alarming rate. I want to make sure my possessions are					 			<u> </u>											$\vdash \vdash$	${ightarrow}$	
			secure and that it's safe to take my daughter out into the community. More than anything																				, ,	1
			is water quality. I want to see more lead tests throughout the Milwaukee neighborhoods	1																			ı	i
700	010	E2207																				1	, ,	v
799	810	53207	to learn where we have to update water pipes.	 	1	 	 	 	\vdash		<u> </u>	<u> </u>	<u> </u>									$\vdash \vdash$	\vdash	-
			Safety is a major concern. Several of the roadways in Milwaukee are pothole-ridden, or																				, ,	ł
			contain layers upon layers of asphalt. This results in unsafe conditions for bicyclists,																				, ,	1
			especially on heavily-ridden streets (both vehicular and bicycle traffic) - it makes it really																				, ,	ł
900	011	E2242											V										, ,	ł
800	811 812		difficult to bike, having to pay attention to both the deteriorated roadway and traffic.	 	1	 	 	 	\vdash		<u> </u>	<u> </u>	ľ									$\vdash \vdash$	v	
301	012	J3Z11	It is important to me to have a city that allows me to commute regularly by bike in safe					 			<u> </u>											$\vdash \vdash$	\vdash	
			manner. As a millennial with a lot of student loan debt, not having a car is my solution to																				, ,	1
			remain fiscally responsible while still having money to enjoy the things I love (food, shows,																				, ,	1
902	013	E2202			v																		, ,	ł
ŏ02	813	53202	concerts, shopping).	1	ľ	1	1																	

		-			-	-	_				1/			N.	_	-	_	-	-	-		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	14/	· ·
000	Α	B	C	D	E	ŀ	G	Н	1	J	K	L	М	N	0	Р	Q	R	5	ı	U		W	_X
803	814	53208																				Y	1	
804	815	53204																				Y	1	
805	816	53213	Speed of auto traffic on roads with bike lanes and inappropriate passing on the right.				Υ																	
			In terms of biking, better street maintenance & better intersection controls (IE, being able																					
806	817	53207	to get the light to change when you're the only vehicle.										v											
807	818	53212	to get the light to change when you're the only vehicle.																				,	
807	010	33212	I love riding my bike in MKE! But having a close call with a dangerous driver will scare me	1								1									-		-+	
808			off my bike for weeks!				Υ																\longrightarrow	
809	821	53202																				Y	1	
810	822	53188																				Υ	1	
			Calming traffic in the neighborhood is a must - especially during rush hour commuting.																					
811	823	53202	More bike lanes are also needed.							Υ		Υ												
812	824	53211																					Y	
813	825		Protected bike lanes												Υ								$\overline{}$	
814	826	53211	Make bike boulevards. Have used them in other cities.							v					•							-+	\rightarrow	$\overline{}$
815	827	53211	iviake bike bodievalus. Have used them in other cities.							'													_	
			are as 1.9 a market and heaten are as 1.5 me heaten and heaten																			-+	$\stackrel{\iota}{\longrightarrow}$	
816	828	53211	more bike paths and better connections between them	<u> </u>							 	<u> </u>											\longrightarrow	
			better education of cyclists (college-age)- nobody signals or announces when they pass																			1		
817	829	53211	pedestrians, better maintenance of existing bike lanes and streets,										Υ	Υ							Υ			
818	830	53211																				Y	1	
819	831	53211																				Y	1	
820	833	53211																				,	7	
821	834	53210																					Y	
822	835		Safety and accessibility are important to me.																					v
022	033	33202	surery and accessionity are important to me.																			-+	-+	
000	006	50044	Classical designation of the University of the Control of the Cont							.,							.,							
823	836		Clearly designated biking lanes. More signs indicating to motorists the presence of cyclists							Y							Y							
824	837	53209																				Y	1	
825	838	53207	driver and pedestrian education needed; driver enforcement needed				Υ		Υ															
826	839	53211	Better/smoother streets										Υ											
			Pedestrians and Bikers are severely ignored and disrespected by motorists who seem to																					
			feel they are the only ones that should be on the road. I have been honked at, yelled at,																					
027	040						v																	
827	840		and purposefully driven close to by motorists while completely following all traffic rules.				ĭ															-+		
828	841	53211																			-	——! [·]	-	
829	842	53213																				Y	1	
830	843	53211																				Y	1	
831	844	53211	Keep bikes off sidewalks																		Υ			
832	845	53212																				Y	1	
833	846	53213																				Y	1	
			I live downtown, so more bike lanes that are ideally separated from the actual auto traffic																					
834	847	53203	lanes												Υ									
			On a bicycle you are traffic, behave accordingly. Police should ticket violators whether								<u> </u>											-+	-+	\neg
835	848	52211	they are on bikes or in cars.				v		v												v	1		- 1
033	040	33211		-			-		'		1	-	1								•	\longrightarrow	\longrightarrow	\longrightarrow
			However we can improve safety for bicyclists, I believe it will increase ridership and save		l						1											1		- 1
836	849		the lives of those of us who ride daily.	<u> </u>	Y						<u> </u>	<u> </u>										—∔		
837	850	53213									ļ											Y	1	
838	851	53218	Separate from motorists would be best, not just designated bike lanes.												Υ							L		
			Need better ways to get to Hank Aaron State Trail safety. Need better ways to get to the								1		1 7		Ţ					I	T		T	- 1
			Oak Leaf Trail safely. Also need them to finish the Hank Aaron state trail where it connects																			1		- 1
839	852	53219	to the New Berlin trail.	γ	Υ						1											1		- 1
840	853	53202		<u> </u>																		,	$\overline{-}$	\neg
841	854	53207		 							1	 	1										,—+	$\overline{}$
041	034	33207		1							-	1										-+	\rightarrow	
											1											1		
			improved traffic flow which enhances safety from motorized vehicle traffic for both								1											1		
842	855	53208	pedestrians and bicyclists (vehicle traffic is treacherous on Hawley Road and State Street)				Υ															1		
			Separate bike lanes, smoother transitions between bike lanes and city streets, repair								l												$\neg \uparrow$	\neg
843	856		streets that have bike lanes	lγ							1		l _v l	v	_v							1		
844			physically separated bike lanes	<u> </u>										-	· V							-+	\dashv	
			1 / / 1	<u> </u>							 	<u> </u>			1							\longrightarrow	-+	
845	858		I'm very fortunate in that my community is very safe, accessible and livable.	 							 	 										-+		I
846	859	53209									1											Y	í	

	۸	В	C	D	Е	_	G	Н	ı	1	V	1	М	N	0	Р	0	R	S	т	- 11	V	W	
	А	В	Roads are absolutely terrible. I don't trust my car tires on these roads let alone my bike!	U	_ E	F	G	П	1	,	N.	L	IVI	IN	U	r	Q	N	3		U		VV	
847	860	F22 27	There are basically no bike lanes in West Allis.						,	,			v											
848	861	53207	There are pasically no bike lanes in west Allis.							1			T										v	
040	901	33207	Bike lanes are available but the actual lanes are in poor condition and require leaving the																			-+	T	
040	0.00	F2207												v										
849	862		lane to avoid getting flat tires. I was hit a pothole that blew both tires!											ř									\ <u>'</u>	
850	863	53207	Name lands for hotton community, living and improved backly and community							,													Y	
851	864		More lanes for better community living and improved health and commuting.							Y													\ <u>'</u>	
852	865	53212	I would not like to one the hills large to right of the working large water the laft of it. Cofee																				Y	
			I would see like to see the bike lane to right of the parking lane vs to the left of it. Safer																					
853	866		that way. (Toronto does it that way.)												Υ									
854	867	53207																					Υ	
855	868	53212	If all a set of the left of the state of the																				Υ	
			I feel comfortable riding in the street most people of the time, but we worry about or																					
			children a lot. It would be nice t have divided bike lanes on space on sidewalks specifically																					
			for bikes. On the other hand it REALLY annoys me and is dangerous when bikers comes																					
856	869		closer completely ignore stop signs or traffic lights.												Υ						Υ			
857	871	53208	Safe cycling education for drivers and cyclists					Υ													Υ			
858	872	53207																				,	Υ	
859	874		Improve deteriorating pavement and separate bike lanes from traffic										Υ		Υ									
860	875	53202	More bike lanes away from traffic, well lit and safe from crime.		Υ										Υ					Υ				
861	876	53211																				,	Υ	
862	877	53207																				,	Υ	
863	878	53207	I love to bike 🚲 just fear for my safety		Υ																			
864	879	53207																				,	Υ	
865	880	53216	Enforce the laws.						Υ															
866	881	53212																				,	Υ	
867	882	53211																				,	Υ	
																								_
			I am an older woman who bikes for health, enjoyment and social connection. So far in																					
			2016 I have biked a total of 1,300 miles tracked through the Endomondo app. Some of																					
			those miles were on trails easily accessed from my home - the Hank Aaron Trail and Oak																					
			Leaf Trail system. More often, I put my bike in the van and drive to various trails such as																					
			the InterUrban and Glacial Drumlin Trails. I bike into the cold weather months on																					
			weekends until the trails are covered by snow. I live within easy biking distance from																					
			grocery stores just to the west of my home and work downtown just to the east. But I																					
			cannot bike to either safely! The streets become narrower and Eastbound bike lanes																					
			leading to downtown on Highland and State end abruptly at about 11th Street, just as																					
			traffic is becoming more congested. There's no safe way into downtown from the West!																					
			Many people in my neighborhood work downtown. But few bike to work. Why? If there																					
			were safe, protected lanes that were plowed during the winter, I would invest in a fat tire																					
			bike and bike all year round. It's cheaper than parking! During the summer I bike after																					
			work. When it becomes too dark after work, it's too dangerous bike on the trails which are																					
			too dimly lit. For those of us working mostly sedentary desk jobs, an easy way to bike																					
868	884	53208	downtown most of the year would be transformative!	Υ										Υ	Υ					Υ				
869	885	53215	More bike paths								Υ													
870	886	53212																					Υ	
871	887	53202																					Υ	
872	888	53208	Improved road conditions, potholes, etc. Improved										Υ											
	889	53215																					Υ	
874	890	53219																					Υ	
875	891	53212	protected bikeways and safer intersections and safer crossings												Υ	Υ								
			DEFENSIVE RIDING IS KEY. I avoid high traffic areas and try to stay off non bike paths but,																					
876	892		it is difficult to find a completely safe route.				Υ																	
877		53214	. F /																				Υ	
			Designated bike lanes and bike paths are great resources, it would be wonderful to see a																					
878	894		safe bike lane on all streets in Milwaukee.						,	,														
3,0	554		Protected or separated bike lanes would really make biking safer and more enjoyable as a							•												\rightarrow		
970	905		means of transportation.												v l									
879 880			Speeding traffic with distracted drivers		 		v			-					-							\rightarrow		
000	050	33207	Speculing trainic with distracted univers		<u> </u>		l'											l						

	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	V	W	Х
			I think accessibility, wellness and livability are certainly important, but to me, safety is																					
			paramount. In general, the community is somewhat on-edge regardless of biking. But																					
			biking does expose the biker even more when compared to driving. I think part of this																					
			could be solved with bike lanes, but there are also drivers who use the bike lanes to pass																					
			on the right. Separating the bike lanes would be beneficial, but then they do not get																					
			plowed in the winter. I'd like to see wider roads with dedicated bike lanes and a shift in																					
			the driving culture to be more accepting to cyclists. I'd also like to see more cyclists follow																					
			the same driving laws as drivers and make an attempt at being more predictable. I feel as																					
			though there are too many occurrences of bikers running reds, lane changing without																					
			signaling, erratic behavior, lack of safety gear, traveling the wrong direction, etc, which																					
			creates a division between the cultures. I also believe that many cyclists ignore the laws																					
			because it is more difficult to start and stop on a bike and maintaining momentum is more																					
			important than in a automobile. As bicycles are somewhat limited in the top speeds but																					
			also have substantially better stopping ability and reactivity, having bicycle paths, or even																					
			roads, without stops, yields, crossings, etc would certainly help encourage biking more.																					
881	897	53222	Losing the right-of-way on a bike is a big deal.				Υ			Υ				Υ	Υ						Υ			
			Understanding from both cyclists and motorists as to right of way and correct stopping																					
			methods ie not blowing through traffic stops.																					
882	898	53211					Υ																	
883	899	53217																					Υ	
884	901	53212																					Y	
885	902	53207																					Y	
886 887	903 904	53212 53227																					Y	
888	905	53227	Promote better sharing of the road between automobiles and bicyclists.					Υ														-+	T	
889	906	53012	Tromote better sharing of the road between automobiles and bicyclists.					_														\rightarrow	Υ	
890	907	53202																					Y	-
			My major concern is car v bike issues. Truth be known it isn't great for car v car. There is																					
			little or no enforcement on the laws of the road. I would like to see seperated bike lanes																					
			and an awareness that bikes have a right to ride. I've riden in Madison and the																					
891	908	53211	infrastructure is bike centric.				Υ	Υ	Υ						Υ									
892	909	53204																				,	Υ	
893	910	53208																				,	Υ	
894	911	53219																				,	Υ	
895	912	53217																					Υ	
896	913	53217																					Y	_
897 898	914 915	53227	Chaigh aufgreeneath of heaffig laws moule reciphorages						V														Y	
899	915		Strict enforcement of traffic laws, park maintenance safe riding		v				Y															
900	916	53202	Juic Hullig		1																		v	-+
500	21/	JJ220	We need to find a way to get recreational cyclists to obey traffic laws! As an avid cyclist																			-+	•	-
			that commutes using a portion if the Oak Leaf trail, I see first hand many cyclists causing																					
			great anger with motorists. These motorists are the majority on the road, and they vote.																					
			We all need to work together and obey the laws, so that we can be safe. We can't expect																					
			the non cyclist population to give us better infrastructure unless we give them some																					
901	918	53132	respect.																		Υ			
902	919		Enforcing neighborhood speed limit on Washington Blvd						Υ													$\overline{}$		\neg
			Car traffic needs to obey the speed limit. Electronic sign showing how fast each car is																					
			traveling should be used more in addition to a stronger police presence. Also, cars need to																					
903	920	52303	STOP passing on the right which many times is the bike lane.				Υ		Υ															
904	921	53207																				,	Υ	

	۸	В	C	D	Е	Е	G	Н	т	-	ν		N.4	NI	0	D	0	D	c	т	- 11	W	۱۸/	V
	А	В	<u>C</u>	U	E	r	G	н	1	J	K	L	М	N	U	Р	Q	К	5	- 1	U	V	VV	_ X
			NAME IN THE PROPERTY OF THE PAR																					1
			More bike trails in the city off of busy streets. Also, putting the bike lanes first next to the																					1
			sidewalks, then the parking lanes and then the driving lanes like shown in one of the																					1
			pictures above. I don't trust any MV drivers when I am riding in the streets, even when I																					1
			am in the designated bike lanes right next to them. I feel very strongly that the parked car																					1
			section should be between MV drivers and bikers. I really like when the bike lane is part of																					1
			the sidewalk with a strip of sidewalk between parked cars and bike lane shown in one of																					1
																								1
			the pictures above. All of the public needs to be aware of bikers in the streets and the																					1
			laws and also bikers need to know the laws. A biker cut me off the other day on his bicycle																					1
905	922	53219	in traffic and then he went through a red light.				Υ			Υ	Υ			ľ	Υ						Υ			
																								1
906	923	53222	Safe lanes for bicycles to ride in the street and having motorist aware of those lanes				Υ																	1 1
907	924	53172	bike friendly																					Υ
908	925	53207	•																			Y	,	
909	926	53211																				Y	,	\vdash
910	927	53220																				У	,	
911	928	53219																				V	,	
912	929		Safe bike lanes, safe parking							v									v					$\overline{}$
913	930		We need a grocery store.							*									<u>'</u>			+	-	v
913	230		Noted bike lanes and public education would be the two top priorities to making the									1										-+		
01.4	022							.,		.,														1
914	932	53045	Milwaukee area safer for bicyclists.					Ť		Y		\vdash										\longrightarrow	\longrightarrow	
																						.		i '
915	933	53212	more defined spaces for bicycling, more education of drivers re: courtesy and safety			Υ		Y																—
			More bike lanes! And fix potholes in existing bike routes. I ride with young children (who																					1
			use the sidewalk), but I also pull a bike trailer with a toddler. Would love to feel some																					1
			separation from traffic. We ride a LOT in the summer, but would ride exclusively if it was																					1
916	934	53207	safer.							Υ				Υ	Υ									1
			Safe roadways that connect bike paths. I have to cut through the northside and drivers																				\neg	
			are extremely unsafe, I try to go further out of my way to take the bike paths, but even																					1
			then I have to cut through busy and unsafe downtown streets and intersections to get																					1
																								1
			from oak leaf to hank aaron. i used to commute everyday all year round on bike, now I																					1
917	935	53212	rarely do.	Y	Y		Y									Y								$\vdash \vdash \vdash$
																								1
			Safety is my biggest concern. Living in Riverwest isn't the safest on its own, but biking to																					1
			work on Hwy 100 and Silver Spring is treacherous! The bike lanes are AKA The Aggressive																					1
918	936	53212	Passing Lane. I'm too afraid to bike to and from work because of that.		Υ		Υ																	1
919	937	53217																				Υ	!	1
920	938	53110	Bike lanes, signage and education are very important.					Υ		Υ							Υ							1
			More support for nonmotorized travel, including signage, public awareness, dedicated																					1
921	939	53110	bike lanes, bike storage.					Υ		Υ							Υ		Υ			.		i '
922	940		E Howard is terrible to ride on. So many pot holes											Υ										
923	941	53211	,,																			Y	,	
924	942		Safety is the main reason I don't bike more.		Υ																			
925	943	53221	,																				$\overline{}$	$\overline{}$
926	944	53211																				- 	$\overline{}$	$\overline{}$
320	/	55211	Police enforcement of traffic, bike and pedestrian laws. Start small with enforcing																			-+	-+	
			crosswalks and let safety trickle up. Also crack down on cyclists running red lights, but use																			.		ı '
927	945		the "Idaho stop" for stop signs.				v		γ													.		ı '
927	945						Υ		ľ														\longrightarrow	$\overline{}$
			as a person who lives in riverwest I am extremely fortunate to have everything for a bike																			.		i '
			centric community, i would like to see more connections to the rest of the city particularly																			.		ı '
			west, as i will not bike more than 2 miles of the lake as traffic just becomes unsafe if i	l																		.		i '
928	946		chose a wrong turn.	Υ			Υ																	—
929	948	53211																				Y	/	
930	949		no entiendo la pregunta																					Υ
931	950		Muy seguro en Bay View																					Υ
			A mi me gustaria que en mi area hubiera mas vigilance de policias , area especial para las																					,
932	951	53215	bicicletas .						Υ											Υ		.		i '
			Que los conductores tengan mas cuidado y tambien que areglen las calles. Incluso mas luz																					ī
933	952	53221	por la noche.				Υ															.		, !
934	953	53215	•																					$\overline{}$

Appendix G. Priority 2 Open-Ended Comments

	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	٧	W	Х
				ıİty	s									ns			bs	SI						
				Accessibility/ Connectivity	General Safety Concerns	نب		t			Off-Street Bicycle Trails			conditions	Sa		ncreased Signage + Maps	Stations	More Bicycle Amenities					
				u u	S	General Bicycle Infrastructure Invest.	١.	Education on Driver	Ħ	au	le T		s		Protected Bike Lanes	Intersection Safety Concerns	ge +	e St	men		ō	_		
				ŭ,	ety	re le	ķ	n Dr	me	cycle re	icyc	ing	ö	ane	ě	Saf	gna	Ŗ	e Ar	ë	avi	ts +		
				<u>#</u>	Safe	Bic	eha	no Lav	Law Enforcement	n-Street Bicycle nfrastructure	et B	Traffic Slowing	Road Conditions	Bike Trail/Lane	g B	tion	ig Si	More Bubir Bike	cyc	Better Lighting	Bicyclist Behavior	Bicycle Events - Promotion		
		Home		ssik	era	eral	e B	clist	Enf	tree	Stre	fic S	္မ	ī.	ecte	rsec	ease	e Br	e Bi	erL	clist	noti		-
1	ID		What other priorities should be considered for improving and connecting the community?	Acce	Gen	Gen	Ę.	Educ	aw	n-St nfra	#6	Fraf	Roac	3ike	prot	nte Con	ncre	٩ĕ	۸or	3ett	3icy	3icy	N/A	Other
2	2	53203	,		Ť	<u> </u>	_		_		Ť		_	_				_	_				7	
			We need more bike-only areas connecting the city. I enjoy the conversion of the old rail																					
3	4	53207	lines to bike trails, but there needs to be safe connections between trails.	Υ							Υ													
4	_	53211																				١	1	
5	6	53220	Public Safety		Υ																			
			Greenways/Bike Bvds because they benefit bikes, peds, homeowners, kids going to school.																					
6	_		They are more about quality of life then getting around by bike.							Υ												\longrightarrow		
7			Enforcement of traffic laws.						Υ															
8	9	53212	Dike infrastructure enhancements should had in in MAKE's more social acanomically																				\hookrightarrow	
9	10	52207	Bike infrastructure enhancements should begin in MKE's more socio-economically challenged neighborhoods and extend out.	v																				
19	10	33207	connect the existing segments of bike lane; prioritize bike infrastructure projects (get a few	ľ		 																-+	-+	-
ĺ	1		quick wins); advocate for elected officials and stakeholders to understand that investing in																					
			bike infrastructure is more than just for cyclist. It creates a more attractive and																					
10	11	53202	comfortable city for all.	Υ		Υ																		
11																						,	Y	
12	13	53208																				,	7	
13	14	53207	Protected bike lanes and paths.												Υ									
14	15		Take pedestrians into consideration. Enforce laws for all, including bicyclists.						Υ															
15			Bike lanes that don't end in the middle of a street or end of a bridge.	Υ																				
16	17	53211	Segregated bike lanes												Υ									
			Connect Hank Aaron under 894 and Glacieral Drumlin. New street cars with bike racks and																					
17	18	53203	more space on Amtrak.																Y					
1.0	10	F2200	Attention given to the west side, more biking events for families, safer and more	.,																	,	,		
18	_		maintained parks. Safe walking	Y	v																- 1	-+	\rightarrow	
19	20	53212	Police enforcement of motor vehicle laws. Also working to improve pedestrian facilities will		Y																	-+	\rightarrow	
20	21	53207	help bicycle safety.						v															
-20		33207	Helping making cycling equitable and not just and activity for those with higher incomes																			-+	-	
21	. 22	53204	and/or white residents.	Υ																				
22		53221																				,	7	
23	27	53207	Parking will need to be removed to accommodate better cycling. Transit connectivity.			Υ																\longrightarrow		
			more Bublr stations connecting Wauwatosa and West Allis networks with West Side and																					
24	28	53213	Downtown Control of the Control of t															Y						
25	20	F2247	Linking routes, bikepaths and bike lanes would help immensely. Separsting bike lanes from	.,											.,									
25			auto traffic would be great too.	Y											Y								,	
27			Driver safety education along with enforcement					Y	٧														-	
28				†				l -	·												1	,	,	\dashv
29																						,	7	
30	34																						1	
31	. 35	53202																				\	1	
ĺ	1																							
ĺ	1		Enforce speed limits and drivers not yielding to pedestrians. Police enforcement is needed																					
ĺ	1		to change the culture of driving around Milwaukee so that drivers are looking out for other																					
30]	F2242	road users. This will lead to slower speeds, more careful driving, and safer conditions for						V															
32			bicyclists as well as pedestrians and automobile users. More protected bike lanes	 	-	 		<u> </u>	Y						,							\dashv	\dashv	-
33			Winter maintenance of trails and bike lanes.			 	-	-						v	1							\dashv	\dashv	\dashv
35				 		1					-			•						- 			+	\dashv
33	1	33214	Improved trail connection between Bay View and the East Side, Trail connections between			1																一十	-+	\dashv
ĺ	1		Grant Park, Bender Park, and the We energies Trail, connection between the Oak Leaf Trail																					
36	40	53202	and the Franklin-Muskego Trail.	Υ																				

	۸	B	r	D		Е	G	Н	т		V		М	N	0	D	0	Р	c	т	- 11	V	۱۸/	V
37	41	53212	C	D		_ '	G	- ''	1	,	K		IVI	IN	0	г	Q	IX.	3	-	U		V	_^
																						\vdash	Ľ	
38	42		Car are not king. The should not receive priority or excessive privilege.					Υ														igwdown	igspace	
39	43	53212																				igspace	Υ	⊢ —
			They should put a barrier between the road and the bike lane. There also needs to be																					1
40	44	53211	more education for drivers.					Υ							Υ									1
																								i
41	45	53217	Maintain the bike lanes through the city. Cracks in the cement are becoming crevasses!											v										1
42	46	53172	Within the bike lanes through the city. Clacks in the cement are becoming crevasses.																			-	v	
42	40	33172	Mara accessible routes. A let of popula I know that are hesitant to hike are so because	1	-																	\vdash	Ľ٣	
			More accessible routes. A lot of people I know that are hesitant to bike are so because																					1
43	47		they just don't quite know where they're going	Υ																		igspace	ш	—
44	48	53212	Neighborhood Greenways, especially Washington / Scott on South Side							Υ														
45	49	53211	segregated bike lanes												Υ									ı
																								i
			rail transit to and from the suburbs. We can all use transit for commuting, especially if it is																					ł
			fast transit, and then we can also avoid parking, drunk driving, make roads safer for																					1
			,																					l
46	50		bicycles. and save the environment.																			igspace	igspace	Υ
47	51	53202	Many, many more buffered bicycle lanes												Υ									1
48	52	53207	more public transportation with bike carrying options																Υ					1
																								i
49	53	53212	Milwaukee becoming a safe and accessible bike community on already existing streets		v																			1
50	54		Connecting the southern neighborhoods with downtown should be a big priority.	1	v	 				-	-	-						-				$\overline{}$	\vdash	
50	54	53207	Connecting the southern neighborhoods with downtown should be a big priority.		Y																	$\vdash \vdash$	$\vdash \vdash$	
																						, 1		1
51	55	53213	Separated bike lanes will make the biggest difference. Build then and they will come.												Υ									ı
52	56	53211																					Υ	i
53	57	53226																					Υ	i
54	58	53222																					Υ	
			Greater out reach and encouraging employers to support cyclists with changing rooms, a																			\vdash		
		F2222																	.,					1
55	59	53222	safe dry place to park your bicycle and showers.		-														Y				$\vdash \vdash$	
			NACTO design guidelines for all transportation modes, Increased funding for biking and																					1
			walking infrastructure, willingness to test new traffic calming configurations with																					1
56	60	53212	temporary installations, neighborhood greenway routes in the street grid. Bike minastructure can be poweriur. Bust keep going with this. In terms of the metro			Υ				Υ		Υ												1
																								i
			area's political-economy, it's a big problem that municipalities like Shorewood and																					ł
			Whitefish Bay are not incorporated with the city proper. These communities constitute																					1
			the majority of the city's wealth, much of which is earned in the city's center and extracted																					1
			from the city and insulted in little enclaves that propagate further concentration of wealth																					1
																								1
			and further segregation of our city (tax base, school districts, transportation funding).																					1
57	61	53211	Force them to care about the city they live in. Annex Shorewood.																					Υ
58	62	53186	Connections to out of county, more north south off road paths	Υ																				1
59	63	53212	Greenways. Bicycle Paths. More Bike Parking.							Υ	Υ								Υ					i
60	64	53208	•																				Υ	
			Robust public transit to minimize reliance on personal vehicles and reduce total amount of																			\vdash		
61	65	52211	traffic on the roads			1																, !	1 !	v
61	_			1		 																	$\vdash \vdash$	'
62	66		Parity in educational opportunities		<u> </u>	 																$\vdash \vdash$	$\vdash \vdash$	ř
63	67		Affordable efficient public transportaion	ļ		ļ				ļ	ļ	ļ						ļ				igspace	igspace	Υ
64	68	53208		1																			Υ	
1 1			Public facilities like showers and storage/rental to connect people with employment and			1								Ţ	Ţ					I		ı T	ı T	1
65	69	53211	tourist centers.							ĺ	ĺ	ĺ						ĺ	Υ			, 1	1 !	ı
66	70		Great driver education as to the rights of cyclists			1		Υ														$\overline{}$		
1			Keep flooded areas dry by fixing them.	1		1																$\overline{}$	${\color{blue}oxed}$	
C7	74					1																, !	1 !	V
67	71		Patrol areas as needed.	1	<u> </u>	 																$\vdash \vdash$		r
68	72	53209		ļ	<u> </u>	<u> </u>				<u> </u>	<u> </u>	<u> </u>						<u> </u>					Υ	ь—
						1																, !	1 !	ı
			Motorist education (introduce sharing the road curriculum to the current drivers Ed		1	1				l	l	l						l				, 1	1 1	ı
			requirements and drivers license renewal requirementsand be sure to test on it in the			1																, !	1 !	ı
			written exameducates both waysmotorists learn to drive around cyclists the right way,			1																, !	1 !	ı
						1																, !	1 !	ı
			and they also learn what they should be doing on a bike when they are not driving 2.			1																, !	1 !	ı
69	73		More education to cyclists. I see them doing the wrong this all the time	<u> </u>		ļ		Υ													Υ	igspace	igspace	—
			Drivers need to know to look out for bikes when turning right, before they open their car			1																, !	1 !	ı
70	74	53211	door on the street, one ways with bicyclists.			1	Υ															, !	1 !	ı
71	75		more bike lanes, more protected bike lanes, more bike paths			1				Υ	Υ				Υ							$\overline{}$		i
لتنا	. 5			1		ı		1	1	·	·							ı						

	Α	В	C.	D	Е	F	G	Н	ī	1	K	1	М	N	0	Р	Q	R	S	Т	U	V	W	Χ
\vdash	^		More car sharing services (Zipcar) would allow people use alternative transportation most			-	0	- ' '	-	,	K	_	101	14	U	-	Q	IX.	3	-	0	•	**	
			of the time, but still have access to a car when needed.																					
72	76	53213	Snowplowing of bike lanes and paths in the winter.											Υ										
73	77	53212																					Υ	
74	78	63212	None.																				Υ	
75	79	53211																					Υ	
76	80	53209	Make more area harder for cars to use and more friendly for walking and biking.			Υ																		
77	81		Education and encouragement					Υ														Υ		
78	82	53212	Education and encouragement																			•	Y	
79	83	53207																					· v	
80	84	53213																					· v	
81	85		More Streetcar, bus, bike and ped investments			v																		
82	86		iviore streetcar, bus, bike and ped investments			'	1																v	
83		53213																					Y	
0.5	87	53212																					Ť	
			Manager and the state of the st																					l.,
84	88		More parking structures and lots that would discourage street parking.	<u> </u>			<u> </u>																.,	Y
85	89	53208		ļ			ļ		 														Υ	
			- 100																					
			For biking to be more commonplace, it has to be visible to spark inspiration in people's																					
			minds that maybe they could bike too. Bublr has done a fabulous job with this! More bike																					
			lanes are important, vulnerable user's legislation, and even special rules for bikes. I think																					
			Ciclovia-like events have potential. Adam Carr does bus tours, but what about bike tours to																					
			explore other neighborhoods? There seem to be a number of organized rides, but I think																					
			they all lean to a similar audience. Maybe the Milwaukee Day folks could organize a ride?																					
			I've been biking here for a few years and am still confused about what trails are where -																					
9.0	00	F2204						v														v		
86	90	53204	offering some sort of education around that could be helpful.					Y														Y		
			I am very disappointed that we were not able to prevail on adding a pedestrian/bike lane																					
			to the Hoan bridge. A \$10m adder to a \$400 project. It told me that we don't have the																					
87	91	53226	political clout and that becoming a bicycle community has large steps remaining.																					Υ
88	92	53233	Need totally off street protected greenways like Minneapolis								Υ													
89	93	53211	more bike lanes and off-street paths are sorely needed outside the city								Υ													
90	94	53212						Υ																
91	95	53207																					Υ	
92	96	5322																					Υ	
			Better ways / places to lock up bikes. I personally don't like leaving my bike outside even																					
			when locked up. Too many people know how to still steal bikes. (even when locked																					
ດວ	0.7																		v l					
93 94	97		properly - they have the tools)	<u> </u>			1		 								v		1					
94	98	53210	I really like the idea of biking maps of the city or neighborhoods.				 										f							
			Bumpouts everywhere. Swap parking lane and bike lane. Tax credits for green			.,						.,												
95	99		transportation.	<u> </u>		Υ	<u> </u>					Y												
96	100		Protected bike lanes!; neighborhood greenways/bicycle boulevards	ļ			<u> </u>								Υ									
97	101	53217		<u> </u>			<u> </u>																Υ	
98	102	53202		ļ			ļ																Υ	
	103			ļ			ļ																Υ	
100	104	53212	Faster/more frequent buses				<u> </u>																	Υ
			bike blvd's and less strip mall type businesses. Take for example Brookfield, which is the																					
			land of strip malls, where you won't see community. Community to me is when folks are																					
			out and about walking and biking, patronizing local establishments by foot or bike. A great																					
			example of a community like this is Wauwatosa, Shorewood, Riverwest. These																					
101	105	52212	communities are starting to move toward more bicycle infrastructure.							v														
101	105	JJZ13	It would be nice to have protected bike lanes, so that it's not even a concern that cars are	-			1		1	-														
100	100	F2245													,									
102			swerving into the lane	<u> </u>			<u> </u>		<u> </u>						Y									
103	107	53212		<u> </u>			<u> </u>		<u> </u>														Y	
104 105	108	53208		<u> </u>			<u> </u>		<u> </u>														Y	
	109	53212		1	1	l	1	1	I	1	1	1	i	i				1					Y	l

		В	ſ	_	-	-	_	- 11		-	1/			N.I.	_	D	Ω	_	_	-		.,	14/	
	А		9	D	E	F	G	Н	1	J	K	L	М	N	0	Р	Q	K	- 5	- 1	U	V	W	X
			Smoother paved roads, wider lanes and/or dedicated bike lanes, more connections to and																			, ,		
106	110	53212	paths like the Beerline trail etc	Υ						Υ			Υ									, ,		
107	111	53212																				\Box	Υ	
108	112	53212																				-	٧	1
109	113	53212																				-	· v	
																						$\overline{}$	1	
110	114	53212																					Y	
			Repair, beautification (landscaping and landscape) & other investments that foster																			, ,		
111	115	53210	community pride & sense of belonging										Υ									, ,		
			More local																			-		
			Wide local																			, ,		
																						, ,		
112	116	53212	Community businesses																			, ,		Υ
113	117	53203																				, 7	Υ	
114	110	F2242	Connections to transit It will halp solve the last mile problem																			, ,		v
114	118		Connections to transit. It will help solve the last mile problem.	<u> </u>		<u> </u>	<u> </u>				<u> </u>	<u> </u>												Y
115	119	53121																				ш	Υ	
116	120	53212																				, ,	Υ	
																						\Box		
			I think the reason why most people don't commute by bike is because they are scared to																			, ,		
				1		1	1				1	1										, !		
			ride in traffic. So building protected bike lanes I think would increase people's confidence	1		1	1				1	1										, !		
117	121	53213	and increase the number of people willing to commute by bike.	<u> </u>	Υ	<u> </u>	<u></u>	<u></u>	L	Υ	<u> </u>	<u></u>										!		L
118	122	53211																					Υ	
			Opportunity to earn a stable income for those who don't currently have that opportunity.	1		1	1				1	1												
110	122			1		1	1				1	1										, !		v
119	123	53207	A tall task	<u> </u>		<u> </u>	<u> </u>				<u> </u>	<u> </u>												Y
				1		1	1				1	1										, !		1
			More busses with bike racks. Only two bikes per bus? I hear they're at more than they																			, ,		
			expected, solet's get a triple rack and get more of them! More businesses on commuter																			, ,		
																						, ,		
120	124		value passes and more businesses subscribing to Bublr to help employees try it.															Υ	Υ					
121	125	53211																					Υ	
122	126	53207																				, ,	Υ	
																						, ,		
																						, ,		
			The repeal of the Complete Streets law was a total disaster. Look at what Complete Streets																			, ,		
123	127	53211	did to revitalize 2nd Street in Walker's Point. Bring back the legislation and all will benefit.																			, ,		Υ
124	128		Better education and enforcement of pedestrian rights of way.					v	v													-		1
124	120	33212	better education and emorcement of pedestrian rights of way.					-														-		
																						, ,		
125	129	53213	Traffic calming measures. People drive to fast and do not look for pedestrians and bikers.									Υ										, ,		
126	130	53211																				, 7	Υ	
127	131	F2211	In Cambridge Woods, more and better connections to the Oak Leaf Trail are critical.	v																		, ,		
_				1																		$\overline{}$		
128	132		We need a network of protected bike lanes to help people feel safe enough to ride.	Υ											Υ									
129	133	53213																					Υ	
																						, ,		
			Connecting trails through 53206. From some recent research from Rails to Trails there is a																			, ,		
																						, ,		
			pocket in the central city that does not have any trail connections, and there could be huge	1		1	1				1	1										, !		
130	134	53215	economic and social benefits for the city in making those connections.	Υ	<u></u>	<u>L</u>	<u></u>	<u></u>	L		<u>L</u>	<u></u>										!		L
																						, 🗂		
			I'm an advocate for diver education, but I also understand the importance of cyclist	1		1	1				1	1										, !		
				1		1	1				1	1										, !		
			education and the need for them to follow rules as well. I would support public awareness	1		1	1				1	1										, !		
			campaigns that reinforced that the street is a shared space and to have the appropriate	1		1	1				1	1										, !		
131	135		amount of awareness and respect for the different transportation modes using the street.	1		1	1	Υ			1	1									Υ	Υ		
-51	100		The bike lanes are trash and make riding dangerous. Riders should be required to use lights	 	!	 	 	i –			 	 									-			
				1		1	1				1	1										, !		
			when dark. In places like Denver work attire is more casual which makes riding a bike for	1		1	1]]		1	1										, ,		
			business purposes much more acceptable. Would companies create exceptions/incentives	1		1	1				1	1										, !		
132	136		for bike commuters?	1	Υ	1	1				1	1									Υ	, !		1
133	137	53208		1	1	1	1				1	1										-	٧	\vdash
134				1	1	 	 	-	 		 	 						1				ightarrow	v	
		53207		 	1	 	 		L		 	l										إ	ľ	—
135			Make street narrower, reduce the amount of parking, enforce traffic laws		<u> </u>				Υ			Υ												1
136	140	53202	Better signage, easily accessible maps (best as a smartphone app).	1		1	1				1	1					Υ					, !		
137	141	53213		1		1	1				1	1											Υ	
138		53215		1	1	1	1				1	1										-	Υ	\vdash
139		53202		1	t	 	 		1		 	 											V	
				 	1	 	 				 	 										إ	ľ	—
140	144	53202	Increasing bicycle parking (noticed lack of parking in Third Ward area).		<u> </u>				اــــا										Υ					<u> </u>

	۸	В	C	D	Е		G	Н	ī	- 1	V	1	М	N	0	P	0	D	S	т	11	V	W	Х
	А	Ь	Bike routes that don't involve multiple stop sign intersections (locust is faster but no bike	D	E	F	G	н	1	J	K	L	IVI	IN	U	Р	Q	K	- 5	'	U	v	VV	
																								i
141			lane, newberry has a bike lane but stop signs almost every block)													Υ								
142	146	53212	more community bike rides																			Υ		
			High priority in Milwaukee: having the Path to Platinum team, City staff and other plan																					i
			advocates focus on transportation justice in planning for bikeways and pedestrian facilities																					i
			and combining bike/ped infrastructure investments with other issues addressing inequities																					i
143	147	53211	- for more holistic improvement of the city.			Υ																		i
144	148	53211																					Υ	
145	149	53211	More separation of bike and car in more areas of the city	Υ											Υ									
146	150	53222	·																				Υ	
147	151	53226																					Υ	
			The use of protected crossings at where bike routes cross major roads. (Where the Oakleaf																					
148	152	53211	meets Good Hope Rd.)													Υ								i
149	153		more public information																			Υ		
1.5	100	33213	Enforcing rules of the road. It is practically lawless in my area. Bicycle lanes are commonly																					
			used for passing on the right or passing large groups of cars. Speed limits are not enforced.																					i
			There are no consequences so no one cares. Protected bike lanes would also help quite a																					i
150	454	F2222					.,		.,						v									i
150	154	53222	DIT.				Y		Y						Y									
151	155		More trees and plants, boulevards, etc., especially in North and West Milwaukee	<u> </u>																				Υ
152	156	53202																					Υ	
153	157	53212																					Υ	
154	158	53208																					Υ	
155	159	53202																					Υ	
			Milwaukee needs to take the lead and invest heavily in building protected bike lanes and																					i
			cycle tracks to keep cyclists safe from the pandemic of negligent driver behavior here.																					i
			Automobiles have the streets, pedestrians have the sidewalks, but bicycles don't have their																					i
156	160	53211	own space and that needs to change drastically.				Υ								Υ									i
157	162		Way finding signage would go a long way to improve existing infrastructure														Υ							
158	163	53208	7 0 0 0 0 7 1																				Υ	
159	164	53212																					Y	
			The OLT is like a bike highway. The paths need to be maintained and keep from flooding, in																					
160	165	53212	particular the section from Lafayette to the UEC Riverside park.											v										i
161	166	53226	particular the section from Larayette to the OLE Miverside park.											•									v	
162	168	53202																					· v	
163	169	53214																					v	
164	170	53214	Incentives through work, schools, churches to bike to them?																			v	'	
165	171	53213	incentives through work, schools, churches to bike to them:																			ī	v	
166		53207																					ř v	
100	172	53211																					Ť	
167	173		Mass transit, streetcar extensions, connections to Waukesha County																					Υ
168	174		Protected bike lanes would be huge.												Υ									
169	175	53208																					Υ	
170	176	53213	Educating drivers on safety					Υ																
171	177	53207		<u> </u>																			Υ	
172	178	53211																					Υ	
173	179	53202																					Υ	
174	180	53217	Driver + rider education in school		L			Υ																
	181	53207																					Υ	
176		53212																					Υ	
	184	53212	More bicycling incentives or events. I know there are some, and they're great.																			Υ		
			complete streets policies and more communication between municipalities in and around																					
			Milwaukee County, so you can get from the suburbs to downtown and back in any																					i i
178	185		direction, safely and effectively.	Y		γ																		'n
1,0	100		We need a well marked traffic slowing north south route going through the center of	Ė	<u> </u>	·												l						
			Milwaukee, (around 43rd St., and possibly along 27th St.) so more people in poor																					'n
470	100			V																				'n
179	186	53202	neighborhoods can feel safe using bikes as alternative travel devices.	Y																				
			Less of an emphasis on maintaining parking spaces, more of an emphasis on general																					'n
180	187		accessibility.	ļ	ļ																			Υ
181	188		More implementation of complete streets when opportunities arise	<u> </u>		Υ																		
182	189	53154																					Υ	
183	190	53217			L																		Υ	
_																								

	Α.	B	(D	Е	Е	G	ш	т	-	V		N.4	NI	0	D	0	D	c	т	- 11		14/	
18	191	53202	C	D		Г	G	п	1	,	N.	L	IVI	IN	U	Р	Q	N.	3		U		VV	
10	191	33202	Signs and paint on the 6th et. Deidge marking the bridge appains slots on the sidewalk. The												-								1	
			Signs and paint on the 6th st. Bridge marking the bridge opening slots on the sidewalk. The																					
18		53208	gaps can easily catch a tire.														Υ							
18	193	53211																				`	Y	
18	194	53202																					Υ	
			More off-street trails or long stretches of on-street bike lanes that connect different																					
			neighborhoods would be welcome. It often seems that for a longer trip, a route has to be																					
18	195	53208	cobbled together between some trails, some lanes, and some side streets.	Υ						γ	γ													
18	196	53207	cobbled together between some trails, some failes, and some side streets.	·						•	i e											 ,	v	
10	130	33207	More "bicycle only" commute days; advertise bicycle usage more; create secure and																			-+	-	
			priority bicycle parking; develop a culture where cycling is viewed as the preferred mode of																					
			transportation within the downtown core and immediate vicinity; create more features the																					
			slow down automobile traffic and improve bike lanes to have built-in safety curbs or																					
			separation from automotive traffic; convert back-alleys to bike commute lanes where																					
			feasible; create a bike/walk only path to connect downtown to the south via new																					
			"marsupial" style bridge or something similar along I-794; overall, make bicycling more																					
19	197	5320º	accepted as a mode of transportation.	γ				γ		Υ		γ			γ				γ		ļ	γ		
19		53213	accepted as a mode of damportation.	Ė						•		,			•				•			\dashv	, 	-
			Protected Pike Lanes								-		\vdash		v								\vdash	+
19	199	53202	Protected Bike Lanes	 	,					.,					ī	-						\longrightarrow	\longrightarrow	
19	200	53211	Make Capitol Drive more bike friendly. Add a bike lane to the Hoan Bridge!		Y					Y												\longrightarrow		
19		53208									ļ												Y	
19	202	53226	Increase bike lanes, maintenance of of roads filling in potholes, traffic coming							Υ			Υ	Υ										
19	203	53151																				,	Υ	
19	204	53202	Streetscaping and improving walkability																					
19		53211	,																			,	Y	
19		53210																					Y	
20		53211	Proliferation of bike amenities																v					
20		53202	Good signage and colored pavement			v											v		'			\longrightarrow	-	
20			dood signage and colored pavement			T											ı						v	
	209	53202									-				-							 !	Y	
20	210	53211																					Y	
20		53212	considering encouraging more women and POC through better advocacy																			Y		
20	212	53208																					Υ	
20	213	53144	oak leaf trail signage just south of downtown connecting to Bayview/St. Francis																					
			Education for motorists (giving the right of way, not using horn or screaming out of																					
			windows at pedestrians). More visibility at intersections (cars parked too closely to see																					
			around). More bike racks would be nice (old world 3rd st, the 3rd ward, uwm). I think more																					
			people would use Bubbler if there were more stations and the organization was more																					
			consistent, for instance, there isn't one in river west, and the station by me, on kilbourn by																					
20		50000						.,								.,		.,	.,					
20			MSOE, mysteriously vanished.					Υ								Υ		Y	Y					
20	215	53208	Not sure.								ļ		ļļ										Y	
			Make bike lanes unique to MKE. Include artwork from local artists. Instead of using the								1													
			same standard bike lane symbol, put what neighborhood you are in underneath it. We								1													
			have a city that can be very abrasive to change, but I think if you change the story to "Bikes																					
20	216	53212	ARE what make Milwaukee" there may be more people biking.			Υ															ŀ	Υ		
21	217	53202																					Y	\neg
21	218	53211									1												Y	-
21	219	53222																					Y	-
F			Separate bike lanes from traffic from behind! Parking ought to be between traffic and bike																			-+	\dashv	-
21	220														v									
21	220	J3Z11	lanes creating a protected lane for bikers, to the right of park cars.	1	 						 											\longrightarrow		
			I realize my responses are downtown-centric because I live and work there. Similar																					
	221		improvements are needed in other parts of the city as well.	Υ							ļ													
21	222	53204																				,	Y	
	T		Walking and biking environments needs to be improved simultaneously. Milwaukee's										I	Ţ	Ţ	Ţ		Ţ		Ţ	Ţ		Ţ	
21	223	53211	neighborhoods should weave together in a more seamless way.	Υ																				
21		53218	- **																			,	Y	\neg
<u> </u>		- 30																				-	\dashv	-
			Bike lanes! Bike/driver education! Riding in Milwaukee is super scary sometimes - so much								1													
25	225	F2225	, ,	v				.,		.,														
21			so that I often only do so when I can take the Oak Leaf Trail or quiet back streets.	Y				Y		Y	1											\longrightarrow		
21		53212			<u> </u>						<u> </u>												Y	
22	227	53207																				`	Y	

	۸	В	C	D	Е	Е	G	ш	т		ν		М	N	0	D	0	В	c	т	- 11	1/	W	
	А		We need to have a sophisticated trail system that improves our parkway connections and	D		Г	G	П	1	,	N.		IVI	IN	U	r	Q	I.	3	-	U		VV	_^_
																								ı
			also an awesome greenway through the city that is efficient and people feel safe and goes																					ı
			through the whole city not just some parts that are wealthy. We are doing that we just																					ı
221	228		need to do it more. MPLS is a great example.	Υ							Υ													
222	229		More off road trails when possible								Υ													
			N/S connectors. Look at the mapswe have a lot of E/W routes close together, but are																					ı
223	230		acking an equal number of good N/S routes	Υ																				<u> </u>
			Extension and maintenance of current bike trails. Also, separate bike lanes on busy roads -																					ı
224	231	53227	physical separation, not just a painted line	Υ									١	/	Y									ı
225	232	53154																				Y	7	
226	233	53211																				Y	1	
227	234	53219																				Y	1	
228	235	53186	On going annual maintenance budget funds to sustain the connections.			Υ																		
229	236	53189	<u> </u>																			١	1	
230	237	53204																				, ,	7	, T
231	238	53208	Smaller buses on underused routes, more traffic control.																					Υ
			More connections from duburbs to Milwaukee attractions that don't involve riding major																				$\overline{}$	
232	239		roads	γ																				
232			Marked routes, good singage, lane markings clearly marked, maintained roadways and	ť								\vdash	-+									+	-	
233	240		bike lanes for holes, glass, sewer grades, etc.											,			v							
234				v					 			 		<u> </u>			-	1				\rightarrow	\longrightarrow	
234	241 242	53212 53151	Connecting bike trails.	<u>'</u>									-+					<u> </u>					,	
				1									-+					<u> </u>				\ ^Y	,	
236	243	53072		1									-+					<u> </u>				Y	,	
237	244	53207		-																		Y		
238	245	53202	Signs and bike only traffic lights													Υ	Υ							
																								, ,
			Major designated bike routes that connect the burbs or outlying neighborhoods to																					, ,
239	246	53214	downtown. A biking superhighway/greenway similar to that in Minneapolis would be nice.	Υ							Υ													L
240	247		I'd love a downtown location to offer showers/lockers for commuters.																Υ					1
			connection between Lake park & Mke river sections of Oak Leaf Trail through upper east																					, ,
241	248	53211	side	Υ																				, ,
242	249	53212	Driver awareness and enforcement of bike lanes and right turns by autos					Υ	Υ															
243	251	53213	Community input. Real safe routes to schools for middle and high school students.		Υ																			
			I would like to see Kristin Bennett have more support in order to have improved bicycle																				$\overline{}$	
			services in the Milwaukee area. Many of the initiatives that would improve bicycling are																					, ,
244	252		stifled due to staffing and budgetary issues.			v																		, ,
2-7-1	232		Connectivity. Trails don't meet, you have to guess your way though city streets to from one																			\rightarrow		_i ——
245	252			V																				ı
245	253	53212	to another. Access. More paved entry/exit points to trails.	Y																		\rightarrow		
																								, ,
																								, ,
																								ı
			Individual people need to start making an effort to know their neighbors. Picking up the																					
		ľ	trash that seems to be always accumulating would help the city look its best - perhaps																					
			more volunteer opportunities to clean neighborhoods with others who care about their																					
246	254		community? Some way to encourage growth of small businesses in the empty store fronts.																					Υ
247	255		Side streets particularly Cass St in really bad shape									Υ												
248	256	53219																				١	1	
249	257	53217																				Υ	1	
250	258	53132																				١	1	7
251	259	53211	Bike secure covered parking																Υ					
													\Box											
		ļ	Signage that indicates to drivers that bikes have a right to the road as well. Not just "Share																					
252	260	53217	the road" which implies that the driver is being kind for letting the bikes use the road.														Υ							
253	261		na																			, ,	,	
254	262		Continue adding to the bicycle use improvements			Υ							$\neg \dagger$									- +	\dashv	
237	_52	33100										 	\dashv									\rightarrow	\dashv	
			Also curious how the oak leaf connection from the east side to the third wars is going to																					
			look by the art museum and discovery world. Especially with all of the new road																					
255	262																							v
255	263		construction!	1								-	\dashv			-								Y
256	264	53208		1					I			1 1						Ī	1			. Г	i	

	Δ	В	C	D	Е	F	G	Н	ī	-	K		М	N	0	D	0	R	ς	т	Ш	V	W	Y
		D	<u> </u>		-	'	U	- ''		,	K	-	141	14	U		Q	IX	3	-	0			<u> </u>
			Improved bike lanes would be great, especially ones that are separated from traffic. If																			ı	, ,	1
257	200	F2227								v					v							1)	, 1	l
257 258	265		people are not directly threatened by traffic, I think they're more likely to ride.							Y					Y							\longrightarrow		
	266		physical separation between bikes and cars not just road markings												Y									├
259	267		How about another "riverwest 24" style event somewhere else in Milwaukee?																			Y	\vdash	Ь—
			Education for drivers (of cars), legal reform to insure that negligent drivers who injure or																			1)	, 1	l
260	268		kill bicyclists face appropriate penalties					Υ														\longmapsto		Ь—
261	269		Easements on private land to facilitate more off road connections								Υ											₩		<u> </u>
262	270	53208																				igspace	Υ	<u> </u>
263	271	53209																				\longrightarrow	Υ	<u> </u>
264	272		Safety		Υ																	Щ.		<u> </u>
265	273	53208	more off road bike trails								Υ													
266	274	53207																					Υ	
267	275	53212																				ш	Υ	<u> </u>
268	276	53208																					Υ	
269	277	53218																				Щ.	Υ	<u> </u>
270	278	53208	Expansion of streetcar system with places to store bikes																Υ			lacksquare		
271	279		Bike lanes established like bus routes to connect attractions and neighborhoods.	Υ																				<u> </u>
			Motorists need to learn much more about sharing the roads. Separated bike lanes should									I	Ţ		I							, Ţ	, 7	i
272	280	53211	exist to provide cyclists with safer passage in busy streets.	<u>L</u>	<u> </u>		Υ		<u> </u>						Υ									<u> </u>
273	281		Programs to promote cycling as a whole as well in the Milwaukee area.																			Υ	7	
			Exploring ways for cars and bikes to co-exist on the roads or develop more bike routes																				, ,	
			using decommissioned RR lines. Giving bikes their own right-of-way routes is the best way																			, ,	,	ł
274	282	53208	to connect bikers and work and school.	Υ							Υ											ı	, ,	1
275	283		Multiple transportation options in the city (light rail/streetcar/bike lanes/BRT)							Υ														
276	284	53207																					Υ	
277	285	53208	enforcement of traffic laws, traffic calming						γ			Υ										r d	,	
278	286	53211	emore ment of traine taris, traine tarisms						<u> </u>													-	Y	\vdash
279	287	53202																					Y	
280	288	53212																					Y	
			Driver education and enforcement of laws, as a side note, even enforcing sound nuisance																					
281	289		laws on Harleys/motorcycles!					٧	v													ı	, ,	1
201	203	33217	I won't bike outside my neighborhood unless there are protected bike lanes. I am very						<u>'</u>													\leftarrow	-	-
282	290	E2200	open to biking but painted stripes on the road won't cut it for me.												v							1)	, 1	l
283	291		Bike lanes whenever possible.							v					'							\longrightarrow		
284	292	53213	bike falles whethever possible.							'												\longrightarrow	_	
285	293	53224																				\longrightarrow	'	
286	294		Parking																			\longrightarrow		v
287	295	53207	raikiig																			\longrightarrow	_	'
288	296	53221																					<u>-</u>	
289	297		connect the beerline to lincoln park, connect the KK river trail to Jones Island	v									+									ightarrow	$\dot{-}$	
209	231	33202	I used to ride my kids to the Hoyt Park Pool in Tosa, but I was sucking tail pipe the whole	l'									+									ightarrow		
			way and I knew it was not healthy for me and my kids. That's why I think separated bike																			, ,	,	ł
200	200										v				, I							, ,	,	ł
290	298		lanes or off-street trails would be great. Have more off street trails.	 					<u> </u>		ſ				ľ									
291	299			 					<u> </u>		ſ													
292	300		consider bike paths on alternate routes, not the busiest	<u> </u>					1													$\vdash \vdash$	لــــــا	·/
293	301		Mass transit improvements.	<u> </u>																		$\vdash \vdash$	V	Y
294	302	53211		!																		$\vdash \vdash$	Y	
295	303		Adding hillow discounts to places you side your hills to strike all hustiness a left a confidence	 					<u> </u>															
20.5	20.		Adding biker discounts to places you ride your bike to, giving all business a bike rack to																.,			, I	,	ł
296			park bikes.	<u> </u>												.,			Y			Y	لللم	
297	305		more signs and traffic signals making motorists aware of those of us riding bikes	ļ								ļļ				Υ	Υ					$\vdash \vdash \vdash$		
			Easy ways to park cars during the day - I can't bike to work when there's only 2 hour street																			, ,	,	ł
298	306	53211	parking offered for my car	ļ																		ш		Υ
																						, ,	,	ł
			We need to establish better physical connectivity, but also interpersonal connectivity. With																			, ,	,	ł
			a few exceptions, the streets of Milwaukee are hostile utilitarian traffic sewers that																			, ,	,	ł
299			discourage people to spend time in the community and connect with one another.	Υ																				L
300	308	53211																				шЈ	Υ	
			Public awareness. I assume these concepts are taught in driver's ed., but it seems as																			, ,	,	ł
301	309	53211	though many drivers still feel they "own" the road.	<u>L</u>	<u> </u>			Υ	<u> </u>															<u> </u>

	Δ	В	C	D	Е	F	G	Н	ī	1	K	1	М	N	0	Р	0	R	ς	т	Ш	V	W	Χ
	- / \		Better infra-structure and maintenance/repair of the streets and sidewalks in commercial		_		-		_	<u> </u>	- 1	-				•	٧	- 1		-		-		
302	310	53202	corridors & neighborhoods										Y											
303	311	53208											•									Y	-	
304	312	53212	walkability! Similar analysis re. safety and conditions																				`	Y
305	313	53202																				Y		
			Make participation in community maintenance & beautification something desirable city-																					
			wide. More marketing to get people active in their communities. Consistent maintenance																					
			of things like street lights and vacant lots. Better enforcement of requirements upon the																					
			private contractors hired for city projects, so their presence in the community is not a																					
306	314	53210	nuisance to the neighbors. This means better signage, traffic routing, etc.																				`	Y
307	315		Overall road condition/ Better care being taken of our roads										Y											
			2nd street in walkers point is great: smooth, well marked, plenty of space. a few more																					
308	316	53207	roads modeling that.																				`	Ý
309	317	53219	•																			Y		
310	318	53208																				Y		
311	319	53202																				Υ		
312	320	53207	Rapid bus transit																				١	′
313	321	53210																				Y		
314	322	53212	Dismantling segregation and systematic racism																					1
	I											1 1	Ţ	Ţ	I									7
			bikes on the streetcar! bike level traffic lights and signage, particularly on protected lanes.																					
			A recurring, weekly ciclovia (in downtown, riverwest, east side or bronzeville; walker's																					
315	323	53211	square is already on the ball with theirs), just like the ones in latin america.														Υ		Υ			Υ		
			Build a good cycling bridge to avoid the steel mesh one on Water south of Broadway																					
316	324		Center.			Υ																		
317	325	53223																				Υ		
318	326		Motorcycle cops, not bikes, to patrol neighborhoodsvisibility and speed control						Υ			Υ												
319	327	53154																				Y		
			Driver awareness. It seems a lot of them do not know biking rules, such as staying 3 feet																					
320	328		from my bike.					Υ																
321	329	53208																				Y		
322	330	53214	To form and of the first to the form th																			Y		
222	224	50040	Enforcement of traffic laws for vehicles is needed. Speeding and other actions that				.,		l.,															
323	331	53212	significantly endanger cyclists is as bad as it has even been.				Υ		Υ															
324	333 334	53209 53214																				Y		
325	335		More green paths for bikes			v																<u>_</u>	-+	
320	333	33211	More cycling infrastructure of any kind. Milwaukee does okay, but we are slow to move,	1		T																-+	\rightarrow	
327	336	53212	relative to other cities.			v																		
327	330	33212	Better driving education on sharing the road and using the "Dutch method" exiting a car,																			-+	-+	
			where you use your opposite hand to open the door which forces you to look behind and																					
			see if any cars or bikes are coming. Added police enforcement or ref light cameras and																					
328	337	53203	lower speed limits.					Y	V															
329	338		Riverwalk could be (legally) open to cyclists, too	1				-	l -	1	1											+	-	Y
323	550	33212	New Berlin, West Allis, Glacial Drumlin, Hank Aaron, Oak Leaf, KK River Trail, Ozaukee	†																		-+	-+	
330	339	53220	InterUrban ALL need to be working together to link up the trails.	Υ																		. 1		
331	340		More visually appealing routes	İ										Υ								-+	-+	
331	5	23207	Trails (such as Oak Leaf) should be maintained to prevent flooding and large puddles. This																			-	-	\neg
			makes the trails unusable if wearing clothes that you will be wearing for the rest of the																			. 1		
332	341	53202	day/night.											Y								. 1		
<u> </u>			Roadway design standard changes. Bring in some engineers that are in touch with the way																			-	-	\neg
333	342	53207	the community wants their roadways designed.			Υ																. 1		
334	343		Possibly more Bublr locations.															Υ				-	-	\neg
<u> </u>			expanding the Beerline through the remaining corners of blocks and installing a foot bridge																			-	-	
335	344	53212	over the Holton crossing.	Υ																		. 1		
336	345	53202	Ÿ	1																		Y		
337	346	53213																				Y	$\neg \uparrow$	
338	347	53202																				Y		
339	348	53208	SPACE SPACE AND MORE SPACE.																				١	Y

	Δ	В	ſ	D	Е	F	G	Н	т	-	K	1	М	N	0	Р	0	P	S	т	ш	V	W	Y
		ь	Getting serious about standards for pavement maintenance, winter maintenance signs				G	- ''	1	,	K		IVI	IN	-	Г	Q	IX	3	-	- 0		- "	^
340	349	52211	and striping approaching MUTCD standards would be nice.										v									ı		
341			Keep Bublir growing: make financially accessible by low income	v	1								ı					v						
341	330	33222	keep bubiii growing. Inake iiianciany accessible by low income	-	1				-									ı						
			Cyclists need to be more respectful of other users of the sidewalks and the roads. I've seen																			ı		
			•																			I		
			more adult cyclists on sidewalks this summer than ever before. A lot has to do with																			l		
			increased ridership but the downtown one-ways and closed lanes due to construction																			I		
			don't help either. Obviously riders don't feel safe on the street but they are often not																			I		
342	351		respectful of pedestrians don't expect to be sharing the sidewalk with bikes.		Υ																Υ			
343	352	53211																				1	Υ	
																						ı		
			Making 2 way streets, 1 way for cars, 2 ways for bikes. Make lights signalized for bikes at a																			I		
			15 mph wave so they don't need to stop if moving at a normal speed. The importance of																			I		
			creating streets that do not permit thru traffic is huge. Automobile traffic is people's #1																			I		
			reason that they aren't riding. We can make a city great for moving cars or we can make it																			I		
			great for moving people by bike but we can't have both. If the city is serious about making																			I		
			Milwaukee a great bike city, they must hit this head on instead of making it an avoidable																			I		
344	353		issue. Reducing access and driving privilege.			v										v						I		
345		53222	issue. Reducing decess and arrang privilege.			·										•							v	
3 13	334	33222	Any new bike lanes should be created with a physical barrier between the road and cyclist.																				. 	
			Too often I have felt in fear of my life because of idiotic drivers and cars owning more of																					
240	255						.,								.,							I		
346			the road than they should. The only way to curb that is a curb		1		Y			-					Y									
347	356	53202	Control of the Contro		1					-													Y	
			improve Hank Aaron trail from Lakeshore park to Miller park - better surfaces, transitions,																			I		
348	_		signing											Υ			Υ							
349	358	60030																				ь——	Υ	
350	359		More traffic calming methods									Υ												
351	360		Traffic calming on Lake Drive, Lincoln Memorial, North Avenue									Υ												
352	361		Bring bublr further South along KK or south shore pavilion															Υ						
353	362	53207																				L	Υ	
354	363	53202	I would like to see more bike lines that are divided from automobile traffic												Υ									
355	364	53212																				<u> </u>	Υ	
356	365	53213																				L	Υ	
357	366		Extending off road section of kk river bike trail								Υ											l .		
358	367	53211																					Υ	
359	368	53213																					Υ	
360	369	53202																				1	Υ	
361	370	53225																					Υ	
362	371	53208	More police, safety, neighbor meetings.																			1	,	Υ
363	372	53212	Safe routes parallel and around these key corridors and protected bike lanes	Υ											Υ							I		
364	373	53213																				1	Υ	
365	374	53022	More security patrols on secluded bike paths ??		Υ																	I		
366	375	53217	Bike racks and street lights																Υ	Υ		I		
367	376	53202	Pedestrian accessibility and safety- Milwaukee is a walking city as well!																					
368	377	53217																				ı	Υ	
																						I		
369	378	53213	Finish the bike lanes. They sometimes end and neither bikes nor cars know what to do.	Υ					\ \	Y														
			Put protected bike lane and educate drivers to drive cautiously when there is a bike lane	ĺ	1																			
370	379	53202	next to the travel lane.					Υ							Υ									
-			Curb bump-outs should be painted with a bright color so they are visible at night. Streets	1	1																		-	
			aren't always lite well at night. The curb-bump out on Water St, just west of Humboldt																			ı		
371	380	53207	comes to mind. I've almost run into that on numerous occasions.			v														v		I		
371	300	33207	comes to mind. I ve dimost full into that on numerous occasions.																					
			It would be great if there was a bike path connecting the Bay View area to downtown.																					
			Have a path extend from South Shore Park to the Henry Maier Park grounds. But really I																					
272	201		believe educating both drivers and riders on how to share the road would be awesome.	l,				v			v										v			
372			0	ľ				1			ī										T V		\rightarrow	
373	382		Better education for both bikers and drivers	!	 	 		ť													Y			
374	383		Funding for green infrastructure.	<u> </u>	 	<u> </u>							<u> </u>									 		Y
375		53217		!	1	-			-														T V	
376	385	53211		!	 	 																	T	
-																								
3/7	386	53211	There's always something that needs to be done, this question is way to broad.			1																		Y

	Δ	В	C	D	Е	F	G	Н	ī	1	K	1	М	N	0	D	Ο	R	S	т	ш		W	Y
			<u> </u>		_				-			_	141	- ' '			Ų	- 1						
			Driver/cycling safety! People to NOT know how to drive around cyclists. There are																					
			misunderstandings on who has the right for what - its dangerous. With the increase in																					
378	387	53235	cycling over the last 10 years, why is this subject not a part of license renewal???					Υ																
379		53211	7, 6, , , , , , ,																			,	Y	
			I would love to see the Oak Leaf connect directly without use of road/sidewalks to the																					
			Hank Aaron trail. If this is not possible, improved signage would be appreciated. After																					
			getting lost here several times, even though I eventually found my way, I have been																					
380	389	53211	deterred from returning.		Υ												Υ							
381	390	53207	Please keep bike lanes and streets free of broken glass!										Υ	Υ										
			We need a comprehensive approach to transportation in our community. The more																					
382	391	53221	options to move around the more connected we will all be.																				ŀ	Υ
383	392	53213																					Y	
384	393	53215																				'	Υ	
385	394	53226	Require helmets.		Υ																			
386	395	53211																					Υ	
			Have serious discussions with City of St. Francis to alter their bike-unfriendly traffic signals																					
387	396		and lane markings. Simply ridiculous.													Υ								
388	397	53222	education, bike pools - people biking together					Υ													١	1		
			Again, expand the off-road trail system where possible to get people (especially kids) off																					
			busy, narrow streets. Especially important in the older sections like Bay View, Walker's																					
389	398	53207	Point, etc.								Υ													
			I really think the bike racks on the bus is a wonderful idea. I have used them often in the																					
390	399	53215	past.																Υ					
			Milwaukee seems to be taking good first steps (Bublr, Oak Leaf Trail, more clearly marked																					
			lanes), but has a way to go. The projects and plans outlined by Mikael Colville-Andersen's																					
			Copenhagenize could be applied to any community committed to improving cycling																					
391	400	53110	infrastructure.																					Y
			Getting community input about planned street changes, public notice for public, private,																					
392	401		residential stakeholders																					Y
393	402	53235	Mana bulkin skakinga I sagarak kalin a bulkin basil ka gari barra sa kiba yangak ang unulid																				Y	\longrightarrow
20.4	400	F2207	More bublr stations- I cannot take a bublr back to my house, as the nearest one would															v						
394 395	403 404	53207 53213	leave me 1.7 miles away from my house.															Y					<u>_</u>	
393	404	33213	Awareness that cyclists have a right to the road. Kill a cyclist go to jail, just like our																				1	
396	405	53172	motorcycle pals					v																
397	406	53211	motorcycle pais					•															v	
398	407		Public restrooms																					Y
399	408	53212	Dedicate revenue to mass transit which includes bike infrastructure			Υ																-+		-
400	409	53233	Protected bike lanes, and reduction in ease-of-access for motorized vehicles.												Υ									
401	410	53211	,																			-	Y	\neg
402	411	53220	Connections between parks	Υ																			$\neg \uparrow$	\neg
403	412	53208																					Υ	\Box
404	413	53222	Any infrastructure improvements are an asset to the community.			Υ																		
			Physically separating the bicycle lanes from the car lanesadding trails that can be																					
405	414	53005	separate from the road, but still safe.								Υ				Υ]		
406	415	53072																					Υ	
407	416	53213	A safer route to ride downtown from west of the city.	Υ																				
408	417	53212																					Y	
409	418	53208	better road marking for bikes, more auto controls/traffic calming along bike routes			Υ						Υ												
410	419	53207																					Y	
411	420	53209	Need direct protected bike connections from Oak Leaf Trail to UWM	Υ	.										Υ									
412	421	53217	DCA It's also deliberary and adults have a second of the later o																				Y	
413	422	53207	PSAs on bicycle rights so motorists have some understanding of cyclists					Υ														 		
414	423	53221	special days for family bike rides (e.g., south side bike day where major roads were closed	1																			T	
41 -	424	E2207																				,		
415			for limited time for cars but open for bike/pedestrians) driver education, protected bike lanes.	1				٧							V							\hookrightarrow	\longrightarrow	
	425 426	53213	uriver education, protected bike idnes.					ſ							ľ								, 	-+
417		53212		1																			' Y	-+
710	741	JJ21J		<u> </u>	1								L		L									

_		1																	1					
410	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	P	Q	R	S	T	U	V	W	Χ
419	428	53208																				Y	\rightarrow	
420	420	52420	Education on appropriate use and how off-road multi-use trails for mountain bikers,					.,																
420	429		walkers, dog walkers, etc.					Υ								.,							\rightarrow	
421 422	430	53207	dedicated bicycle crossings for freeways													Υ								
422	431 432	53211 53213																				Y		
424	433	53213																1				V	\rightarrow	
424	433	33206	Educating the community about bicycle safety																			,	\rightarrow	-
			and a second sec																					
			Encouraging biking to school for kids																					
			2.100 at a gainst a serious for mas																					
			Increasing police presence on bikes																					
			mercusing poince presence on bines																					
			Community support for bicycle events, such as the Tour of America's Dairyland, and Full																					
425	434	53226	Moon Rides.					v	٧													v		
426	435		Bringing back Complete Streets			٧		<u>'</u>	_													•	-+	
120	433	33220	wide sidewalks on bridges with smooth transitions to the street instead of 10 inch curbs.			<u> </u>																	-+	
			16th and 27th street viaducts, Locust street bridge. Maybe a bi-directional left turn lane for																					
427	436	53212	bikes at either end of these bridges.													٧								
428	437		better more efficient street lighting																	٧			-+	
120	737	33200	better more emolene street lighting																	<u>'</u>			-+	
			The perception of not having personal safety stems a lot from empty or blighted blocks.																					
			Doing our best to fill streets with shops, restaurants, work places, etc. would significantly																					
429	438	53202	increase activity and make it feel safer for people to walk and bike around.		γ																			
123	.50	33202	moreove delivity and make it real societies people to make and one disound.																					
			PEDESTRIAN SAFETY PLEASE!! Just enforce the existing laws to get drivers to stop for																					
			pedestrians in crosswalks. Forcing drivers to be more aware of pedestrians would help																					
430	439	53211	bikers too by getting drivers to pay more attention to their surroundings.				Υ		Υ															
		-	better location of Bublr bike stations in downtown (or actually deploying the planned																				_	
431	440	53202	ones), marketing the Oak Leaf Trail as a bicycle highway for commuters															Υ				Υ		
432	441		The start of the KK River Corridor was great please continue to build this up!								Υ													
433	442	53207																				Υ		
			Better bike infrastructure in general and education for driver's on how to share the road.																					
			Also, general maintenance of bike lanes and paths- especially clearing glass out of the bike																					
			lanes. When they are littered with broken windows and bottles, it makes them completely																					
434	443	53215	obsolete.			Υ		Υ						Υ										
435	444	53215																				Υ		
			PROTECTED BIKE LANES between street parking and the sidewalk. Large, non-arterial															Ì						
1			roads without bike lanes should be made into boulevards a la Broadway. More public																					
			space / investment in public space I'd love to see some dutch-style car-free streets in the																					
436	445	53207	east-village.												Υ									
			We need a safe route to get through downtown when heading north or south. Currently																					
			there is no safe route - cyclists have to risk their lives on Water Street or else cut through																					
1			the 3rd Ward and the Summerfest grounds to get through our downtown. A dedicated																					
1			street, open only to cyclists and pedestrians running north/south through downtown and																					
437	446	53207	the 3rd Ward would be incredible.	Υ	<u></u>	Υ	L	<u></u>			L	<u></u>					<u></u>	<u></u>		<u></u>]		
438	447	53219	small business development					Υ															`	Y
439	448	53212	Educating drivers about laws and respect																					
440	440	53211																						
440	449	53211		1	I	ı	ı	1	1	1	1	1				Ì	ı	1	1	ı		ĮΥ	1	

										1								_		_				
	Α	В	C	D	E	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	T	U	V	W	X
			Communities along the North Shore corridor have not done anything to endear themselves																					
			to the bicycling community. It's one of the heaviest traffic corridors in terms of bicycle																			j j		
																						j ,		
			commuters and yet it's one of the most unsafe for bicyclists. Local communities turn a																			j ,		
			blind eye to No Parking laws during rush hour times. It's one of the reasons I don't																			j ,		
			commute as much anymore. Every single day I commute, I need to pass at least 2+ parked																			1 1		
																						j ,		
			vehicles (cars, landscaping trucks, trailers, construction trucks, government vehicles, etc.)																			1 1		
			in posted No Parking zones, primarily in Whitefish Bay, Shorewood, or Milwaukee. Half of																			j ,		
			those times, even though I look behind me and signal to give the parked vehicle the																			j ,		
																						j ,		
			required safe clearance of 36 inches, the drivers that comes up on me, does one or more																			1 1		
			of the following; buzzes me with only inches between my elbow and their side mirror,																			j ,		
			honks, gives me the finger, yells at me to get on the sidewalk, swears at me, and/or cuts in																			j ,		
			within feet of my front tire.																			j ,		
			within feet of my front tire.																			1 1		
																						j ,		
			What makes this commute even that much more unpleasant is that even after I've notified																			j ,		
			the police and the city halls from both Whitefish Bay and Shorewood about the unsafe																			j ,		
																						j ,		
			conditions the commute is, especially with the parking violations, nothing has changed in																			j ,		
			over three years now. Police from Whitefish Bay even park along the stretch of Lake Drive,																			j ,		
			near Klode Park, and are in plain view of parking violations, and yet do nothing. I have	1	l				l	1	l						l			1		1 1		1
				1	l				l	1	l						l			1		1 1		1
			pictures to prove it.	1	l				l	1	l						l			1		1 1		1
				1	l				l	1	l						l			1		1 1		1
			To even make my point more, I stopped and talked with one of the landscapers last year	1	l				l	1	l						l			1		1 1		1
				1	l				l	1	l						l			1		1 1		1
			that was parked illegally. It was a pleasant conversation and he understood my point in	1	l				l	1	l						l			1		1 1		1
			that by parking in No Parking areas during rush hour times could cause an unsafe condition	1	l				l	1	l						l			1		1 1		1
			for everyone, not only bicyclists. He also said that the police have not only Never given	1	l				l	1	l						l			1		1 1		1
																						j ,		
441	450	53217	them a ticket before, they sometimes even wave. And that again was during the times		v		v															1 1		
442	451		Pull over drivers that use the bike lane as their own personal lane!!!!!		-		V		V													$\vdash \vdash$		
			·				ī		T													igwdapprox		
443	452	53213	Continued expansion of off road bike paths to connect Milwaukee communities.	Υ							Υ											<u> </u>		
																						1 1		
444	453	53208	Public/private partnerships for business locations on/near bike paths & corridors.																			1 1		Υ
	454	53215	a dans, private parties inporter adames recutions on, near and parties a contractor																			$\vdash \vdash$	v	
445										<u> </u>										<u> </u>		<u> </u>	Y	<u> </u>
446	455	53220	Separated bike lanes would be a great priority.												Υ									
447	456	53219																				j ,	Υ	
448	457	53226	comprehensive plan																					Υ
449	458	53219	comprehensive plan																			$\vdash \vdash$	v	i e
443	430	33213																				$\vdash \!$	_	
																						1 1		
450	459	53211	Bike lanes in poorer neighborhoods that connect to downtown or bigger business areas.	Υ						Υ												<u> </u>		
451	460	53219																				[]	Υ	
452	461	53211																					٧	
453	462	53219																				$\vdash \vdash \vdash$	· v	
454	463	53219																				$\vdash \!$	1 V	
454	403	53219																				ļ	Ť	
																						1 1		
				1	l					1	l						1			1		1 1		1
			Preventing the panhandlers from standing and begging at the Walgreens and at	1	l				l	1	l						l			1		1 1		1
				1	l				l	1	l						l			1		1 1		1
	1		intersections. It's very scary and annoying to see and interact with these young people. I've	1	I					1	I						Ì			1		1 1		1
			also seen people who looked like they were preying on community people to steal from	1	l				l	1	l						l			1		1 1		1
455	464	53224	them in packs in the area of 76th,Capitol and Appleton.	1	l				l	1	l						l			1		1 1		Υ
456	465	53212	, , , , , , , , , , , , , , , , , , ,	1						t													Υ	T
457	466		More DIY bike fixing stations at parks and downtown areas	1	1	1	1			1	1						<u> </u>	1	v	 	1	$\vdash \vdash \vdash$		1
			More but blue tiving stations at barks and domittomit aleas	1	!	-	-	 		 	!	\vdash		 			<u> </u>	1	'	 	-	$\vdash \vdash \vdash$		
458	467	53219		ļ	!					ļ	ļ						<u> </u>	ļ		ļ		╙	Y	ļ
459	468	53213		ļ														<u> </u>		ļ		igspace	Υ	
				1	l					1	l						1			1		1 1		1
460	469	53219	Traffic law enforcement on speed limits, red lights, stop signs and pedestrain right of way.	1	l				Υ	1	l						l			1		1 1		1
			improve community education and public knowledge (what bikes are expected to do, what	1	1		1			1	1						1	1	1	1		$\vdash \vdash$		1
	1			1	I					1	I						Ì			1		1 1		1
			cars are expected to do, laws regarding both, benefits of transportation methods other	1	l				l	1	l						l			1		1 1		1
461	470	53202	than cars)	<u>L</u>	<u> </u>	<u></u>	<u></u>	Υ	<u> </u>	<u> </u>	<u></u>	L					<u> </u>	<u>L</u>	<u></u>	<u></u>	<u></u>	<u></u>	L_	<u> </u>
462	471	53219	You have to fix roads first, stop neglecting this										Υ											
463	472		get the police to actually target those driving in the bike lane	1					Υ									 		<u> </u>		$\vdash \vdash \vdash$		
_			ber the bound to detain the feet those driving in the pixe falle	1	 				•	 	 						<u> </u>	l -		 		$\vdash \vdash$	v	
464	473	53211		 	 	-	-			 	 	\vdash					 	L.		 	-	igoplus	ſ	
465	474		More dense Bubblr network.	<u> </u>														Υ		<u> </u>		╙		
466	475	53215		<u></u>	<u> </u>					<u> </u>	<u> </u>							<u></u>		<u> </u>		<u> </u>	Υ	<u> </u>
467	476	53219																					Υ	

	۸	В	C	D	Е	Е	G	Н	T	1	ν	1	М	N	0	D	0	D	c		11	\/	W	
468	477	53219	C	D		- '	G	- ' '	1	,	K	-	IVI	IN	0	г	Q	K	3	⊢∸	\vdash		, "	_^
400	4//		Wheele with all the accessor on the stable 212 Dute access left to on leave in table access and disc									-			-					\longmapsto	$\vdash \vdash$			
			What's with all the passing on the right?!? Put some left turn lanes in, take some parking																	1)				
			away on street, and those bulbed out corners even at bus stops to stop the lane jumping																	1)				
469	478	53207	using the transit stops by stupid drivers				Υ													1)				
			If you are to get people out riding we need to continue fix the current routes and maintain																					
470	479	53226	them before building new.										γ	,						1)				
<u> </u>	.,,		Most bike riders use the sidewalks even when an adjacent bike lane exists. Why waste																	\vdash	$\vdash \vdash$	 +	$\overline{}$	
																				1 1	l., 1			
471	480		money on dedicated bike lanes?																	—	Υ			
472	481		Get rid of lenient judges. Do the crime, do the time.																					Υ
473	482	53211																				Y	1	
			Promoting bike ridership as accessible and affordable and creating paths to that																			1		
			accessibility. Educating drivers on laws (3 feet rule, etc.), ticket enforcement of those who																	1)				
474	483	53208	violate.					v	v											1)		v		
7/-	403	33200	violate.																	$\vdash \vdash$	$\vdash \vdash$	 +	-	
																				1)				
			there is so much broken glass on many bike lanes that never seems to get cleaned up. The																	1)				
475	484	53215	16th st and 27th st bridges always have broken glass all over the sidewalk and bike lane										Υ	,										
476	485	53212																				Y	1	
			Community rides throughout the city that bring awareness to bike riding and also allow																	1	1 !	, 1		
477	486		bike riders unfamiliarity with an area of town a safe way of exploring new territories.																	1	1 !	v		
_			bike fluers unfamiliarity with an area of town a safe way of exploring new territories.	<u> </u>											+					$\vdash \vdash$	$\vdash \vdash$	' 	,	
478	487	53129	There need to be some major improvements in the next house the secretificate the sec									 								\vdash	$\vdash \vdash$	<u>Y</u>		
			There need to be some major improvements in the east/west thoroughfares thorough the																	1	1 !	, 1		
			city. The Hank Aaron Trail is the only bike path I know of that runs east/west for a																	1	1 !	, 1		
			substantial distance, but it is even poorly connected in some parts. We need an east/west																	1)				
			thoroughfare (whether bike path or substantial bike lanes) for downtown (e.g. Wisconsin																	1)				
			Ave.) and for the near north side (e.g. North Ave.). Additionally, expanding north/south																	1)				
																				1 1	1 1			'n
			paths or bike lanes would be helpful because the primary ones are on the far eastern or																	1)				
			western parts of the city. Something like developing the 30th St. corridor could meet a																	1 1	1 1			
479	488	53211	major need there.	Υ																1)				
480	489	53210	·																			У	1	
481	490	53219																				Ŋ	,	
482	491	53217																			\vdash	, v	,	
483	492	53202										-	-+		-					$\vdash \!$	$\vdash \vdash$,	
484		53005										-								\longmapsto	$\vdash \vdash$	- 	_	\rightarrow
464	493	53005																		\longmapsto	$\vdash \vdash \vdash$			
																				1)				, ,
			You can't force education on people, but perhaps incentives to participate in bicycle																	1)				, ,
485	494	53202	education and traffic laws could help. Maybe a city-wide campaign? Safe driver awards?					Υ												1 1	1 1			, ,
486	495	53203	· · · · · · · · · · · · · · · · · · ·																			У	1	
487	496	53211																				V	,	-
488	497	53211	Improve the pavement. It is dangerous to bicycle on city streets.									v								\vdash	${\color{blue}oldsymbol{ o}}$, 	\dashv	\dashv
400	437	JJZII	improve the pavellient, it is uangerous to bicycle off city streets.												+					\vdash	$\vdash \vdash$		\longrightarrow	\longrightarrow
				l.,																1	1 !	, 1		
489	498		Spreading out transit resources to neighborhoods ousidr wealthy Eastside and Bay View	Y									_							ш	igspace			
490	499	53204																			ldot	Y	1	
491	500	53211																		I	Щ.Т	ΥΥ	1	7
492	501	53219	Not reducing vehicle volume.										T	T						ıT	1 7	, T	Ī	Υ
493	502	53208																				Ŋ	7	
																						, — f	\dashv	-
404	503	52202	Funding from the state level! Less on road repair, more on bike and mass transit please!			v														1	1 !	, 1		
494	503		runung from the state level: Less on road repair, more on bike and mass transit please!	<u> </u>		1									+					$\vdash \vdash$	$\vdash \vdash$,	
495												 								\vdash	$\vdash \vdash$	<u>Y</u>		
496	505	53204										<u> </u>	_							igspace	igspace	Y	!	
497	506	53211																			ldot	Y	1	
498	507	53080																		I	Щ.Т	ΥΥ	1	7
499	508	53226																				Y	1	
500		53215																			\Box	Ŋ	τ	$\neg \neg$
501	510	53226											-	- 						\vdash	\vdash	- I	$\overline{}$	-
502	511		Rike naths. New hike naths and connecting existing ones	v							v		-+	-+	+					\vdash	\vdash	, 	-	
302	211	53207	Bike paths. New bike paths and connecting existing ones.	'							T	-		-+	-+	-				$\vdash \vdash$	$\vdash \vdash$		\longrightarrow	
			Incentives for bike commuters, cautions against "curb-hugging" style biking and riding																	1	1 !	, 1		
			against traffic, car-free streets during busy nightlife activities, and more restrictions against																	1	1 !	, 1		i
503	512	53207	Uber/Lyft from stopping in traffic with hazards					Υ												1	1 1	Υ		i
504	513	53205																				Y	7	
505		53212											-	- 						\vdash	\vdash	- I	$\overline{}$	
1000		JJ212																						

	۸	Р	C	Ь	F	г	_		т	-	V	-		NI	0	Р	0	В	_	-	- 11		14/	
-	Α	В	<u>C</u>	D	E	r	G	Н	1	J	K	L	М	N	0	Р	Q	R	S	- 1	U		W	X
506		53219	Stiffer and stronger penalties for harming and hurting people!!!!!																				,	Υ
507	518	53213																				,	Y	
508	519	53219	Released criminals living in the area.																				-	γ
509			Better education, PSA's					v															-+	
510	520		Detter education, F3A 5					T																
		53212																				l	r	
513		53207																				`	Y	
512	523	53219																				,	Y	
513	524	53211																				,	Υ	
514		53212																					Y	
515		53207																					: 	
313	320	33207																					-	
	527	53202	More bike lanes or expanding existing bike trails (east side to bayview) would be great.	Υ						Υ	Υ													
517	528	53212	greater network of off street bike trails connecting all of mlwaukee	Υ																				
518		53207	Emphasis on pedestrian and bike friendly designs			٧																		
			1 1																			\longrightarrow		
519			MASS TRANSIT STREET TRAMS																					Y
520		53226	have series of interconnecting bike paths with more and easier access points	Υ																				
52:	532	53212																				,	Y	
522	533	53207																				,	Υ	
F											1											-+	\rightarrow	
	E	F004	Contract and Contr								l												l.	.,
523	534	53211	(just a note-not for this question: I am biking less this season due to an unrelated injury)																				——'	Υ
			and the state of t																					
			a safe way to get into and out of the medical center. closed off turns that bicyclists used to								l													
			stay safe. decent bus drivers who are unfriendly and dont look or wait when a connecting																					
			bus has arrived for the person to cross the street to the bus.																					
			Curb bump-outs are unsafe for bicyclists as we have to swerve into the lane in front of cars																					
			who beep and cut us off including the cops!!																					
			cops who dont ticket bikers for riding on the wrong side of the road and breaking laws,																					
			· · · · · · · · · · · · · · · · · · ·																					
			they make the rest of us look bad.																					
			used to be when you purchased a bike you got instructions and a class on the rules of the																					
			road. now they just push a helmet on you which doesn't keep people safe when they do																					
			stupid stuff! studies now show people without helmets ride better as they are trying to be																					
			safe so they dont crash.																					
			Bublr bikes by alverno college																					
			better trail signage																					
			Settle Landing																					
											l													
			last but not least better bike parking availability for locking up.		l						l											l		
					l						l											l		
524	535	53215		Y					Υ		l						γ	Υ	Υ		_Y			
525		53210		-					•		 				-			•	•	-	•	-+	$\overline{}$	
			1 1 - 1 1 1 - 1 1 - 1 - 1 000 - 0								-											-+	-+	
526	537	53211	Jut outs and roundabouts make biking more difficult.								ļ											∔		Y
					l						l											l		
			It would be great to have separate bike lanes that allows the bike a measure of protection		l						l											l		
			as is done in other cities or to create bike lanes that follow along railroad tracks that can								l													
			help connect more trails together. The more trails and clearly marked bike lanes the								l													
			· · · · · · · · · · · · · · · · · · ·								l													
			better. My husband bikes to work everyday including in the winter and one of his BIGGEST								l													
			complaints is that the plows by and large ignore plowing the bike lanes and where lanes		l						l											l		
			don't exist the lack of clear plowing makes the car parking creep further into the street								l													
					l						l											l		
			making some streets very difficult and unsafe to navigate. Bikes should be treated with the								I												1	
			same measure of respect as cars and if you want to encourage people to bike more you								l													
527	538	53207	need to make sure you are taking away barriers that may seem small.	Υ						Υ	Υ			Υ	Υ									
528	539	53222	, , , , , , , , , , , , , , , , , , , ,																			 	y 	
			Pika lines with increased congration, and protection for syclicts								-				v							+	\rightarrow	
529			Bike lines with increased separation and protection for cyclists												Y									
530		53202									ļ)`	ſ	
533	542	53214)`	Y	
532	543	53213							I		1			Ţ	T	Ţ			I	T	T	ŀ	Y	7
533		53226																				T.	Y	
		0																						

A B S S S S S S S S S		^	n	C	D	г	-	_	Н	т		V			N.I.	0	п	Ω	В	S	т	- 11	- 1/	W	V
10 10 10 10 10 10 10 10	-	А	ь		U	E	Г	G	п	1	J	K	L	IVI	IN	U	Р	Q	ĸ	3	- '	U		VV	
10 10 10 10 10 10 10 10																									
29 257 29 29 29 29 20 20 20 20		545									Υ														
15	535	546	53211	Educating drivers about pedestrian right-of-way.					Υ																1
15 150 23222 32222 3	536	547	53221	A new mayor, and council																					Υ
15 150 23222 32222 3	537	548	53219	•																				Υ	1
1987 1987		549	53212																					Y	
500 552 53219 Increment of mode agriculture of the control				Traffic violation enforcement						٧															
Section 1975												v											\rightarrow		
Section Sect		_		,								1													
Section Sect		_		Better public transit system so less people have to drive.								-											\longrightarrow		Y
Section Sect																								Y	
Value bike biking greatly but why aren't we also concerned about walkability in many Value bike biking greatly but why aren't we also concerned about walkability in many Value bike biking greatly but why aren't we also concerned about walkability in many Value biker b																								Y	
Section Sect	544	555	53215	Improve roads for cars and trucks																					Υ
Section Sect																									
Section Sect				I value bike bikini greatly but why aren't we also concerned about walkability in many																					
Comparison Com	545	556	53211																						Y
Section Sect	- 12																								-
Section Sect	F 4 C								.,																
Section Sect	546	557	53208						Y																_
See 33222																									.
585 850 33216				riders and more diverse riders.	Υ							Υ													
1505 561 53214	548	559	53212																				,	Υ	1
S3322 Sange Sang	549	560	53210																					Y	1
15.22 5.33 3.3312 A huge increase in traffic enforcement.	550	561	53214																					Y	
15.22 5.33 3.3312 A huge increase in traffic enforcement.	551	562	53202																					Y	
553 556 53210 Powther roads - they are terrible				A huge increase in traffic enforcement						٧															
525 555 53212 Pave the roads - they are terrible				A trade merease in traine emoreement.																			\rightarrow	v	-
555 566 53220 Parks		_		Dave the reads they are torrible!										V									\rightarrow		
		_		Pave the roads - they are terrible:										Ť									\longrightarrow		
1577 568 53202 Street and sidewalk maintenance																								Y	_
See S2009 S2009 S2011 Bike boulevards not bike lanes on major streets.		_																							Υ
Sos 150 15211 Bike boolevards not bike lanes on major streets.		568	53202	Street and sidewalk maintenance										Υ											
September Sept	558	569	53209																				,	Υ	1
September Sept	559	570	53211	Bike boulevards not bike lanes on major streets.							Υ														1
Section Sect	560	571																						Y	
Sec 573 3308		_																						Υ	
See Signature		_																						Y	
See 575 53209 Better education of automobile drivers Y	302	373	33200																					. 	
See 575 53209 Better education of automobile drivers Y	563	-74	52244																						1.
Keep all biking off of unpawed park trails. Bikes are causing unacceptable levels of erosion, ruining habitat and conflicting with the passive uses for which these trail were intended such as hiking, walking, quiet enjoyment of nature without fast moving and loud and rude with fast moving and loud and rude with fast moving and lou												-											\longrightarrow	\longrightarrow	Y
ruining habitat and conflicting with the passive uses for which these trail were intended such as hiking, walking, quiet enjoyment of nature without fast moving and loud and rude 565 576 53212 bikers. 578 53202 579 53212 580 53211 580 53212 580 53212 580 53212 581 53207 Better driver education 571 588 53213 572 588 53213 573 588 53213 574 588 53213 575 588 53213 576 587 58307 Better driver education 577 588 53212 578 589 53212 579 589 53212 570 581 53203 Fortered bike parking & security, winter snow removal for bike paths and sidewalk bike parking 571 588 53207 Better driver education 572 588 53213 573 588 53213 574 589 53213 575 588 53213 576 587 53207 Better driver education 577 588 53212 578 589 53211 wearing safety clothing - we have a lots of people using bikes for transportation, wearing jeans and dark backpacks, etc, and it is very difficult to see them, especially at night and in inclement weather. Ya, the car driver is often at fault, but the cyclist will be the one hurt, often badly. Vou never see an outside worker person, not 578 589 53211 wearing safety clothing, yet people ride bikes in black clothing. 579 590 53213 Protected Bike Lanes 579 590 53213 Protected Bike Lanes 579 590 53213 Protected Bike Lanes	564	575	53209						Υ																
Section Sect																									.
Sec S76 S3212 bikers.				ruining habitat and conflicting with the passive uses for which these trail were intended																					.
Sec S76 S3212 bikers.				such as hiking, walking, quiet enjoyment of nature without fast moving and loud and rude																					.
Section Sect	565	576	53212							Υ												Υ			ı İ
578 53211		_								-														v	
September Sept																								·	$\overline{}$
Section Sect	507	_		More off street hike lanes								v											\dashv		
S70 S81 S3207 S82 S3222 More signs telling people that it's a bike path like in the village of wauwatosa.		_		INIOIC OIL SUICCE DINC IGIICS	\vdash							-		-		\vdash							\longrightarrow		
S32 S3222 More signs telling people that it's a bike path like in the village of wauwatosa. Y Y Y Y Y Y Y Y Y					\vdash							 				\vdash							\dashv	1	
572 583 53202 Protected bike lanes 7																							`	Y	
573 584 53217 Bike parking & security, winter snow removal for bike paths and sidewalk bike parking 574 585 53308 575 586 53213 576 587 53207 Better driver education 577 588 53212 1'm a mission about reflective clothing - we have a lots of people using bikes for transportation, wearing jeans and dark backpacks, etc, and it is very difficult to see them, especially at night and in inclement weather. Ya, the car driver is often at fault, but the cyclist will be the one hurt, often badly. You never see an outside worker person, not 578 589 53211 wearing safety clothing, yet people ride bikes in black clothing. 579 590 53213 Protected Bike Lanes 580 591 53227 More group rides					\sqcup							<u> </u>						Υ							
S74 585 53308	572	583	53202	Protected bike lanes												Υ									
S74 585 53308		Ī			1 1									I			Ţ	Ţ			Ţ	Ţ	Ţ	Ţ	,]
S74 585 53308	573	584	53217	Bike parking & security, winter snow removal for bike paths and sidewalk bike parking								1		ŀ	Υ					Υ					,
S75 S86 S3213 S87 S3207 Better driver education Y S77 S88 S3212 S88 S3212 S88 S3212 S88 S3212 S88 S3212 S88 S3212 S88 S3212 S88 S3212 S88 S8				, , , , , , , , , , , , , , , , , , , ,																			\neg	Y	\Box
S76 587 53207 Better driver education Y	575											<u> </u>										<u> </u>	\dashv	Y	
S77 S88 S3212				Retter driver education					v			1											\dashv		-
l'm a mission about reflective clothing - we have a lots of people using bikes for transportation, wearing jeans and dark backpacks, etc, and it is very difficult to see them, especially at night and in inclement weather. Ya, the car driver is often at fault, but the cyclist will be the one hurt, often badly. You never see an outside worker person, not Y Y				Detter univer education	\vdash				_			1	 			\vdash							\dashv	_	
transportation, wearing jeans and dark backpacks, etc, and it is very difficult to see them, especially at night and in inclement weather. Ya, the car driver is often at fault, but the cyclist will be the one hurt, often badly. You never see an outside worker person, not 578 589 53211	3//	368	33212	I'm a mission about reflective elething, we have a lete of records with a little for	\vdash							 				\vdash							\dashv	<u>-</u>	
especially at night and in inclement weather. Ya, the car driver is often at fault, but the cyclist will be the one hurt, often badly. You never see an outside worker person, not 578 589 53211 wearing safety clothing, yet people ride bikes in black clothing. Y 7 7 7 7 7 7 7 7 7 7 7 7												1													,
cyclist will be the one hurt, often badly. You never see an outside worker person, not 578 589 53211 wearing safety clothing, yet people ride bikes in black clothing. Y 579 590 53213 Protected Bike Lanes Fig. 591 53227 More group rides												1													.
578 589 53211 wearing safety clothing, yet people ride bikes in black clothing. Y Y Y Y Y Y S0 S0 S0 S0 S0 S0 S0 Y <td></td> <td> </td> <td></td> <td>especially at night and in inclement weather. Ya, the car driver is often at fault, but the</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>. </td>				especially at night and in inclement weather. Ya, the car driver is often at fault, but the								1													.
578 589 53211 wearing safety clothing, yet people ride bikes in black clothing. Y Y Y Y Y S Y				cyclist will be the one hurt, often badly. You never see an outside worker person, not								1													.
579 590 53213 Protected Bike Lanes Y I I Y I I Y I I Y I I Y I I I Y I	578	589						Υ				1										Υ			.
580 591 53227 More group rides Y		_										1				Υ							\dashv	+	-
		_			\vdash							 	 			ř H						 	\rightarrow	\longrightarrow	-
		_			\vdash							 		-		\vdash							-	\longrightarrow	-
	18c	592	53211	Awareness of pike menuty pusifiesses								1	l												

	٨	В	C	D	Е	Е	G	Н	T		V		М	N	0	Р	0	D	S	т I	- 11	V	W	Х
	А	D		U	E	F	G	н	1	,	N.	L	IVI	IN	0	Р	Q	K	3	-	U		VV	
	ll		IMPROVING STREET CONDITIONS. MANY STREETS HAVE POT HOLES THAT ARE DANGEROUS																					
582	_		TO CYCLISTS.										Υ											
583	594		Find a way to crack down on dangerous car drivers.						Υ															
584		53208																					Υ	
585	596	53211																					Υ	
586	597	53207	Motor vehicle traffic enforcement, Speed and rules of the road						Υ															
587	598	53211																					Υ	
588	599	53207																				•	Υ	
589	600	53212																				•	Υ	
			We should find more opportunities to develop separated path bike routes (separated																					
			lanes, off-road paths, etc.). We built the raised bike lane on Bay Street years ago and																					
590	601		never duplicated it despite the fact that it seems to work well.								Υ				Υ									
591		53211																					Υ	
			Eliminate parking on a couple streets, so one can ride West. (Howell Ave, Oklahoma,																					
592	603	53207	Greenfield, Capitol, etc).	v																				
593	604		Extend Interurban path south and west from Art Museum	·							v											\longrightarrow		
594	605	53211	Exterio interurban patri south and west from Art Museum								1											\longrightarrow	v	
595	606	53210																					7 V	
_			Book of the book by the book of the book o																				Ť	
596	607		Promoting the health benefits of bike commuting.																			Y		
597	608	53202																					Y	
598	609	53211																					Υ	
599	610	53207																					Υ	
600	611	53211	Continue to fight lawmakers for bike lanes/rights			Υ																		
			Bike to work month? I think the more people are encouraged by their employer or																					
			community to try biking to work, they would realize how doable it is and might start to do																					
601	612	53207	it on their own accord more often.																			Υ		
602	613	53219																					Υ	
603	614	53212																					Υ	
604	615	53211																					Υ	
			Oak Leaf Trail maintenance/ snow removal. Connecting bike lanes to Oak Leaf / Hank																					
605	616		Aaron Trails.	γ						v				v										
	010	55211	Colored bike lanes really work to grab the attention of motorists, like in Riverwest and							·														
			Tosa. Especially leading up to an intersection. Protected bike lanes are the best at helping																					
			cyclists feel safer, so wherever possible, those would be appreciated. Even if it is as simple																					
			as what was done to S 2nd St in Walker's Point. The KK River Trail from 6th St to Lincoln is a																					
			great way of cutting across several streets without interacting with motorists and having a																					
			more scenic route. It sounds corny and cliche, but "if you build it, they will come" and ride																					
606	617		and be happy.							Υ	Υ				Υ									
607	618	53207	We have an extreme lack of pedestrian friendly design.																					
608	619	53219																					Υ	
609	620	53149																				•	Υ	
			There is OK infrastructure in the city but one of the big problems is connections between																					
610	621	53212	the pieces.	Υ																				
611		53235																					Υ	
612		53208																					Υ	
613	624	53211																					Υ	
614	625	53216	education and enforcement of laws					Υ	Υ															
			Keeping bicycles off the Riverwest walking trail along the river. Destroys plant																					
615	626		communities. Bicycles should stay on paved trails. Safe places for both walkers and bikers.																		v l			
	627		Increase more bike trails like oak leaf								v											\longrightarrow	+	
010	027	33202	iliciedse more bike trans like oak lear								ī													
			Creating small community destinations along hills residen. These community destinations																					
			Creating small community destinations along bike routes. These community destinations																					
			might have a library outlet, a small community meeting area, a coffee/beverage shop,																					
			outdoor seating to encourage neighbors to meet and connect. These could be at existing																					
			parks, libraries or neighborhood social/shopping centers, but would create a sense of place																					
617		53216	for neighborhoods that do not have that already.	L_		Υ				L	L							L						
618	629	53211																					Υ	
619	630	53208	More education and clearer traffic patters for room for bikers and cars.					Υ																
620	631	53213	Better transit!!!																				١	1
621			More protected/separated bike lanes and paths.												Υ							$\neg \uparrow$		
622		53202	A section of the section of the section																			\dashv	Υ	

	۸	В	r	_ D	F	г		- 11	- 1		V		N 4	NI	0	D	_	В	c	т	- 11	17	14/	
(22	A 62.4		<u> </u>	D	E	F	G	Н	1	J	K	L	М	N	0	Р	Q	K	5	- 1	U		W	_ X
623	634	53406																				,——	Y	
624	635																						Y	
625	636	53202	More bike focused events and incentives																			Υ		
			I think we need to continue considering cycling lanes for any new project. I think streets																			.		
			like Humboldt have experienced great benefit as a result of fresh pavement and bike lanes.																			.		
			In some cases it doesn't make sense to include bike lanes but I do believe that the																			.		
626	637	53212	discussion should be had.			v				v												.		
627	638	53212	discussion should be flud.			<u>'</u>				<u>'</u>													-	
628	639	53226					1		1													-	<u>'</u>	
			Commonting hills tools into a material.	.,																			-	
629	640		Connecting bike trails into a network.	Y						1												\longrightarrow	. 	
630	641	53219																				,——	Y	
631	642	53210	More green space and garbage cans																					Y
			Again, connections are most important. There does not need to be a designated/private																			.		
			bike trail to all parts of the city; as long as the activity nodes of Milwaukee can be linked by																			.		
			a series of bike lanes/paths/trails and secondary streets, then people will use them and																			.		
632	643	53202	MKE's bike culture will continue to flourish.	Υ																		.		
																						ı İ		
			Keep bikers out of the Milwaukee river dirt trails. Walking down there has gotten awful																			.		
			and it makes a mess of the trails. Humboldt is a main bike route but cars are crazy during																			,		
																						.		
			all hours. How can they be slowed down? They also pass cars on the right in the bike lane.																			,		
			Moving bikes off Humboldt is not an answer to this since it is the best route for everyone.																			,		
633	644	53212	More enforcement? Stuff that will slow them down? Will the bumpout things work here?				Υ		Υ			Υ									Υ			
634	645	53211																				<u>. </u>	Υ	
635	646	53202	More trees and plants used as a buffer for bike lanes from cars.												Υ									
636	647	53207	·																				Y	
637	648	53212	Distanced bike lanes, more education for motorists.					Υ		Υ														
638	649	53202																					Y	
050	0.5	33202																				-		
(20	CEO	F2202	The streets are in terrible shape on the east side and downtown. It's really frustrating.										v									.		
639			The streets are in terrible shape on the east side and downtown. It's really mustrating.										Ť									\longrightarrow	 	
640	651	53211																				,——	Y	
641		53212																					Y	
642	653	53211																					Y	
643	654		Bikers need to follow the rules of the road, which I seldom see.																		Υ	لــــا		
644	655	53212																					Υ	
645	656	53211																					Y	
646	657	53202																					Υ	
647	658	53211																					Y	
																						.		
																						.		
			More buses! Lower the price of riding a bus. Raise the price of gasoline, a lot. Bicycle																			.		
																						.		
			campaign related to using it as a tool for simple transportation: there's no need to have																			.		
			showers at the place of work, riding to the job isn't meant to be a workout, it's a pleasant																			.		
			activity, simply chill out and ride to work with less effort; promote the use of city bikes -																			.		
648	659	53212	fenders, chair guard, baskets, 3 or 5 speeds. Let's get people on the roads!																			Υ	,	Υ
649	660	53211																					Υ	
			I feel there are too many cyclist who ride recklessly on the Oak Leaf Trail. Perhaps																			,		
650	661	53202	designated lanes for pedestrians and cyclists are needed.																		Υ	,		
330	501		Education for where it is appropriate and legal to ride as a cyclist: i.e. providing knowledge	l	l		 		l	<u> </u>		l					l					\rightarrow	\rightarrow	
																						, [
			to motorists re the three feet rule etcalso some places there is simply not enough room																			,		
			to ride inside the "fog line". In these ares a dedicated bike lane should be added to keep																			,		
651			everyone safer.				ļ		ļ	Υ														
652	663	53202					1															الــــــــــــــــــــــــــــــــــــ	Y	
653	664	53212																				I	Υ	
654	665	53211								L													Υ	
655	666	53204	Walkability as well																					Υ
			Educate about and enforce bicycling under the influence laws. Enforce bicycling traffic																			,		
656	667		laws. Continue Share the Road education and promotion.					γ	lγ													, [
330	307	33220	and promotion	 	 		1	-	l -	 		 					 					\rightarrow	\longrightarrow	
			hotter manners of these who hike Don't speed has a series well in a decirities to series.																			,		
			better manners of those who bike.Don,t speed by a person walking a dog without warning																			,		
657			so they can be safe, wear reflective clothing and use lights and wear helmets.	<u> </u>	<u> </u>		ļ		<u> </u>	<u> </u>		<u> </u>					<u> </u>				Y			
658	669	53217																				'	Y	

be laters, bits parting, and incentionylebication to bigger townstown companies that could promote this personnel design of the provision of the commonding with it is exployed to the later of the very self-personnel of the provision of the commonding with it is exployed to the later of the very self-personnel of the provision of the provision of the provision of the provision of the country of the personnel of the provision of the provision of the provision of the provision of the provision of the provision of the personnel of						- 1	-	_				1/				_	_	_	-	-				147	
outdot promote bette communiting with its enablement feet but now species would be communities they could be from secure in amounts to be large and the tree was allegibled by a special better better than the contract or highly polici. of 32322 by specification in the contract or shall policy and the contract or highly polici. of 32322 by specification in the contract or shall policy and the contract or shall policy and the contract or shall policy and the contract or shall policy and the contract or shall policy and the contract or contract in the parks like operal in their or trachronius ungle along on the policy. List but believed from your process or contract or contract in the parks like operal in their or trachronius ungle along on the policy. List but believed in the parks like operal in the contract or contract in the parks like operal in the contract or contra		А	В	C	D	E	F	G	Н	1	J	K	L	М	N	0	Р	Q	K	5		U	V	W	X
outdot promote bette communiting with its enablement feet but now species would be communities they could be from secure in amounts to be large and the tree was allegibled by a special better better than the contract or highly polici. of 32322 by specification in the contract or shall policy and the contract or highly polici. of 32322 by specification in the contract or shall policy and the contract or shall policy and the contract or shall policy and the contract or shall policy and the contract or shall policy and the contract or contract in the parks like operal in their or trachronius ungle along on the policy. List but believed from your process or contract or contract in the parks like operal in their or trachronius ungle along on the policy. List but believed in the parks like operal in the contract or contract in the parks like operal in the contract or contra																					1 1				l
communic if they could be more secure in a marked bits line and off there was a fligit place 87 1212 by the first bits at the rote terms and young shallow in the morth and work alless of the city of which was a fligit place. 88 1212 by the first bear the rote of the place of the city of which was a flight place or incide too using the pools in the grants and on norwing and and displace leafs to hear more than each or marked was a flight place or incide too using the pools in the grants. Lets bold bits and norwingly pathways for every marked pathways for every for every marked pathways for every for every marked pathways for every for every marked pathways for every for every marked pathways for every for every marked pathways for every for every every for every marked pathways for every for every every for every every for every every for every every for every for every every for every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every ev				Bike lanes, bike parking, and incentives/education to bigger downtown companies that																	1 1				l
communic if they could be more secure in a marked bits line and off there was a fligit place 87 1212 by the first bits at the rote terms and young shallow in the morth and work alless of the city of which was a fligit place. 88 1212 by the first bear the rote of the place of the city of which was a flight place or incide too using the pools in the grants and on norwing and and displace leafs to hear more than each or marked was a flight place or incide too using the pools in the grants. Lets bold bits and norwingly pathways for every marked pathways for every for every marked pathways for every for every marked pathways for every for every marked pathways for every for every marked pathways for every for every marked pathways for every for every every for every marked pathways for every for every every for every every for every every for every every for every for every every for every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every every for every ev				could promote bike commuting with its employees! I feel that more people would bike																	1 ,		1)		1
See or S. 5002 Po park their bilbs at their destruction plant by the second process of the park of the																					1 1				l
Lef's talk to more treets and young adults on the north and worth sized worth early of Milliouxides. Lef's talk to more treets and young adults on the north and worth sized to present the person of the common to the common to the person to the person to the common to the person to	650	670									.,									.,	1 ,		L.		1
Milwauker. Let's have more like events connected to careful in the parks like special rider or transhions using the build be and my host more like, between the parks of the parks. Let's build be and my host more like, between the parks of the parks. 57 57000 Core let's all kinds of treat in the boat should seek the parks. 58 67 57000 Core let's all kinds of treat in the boat should seek the parks. 59 57 57000 Core let's all kinds of treat in the boat should seek the parks. 59 57 57000 Core let's all kinds of treat in the boat should seek the parks. 59 57 57000 Core let's all kinds of treat in the boat should seek the parks. 59 57 57000 Core let's all kinds of treat in the original seek the parks. 59 57 57000 Core let's all kinds of treat in the original seek the parks. 59 57 57000 Core let's all kinds of treat in the original seek the parks. 59 57 57000 Core let's all kinds of the boat should seek the parks. 59 57 57000 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 50 57 5700 Core let's all kinds of the boat should seek the parks. 50 57 5700 Core let's all kinds of the boat should seek the parks. 50 57 5700 Core let's all kinds of the boat should seek the parks. 50 5700 Core let's all kinds of the boat should seek the parks. 50 5700 Core let's all kinds of the boat should seek the parks. 50 5700 Core let's all kinds of the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the	659	670	53212	to park their bike at their destination (not to a meter or light pole).							Υ									Υ		igsquare	Υ		<u> </u>
Milwauker. Let's have more like events connected to careful in the parks like special rider or transhions using the build be and my host more like, between the parks of the parks. Let's build be and my host more like, between the parks of the parks. 57 57000 Core let's all kinds of treat in the boat should seek the parks. 58 67 57000 Core let's all kinds of treat in the boat should seek the parks. 59 57 57000 Core let's all kinds of treat in the boat should seek the parks. 59 57 57000 Core let's all kinds of treat in the boat should seek the parks. 59 57 57000 Core let's all kinds of treat in the boat should seek the parks. 59 57 57000 Core let's all kinds of treat in the original seek the parks. 59 57 57000 Core let's all kinds of treat in the original seek the parks. 59 57 57000 Core let's all kinds of treat in the original seek the parks. 59 57 57000 Core let's all kinds of the boat should seek the parks. 59 57 57000 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 59 57 5700 Core let's all kinds of the boat should seek the parks. 50 57 5700 Core let's all kinds of the boat should seek the parks. 50 57 5700 Core let's all kinds of the boat should seek the parks. 50 57 5700 Core let's all kinds of the boat should seek the parks. 50 5700 Core let's all kinds of the boat should seek the parks. 50 5700 Core let's all kinds of the boat should seek the parks. 50 5700 Core let's all kinds of the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the boat should seek the																					1 1				l
riche or framithinous using the pools in the parks. Lets build bile and frum/wells pathways for every major park and designed bile requires to the park of the parks. The build bile and the host from the local studies and the host from the local studies are the parks. 525 2530 2500 2500 2500 2500 2500 2500 2				Let's talk to more teens and young adults on the north and south sides of the city of																	1 1				l
riche or framithinous using the pools in the parks. Lets build bile and frum/wells pathways for every major park and designed bile requires to the park of the parks. The build bile and the host from the local studies and the host from the local studies are the parks. 525 2530 2500 2500 2500 2500 2500 2500 2				Milwaukee. Let's have more bike events connected to concerts in the parks like special																	1 1				l
every ryange park and designate a bite crosses to them and then host emonthly pring (### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the parks. ### 2000 October less all sids and teens from the local schools have the less all schools have the local schools have the lo																					1 1				l
southing/mining community-events. Juring the months of spit, May, September and 64 672 53202 (according to said state and trees frout the boat state). The bible trails in many way reflect our hyper 65 672 53212 sergeted Chy. There should be better whys to p west in the Chy. 66 673 5320 (according to the said state and the said state and the chy. 67 5320 (according to the said state and the																					1 1				l
50.000 1																					1 1				l
Section Proceedings Procedure Proc				walking/running community events. During the months of April, May, September and																	1 1				l
Section Proceedings Procedure Proc	660	671	53208	October lets add kids and teens from the local schools near the parks.	Υ							Υ									1 1		Υ		l
there should be more test. / West condors. The blike trails in many way reflect our hyper (7) 10		672		,																				Υ	
50 2012 Segregated city. There should be better ways to go west in the city. 60 170 53225 60 170 5				There should be more East / West corridors. The hike trails in many way reflect our hyper																		\vdash	-		
Section Sect					l																1 1				l
Section Sect		_		segregated city. There should be better ways to go west in the city.	Υ																<u> </u>	igwdot			—
Section Sect																						ш	\sqcup	Υ	
Section Sect	664	675	53210		<u> </u>	L 1	L 1			_		<u> </u>	L T	T]	T]		L	L	T	∟ ⊺	T	Υ	
Section Sect	665	676	53207																			ı — —	, — —	Υ	1
Section Sect	666	677	53204	Bike highways								Υ	İ												
See For See				· U · /·	1							<u> </u>									\vdash	\vdash	$\overline{}$	Υ	
September of the state and more signs September of the state and more signs September of the state and more signs September of the state and septemb		_		protected hike lanes	 							 	-			V					$\vdash \!$		\longrightarrow		
With rear will the streetcar go in the future? How can we combine public transportation optoms into a easy to use optom. More places to kicycle park. More bubly. More access (y y y y y y y y y y y y y y y y y y					ļ					<u> </u>		<u> </u>				1			-	-	igwdown	$\vdash \vdash$			Н—
options into a easy to use option. More places to bicycle park. More bublir. More access With limited parking options downwr/east side, and fewer Millennials owning yehicles, I would like to see more Zip cars or other ride sharing options available. Smaller, more With limited parking options downwr/east side, and fewer Millennials owning yehicles, I would like to see more Zip cars or other ride sharing options available. Smaller, more 32. 883 33.203 efficient buses for routes/times of day that are slower. Y Assing the blue lane from the street will be the safest solution for protecting bicyclists See 3.3207 infon negligeth motorists. Assing the blue lane from the street will be the safest solution for protecting bicyclists from negligeth motorists. Y Baising the blue lane from the street will be the safest solution for protecting bicyclists Form of the late cruets following train tracks through the city would provide direct protected routes See 3.3207 inton negligeth motorists. Y See 3.3207 inton negligeth mo	669	680		•	<u> </u>		Υ											Υ			igsquare	ш	igspace		<u> </u>
With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown fewer Millennials owning vehicles, I With limited parking options downtown fewer Millennials owning vehicles, I With limited parking options downtown fewer Millennials owning vehicles, I With limited parking options downtown for the text device of the parking options of the vehicles from the text served to with limited parking fewer many locations. With limited parking options downtown from standard fewer Millennials owning vehicles, I With limited parking options downtown from standard fewer Millennials owning vehicles from some busy streets entirely. Like in Madison With limited parking options of the with food of the parking of the vehicles from some busy streets entirely. Like in Madison With limited parking options of the vehicles from some busy streets entirely. Like in Madison With limited parking options of the vehicles from some busy streets entirely. Like in Madison With limited parking options of the vehicles from some busy streets entirely. Like in Madison With limited parking options of the vehicles from some busy streets entirely. Like in Madison With limited parking opt		T	T	Where will the streetcar go in the future? How can we combine public transportation	1								l T	Ţ		I					1 7	i T	ı Ţ		1
With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown/east side, and fewer Millennials owning vehicles, I With limited parking options downtown fewer Millennials owning vehicles, I With limited parking options downtown fewer Millennials owning vehicles, I With limited parking options downtown fewer Millennials owning vehicles, I With limited parking options downtown for the text device of the parking options of the vehicles from the text served to with limited parking fewer many locations. With limited parking options downtown from standard fewer Millennials owning vehicles, I With limited parking options downtown from standard fewer Millennials owning vehicles from some busy streets entirely. Like in Madison With limited parking options of the with food of the parking of the vehicles from some busy streets entirely. Like in Madison With limited parking options of the vehicles from some busy streets entirely. Like in Madison With limited parking options of the vehicles from some busy streets entirely. Like in Madison With limited parking options of the vehicles from some busy streets entirely. Like in Madison With limited parking options of the vehicles from some busy streets entirely. Like in Madison With limited parking opt				options into a easy to use option. More places to bicycle park. More bublr. More access	1																	i !	, ,		i
With limited parking options downtown/east side, and fewer Millennials owning vehicles, I would like to see more Zip cars or other ride sharing options available. Smaller, more \$573 685 53208 More group rides that end with flood! \$85 53208 More group rides that end with flood! \$85 53207 From negligent motorists. \$85 53207 From negligent m	670	681			Υ]]			Υ										Υ	Υ	1 ,	i !	, ,		i
would like to see more Zip cars or other ride sharing options available. Smaller, more 71 682 53209 efficient busses for ortues/times of day that are slower. 82 5321	070	001	33207	and cadeation to poor communities.	'																\vdash		\longrightarrow		
would like to see more Zip cars or other ride sharing options available. Smaller, more 71 682 53209 efficient busses for ortues/times of day that are slower. 82 5321																					1 1				l
would like to see more Zip cars or other ride sharing options available. Smaller, more 71 682 53209 efficient busses for ortues/times of day that are slower. 82 5321																					1 ,		1)		l
Section Sect																					1 ,		1)		l
627 683 53208 More group rides that end with food! 636 53211 637 684 53212 638 53207 from negligent motorists. 638 684 53212 639 685 53207 from negligent motorists. 630 687 687 5881 631 53210 https://doi.org/10.10.10.10.10.10.10.10.10.10.10.10.10.1				would like to see more Zip cars or other ride sharing options available. Smaller, more																	1 ,		1)		l
627 683 53208 More group rides that end with food! 636 53211 637 684 53212 638 53207 from negligent motorists. 638 684 53212 639 685 53207 from negligent motorists. 630 687 687 5881 631 53210 https://doi.org/10.10.10.10.10.10.10.10.10.10.10.10.10.1	671	682	53203	efficient buses for routes/times of day that are slower.																	1 1				Υ
637 684 53211 648 53207 from negligent motorists. 659 53207 from negligent motorists. 650 53320 through Milwaukee in many locations. 650 685 53207 from negligent motorists. 651 686 53320 through Milwaukee in many locations. 652 686 53320 through Milwaukee in many locations. 653 685 5320 through Milwaukee in many locations. 654 687 53211 through Milwaukee in many locations. 655 686 53320 through Milwaukee in many locations. 657 688 53202 Change the conversation around driving (and biking.) 658 689 53202 Change the conversation around driving (and biking.) 659 680 53211 where state street only allows foot and bircycle access. 650 681 53217 podestrian and runner/walker spearation on trail, perhaps by markings on the trail 650 53211 bryclists round from the street will be here affected by the state street only allows foot and bircycle access. 650 681 53217 podestrian and runner/walker spearation on trail, perhaps by markings on the trail 650 53311 bryclists not following trail and bike lanes to access most parts of the city without having connect all major bike trails and bike lanes to access most parts of the city without having connect all major bike trails and bike lanes to access most parts of the city without having connect all major bike trails and bike lanes to access most parts of the city without having connect all major bike trails and bike lanes to access most parts of the city without having connect all major bike trails and bike lanes to access most parts of the city without having connect all major bike trails and bike lanes to access most parts of the city without having connect all major bike trails and bike lanes to access most parts of the city without having connect all major bike trails and bike lanes and more bike trails look to Melbourne for connect all bike parts trails and bike lanes of lesser neighborhoods. More connect all bike paths trails and bike lanes to have access around the city and provide connect all bike paths trails and bike lanes to have access around the city a		_		,																			v		
Rating the like lane from the street will be the safest solution for protecting bicyclists Bike routes following train tracks through the city would provide direct protected routes Bike routes following train tracks through the city would provide direct protected routes Bike routes following train tracks through the city would provide direct protected routes Y See Sassa 2312 (hrough Milwaukee in many locations. Y See Sassa 2322 (hange the conversation around driving (and biking.) Y Maybe block motorized vehicles from some busy streets entirely. Like in Madison See Sassa 2322 (hange the conversation around driving (and biking.) Maybe block motorized vehicles from some busy streets entirely. Like in Madison See Sassa 2327 pedestrain and runner/walker separation on trail, perhaps by markings on the trail More education for bicyclists. It were sent to many near misses and many are due to See Sassa 2322 (honge the conversation and runner/walker separation on trail, perhaps by markings on the trail More education for bicyclists. It we see not omany near misses and many are due to See Sassa 2322 (honge the conversation and runner/walker separation on trail, perhaps by markings on the trail More education for bicyclists. It we see not omany near misses and many are due to See Sassa 2322 (honge the conversation and runner/walker separation on trail, perhaps by markings on the trail Y Sassa 2422 (honge the conversation and runner/walker separation on trail. Perhaps by markings on the trail Y Sassa 2422 (honge the conversation and runner/walker separation on trail. Perhaps hybridists on the trail Y Sassa 2422 (honge the conversation and runner/walker separation on trail. Perhaps hybridists on the trail on the conversation and runner hybridists on the sea of the city without having the conversation of the city without having the city without having the city without having the city without having the city without having the city without having the city without having the city without having the city				More group rides that the with rood:																	\vdash			V	
Season Salar Form peliglent motorists.	0/3	064	33211	Belleting the fill of the first first of the state of the state of the state of the state of the fill of the state of the																	\longmapsto	$\vdash \vdash \vdash$	\longrightarrow	T	\vdash
Bike routes following train tracks through the city would provide direct protected routes 575 686 53131 through Milwaukee in many locations. 7 687 53211 7 688 53222 (Change the conversation around driving (and biking.) 8 7 689 53222 (Change the conversation around driving (and biking.) 8 7 689 53222 (Change the conversation around driving (and biking.) 8 7 689 53221 (Marey state street only allows foot and bicycle access. 9 7 7 690 53211 where state street only allows foot and bicycle access. 9 8 7 690 53211 where state street only allows foot and bicycle access. 9 8 7 7 7 7 7 7 8 7 7 7 7 8 7 7 7 8 7 7 8 8 7 8 8 7																					1 ,		1)		l
675 686 53132 through Milwaukee in many locations. Y	674	685														Υ									<u> </u>
675 686 53132 through Milwaukee in many locations. Y				Bike routes following train tracks through the city would provide direct protected routes																			i l		
676 687 53211 678 689 53202 Change the conversation around driving (and biking.) 679 689 53202 Change the conversation around driving (and biking.) 679 680 53202 What is street only allows foot and bicycle access. 680 691 53217 pedestrian and runner/walker separation on trail, perhaps by markings on the trail 680 691 53217 pedestrian and runner/walker separation on trail, perhaps by markings on the trail 681 692 53211 bicyclists not following the laws - especially stopping at stop signs and lights. 682 693 53212 683 694 53217 684 695 53213 to be on a road without bicycle infrastructure 685 696 53211 Bublir Bikes are an amazing addition to our bike community in Milwaukee. 686 697 53208 30th 5t industrial corridor from Hank Aaron trail to Havenwoods and beyond. 687 688 699 53202 Solove singles, better and more bike lanes and more bike trails! Look to Melbourne for y y y y y y y y y y y y y y y y y y y	675	686										γ									1 1				l
S2212 S221				anough minutance in many locations.								i -									\vdash	\vdash	\leftarrow	v	$\vdash \vdash$
678 689 53202 Change the conversation around driving (and biking.) Maybe block motorized vehicles from some buy streets entirely. Like in Madison 679 690 53211 where state street only allows foot and bicycle access. 870 691 53217 pedestrian and runner/walker separation on trail, perhaps by markings on the trail 871 More education for bicyclists. I've seen too many near misses and many are due to 872 633 53212 873 53212 873 53213 bicyclists not following the laws - especially stopping at stop signs and lights. 872 Connect all major bike trails and bike lanes to access most parts of the city without having 873 694 695 53213 bic be on a road without bicycle infrastructure 874 696 697 53208 3015 tindustrial corridor from Hank Aaron trail to Havenwoods and beyond. 875 696 697 53218 Bublic Bikes are an amazing addition to our bike community in Milwaukee. 876 697 698 699 53225 More bike lanes 877 698 699 53225 More bike lanes 878 699 53225 More bike lanes 889 699 53202 Sadge examples:) 879 701 53202 870 53212 Safety as a whole 870 703 53212 871 Connect all bike paths trails and bike lanes to have access around the city and provide 879 704 53212 bike stands or tax breaks for businesses who add their own 879 704 53212 bike paths trails and bike lanes to have access around the city and provide 870 705 53213 maps for safest bike passsage 870 53213 maps for safest bike passsage																					\longmapsto	$\vdash \vdash$	\rightarrow	1	
Maybe block motorized vehicles from some busy streets entirely. Like in Madison 79 690 53211 where state street only allows foot and bicycle access. 80 691 53217 pedestrian and runner/walker separation on trail, perhaps by markings on the trail 81 More education for bicyclists. I've seen too many near misses and many are due to 82 693 53212 883 694 53217 883 694 53217 884 695 53213 bicyclists not following the laws - especially stopping at stop signs and lights. 9 Y 9 South of the state street on the laws - especially stopping at stop signs and lights. 9 Y 9 South of the state street in the state st					<u> </u>																Ļ	igspace		Y	 '
679 690 53211 where state street only allows foot and bicycle access. Y September 1	678	689																				ш			Υ
680 691 53217 pedestrian and runner/walker separation on trail, perhaps by markings on the trail More education for bicyclists. I've seen too many near misses and many are due to 681 692 53211 bicyclists not following the laws - especially stopping at stop signs and lights. 682 693 53212 Connect all major bike trails and bike lanes to access most parts of the city without having 684 695 53213 bub eo na road without bicycle infrastructure 686 695 53218 bubir Bikes are an amazing addition to our bike community in Milwaukee. 686 697 53208 30th St industrial corridor from Hank Aaron trail to Havenwoods and beyond. 687 698 53208 More bike lanes 688 699 53208 examples :) 688 699 53208 examples :) 689 700 53212 Safety as a whole 690 701 53202 691 703 53202 Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y				Maybe block motorized vehicles from some busy streets entirely. Like in Madison																	1 ,		1)		l
680 691 53217 pedestrian and runner/walker separation on trail, perhaps by markings on the trail More education for bicyclists. I've seen too many near misses and many are due to 681 692 53211 bicyclists not following the laws - especially stopping at stop signs and lights. 682 693 53212 Connect all major bike trails and bike lanes to access most parts of the city without having 684 695 53213 bub eo na road without bicycle infrastructure 686 695 53218 bubir Bikes are an amazing addition to our bike community in Milwaukee. 686 697 53208 30th St industrial corridor from Hank Aaron trail to Havenwoods and beyond. 687 698 53208 More bike lanes 688 699 53208 examples :) 688 699 53208 examples :) 689 700 53212 Safety as a whole 690 701 53202 691 703 53202 Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y	679	690	53211	where state street only allows foot and bicycle access.	1		Υ															i !	, ,		i
More education for bicyclists. I've seen too many near misses and many are due to 681, 692 53211 bicyclists not following the laws - especially stopping at stop signs and lights. 682, 693 53212 Connect all major bike trails and bike lanes to access most parts of the city without having 685, 696 53211 bible passage Connect all major bike trails and bike lanes to access most parts of the city without having 686, 697 53208 30th St industrial corridor from Hank Aaron trail to Havenwoods and beyond. 687 698 53208 More bike lanes More signage, better and more bike lanes and more bike trails! Look to Melbourne for 688 699 53208 examples:) 688 690 53212 Safety as a whole 690 701 53202 Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 691 704 53122 bike stands or tax breaks for businesses who add their own Connect all major bike trails and bike lanes to have access around the city and provide Y Y Y Y Y Y Y Y Y Y Y Y Y				, ,														Υ	1	1		$\overline{}$	$\overline{}$		
681 692 53211 bicyclists not following the laws - especially stopping at stop signs and lights. Y Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having S3211 Sub eo on a road without bicycle infrastructure Y S3211 Bubir Bikes are an amazing addition to our bike community in Milwaukee. S3213 Bubir Bikes are an amazing addition to our bike community in Milwaukee. S3226 More bike lanes More signage, better and more bike lanes and more bike trails! Look to Melbourne for S3208 examples:) More signage, better and more bike lanes and more bike trails! Look to Melbourne for S3208 examples:) S3208 examples:) Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More Connect all bike paths trails and bike lanes to have access around the city and provide Y Y Y Y Y Y Y Y Y Y Y Y Y	300	221			 							-	 					-	-	-	$\vdash \vdash \vdash$	\vdash	\leftarrow		
682 693 53212 683 694 53217 Connect all major bike trails and bike lanes to access most parts of the city without having Y 684 695 53213 to be on a road without bicycle infrastructure Y 685 696 53211 Bublr Bikes are an amazing addition to our bike community in Milwaukee. Y 686 697 532208 30th St industrial corridor from Hank Aaron trail to Havenwoods and beyond. Y 687 698 532256 More bike lanes Y More signage, better and more bike lanes and more bike trails! Look to Melbourne for Y 688 709 53208 examples:) Y 689 700 53212 Safety as a whole Y 690 701 53202 Y 692 703 53202 Y 693 704 53202 Y 693 704 53122 bike stands or tax breaks for businesses who add their own Y 694 705 53213 maps for safest bike passage Y					1				.,													l. 1	, ,		i
683 694 53217 Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having Connect all major bike lanes to access most parts of the city without having Connect all major bike trails and bike lanes to access most parts of the city without having Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing addition to our bike community in Milwaukee. Connect all bike parts are amazing ad				bicyclists not following the laws - especially stopping at stop signs and lights.	ļ				Y	<u> </u>		<u> </u>									igspace	Y			—
Connect all major bike trails and bike lanes to access most parts of the city without having 584 695 53213 to be on a road without bicycle infrastructure 79																						ш		Υ	
684 695 53213 to be on a road without bicycle infrastructure Y Kess 696 53211 Bublir Bikes are an amazing addition to our bike community in Milwaukee. Kess 697 53208 30th St industrial corridor from Hank Aaron trail to Havenwoods and beyond. Kess 698 53226 More bike lanes W More signage, better and more bike lanes and more bike trails! Look to Melbourne for Kess 699 53208 examples:) Kess	683	694	53217																		<u> </u>	┸	T	Υ	
684 695 53213 to be on a road without bicycle infrastructure Y Kess 696 53211 Bublir Bikes are an amazing addition to our bike community in Milwaukee. Kess 697 53208 30th St industrial corridor from Hank Aaron trail to Havenwoods and beyond. Kess 698 53226 More bike lanes W More signage, better and more bike lanes and more bike trails! Look to Melbourne for Kess 699 53208 examples:) Kess				Connect all major bike trails and bike lanes to access most parts of the city without having																		, —	, — —		1
685 696 53211 Bublr Bikes are an amazing addition to our bike community in Milwaukee. 686 697 53208 30th St industrial corridor from Hank Aaron trail to Havenwoods and beyond. 687 698 53226 More bike lanes 688 699 53226 More bike lanes 688 699 53208 examples:) 688 699 53208 examples:) 689 700 53212 Safety as a whole 690 701 53202 691 702 53202 692 703 53212 693 704 53122 bike stands or tax breaks for businesses who add their own 693 704 53122 bike stands or tax breaks for businesses who add their own 694 705 53213 maps for safest bike passage Y Y Y Y Y Y Y Y Y Y Y Y Y	684	695			Υ							l										i !	, ,		l
686 697 53208 30th St industrial corridor from Hank Aaron trail to Havenwoods and beyond. Y				,	 					 				+					v		\longmapsto		\longrightarrow		<u> </u>
687 698 53226 More bike lanes More signage, better and more bike lanes and more bike trails! Look to Melbourne for 688 699 53208 examples:) 689 700 53212 Safety as a whole 690 701 53202 691 702 53202 692 703 53212 Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y						 				 		 							'	-	\longmapsto	igcup			
More signage, better and more bike lanes and more bike trails! Look to Melbourne for 688 699 53208 examples:) 689 700 53212 Safety as a whole 690 701 53202 691 702 53202 692 703 53212 Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage More signage, better and more bike lanes and more bike trails! Look to Melbourne for Y Y Y Y Y Y Y Y Y Y Y Y Y				· · · · · · · · · · · · · · · · · · ·	Y																Щ	igspace	igspace		—
688 699 53208 examples:) Y	687	698									Υ												لــــا		
688 699 53208 examples:) Y		T		More signage, better and more bike lanes and more bike trails! Look to Melbourne for						l		l		T								,	, 7		1
689 700 53212 Safety as a whole 690 701 53202 691 702 53202 692 703 53212 Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y	688	699			1						Υ	γ						Υ				i !	, ,		l
690 701 53202				, ,	 					l	-	l -	l - 1					-			$\vdash \rightarrow$	\vdash	\leftarrow		v
691 702 53202 692 703 53212 Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y				Jaicey as a whole	 	 				<u> </u>	 	!	\vdash						-	-	\longmapsto	┝─┤		.,	Ė
692 703 53212 Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y		_			 					<u> </u>											\longmapsto	$\vdash \vdash$	\vdash	Υ	
Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More 693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y					<u> </u>					<u> </u>											igsquare	igcup	igspace	Υ	
693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y	692	703	53212		<u> </u>					<u> </u>		<u> </u>									<u> </u>	<u> </u>		Υ	<u></u>
693 704 53122 bike stands or tax breaks for businesses who add their own Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y				Adding more trees to sidewalks, flowerbeds in the medians of lesser neighborhoods. More																		ı — —	, — —		1
Connect all bike paths trails and bike lanes to have access around the city and provide 694 705 53213 maps for safest bike passage Y	693	704			1							l								Υ		i !	ΙΥ		l
694 705 53213 maps for safest bike passage Y	333	. 54			1					l			l - 1							•	$\vdash \rightarrow$	\vdash	\vdash		
				•	.,													.,				i !	, ,		i
[695] 706 53207				maps for safest bike passage	Y	 				<u> </u>	.	<u> </u>						Y			₩-	╙	 		₩
	695	706	53207		<u> </u>							l												Υ	<u> </u>

	۸	В	C	D	Е	_	G	Н	т	-	V		М	N	0	Р	0	D	S	т	11	V	W	Х
696	707	53211	C	U		Г	G	П	1	,			IVI	IN	U	r	Q	N	3	'	0	v .	v v	^
697	708		more bike lanes, more bike parking downtown							v									V				'	
			Maybe some biking events to get more people biking							Y									Y			,		
698	709	53215	, , , , ,																			Y		
			Reduce the number of one way streets. They seem to encourage reckless driving and																					
699	710		excessive speeds.																					Y
700	711	53213																					Υ	
701	712	53207																					Υ	
702	713	53223																					Y	
703	714	53214																					Υ	
704	715	53211																				[Y	
705	716		slowing traffic. improving bike lanes. improving awareness	ļ				Υ		Υ	ļ	Υ												
706	717	53211		ļ							ļ												Υ	
707	718	53212		ļ							ļ												Υ	
			Not only having safer bike lanes but keeping them clear when it snows so people can safely																					
708	719		commute year round.							Υ				Υ										
709	720		People need to be ticketed consistently for being in the bike lanes						Υ															
710	721		Enforced ticketing for automobile drivers who hurt bikers.						Υ															
711	722	53211																					Υ	
712	723	53211	More pedestrian and bike trails								Υ													
			Motorists need to be made aware of cyclists' rights and do a better job of sharing the road											I	Ţ				I	Ţ	Ţ	Ţ	Ţ	
			with cyclists. After traveling around the US and in Europe, I am disappointed in																					
			MIlwaukee's general treatment of cyclists. There is often nowhere to lock my bike when																					
			riding. Even at Miller Park! We had to find a fence to lock to, even thought there were																					
			signs saying to NOT lock your bike to them. But we had no other option! There needs to be																					
713	724	53208	more bike racks around town.				Υ	Υ											Υ					
714	725	53209	Viable route from Oak Leaf Trail to MATC.	Υ																				
715	726	53307																				ŀ	Υ	
			The community should have a light rail system connecting, at a minimum, the airport,																					
			downtown, and Miller Park. Over time it should build out to include lines that reach																					
716	727		Brookfield, Shorewood and New Berlin.																					v
717	728		Ability to cross rivers by bike path - especially areas east of KK																					
718	729	53207		v																			v	
710	723	33207	More paths and signals that improve the use of bicycles for commuting and other	<u>'</u>																			'	
710	730	F2207	activities.								v					v								
719 720	731	53207	activities.								Y					Y							v	
720	/31	53207																					T	
			Danasina Daissa assassa and assassa for a police. Cat biles off sides will be less assassad																					
			Repaving. Driver awareness and respect for cyclists. Get bikes off sidewalks. I'm concerned																					
721	732		about creating a safe bike route downtown that bypasses the streetcar tracks.					Υ					Υ								Y			
722	733		More bike lanes							Υ														
723	734		Roads																					Y
724	735		Bike access in all parts of the city.	Υ																				
725	736		Separated bike lanes.	ļ							ļ	ļ			Υ									
726	737	53207										<u> </u>										ļ	Υ	
727	738	53208										<u> </u>										ļ	Υ	
728	739	53208		ļ							ļ	ļ											Υ	
			roads near trails should ALL have bike lanes. Drivers driving in bike lanes should ALWAYS																					
			be pulled over. This is the most common action I see in Milwaukee and have never seen																					
729	740		someone punished for it.				Υ		Υ	Υ														
730	741	53208																				<u>]</u>	Υ	
731	742	53208																					Υ	
														I	Ţ				I	Ţ	Ţ	Ţ	Ţ	
732	743	53208	I think the more bikers there are the more they become a part of traffic and the safer it is.	<u>L</u>			<u> </u>				<u>L</u>	<u>L</u>												Υ
			Driver education needs to improve dramatically (not just bike awareness/respect), but																					
			general understanding of traffic regulations and rules. I recently heard that MPS no longer																					
			offers driver education and I think that's a huge problem. Having lived in Boston for most																					
			of my adult life I am familiar with aggressive driving. However, Milwaukee drivers have																					
			opened my eyes to a new level of recklessness. It makes me want to bike less, drive less,																					
733	744		and move from Milwaukee as soon as we can.				Y	γ																
734	745	53208	and more non minadance as soon as we can.				l .															,	γ	$\overline{}$
735	746	53208																					Υ	$\overline{}$
. 55	. 10	33200		L			1				1	1	i .					i .					•	لـــــــا

				_		-	_		-								_		_		1			
	Α	В	C	D	Ł	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	ı	U	V	W	Х
			The most important place that should have bike access is the Hoan Bridge. That would																					
			connect the near south side with downtown. Unfortunately, due to short sightedness from																					
			the State, this hasn't been added when construction was done on the bridge. This is a huge																					
726	747			v																				
736		53208	allure.	Y																		\longrightarrow	.,	
737	748	53204																					Υ	
738	749	53208	Permanent maps installed to guide people on the trails. More visible signage.														Υ							
739	750	53208																				-	Υ	
			Enhancement of neighborhoods and main roads within, promote viable long lasting																					
740	751		business throughout neighborhood corridors.	v																				
			ousiness throughout heighborhood corndors.	-																		\longrightarrow	\ <u>'</u>	
741	752	53208		<u> </u>		<u> </u>																	Y	
			Dedicated bike lanes or bump outs. Many of the so called bike paths/trails are that in																					
742	753	53210	name only. Not safe at all.		Υ					Υ		Υ												
743	754	53208																					Υ	
744	755		No more curb bump-outs, so dangerous to cyclists.		٧																			
			No more carb bamp outs, so dangerous to cyclists.																			\rightarrow	v	
745	756	53208																					Ť	
746	757		Motorist education, ad campaign, more trail connectors.	Υ				Υ														Y		
747	758	53208																				,	Υ	
748	759	53208																					Υ	
749	760	53208	Caution people about opening their car doors into bicyclists					Υ																
. 13	. 50		Looking at places where on-street bike facilities stop and start and whether more	1		1						1										-		
	- 1			1		1																		
	- 1		connections can be made so bicyclists don't feel out of place or stranded once a bike lane	1		1																		
750	761	53211	ends, for example.	Υ																				
751	762	53210																					Υ	
			Local neighborhood kick offs with a sponsor that are fun and have music (like Peter																					
			· · · · · · · · · · · · · · · · · · ·																					
			Mulvey) where there is bike education basics and local route plans available for families																					
752	763	53208	and friends as well as low cost bikes available for kids to get started early on.					Υ														Y		
			<u> </u>																					
			Love the street car idea. Hank Aaron Trail is great. Love organized "bike to work" days																					
753	764		where you can find a group to commute with. Makes it safer and more fun!																					Υ
754	765	53211																					Υ	
755	766	53202																					Υ	
			Donale and have a star in since tilla. Discourse and a send to be fixed on and serve unlies																					
			Bus should have a stop in piggsville. Playgrounds need to be fixed up and more police																					
			patrol for them please so thugs can't shoot up and smoke pot while I'm playing with my																					
756	767	53208	two year old there.																					Υ
757	768	53213	pike bridges			γ																		
758	769		Easier transitions to bike lanes from city streets	v		i e																-		
			Easier transitions to bike lanes from city streets	Y																				
759	770	53208																					Υ	
			Safety in all communities. Crime for 2016 has increased in this area compared to the past																					
760	771	53208	4 yrs I've been here. I never felt unsafe until this year	1	Υ	1																		
	o		DK at this time. It is not safe to ride a bike anywhere. Drivers are in too much of a hurry																			-		
7.51				1	.,	1	.,																	
761	772	53208	and terribly impatient.	ļ	Y	ļ	Y															\longrightarrow		
	- 1			1		1																		
	- 1	-	The amount of construction can be annoying so I would like to see speedy, completions of	1		1																		
762	773		these projects be a priority for the city.	1		1																		γ
763	774	53208	and projects so a priority for the only.	 	-	 	-					 										-+	v	-
				 	-	 	-			 		 								l		——-F	1	
764	775	53208		ļ		ļ																	Y	
765	776	53209																					Υ	
T	ſ	Ţ	Maybe it already exists, but a map/app that shows bicycle repair facilities and their hours	1		1	1	I				1 7	Ţ		T	Ţ				I	T	T		7
766	777		of operation in the Milw area.	1		1													Υ					
	\dashv			1		1						1										\rightarrow		
	- 1	I,	Education. Laws enforced for cyclist and motorist. More greenways just for bikes off the	1		1																		
				1		1		I	l.,	l I														
767			main roads but run parallel with the main roads. For safety	<u> </u>		<u> </u>		Υ	Υ	Υ														
768	779	53208		<u></u>	<u></u>	<u></u>	<u></u>			<u> </u>		L											Υ	
			Beat cops who know the neighborhood rather than cops in cars watching their computer																					
769	780	53208	· · · · · · · · · · · · · · · · · · ·	1		1																		_v
				 	1	 	1					1			-				v	-	-	\rightarrow		
770	781		More bike racks.	 		 													ĭ				.,	
771	782	53210		<u> </u>		<u> </u>																	Υ	
772	783	53208		<u></u>	<u></u>	<u></u>	<u></u>			<u> </u>		L											Υ	
773	784	53208																					Υ	
774	785	53211																				-	Υ	
, , ¬	, 55	JJ411		l	l	l	l			1		ı											•	

377 779 (2017) 379 (2017) 370 (20		Α	В	C	D	Е	F	G	Н	I	J	К	L	М	N	0	Р	Q	R	S	Т	U	V	W	Χ
The property of the property o	775	_		More personal safety measures in the inner city.		Υ												_					rit		
Calculation for Singh-State resistive, best context to enable designation of training / Clarises for M. 7, 298 2321. 2012. 201	_			more personal survey measures in the limer step.																			v		
77. 79. 32321 Althores to seek of term at a young age after double selecy. 79. 79. 32321 Control of the selection of the sel	770	707		Education for higgelists rescafety, best routes to reach destination; training / classes for																			r	-+	
777 796 53737 796 53737 797 53737 798 53737 79	777	700							V														l.		
Size and state a				children to teach them at a young age about bike safety.					T														<u> </u>		
Declarated/Separated bits bene. Ye was driven in other cities, and now, especially with holds files, they make more series than ever. 20																							<u> </u>		
Bubler Blees, they make more reset than ever. \$1	779	790		Dadiested Commeted bile laws the world them in ather sixter and service and																			<u> </u>		
Bile lastes also need to be connected from Milwaukee to other municipalities. Sometimes y 1																							1		
32 323 1 1 1 1 1 1 1 1 1				Bublr Bikes, they make more sense than ever.																			1		
32 323 1 1 1 1 1 1 1 1 1																							1		
32 323 1 1 1 1 1 1 1 1 1																							1		
32 323 1 1 1 1 1 1 1 1 1																							1		
32 323 1 1 1 1 1 1 1 1 1				Rike lanes also need to be connected from Milwaukee to other municipalities. Sometimes																			1		
187 72 52302 187	780	701		· · · · · · · · · · · · · · · · · · ·	v											v			v				1		
150				the lanes simply end and/or the wayinding becomes difficult.	'											'			<u>'</u>				V	\rightarrow	
Salay Salay Salay Adding bite regain stations throughout the city like this one:																							- 		
Adding bits repair stations throughout the city like this one: 75 55300 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 76 79 55000 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 77 79 75000 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 78 79 75 75000 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 79 77 75000 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 70 77 75000 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 71 77 75000 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 72 78 79 75000 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 73 79 7500 Bits, pedestrian and automobile safety dasses freed of charge at local community centers? 74 80 75 7500 Bits, pedestrian and automobile safety dasses freed of charge at local community centers. 75 80 75 7500 Bits, pedestrian and automobile safety dasses freed of charge at local community centers. 76 80 75																							 		
25 25320 Mixe, pedestrian and automobile safety classes freed of charge at local community centers?	/83	794			-																		<u> </u>	\longrightarrow	
Section Sect																							1		
The speed as which people are driving and the bistant disregard for traffic rules is startling. 78 79 59 305 305 3201 (when the community expecially motorists. More bise parking, Better mads. 79 80 10 53207 70 70 70 70 70 70 70 70 70 70 70 70 70 7	784	795	53210	http://www.dero.com/product/fixit/ (Nashville has these and they are great)																Υ			oxdot	\longrightarrow	
The speed as which people are driving and the bistant disregard for traffic rules is startling. 78 79 59 305 305 3201 (when the community expecially motorists. More bise parking, Better mads. 79 80 10 53207 70 70 70 70 70 70 70 70 70 70 70 70 70 7																							ı		
Section Sect	785	796	53207	Bike, pedestrian and automobile safety classes freel of charge at local community centers?	L		L	L	L		L	L			L	<u> </u>		L	L_		<u> </u>		Υ	1	
Section Sect																							$\overline{}$		
1973 798 393 33218 Any chance of getting over the Hoan Bridge? Y	786	797						Υ															1		
93 3328 [Income inequality, high incarceration rates 90 3930 [Income inequality, high incarceration rates 90 3930 [3930] [Illie the polish right ride 90 40 3930 [3930] [Illie the polish right ride 90 40 3930 [3930] 9	_				Υ																		-	_	
18 18 18 18 18 18 18 18		_			i																		-+		·
1908 53.3208 1909	_	_																	1						
Solid Soli				i like the polish night ride																			Y		
Drivers mutinely ignore bike lanes by passing on the right (great example: North Ave between Holton and the freeway). We desperately have so people feel safe bicycling in them and so tox parts from driving in the bike facilities. If an evry confident bicyclist, but I wouldn't ever ride on that section of North Ave. Also, bike lanes that and (seemingly randomly) aren't safe-we need an actual network of separated bicycle facilities so people feel safe to ride and we're not dumped into no man's land with a confidency in the really prioritize bicycle facilities in Milwaukeel 90. \$3320. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 91. \$1320. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 92. \$1320. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 93. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 94. \$1320. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 95. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 96. \$1320. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 97. \$1320. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 98. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 99. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 time to really prioritize bicycle facilities in Milwaukeel 90. \$1320. \$10.45 tim					-																		<u> </u>		
between Holton and the freeway). We desperately need separately lanes so people feel safe bricking in the man dit of store parts from diving in the black fallities. I'm a very confident bloyclist, but I wouldn't ever ride on that section of North Ave. Also, bike lanes that end (seemingly randomly) aren't safe-two need an actual network of separated bicycle raticities so people feel safe to ride and we're not duringed into no man's land with speeding cars flying by us. This is absolutely a situation where if we build it, they will come. 792 803 \$3222! It's time to really prioritize bicycle facilities in Milwaukee! 793 804 \$3202 Education from the community, especially motorists. More bike parking. Better roads. 794 805 \$3202 Education and outreach 795 806 \$3202 Education and outreach 796 807 \$3202 Education and outreach 797 808 \$3202 Education and outreach 798 809 \$3202 Education and outreach 799 809 \$3202 Education and outreach 790 809 \$3202 Education and outreach 790 809 \$3202 Education and outreach 790 809 \$3202 Education and outreach 790 809 \$3202 Education in contrastic provide community and the parking automobiles. 790 809 \$3202 Education in contrastic provide community and the parking automobiles. 790 809 \$3202 Education from the community, especially motorists. More bike safety seminars, like say in the public library. You could hand out cheap bike 790 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 800 \$3202 Education from the community and the public library. You could hand out che	791	802	53207																				<u> </u>		
between Holton and the freeway). We desperately need separately lanes so people feel safe bricking in the man dit of store parts from diving in the black fallities. I'm a very confident bloyclist, but I wouldn't ever ride on that section of North Ave. Also, bike lanes that end (seemingly randomly) aren't safe-two need an actual network of separated bicycle raticities so people feel safe to ride and we're not duringed into no man's land with speeding cars flying by us. This is absolutely a situation where if we build it, they will come. 792 803 \$3222! It's time to really prioritize bicycle facilities in Milwaukee! 793 804 \$3202 Education from the community, especially motorists. More bike parking. Better roads. 794 805 \$3202 Education and outreach 795 806 \$3202 Education and outreach 796 807 \$3202 Education and outreach 797 808 \$3202 Education and outreach 798 809 \$3202 Education and outreach 799 809 \$3202 Education and outreach 790 809 \$3202 Education and outreach 790 809 \$3202 Education and outreach 790 809 \$3202 Education and outreach 790 809 \$3202 Education in contrastic provide community and the parking automobiles. 790 809 \$3202 Education in contrastic provide community and the parking automobiles. 790 809 \$3202 Education from the community, especially motorists. More bike safety seminars, like say in the public library. You could hand out cheap bike 790 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 809 \$3202 Education from the community and the public library. You could hand out cheap bike 800 \$3202 Education from the community and the public library. You could hand out che																							1		
safe bicycling in them and to stop cars from driving in the bike facilities. I'm a very confident bicyclist, but I wouldn't ever ride on that section of North Ave. Also, bike lanes that end (seemingly randomly) aren't safe-we need an actual network of separated bicycle facilities so people feel safe to ride and were not dumped into no man's land with speeding cars fliping by us. This is absolutely a situation where if we build it, they will come. 93 809 53202 Education from the community, especially motorists. More bike parking. Better roads. 94 97 97 98 98 53202 95 98 53202 96 80 53202 97 Prevent cars from passing other cars on the right on city streets. Enforce slower speed 97 98 98 53202 98 99 53202 98 90 53202 99 80 53202 90 80 53202 90 80 53202 90 80 53202 90 80 60 53202 90 80 53202 90																							1		
confident bicyclist, but wouldn't ever ride on that section of North Ave. Also, bike lanes that end (seemigly randomly) are art safe-we need an actual network of separated bicycle facilities so people feel safe to ride and we're not dumped into no man's land with specific large fine that and seeming yrandomly) are stated to have a substitute of the providence of the pro				between Holton and the freeway). We desperately need separately lanes so people feel																			1		
that end (seemingly randomly) aren't safe-we need an actual network of separated bicycle facilities so people feel safe to ride and we're not dumped into no man's land with speeding cars flying by us. This is absolutely a situation where if we build it, they will come. 792 803 53222 It's time to really prioritize bicycle facilities in Milwaukeel 793 804 53203 Education from the community, especially motorists. More bike parking. Better roads. 794 805 53209 Education and outreach 795 806 53202 796 807 53202 797 808 53207 798 807 53207 799 808 53207 799 809 53207 799 800 53207 799 800 53207 799 800 53207 799 800 53207 799 800 53207 799 800 53207 800 53207 800 63207 800				safe bicycling in them and to stop cars from driving in the bike facilities. I'm a very																			1		
so sacross specificate safe to ride and we're not dumped into no man's land with specific gars flying by us. This is absolutely a situation where if we build it, they will come. Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y				confident bicyclist, but I wouldn't ever ride on that section of North Ave. Also, bike lanes																			1		
so sacross specificate safe to ride and we're not dumped into no man's land with specific gars flying by us. This is absolutely a situation where if we build it, they will come. Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y				that end (seemingly randomly) aren't safewe need an actual network of separated bicycle																			1		
speeding cars flying by us. This is absolutely a situation where if we build it, they will come. y y y y y y y y y y y y y y y y y y																							1		
1 1 1 2 2 3 3 3 3 3 3 3 3																							1		
804 S3202 Education from the community, especially motorists. More bike parking, Better roads. 9 Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	700	000			.,		.,	.,								.,							1		
1948 53202	792	803	53212	it's time to really prioritize dicycle facilities in Milwaukee!	Y		Y	Y								Y							+	\rightarrow	
1948 53202																							1		
795 806 53202 Prevent cars from passing other cars on the right on city streets. Enforce slower speed Y Y Y Y Y Y Y Y Y									Υ					Υ						Υ				\longrightarrow	
Prevent cars from passing other cars on the right on city streets. Enforce slower speed 98 87 53212 [limits on city streets. Ban talking and texting on mobile phones while driving automobiles. 99 880 53207 888 53207 889 53207 [lights to kids for their bikes afety seminars, like say in the public library. You could hand out cheap bike 99 810 53207 [lights to kids for their bikes at those sorts of events. 99 810 53207 Food drought amelioration. Metropolitan trains for citywide commuting. 90 811 53213 [limits a big reason why more people do not commute to work by bicycle is the lack of facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, 800 811 53213 [limits a majority do not. In short, if facilities can be built that would allow for such, 801 812 53211 [limits a majority do not. In short, if facilities can be built that would allow for such, 802 813 53202 [More bike trails that are continuous and functional for regular travel Y	_			Education and outreach					Υ														\longrightarrow		
98 87 53212 limits on city streets. Ban talking and texting on mobile phones while driving automobiles. 99 809 53207 More bike safety seminars, like say in the public library. You could hand out cheap bike sold in the public library. You could hand out cheap bike sold in the public library. You could hand out cheap bike sold in the public library. You could hand out cheap bike sold in the public library. You could hand out cheap bike sold for their bikes at those sorts of events. 99 810 53207 Food drought amelioration. Metropolitan trains for citywide commuting. 11 It hink a big reason why more people do not commute to work by bicycle is the lack of facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not bike trails that are continuous and functional for regular travel 90 811 53211 Say 10	795	806	53202																				Y		
98 87 53212 limits on city streets. Ban talking and texting on mobile phones while driving automobiles. 99 809 53207 More bike safety seminars, like say in the public library. You could hand out cheap bike sold in the public library. You could hand out cheap bike sold in the public library. You could hand out cheap bike sold in the public library. You could hand out cheap bike sold in the public library. You could hand out cheap bike sold for their bikes at those sorts of events. 99 810 53207 Food drought amelioration. Metropolitan trains for citywide commuting. 11 It hink a big reason why more people do not commute to work by bicycle is the lack of facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not bike trails that are continuous and functional for regular travel 90 811 53211 Say 10																							1		
Note 10 10 10 10 10 10 10 1				Prevent cars from passing other cars on the right on city streets. Enforce slower speed																			1		
More bike safety seminars, like say in the public library. You could hand out cheap bike More bike safety seminars, like say in the public library. You could hand out cheap bike John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. I think a big reason why more people do not commute to work by bicycle is the lack of facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, More bike safety seminars, like say in the public library. You could hand out cheap bike John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Food drought amelioration. Metropolitan trains for citywide commuting. John Sazor Fo	796	807	53212	limits on city streets. Ban talking and texting on mobile phones while driving automobiles.				Υ		Υ													1		
798 809 53207 lights to kids for their bikes at those sorts of events. 799 810 53207 Food drought amelioration. Metropolitan trains for citywide commuting. 800 811 53213 more folks would make bike commuting a factor in their lives. 801 812 53211 802 813 53202 More bike trails that are continuous and functional for regular travel 803 814 53208 804 815 53204 lighted streets 805 817 53207 806 817 53207 807 818 53217 808 819 53207 809 819 53207 809 819 53207 809 810 53207	797	808	53207																				Y		
798 809 53207 lights to kids for their bikes at those sorts of events. 799 810 53207 Food drought amelioration. Metropolitan trains for citywide commuting. 800 811 53213 more folks would make bike commuting a factor in their lives. 801 812 53211 802 813 53202 More bike trails that are continuous and functional for regular travel 803 814 53208 804 815 53204 lighted streets 805 817 53207 806 817 53207 807 818 53217 808 819 53207 809 819 53207 809 819 53207 809 810 53207				More bike safety seminars, like say in the public library. You could hand out cheap bike																					
799 810 53207 Food drought amelioration. Metropolitan trains for citywide commuting. I think a big reason why more people do not commute to work by bicycle is the lack of facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, more folks would make bike commuting a factor in their lives. 801 812 53211	798	809																					Υ		
I think a big reason why more people do not commute to work by bicycle is the lack of facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short, if facilities can be built that would allow for such, learned that a majority do not. In short has a learned that a majority do not. In short has a learned that a majority do not. In short has a learn																							$\overline{}$	\neg	
facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, sold and s	799	810																					$oldsymbol{ol}}}}}}}}}}}}}}}}}}$	١	Y
Learned that a majority do not. In short, if facilities can be built that would allow for such, South So				I think a big reason why more people do not commute to work by bicycle is the lack of																			, T		
Learned that a majority do not. In short, if facilities can be built that would allow for such, South So				facilities required to change, shower, etc. Thankfully my company has those; but I've																			i		
800 811 53213 more folks would make bike commuting a factor in their lives.																							ı		
801 812 53211	800	811																		Υ			i		
802 813 53202 More bike trails that are continuous and functional for regular travel				g																Ė			Y	-†	
803 814 53208	_			More hike trails that are continuous and functional for regular travel	γ							v											-+	-+	
804 815 53204 lighted streets				more since dans that are continuous and functional for regular traver	Ė							<u>'</u>												+	
805 816 53213 S32				lighted streets																	v			\rightarrow	
806 817 53207 S32	_			ווצווגבע אנו בכנא																	ſ				
807 818 53212																							<u> Y</u>	,—∔	
If streets could be designed to slow down traffic and bad driving habits. (North Ave./center 808 819 53207 st.) curb bump outs with a cyclist pass through would be amazing!	_																						<u> </u>		
808 819 53207 st.) curb bump outs with a cyclist pass through would be amazing!	807	818			<u> </u>														<u> </u>				I Y	\rightarrow	
808 819 53207 st.) curb bump outs with a cyclist pass through would be amazing! Y Y Y 809 821 53202																							i		
809 821 53202	808	819		st.) curb bump outs with a cyclist pass through would be amazing!				Υ					Υ										$oldsymbol{ol}}}}}}}}}}}}}}}}}}$		
	809	821	53202		<u> </u>							<u> </u>							<u> </u>				Y		

		В	C	D	E	F	_				V		- M	NI.	_	ь	0	ь	-			- 1/	W	
810	822	53188		D	E	Г	G	Н	1	J	K	L	М	N	0	Р	Q	ĸ	3		U		V	
811		53202																		-	-		1	
911	823	53202	Llanahat than did in Duluth. Alamatha lala than hann and math far and attitude and a																				Ť	
			I love what they did in Duluth. Along the lake, they have one path for pedestrians, and a																	.				
812	_	53211	separate path for bicyclists. That increased safety for everyone.								Υ									,——				
813	825	53211																		,——			Y	
814	826		Safety of bikers, safety of bikes, educating drivers		Υ			Υ																
815	827	53211																				`	Y	
816	828	53211	more of what you already doing!																					Υ
																				.				
																				.				
			repaving maryland would help the great number of bike commuters to uwm, surrounding																	.				
			areas and to down town, three blocks were done from newberry kenwood but not sure if																	.				
817	829	53211	they are going to continue south,										Υ											
818	830	53211	Better intersection placement for bicyclists where cars make right turns													Υ								
819	831	53211																				,	Υ	
			Resurfacing roads that are in disrepair, it's hard to bike down a road that is mainly																					
820	833	53211	potholes without hitting one and tipping over.										Υ							.				
			P																	i t				
			Making sure that drivers stop at the Pedestrian Cross Walk, I was hit in the back by another																	,				
821	834	52210	car, when I stopped at one to let the Marquette University students cross the street.																	.				v
021	. 634	33210	car, when i stopped at one to let the Marquette Oniversity students cross the street.																			\longrightarrow		
022	025	F2202	Name and the class of the same																	.				.,
822	_		None particularly, I am pleased with the city's overall traffic situation for biking.								 												,	r
823	836	53211																					Y	
824	837	53209																		,——			Y	
																				,				
825	838		need more off-road bike trails through the city and connecting with adjacent communities	Υ							Υ													
826	839	53211	Better bike lanes							Υ														
			More enforcement of crosswalk violations/bike lane use and speeding or aggressive driving																	.				
827	840	53207	by motorists						Υ											.				
828	841	53211																				,	Y	
829	842	53213																				,	Y	
830	843	53211	Lighting. I don't feel comfortable biking by myself after dark.																	Υ				
831	844	53211	Bike rider education					Υ												ı				
832	845	53212																		ī		,	Υ	
																				i t				
			When developing "family friendly" areas like parks, restaurant/shopping hubs - making																	.				
			sure that there are very safe bike paths would be so nice because as a mom of three, my																	.				
			husband and I are both usually trailing Burleys full of kids and I don't feel safe taking them																	.				
022	0.46	50040									.,									.				
833	846		on busy roads. I like to stick to bike paths when I have them in tow.								Y									\longrightarrow	-	\longrightarrow		
834	847		More off-street bike paths								Υ	<u> </u>										\longrightarrow	.,	
835	848	53211									ļ											<u> </u> `	Y	
																				.				
			More Bublr bike stations in Bayview (we just have one and I have to walk a mile to get to it.																	.				
836			I do this, but would prefer another one further south, like locating it in Humboldt Park															Υ		لــــا				
837	850	53213																					Υ	
	T												I							, T	Ţ		Ţ]
838	851	53218	Safe green areas and parks with exercise and play equipment.																	,				Y
839	852	53219																				,	Υ	
840	853	53202																				,	Y	
841		53207																					Y	
			placing distance and/or barriers between auto traffic and bicycle traffic (distinct from																					$\neg \neg$
842	855	53208	pedestrian traffic)												Υ					.				
<u> </u>		- 3-10	If city builds separate bike lanes (not just painted lines) it would go far to increase bike																	-		\dashv		\dashv
843	856	53214	, , , , , , , , , , , , , , , , , , , ,												v					,				
844			keep streets narrow and make separate room for bikes												· v					+		\dashv		\dashv
044	637	المكدر	The additional trails have been wonderful as is the work promoting a more bikeable								-	1			-					\rightarrow		\dashv		
C 4-	050	F224-																		,				,
845			community. Thank you!																			\longrightarrow	,	Y
846	859	53209																					Y	
847	860		More greenways, hiking trails, etc.							Υ	<u> </u>													
848	861		Signage for sidewalk traffic mixed use								<u> </u>						Υ			,				
849	862	53207	More connections to bike paths that run along major streets	Υ					1 1	l	1	l	1 1							.				

A		, 1	-	C	_	-	T -			,		17	,		N. 1	_	_	_	-	_	- T	1. 1	,, I	14.	· ·
500 Sept. 2000 Clinical in the Common		Α		<u> </u>	D	Ŀ	F	G	Н	1	J	K	L	M	N	O	Р	Q	R	S	- 1	U	V	W	X
State Comparison Comparis				More bike lanes and fixed pot holes on the south side. I am always afraid if I look around to																					'n
State Company Compan	850	863	53207	turn or for a second, that I will hit a not hole and go down							٧			v											i
Fig. 802 Str. 2012 Str.																									
Extra				Following through on implementing quickly																					Υ
Fig. 2017	852	865	53212																					Υ	'n
Fig. 2017		866	53207	Mans of hike routes. More interconnected hike routes/paths														Υ							
200 200	053			inaps of bike routes. Wore interconnected bike routes, patris.												-	-							.,	
State Stat																								Y	
State Stat	855	868	53212	More bike lanes/highways/lights.						ľ	Υ										Υ				
Section Comparison Compar		869	53207																					Υ	
Section Sect				Densited streets and larger biguela parking areas										v		-				v					
Social Processing				Repaired Streets and larger Dicycle parking areas.										Ť						Y					
Section Sect	858	872	53207																					Υ	
Section Sect																									
Section Sect	050	074	F2207	Finding a belong between an etrest analysis and bits lange																					
Section Sect		-																							Y
Section Sect	860	875	53202	More of everything, please!																					Υ
Section Sect	861	876	53211																					Υ	
Big 279 32007 100 10																-	-							· ·	
1862 PSP 33207																								T	
Section Sect		878	53207																					Υ	
Section Sect	864	879	53207																					Υ	
Bild Bild State		990	52216	Retter signage - showing hike lanes and hus route information														v							
Section Sect				Detter signage - showing bike lanes and bus route information.	-	 	 					 	 						-		\vdash				
There's currently a bottleneck at Lakeshore Park/Discovery World/the Art Museum for bikers coming from the NK Trail or the Hank Aaron Trail on the south side – trying to concern with the Oak Leaf Trail. (To roung from the north and connecting with southern trails. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic variables. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic variables. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic variables. The variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables. The variables of the variab						<u> </u>	<u> </u>																	Y	
There's currently a bottleneck at Lakeshore Park/Discovery World/the Art Museum for bikers coming from the NK Trail or the Hank Aaron Trail on the south side – trying to concern with the Oak Leaf Trail. (To roung from the north and connecting with southern trails. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic variables. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic variables. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic variables. The variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables of the variables. The variables of the variables of the variables of the variables of the variables of the variables. The variables of the variab	867	882	53211			1	1			l T		1	1	I	Ţ	T	Ţ				l T	I	Ţ	Υ	
bilders coming from the KK Tail or the Hank Aaron Trail on the south side — trying to connect with the Oak Leaf Trail. (Or coming from the north and connecting with southern trails. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic. 888 889 53281 by three of the properties of the Control of the Con																									
bilders coming from the KK Tail or the Hank Aaron Trail on the south side — trying to connect with the Oak Leaf Trail. (Or coming from the north and connecting with southern trails. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic. 888 889 53281 by three of the properties of the Control of the Con				There is currently a hottleneck at Lakechere David Discourse Microbid Attacher Act Adv. Co. Co.		1	l					l	l												
connect with the Oak Leaf Trail. (Or coming from the north and connecting with southern trails. There's unarrate conjection with predestrains, bikes, special events and vehicle traffic with the control of the control						1	l					l	l												
connect with the Oak Leaf Trail. (Or coming from the north and connecting with southern trails. There's unarrise conjection with pleast strain, black special events and vehicle traffic. 808 884 53288 flying to find a place to cross Lincoln Memorial Drive to connect with the Oak Leaf Trail. 9				bikers coming from the KK Trail or the Hank Aaron Trail on the south side trying to		1	l					l	l												
trails. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic 888 88 5325 trying to find a place to cross tincoln Memorial Drive to connect with the Qak Leaf Trail. Y 889 885 53215 Improving green areas, continuing to expand green roothops, 8ike Tool stations like those in MM, Preserving our parks and greenspaces/not letting them be sold) assuring that they are zoned as parks. As a woman safety, on my bike in RWI is a prime concern and barrier to me riding more offen for night time transpo. so in some way increasing safety of the PV 371 887 53202 870 886 53212 neighborhoods. I have heard this from many women. 870 886 53212 neighborhoods. I have heard this from many women. 97 Y 97 873 888 53208 97 887 53202 Signal Si				, ,		1	l					l	l												
886 885 53212 Sample of the place to cross Lincoln Memorial Drive to connect with the Oak Leaf Trail. Y Y																									'n
September Sept				trails. There's unsafe congestion with pedestrians, bikes, special events and vehicle traffic																					
September Sept	868	884	53208	trying to find a place to cross Lincoln Memorial Drive to connect with the Oak Leaf Trail.	Υ	Υ																			
improving green areas, continuing to expand green rooftops, Bike Tool stations like those in MM, Preserving our parks and greenspaces/foot letting them be sold) assuring that they are zened as parks. As a woman safety, on my blee in MW is a prime concern and barrier to me riding more often for night time transpo. so in some way increasing safety of the very safety of the very safety of the very safety safety of the very safety safety of the very safety				- , O																				v	
in MN, Preserving our parks and greenspaces/not letting them be sold) assuring that they are zoned as parks. As a woman safety, orn my bike in RW is a prine concern and barrier to me riding more often for night time transpo. So in some way increasing safety of the principle of the same states of t	803	883	33213																					<u>'</u>	
in MN, Preserving our parks and greenspaces/not letting them be sold) assuring that they are zoned as parks. As a woman safety, orn my bike in RW is a prine concern and barrier to me riding more often for night time transpo. So in some way increasing safety of the principle of the same states of t																									
are zoned as parks. As a woman safety, on my bike in RW is a prime concern and barrier to me riding more often for night time transpo. so in some way increasing safety of the PY				improving green areas, continuing to expand green rooftops, Bike Tool stations like those																					
are zoned as parks. As a woman safety, on my bike in RW is a prime concern and barrier to me riding more often for night time transpo. so in some way increasing safety of the Y				in MNI Preserving our parks and greenspaces (not letting them he sold) assuring that they																					
85 3222 neighborhoods. I have heard this from many women. 9																									
870 885 53212 heighborhoods. I have heard this from many women. 9				are zoned as parks. As a woman safety, on my bike in RW is a prime concern and barrier to																					
870 885 53212 heighborhoods. I have heard this from many women. 9				me riding more often for night time transpo, so in some way increasing safety of the																					
827 887 53202 828 53215 839 53219 830 53219 831 53215 831 53215 831 53215 832 5315 833 53210 833 53214 834 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. 837 888 53215 838 53215 839 53214 830 53214 831 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. 831 832 53150 Connect the existing bike trails to link up to head to downtown Milwaukee better. 84																									
S27 888 53208 Driver education, segregated bike lanes Y Y Y Y Y Y Y Y Y				neighborhoods. I have heard this from many women.		Υ														Υ					
878 889 53215 878 891 53212 878 892 53350 Connect the existing bike trails to link up to head to downtown Milwaukee better. 878 893 53214 878 893 53214 878 893 53214 878 893 53214 878 893 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. 879 895 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. 879 895 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. 879 895 53211 transportation best fits their needs on that particular day. 879 895 53211 transportation best fits their needs on that particular day. 880 896 53207 Separated bike lanes 1 believe that improving the linner city will help Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 887 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y Y	871	887	53202																					Υ	
878 889 53215 878 891 53212 878 892 53350 Connect the existing blike trails to link up to head to downtown Milwaukee better. 878 893 53214 878 893 53214 878 893 53214 878 893 53214 878 893 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. 879 895 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. 879 895 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. 879 895 53211 transportation best fits their needs on that particular day. 879 895 53211 transportation best fits their needs on that particular day. 880 896 53207 Separated blike lanes 1 blelieve that improving the linner city will help Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with the communities in-between need to be improved, but it should start with th	872	222	53208	Driver education, segregated hike lanes					v						,	v									
S74 890 53219				Diver caucation, segregated bike laines					-							-									
875 891 53212																								Υ	
876 892 53150 Connect the existing blike trails to link up to head to downtown Milwaukee better.	874	890	53219																					Υ	
876 892 53150 Connect the existing blike trails to link up to head to downtown Milwaukee better.	875	891	53212																					Υ	
S77 893 53217 S272 S27				Connect the existing hike trails to link up to head to downtown Milwaykee better								v				-	-								
878 894 53207 Curbing distracted driving - that is one of the scariest parts of being on the road. Y				Connect the existing bike trails to link up to head to downtown willwaukee better.								Y													
Streets should be designed to accommodate ALL forms of transportation, pedestrian, bike, public transit. Many of our streets were designed for cars only. When the streets signal that they are designed for ariso only. When the streets signal that they are designed for all forms, people are more likely to choose what type of 53201 transportation best fits their needs on that particular day. 879 895 53201 transportation best fits their needs on that particular day. 880 896 53207 Separated bike lanes 1 believe that improving the inner city will help Milwaukee in many aspects, including the bike community. It is rather decent around the outskirts of Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y	877	893	53214			<u></u>	<u></u>																	Υ	
Streets should be designed to accommodate ALL forms of transportation, pedestrian, bike, public transit. Many of our streets were designed for cars only. When the streets signal that they are designed for ariso only. When the streets signal that they are designed for all forms, people are more likely to choose what type of save designed for all forms, people are more likely to choose what type of save designed for all forms, people are more likely to choose what type of save designed for all forms, people are more likely to choose what type of save designed for all forms, people are more likely to choose what type of save designed for all forms, people are more likely to choose what type of save designed for all forms, people are more likely to choose what type of they are designed for all forms, people are more likely to choose what type of save designed for all forms, people are more likely to choose what type of save designed for all forms, people are more likely to choose what type of they are designed for all forms, people are more likely to choose what type of y and they are designed for all forms, people are more likely to choose what type of y are designed for all forms, people are more likely to choose what type of y are designed for all forms, people are more likely to choose what type of y are designed for all forms, people are more likely to choose what type of y are designed for all forms, people are more likely to those what type of y are designed for all forms, people are more likely to those what type of y are designed for all forms, people are more likely to those what type of y are designed for all forms, people are more likely to those what type of y are designed for all forms, people are more likely to those what type of y are designed for all forms, people are more likely to those what type of y are designed for all forms, people are more likely to those what type of y are designed for all forms, people are more likely to those what type of y are designed for all forms, people are more like	878	894	53207	Curbing distracted driving - that is one of the scariest parts of being on the road				Υ																	
public transit. Many of our streets were designed for cars only. When the streets tell people that they're meant for cars, people will take their car. When the streets signal that they are designed for all forms, people are more likely to choose what type of transportation best fits their needs on that particular day. 880 896 53207 Separated bike lanes I believe that improving the inner city will help Milwaukee in many aspects, including the bike community. It is rather decent around the outskirts of Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) Y Y Y Y Y Y Y Y Y Y Y Y Y	3,3	554			1	 	 			-		 	 				-							-	-
people that they're meant for cars, people will take their car. When the streets signal that they are designed for all forms, people are more likely to choose what type of \$70 separated bike lanes						1	I					l	l												
they are designed for all forms, people are more likely to choose what type of they are designed for all forms, people are more likely to choose what type of y start transportation best fits their needs on that particular day. y l believe that improving the inner city will help Milwaukee in many aspects, including the bike community. It is rather decent around the outskirts of Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y				public transit. Many of our streets were designed for cars only. When the streets tell		1	I					l	l												
they are designed for all forms, people are more likely to choose what type of y style="background-color: red; color: white; c				people that they're meant for cars, people will take their car. When the streets signal that		1	I					l	l												
879 895 53211 transportation best fits their needs on that particular day. 880 896 53207 Separated bike lanes I believe that improving the inner city will help Milwaukee in many aspects, including the bike community. It is rather decent around the outskirts of Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 882 898 53211						1	I					l	l												
880 896 53207 Separated bike lanes I believe that improving the inner city will help Milwaukee in many aspects, including the bike community. It is rather decent around the outskirts of Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y Y				tney are designed for all forms, people are more likely to choose what type of		1	I					l	l												
880 896 53207 Separated bike lanes I believe that improving the inner city will help Milwaukee in many aspects, including the bike community. It is rather decent around the outskirts of Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y Y	879	895	53211	transportation best fits their needs on that particular day.		1	Υ					l	l									Υ			
I believe that improving the inner city will help Milwaukee in many aspects, including the bike community. It is rather decent around the outskirts of Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y Y		806													,	v									
bike community. It is rather decent around the outskirts of Milwaukee and in downtown, but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y Y	000	030	JJ2U/		-	1	1					 	 						 		\vdash				-
but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y 882 898 53211				I believe that improving the inner city will help Milwaukee in many aspects, including the		1	l					l	l												
but the general corridors to get downtown and the safety of the communities in-between need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y 882 898 53211				bike community. It is rather decent around the outskirts of Milwaukee and in downtown		1	1					l	l												
need to be improved, but it should start with the communities and shouldn't be pursued by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y 882 898 53211						1	l					l	l												
by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y				· · · · · · · · · · · · · · · · · · ·		1	l					l	l												
by just adding a bike lane. Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y				need to be improved, but it should start with the communities and shouldn't be pursued		1	l					l	l												
Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y					1		ĺ					Ī	ĺ												
local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y 882 898 53211 Y Y				by just duding a bike latte.		1	l					l	l												
local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y 882 898 53211 Y Y						1	l					l	l												
local residences and give the "bike-only" road the right-of-way. Essentially, a highway for bikers (as bikers aren't allowed to go on the highway) 881 897 53222 Y Y Y 882 898 53211 Y Y				Alternatively, certain less auto-traveled roads could be converted to "bike-only" except for		1	l					l	l												
B81 897 53222 Y Y Y Y Y						1	l					l	l												
881 897 53222 882 898 53211 882 898 53211						1	1					l	l												
881 897 53222 882 898 53211 882 898 53211				bikers (as bikers aren't allowed to go on the highway)		1	l					l	l												
882 898 53211 Y						1	l					l	l												
882 898 53211 Y						1	l					l	l												
882 898 53211 Y	001	007	F2222		v	, ·	l				v	l	l												
					ī	ř	<u> </u>			ļļ	ī	<u> </u>									$oxed{oxed}$				
883 899 53217 Change the weather. Winter is the cancer to everything here	882	898	53211		<u></u>	<u>L_</u>	<u>L_</u>			L		<u> </u>	<u> </u>								L			Υ	
883 899 53217 Change the weather. Winter is the cancer to everything here																									
1003 030 3321/Change the weather. Whiter is the cancer to everything here	002	900	E2247	Change the weather Winter is the cancer to ever thing here		1	I					l	l												v
	683	899	5321/	change the weather, whiter is the cancer to everything here	l	1	l					l	l						l						ī

		-	C	_	-	-	_				1/			N.I.		-	0	-	_	-	- 11	17	14/	٧.
004	901	B 52212	(D	E	F	G	Н	1	J	K	L	М	N	0	Р	Q	К	S	- 1	U	٧ ,	W	Х
884		53212																				- !		
885	902	53207		-																		,	,	
886	903	53212																				,	/	
			Connecting the different bike friendly zones/islands within the city will help people																					
887	904		connect to other parts of the city	Υ																				
888	905	53213	As many more off-street bicycle trails as possible.								Υ													
889	906	53012	Improving car traffic flow and speeds.									Υ												
890	907	53202	· · · · · · · · · · · · · · · · · · ·																			١	1	
			I'd love to see more events like																					
891	908	52211	RW24, Santa Rampage etc. Also the more of rides likes the inner city rides.																		ļ,	v		
091	906	33211																				1		
			Less aggressive drivers. I'm a street-biker from LA. But the drivers in Milwaukee bring new																					
892	909	53204	meaning to aggression.				Y																	
			I wish we had room for bus lanes so that it was more convenient to take a bus. Takes too																					
			long to get anywhere. Would love more busses connecting Milwaukee to outer suburbs																					
893	910	53208	like Waukesha so people have real options for public transportation.																				Υ	,
894	911	53219	and hearth and a second-second hearth and a second-	1							1	1											, 	
895	912	53217																				\	,	
896	913		More bike racks in general. Safe and visible places to lock your bike.																v					
897			INIOIE DIKE FACKS III general. Sale and visible places to lock your bike.	-															•			,	,	
	914	53227																				را ا		
898	915	53219	Much more convenient mass transit																				Υ	
899	916	53202																					/	
900	917	53226																				١	1	
			It is very difficult to build a bike only trail or lane. A multi user trail makes the most sense.																					
			In some cases, it's not feasible, but it would garner more support. As long as we all can get																					
			along. Signage stating trail etiquette would help. The slowest users would typically have																					
901	918	53132	the right away.								Υ						Υ							
902	919		Police liasons								i												v	,
903	920			-																	V	-	- '	
_			All cyclist should be required to have bike lights and helmet lights or be fined.																		Y		,	
904	921	53207																				11	r	
ı																								
905	922		More bike parking racks through out the city and by businesses including the suburbs.																Υ					
905	922 923		More bike parking racks through out the city and by businesses including the suburbs. Making drivers aware or cyclist in the street				Υ												Υ					
		53222					Y		Y										Y					
906 907	923	53222	Making drivers aware or cyclist in the street				Υ		Y										Υ				,	
906 907 908	923 924	53222 53172	Making drivers aware or cyclist in the street				Υ		Y										Y)	(
906 907 908 909	923 924 925 926	53222 53172 53207 53211	Making drivers aware or cyclist in the street				Υ		Y										Y			\ \ \	((
906 907 908 909 910	923 924 925 926 927	53222 53172 53207 53211 53220	Making drivers aware or cyclist in the street				Y		Y										Y)	((((((((((((((((((((
906 907 908 909	923 924 925 926	53222 53172 53207 53211	Making drivers aware or cyclist in the street enforce traffic laws				Y		Y										Y)))	((((((((((((((((((((
906 907 908 909 910 911	923 924 925 926 927 928	53222 53172 53207 53211 53220 53219	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to				Y		Y										Y))))	(((((((((((((((((((,
906 907 908 909 910 911	923 924 925 926 927 928	53222 53172 53207 53211 53220 53219	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to				Y		Y										Y))))	(((((((((((((((((((,
906 907 908 909 910 911 912	923 924 925 926 927 928 929	53222 53172 53207 53211 53220 53219 53217 53233	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work.				Y		Y										Υ))))	(((((((((((((((((((,
906 907 908 909 910 911	923 924 925 926 927 928	53222 53172 53207 53211 53220 53219 53217 53233	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to				Y	Y	Y										Y))))	(((((((((((((((((((,
906 907 908 909 910 911 912 913 914	923 924 925 926 927 928 929 930 932	53222 53172 53207 53211 53220 53219 53217 53233 53045	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road.				Y	Y	Y										Υ))))	(((((((((((((((((((,
906 907 908 909 910 911 912 913 914	923 924 925 926 927 928 929	53222 53172 53207 53211 53220 53219 53217 53233 53045	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them				Y	Y	Y					Y					Υ))))	(((((((((((((((((((,
906 907 908 909 910 911 912 913 914	923 924 925 926 927 928 929 930 932	53222 53172 53207 53211 53220 53219 53217 53233 53045	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road.				Y	Y	Y					Y					Υ				(((((((((((((((((((,
906 907 908 909 910 911 912 913 914	923 924 925 926 927 928 929 930 932	53222 53172 53207 53211 53220 53219 53217 53233 53045	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them				Y	Y	Y					Y					Y				(((((((((((((((((((,
906 907 908 909 910 911 912 913 914	923 924 925 926 927 928 929 930 932	53222 53172 53207 53211 53220 53219 53217 53233 53045	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St.				Y	Y	Y					Y					Y				(((((((((((((((((((,
906 907 908 909 910 911 912 913 914	923 924 925 926 927 928 929 930 932	53222 53172 53207 53211 53220 53219 53217 53233 53045	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the				Y	Y	Y	Y				Y					Y				(((((((((((((((((((,
906 907 908 909 910 911 912 913 914	923 924 925 926 927 928 929 930 932	53222 53172 53207 53211 53220 53219 53217 53233 53045	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all.				Y	Y	Y	Y				Y					Y				(((((((((((((((((((,
906 907 908 909 910 911 912 913 914 915	923 924 925 926 927 928 930 932 933	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this				Y	Y	Y	Y				Y					Y				(((((((((((((((((((,
9069 9079 9089 910 911 912 913 914 915	923 924 925 926 927 928 930 932 933 933	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all.				Y	Y	Y	Y				Y					Y			1	(((((((((((((((((((,
9069 9079 9089 910 911 912 913 914 915	923 924 925 926 927 928 930 932 933 933 934	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53212	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this				Y	Y	Y	Y				Y					Y				Y Y Y	,
9069 9079 9089 910 911 912 913 914 915 916 917 918	923 924 925 926 927 928 930 932 933 934 935 936 937	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53212 53212 53212	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this law would really make me feel more comfortable biking in them.				Y	Y	Y	Y				Y					Y			\(\frac{1}{2}\)	Y Y Y	,
906 907 908 909 910 911 912 913 914 915 916 917 918 919 920	923 924 925 926 927 928 930 932 933 933 934 935 936 937 938	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53212 53212 53217 53110	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this				Y	Y	Y	Y				Y			Y		Y				(((((((((((((((((((,
9069 9079 9089 910 911 912 913 914 915 916 917 918	923 924 925 926 927 928 930 932 933 933 934 935 936 937 938	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53212 53212 53212	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this law would really make me feel more comfortable biking in them.				Y	Y	Y	Y				Y			Y		Y)	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	,
906 907 908 909 910 911 912 913 914 915 916 917 918 919 920	923 924 925 926 927 928 930 932 933 933 934 935 936 937 938	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53212 53212 53217 53110	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this law would really make me feel more comfortable biking in them.				Y	Y	Y	Y				Y			Y		Υ				\(\frac{1}{4}\)	,
9069 9079 9089 9099 910 911 912 913 914 915 916 917 918 920 921	923 924 925 926 927 928 930 932 933 934 935 936 937 938 939	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53212 53212 53212 53212 53217 53110	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this law would really make me feel more comfortable biking in them.	Y			Y	Y	Y	Y	Y			Y			Y		Υ				Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	,
906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921	923 924 925 926 927 928 930 932 933 934 935 936 937 938 939	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53207 53212 53212 53217 53110	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this law would really make me feel more comfortable biking in them.	Y			Y	Y	Y Y	Y	Y			Y			Y		Υ				Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	,
906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923	923 924 925 926 927 928 930 932 933 933 934 935 936 937 938 939 940 941	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53212 53217 53110 53110 53235 53211	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this law would really make me feel more comfortable biking in them. Signage and education. More bike paths to get from South East side west of the city to pick up glacier drumlin trail.	Y			Y	Y	Y	Y	Y			Y			Y		Y	Y			Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	,
9069 9079 908 909 910 911 912 913 914 915 916 917 918 919 920 921	923 924 925 926 927 928 930 932 933 933 934 935 936 937 938 939 940 941 942	53222 53172 53207 53211 53220 53219 53217 53233 53045 53212 53212 53212 53212 53210 53110 53235 53211 53211	Making drivers aware or cyclist in the street enforce traffic laws Sometimes I need a car during the work day. This is the biggest impediment to biking to work. Education to the non-bicyclists. No one seems to know the rules of the road. be sure to maintain the existing bike paths and to ensure the safety of those riding them The roads that used to be 2 lanes and were reduced to one lane for cars/one lane for bikes and parking have a much safer feel. Example is second street from Mitchell down to St. Paul. Many other areas could benefit from this improvement. I do not think it affects the flow of traffic much at all. Bike lanes seem to help but drivers use them to get around other drivers. Enforcing this law would really make me feel more comfortable biking in them.	Y			Y	Y	Y	Y	Y			Y			Y		Y	Y	Y		Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	,

	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р	Q	R	S	Т	U	V	W	Χ
926	944	53211	I know it is hard for the city to keep anything clean, but snow is probably my biggest obstacle to biking more. Once the first snow freezes, conditions can be hazardous for quite awhile. I think signage for routes on streets and paths is more important than maps.											Y			Y							
927	945		Slowing traffic on major arterials Lisbon, Green Bay, Oklahoma and others makes it better for cyclists on those roads.									Υ												
928	946		consistent bike routes, route follow roads till city limits, safe drivers, driver education. as a driver as well i feel every ten years i should need to retake a driver's test. times change, rules change and as a driver i need to be 100% understanding of the law. cars are an extremely dangerous vehicle to property owners, city maintenance and all road users.	Y			Y																	
929	948	53211																					Υ	
930	949	53219	muchisima education a conductors, ciclistas y peatones, y mas control policial					Υ																1
931	950	53207	MÃjs carriles bicicleta y tener mÃjs salidas de comunidad							Υ												Υ		1
932	951	53215	Promover mas el uso de bicicletas or radio y tv.																			Υ		
933			Accion politica para dar mas recursos al south side en transportacion y 'beautification' del vecindario Educacion a las personas que manejan carros	Υ																				

Appendix H. Recommended Bicycle Improvements by Location

_			T					1			1	ı	ı	I	
-	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0
1	ID :	Home Zip Code	What intersection(s) and/or corridor(s) do you feel have the highest safety concerns in Milwaukee?	What intersection(s) and/or corridor(s) would you most like to see improved in Milwaukee?	N/A	INT	CORRIDOR	AREA	N-S	E-W	TRAIL CONNECTION	AREA /NEIGHBORHOOD	AREA /NEIGHBORHOOD	AREA /NEIGHBORHOOD	AREA /NEIGHBORHOOD
		,	Water Street, Wisconsin Avenue, crossing over most bridges	Water Street through the CBD or pick a different street (Broadway/Milwaukee) to make the	,							,	,	,	,
2	11	53202	bridges	north/south bike corridor through downtown			Y								
3	35				Υ										
4	38	53202	W National Ave	W National Ave			Υ								
				Highland Blvd., Sherman Blvd., Greenfield Ave.											
5	40	53202		East of 1st St. complete with bascule bridge.			Υ								
6	51	53202		Water St./1st			Υ								
7	88	53202	Van Buren and Juneau	Van Buren and Brady		Υ									
8	102	53202		Lake Drive is so bad, a lot of pot holes from Lake	Υ										
9	103	53202		Park and North.			Υ								
10	139	53202	North & Humboldt, All of Fond du Lac	North & Humboldt		Υ	Υ								
			The ones where there aren't many bikers.	Fifth Ward, intersection of Oak Leaf, KK, and Hank				.,							
11	140 143	53202 53202		Aaron trails Humboldt		Y	v	Y				FIFTH WARD			
13			Brady Street.	Brady Street.			Y								
				I would love to see the connection from hank											
				aaron trail and the oak leaf made easier. I don't											
				worry about riding on the city streets, but my											
				girlfriend doesn't like it. Plus that give a major							HANK AADON AND				
14	156	53202		north south path a connection to a prominent east west trail!							HANK AARON AND OAKLEAF				
15	159	53202			Υ										
16	168	53202			Υ										
4.7			Prospect and Farwell	Prospect, Farwell, downtown area, Third Ward											
17 18	173 179	53202 53202	Honestly, almost everywhere west of i-43	National Ave, North Ave, Center		Y	v	Y				DOWNTOWN WEST SIDE	THIRD WARD		
10	1/9	33202		National Ave, North Ave, Center			1	'				WEST SIDE			
19	186	53202	Oak Leaf Trail intersection at Hampton Ave.by Estabrook Park, Beloit, Lincoln Mem Dr/Michigan St.,	The Lafayette Blvd area		Υ	Y	Y				LAYFAYETTE BLVD			
20	191	53202			Υ										
21	194	53202	North Avenue, Capitol Drive, Center Street	North Avenue, Capitol Drive, Center Street			Υ								
22	199	53202	Anything downtown	Anything downtown				Υ				DOWNTOWN			
23	204	53202	Jackson/Van Buren (Easttown)	Clybourn to WElls through Easttown				Υ	Υ			EAST TOWN			
24	208	53202	Bad connecton between Oak Leaf trail and downtown streets	Definitive north-south and east-west corridors through the city (I'd like to see the protected lanes with 2-way traffic)					v	v	OAK LEAF AND DOWNTOWN				
24	208	33202	From experience, the densely traveled and populated	with 2-way traine)							DOWNTOWN				
			East Side and Downtown areas seem unsafe for bicycles.	Constant											
			The exceptions are a few bike lanes and the Oak Leaf	See above.											
25	209	53202	Trail.					Υ				EAST SIDE	DOWNTOWN		
			From a biking standpoint, the oak leaf trail between	Oak leaf trail (see above), and any area where											
				there is a lot of tourism traffic of large events.											
			kid were going really fast and hit one of the potholes, it	There is often a lot of broken glass and debris in											
26	214		could be very dangerous.	the street that causes flat tires.	ļ						OAK LEAF				
27	217	53202		I Id like to one at least	Υ			ļ							
			Wisconsin Avenue/East-West Corridor; Water Street;	I would like to see at least one east-west street and one north-south street with protected bike											
			National Avenue; Mitchell Street; 6th Street	lanes running through the entire length of											
28	221	53202		downtown				Υ	Υ	Υ		DOWNTOWN			
29	225	53202	Brady St and surrounding area, downtown, many neighborhoods on the NW side.	Brady st / downtown				Υ				DOWNTOWN	EAST SIDE	NORTHWEST SIDE	
			Water and Pleasant, all of North Avenue and Brady												
1			Street, all the Third Ward, all of Wisconsin Avenue	Brady, North, Wisconsin		Ī		Υ							
30	245 267	53202			v		Υ					THIRD WARD			
31	20/	53202	Water Street and Brady Street Intersection. North Side		ľ										
32	281	53202	of Milwaukee. Brady Street.	Water Street and Brady Street		Υ	Υ	Υ				NORTH SIDE			
33	287	53202	North Side	Plankington and St Paul		Υ		Υ				NORTH SIDE			
3.4	207	F3300	Biking on Lincoln Memorial Drive, need to direct to the	Oak Leaf by the lake			v				OAK LEAF AND LINCOLN				
34	297	53202	Oak Leaf	,			Y	-			MEMORIAL				
				Wisconsin Ave, Water St, Wells St, State St,											
				Kilbourn Av, Michigan Av, Juneau Av, 6th St,				Υ							
			network of protected bycicle lanes should be established throughout the downtown.	Broadway, Milwaukee, Jackson, Van Buren, Prospect Av, Farwell Av											
35	307	53202	-	1. 100pcct Av, I utwell Av			Υ					DOWNTOWN			
36	310	53202	Mitchell Street, Brady Street, S. 1st Street, Farewell Avenue, Prospect Avenue	Historic Mitchell Street!!!!			v								
_	313			Prospect & Farwell	 	Υ	'								
٥.	-10	10202	p								1				

	Δ	В	C	D	F	F	G	н	T	-	l v	ı	М	N	0
38	319	53202	<u> </u>		Y	'	0	- ''	1	,	K	L	141	IN	O
-	0.00			Van Buren should be one lane each way with											
39	341	53202		protected bike lanes on either side			Υ								
40	345	53202			Υ										
41		53202			Υ		•								
42		53202	Capitol and Brady street	East Brady-water stdowntown-KK		Υ		Υ				DOWNTOWN			
43	356	53202	Lakefront					Υ				LAKEFRONT			
١		52202	Roads that are under construction and narrower than	Water Street connecting the East Side and											
44		53202 53202	usual	Downtown/Marquette	V		Y			Y					
46		53202		Water & pleasant	Ť .	v									
40	370	33202	Most likely Westside intersections where drivers drive												
47	379	53202	so fast	N Oakland St			Υ					WEST SIDE			
48	438	53202		Because I would love to commute easily from home downtown/east side to work in West Allis, I would want the connection between Kilbourn, 2nd, 6th St. and Canal St./Hank Aaron Trail to accommodate more bikes and pedestrians. (FULL DISCLOSURE: I have not yet ridden this trail, so have no real idea the state of it.)			Y								
49	440	53202	Farwell Ave, Locust, east town intersections could use a well defined east-west corridor or better signage for drivers to look for cyclists (i.e. on Kilbourn)	north-south connections through downtown		Υ	Y	Υ	Υ	Υ		DOWNTOWN			
EO	470	53202	Prospect and Farwell avenue, Michigan avenue, N. water street, S. 1st street	Michigan Avenue		v	v								
50	4/0	55202	water street, S. 1st street Brady @ Farwell, anywhere downtown to the Third			ĭ	T								
			Ward. Third Ward to Bay View (on street with heavy	Downtown to Thirdward, south to Bayview				Υ							
51	474	53202	traffic and limited bike lanes)			Υ						BAYVIEW	THIRD WARD	DOWNTOWN	
			Astor st between jueanu and brady	Routes that go west, perhaps underneath the											
52	492	53202	Astor st between Jueanu and brady	interstate			Υ			Υ					
53	494	53202	Basically any that have heavy traffic. Near me, unsafe areas include intersections on Brady St., North Ave., Humboldt, Oakland, Water, and any of the more "downtown" areas.	Streets that run a long distance without stops or endings are desirable to bicyclists as well as drivers. Some of the streets I named above would apply here too.		Y		Υ				DOWNTOWN			
54	503		All downtown intersections!			Υ		Υ				DOWNTOWN			
55	527	53202	Not sure. In my neighborhood Lafayette Hill whee it connects with Lafayette PI really should have stop signs. Also, there is a	Windsor and Farwell it is hard to see oncoming traffic before pulling out and the top of Lafayette Hill on the east side needs stop signs		Y		Υ				EAST SIDE			
56	530	53202	5 points Brady St	5 points Brady St		Υ									
57	541	53202	Prospect, Farwell, Brady Streets			Υ						-			-
58	562	53202		Beady/water and humboldt		Υ									
59	568	53202	North and farwell, farwell and brady	Farwell and brady		Υ									
60	577 583	53202	Motor Chroat Mollo Chroat North A.c.	Malla Change	Y		V								
62	608	53202 53202	Water Street, Wells Street, North Ave	Wells Street	v		Y								
63	627	53202	downtown	Water and Wells		Υ		Υ				DOWNTOWN			
64		53202			Υ						İ			İ	
			Water&pleasant, turnoff @water & brady, kilbourn&6th	Water et in general Holton Sporth											
65			Nothing comes to mind, perhaps my route is safer than others.	I would like the Oak Leaf to better connect with Southern Milwaukee / Bayview. The Oak Leaf is a wonderful, beautiful amenity, but its southern terminus at Mason/Michigan is abrupt and rife with traffic.		Υ					OAK LEAF TO BAY VIEW	BAY VIEW			
-	5													1	
67	646	53202	6th street and Canal has inconvenient access to the push button for walk sign and ramps up to the sidewalk.	Pierce st. and 37th has a "raised intersection" in need of improvement.		Υ									
68		53202	All of downtown - there should be a bike-priority east- west corridor and at least one, perhaps two, north- south corridors through Downtown	All of downtown - there should be a bike-priority east-west corridor and at least one, perhaps two, north-south corridors through Downtown				Υ				DOWNTOWN			
69		53202			Υ										
70		53202 53202	Capital Dr, North Ave, Greenfield Ave, Bluemound Rd	Most major streets from the lake heading west.	Y		v			v					
/1	001	55202		Lake drive is in awful condition a needs a			1								
72	662	53202		dedicated bike lane.			Υ								
73					Υ										
74	674	53202	Prospect Ave, Farwell. Especially the cross streets of Kenilworth, Ivanhoe, and North. Also Bradford and Maryland. Capitol and Humboldt.	Prospect/Farwell & Kenilworth		Υ	Y								
75	689	53202	Wisconsin& Kilbourn Avenues	East Town & Downtown			Υ	Υ				EAST TOWN	DOWNTOWN	1	

	Λ Ι	В	C	r	F	F	-	, I	, 1		V	1	N4	N1	0
76	701	53202	C	D	Y	F	G	Н	1	J	K	L	М	N	U
	702	53202			Ү	 		 							
	708	53202			Υ										
	766	53202			Υ			1							
	778	1	North and farewell. Anything on Wisconsin avenues due to high traffic area. Brady street. But most people don't bike Brady for that concern. Brady and can buren.			Υ	Υ								
81	804	53202	BRADY ST SHOULD BE PEDESTRIAN ONLY. (personal opinion) Biking on Wisconsin is a hazard. Corridors near construction sites are also worth considering	Brady St. Area (because that's where I live)			Y	Y				EAST SIDE			
	806	53202			Υ										
83 84		53202 53202		Brady Street could really use a bike lane	v	1	Υ								
	821		During rush nour, traffic moves too fast for the neighborhood which has become a major problem for pedestrians and bicyclists.	I continue to seek ideas from Alderman Bauman regarding Van Buren Street. The corner of Ogden and Van Buren is not very large, but handles a great deal of all modes of traffic - pedestrian, bicycles, cars, buses - and soon, the Streetcar. I reside near this intersection and I hear screeching tires and accidents on a regular basis.	Y										
	823	53202					Υ								
	835 853			Again, I don't have any in mind.	Υ	-	v								
6/	0 03		Water Street			1									
	875	53202	Locust street, Wisconsin Avenue, Water street	Locust street, Wisconsin Avenue, Water street			Υ								
	887	53202			Υ	1									
90	907	53202			Υ										
91	916		many downtown street	route to south side					Υ			DOWNTOWN			
92	2	53203			Υ										
93	15	53203	Downtown			 		Υ				DOWNTOWN			
94	18	53203	Hampton and Oak Leaf	Hampton and Oak Leaf		Υ					OAK LEAF & HAMPTON				
95	117	53203		Brady street		 	Y	-							
96	337			All bridges to include bike lanes and safe pavement for bikes.			v								
	495			Milwaukee bike paths, some are really bad		 		 			ALL TRAILS				
+			Anywhere but a quiet cide street. Couldn't cay: Lrarely												
	682		bike on streets any longer.	All?	Υ										
99	773	53203	Fond Du Lac Ave. is rough.	Fond Du Lac Ave.			Υ								
100	847	53203		Water St and Wisconsins Ave.		Υ									
101	22	53204	North Ave; Center St; Lincoln Ave; Greenfield Ave	KK & Howell & Lincoln; Prospect/Farwell & North; W Washington St; W Walnut St			Υ								
102	90	i	I'm only familiar with the downtown area, but I don't feel comfortable on 1st or anywhere where there's not a bike lane.	Wells/Wisconsin/6th St/Mitchell St/National Ave/all the viaducts going over the Valley			Υ								
			Water St. & 1st St.: National Ave.: Fond du Lac Ave.:	Martin Co. 27th Co. (ex. th. of Oldshame)		1									
	100	53204	North Ave.; Center St. (west of Holton)	Water St.; 27th St. (south of Oklahoma)		Υ	Υ	<u> </u>							
	222	53204			Υ										
	237	53204		Washington St / Scott St. greenway											
	303		·	East-west on National or alt route.		<u> </u>	·	Υ				DOWNTOWN	THIRD WARD		
	366 499	53204 53204	Bluemound Road (East/West Corridor)	Bluemound Road (East/West Corridor)	v	1	Υ			Υ					
	505	53204			<u>Y</u>	1		+							
	554	53204			· Y	1									
	666		Greenfield Ave., National Ave., Wisconsin Ave.	Same as above		1	Υ								
112	677	; ;	Specific to Clarke Square, the only thoroughfare that has a marked bike lane is Greenfield Avenue. The street is in poor condition now but will be undergoing major construction beginning next year. National Avenue,	In coordination with the adjacent neighborhoods (Walker Square and Silver City), it would be worth a joint effort to restripe National Avenue to make it more bicycle- and pedestrian-friendly.			Y	Y				CLARKE SQUARE			
			Water street bearing Brady.			 		 				IIIIC SQUAILE			
114	815	53204		downtown, southside		1		Υ				DOWNTOWN	SOUTH SIDE		
	909		Brady Street	Bradley west of 60th St.		1	Υ								
116		53205		North Av.		Υ	Υ								
117	513	53205			Υ										

And the Section of Section 1997 of Section 199		۸	В	C	D	Е	F	G	Н	T		К	1	М	N	0
Company Comp		^	ט				Г	G	п		J	^	L	ivi	IN IN	<u> </u>
Lacid Section May 1 and above of any 1 for year part of the control of the contro																
Section Process Continues of the C																
Description Control Contro					l T											
Summy cont 2 and summer control stage of summer contro																
10 1 2 2 2 2 2 2 2 2 2																
10					tracks and traffic from Miller Compressing which											
Company Comp	118	4	53207		makes that road rather unsafe.		v	v								
1	110	-		Chase & Oklahoma, KK & Oklahoma and lack of a safe												
1				The state of the s	same as above				Υ							
Section 1. Section 1.	119	10	53207				Υ			Υ	Υ		DOWNTOWN			
Septiment of the control of the cont				Howell lincoln by Silver spring Chase ave tuetonia	30th st rail corridor, tuetonia, center st,											
Company Comp					kk/howell/Lincoln, whitnall and howard, kk and			Υ								
Mail a remail streets, many of which have above the fine the remail of place in the street of the place of the street of the str	120						Υ									
service for processor larges, 2-wide formation and account of the control of the	121	21	53207	Layton Ave from Howell Ave to 76th Street	27th and Layton		Υ	Υ								
service for processor larges, 2-wide formation and account of the control of the					Water street from Brady to Bittshurgh (lose the											
And an extentil altered, smarpy of which have electrically about previous and government and content a																
Most actival steers, many of work how cables above 3. 20th street, respect and Favord, many cables in the control, protected into any many cases in the case of th																
design physicis and good worker markenings. Section Company																
boson on two vehicles, Centry, loss of the beliefs and your part of passage and passage an																
bo only grad bodroot to 16 bit for the new file of the new file of the new file of the second or 16 bits and the new file of the second or 16 bits and the second or 16 bits a																
State of the state																
Big services control collectorally control of the control control of the control collector of the big was in the control of a passing late for your people in a hum? March Amon Card Control of the co																
20 30 30 20 20 20 20 20	122	27	53207				Υ	Υ								
22 20 2000																
Segretary of the Controllers of the Controlers of the Controllers of the Controllers of the Controllers of t	122	20	E2207								v					
observations, Local from Reviewet to Est Side, Rating Amount and Control Contr	123	30	53207					-	-		1			-		
Arron Trail connections to the north, Galatinal and Connections to the North County Co																
Solid Solid Coccat Content of the Sept and EX, Between Size and EX,								Υ	Υ	Υ						
Section Sect	124	31	53207		connections to Bay View without interruption		Υ					HANK AARON TO NORTH	DOWNTOWN	BAY VIEW		
1.00 3.5	125				Bay and KK, Kk Howell lincoln intersection		Υ									
1.00 3.5				S. 1st St. htw Virginia & Oregon	Oaklahoma - major thoroughfare, terrible biking											
A	126	52	53207	S. 130 St. Dew Virginia & Oregon	Gamanoma major thoroughlare, terrible biking			Υ								
Bay View neighborhood has many speeders, people who do not stop at crosswalks for pedestrains and people with of not stop at crosswalks for pedestrains and people with of not stop at crosswalks for pedestrains and people with of not stop at crosswalks for pedestrains and people with of not stop at crosswalks for pedestrains and people with of not stop at crosswalks for pedestrains and people with on short standard stacks with run across it, and the bile public crosses the street, which can be dangerous when crosses the street, which can be dangerous when crosswalks the lanes. 122 125 \$1300 The visit majority, 5,00m for not being precise. 123 126 \$1300 The visit majority, 5,00m for not being precise. 124 125 \$1300 The visit majority, 5,00m for not being precise. 125 126 \$1300 The visit majority, 5,00m for not being precise. 126 127 \$100 The visit majority, 5,00m for not being precise. 127 128 \$1500 The visit majority, 5,00m for not being precise. 128 129 \$1500 The visit majority, 5,00m for not being precise. 129 129 \$1500 The visit majority, 5,00m for not being precise. 120 120 \$100 The visit majority, 5,00m for not being precise. 120 121 \$1500 The visit majority, 5,00m for not being precise. 121 \$1500 The visit majority, 5,00m for not being precise. 122 \$1500 The visit majority, 5,00m for not being precise. 123 \$1500 The visit majority, 5,00m for not being precise. 124 \$1500 The visit majority, 5,00m for not being precise. 125 \$1500 The visit majority, 5,00m for not being precise. 126 \$1500 The visit majority, 5,00m for not being precise. 127 \$1500 The visit majority, 5,00m for not being precise. 128 \$1500 The visit majority, 5,00m for not being precise. 129 \$1500 The visit majority, 5,00m for not being precise. 129 \$1500 The visit majority, 5,00m for not being precise. 120 \$1500 The visit majority, 5,00m for not being precise. 121 \$1500 The visit majority, 5,00m for not being precise. 122 \$1500 The visit majority, 5,00m for not being precise. 123 \$1500 The visit majority, 5,00m for not	1 77	- 4	E2207	Pittsburg Ave + KK River Trail	KK River Trail		v									
Section of the Control of the sample specified and people and on stop at Crosswalks for pedestrians and people and on stop at Crosswalks for pedestrians and people and on stop at Crosswalks for pedestrians and people and the sample specified and stop at Crosswalks for pedestrians and people and the sample specified and stop at	127					v	Y	-				PIT I SBUKG			-	
Social Content of the Content of t	120	0.5	33207	Bay View neighborhood has many speeders, people who												
120 120					Bay View											
Solution Solution	129	95	53207			L		<u> </u>	Υ				BAY VIEW	<u> </u>		
But I'm more seem to be good facilities running route, so, No.						Y										
has railroad tracks which run across it, and the bike path crosses the street, which can be dangerous when crosses the street of the street, which can be dangerous when crosses the street of the street, which can be dangerous when crosses the street of the str	130	123	53207		But I'm mostly a driver, so											
Consists the street, which can be dangerous when Stray St, Almiconnic Y KK RIVER TRAIL Stray St, Almiconnic Y KK RIVER TRAIL Stray St, Almiconnic Y KK RIVER TRAIL Stray St, Almiconnic Y Stray St, Almiconnic Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic Y Stray St, Almiconnic																
131 126 53307 Checking for passing traffic.					Brady St, Kinnickinnic											
Biking through downtown can be trick as the lanes can be fewer options be narrow and there are parked cars along the sidewalk. There seem to be good facilities running on trifysouth, but there seem to be fewer options for biking east, west, whether that trip is crossing the south side, the central city, or the north side. Y Y ODWNTOWN SOUTH SIDE CENTRAL CITY NORTH SIDE CENTRAL CITY NORTH SIDE Y Y ODWNTOWN SOUTH SIDE CENTRAL CITY NORTH SIDE THIRD WARD THIRD WARD THIRD WARD THIRD WARD SOUTH SIDE SOUTH SIDE SOUTH SIDE When the bike lane ends between KK street and walkers of Water downtown (silbourn/Waster) (wister seem to be good facilities running on the sidewalk. There seem to be good facilities running on the fore the seem to be fewer options for biking east, west, whether that trip is crossing the south side. Y Y ODWNTOWN THIRD WARD THIRD WARD SOUTH SIDE SOUTH SIDE SOUTH SIDE When the bike lane ends between KK street and walkers of Water downtown (silbourn/waster) (wister seem to be fewer options for biking each waster) and the seem of the seem waster and walkers of Water downtown (silbourn/waster) (wister seem to be fewer options for biking each waster). A SOUTH SIDE ONTH SIDE Y Y ODWNTOWN THIRD WARD SOUTH SIDE SOUTH SIDE ODWNTOWN ARBOR DISTRICT When the bike lane ends between KK street and walkers of Water downtown (silbourn/waster) (wister seem to be fewer) as well as the area of the seem	131	126	52207	crosses the street, which can be dangerous when				·				KK DIVED TDAII				
Biking through downtown can be trick as the lanes can be narrow and there are parked cars along the sidewalk. In the parking the south side, the central city, or the north side. 132 135 53207 133 138 53207 134 171 53207 135 1277 53207 136 181 53207 Third Ward Clement Ave is designated as a bicycle route from Kinnickinnic past Oklahoma, yet there is parking on both sides of the stee, and no traffic calming to help in the like lane ends between KK street and walkers when the lane ends between KK street and walkers when the lane ends between KK street and walkers when the lane ends between KK street and walkers when the lane ends between KK street and walkers when the lane ends between KK street and walkers when the lane ends between KK street and walkers when the lane ends between KK street and walkers when the lane ends between KK street and	131	120	53207	checking for passing trainc.				l'				NN AIVEN INAIL		1		
be narrow and there are parked cars along the sidewalk. the south side, the central city, or the north side. 132 135 53207 134 171 53207 135 177 53207 136 181 53207 1																
the south side, the central city, or the north side. 133 135 53207																
133 138 53207																
134 171 53207 135 177 53207 136 181 53207 137 53207 138 181 53207 139 187 53207 139 187 53207 139 187 53207 139 187 53207 130 187 53207 130 187 53207 130 187 53207 131 187 53207 131 187 53207 132 187 53207 133 196 53207 133 196 53207 134 187 53207 135 197 53207 136 187 53207 137 187 53207 138 196 53207 138 19	132		53207		tne south side, the central city, or the north side.	L		<u> </u>	Υ		Υ		DOWNTOWN	SOUTH SIDE	CENTRAL CITY	NORTH SIDE
135 137 138 13207 Third Ward	133					Υ										
136 181 53207 Third Ward Clement Ave is designated as a bicycle route from Kinnickinnic past Oklahoma, yet there is parking on both sides of the street, and no traffic calming to help routes are very disconnected and unsafe. 137 187 53207 Genforce the 25 mph speed limit. 138 196 53207 Wisconsin Ave, Water St When the bike lane ends between KK street and walkers When the bike lane ends between KK street and walkers When the bike lane ends between KK street and walkers Water downtown (kilbourn&water) (water&wells) 140 228 53207 (water&Michigan) 6th st./ 5.60th Theres no great path from downtown going south. Downtown Theres no great path from downtown going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south.	134					Υ										
Clement Ave is designated as a bicycle route from Kinnickinnic past Oklahoma, yet there is parking on both sides of the street, and no traffic calmig to help routes are very disconnected and unsafe. 137 187 53207 enforce the 25 mph speed limit. 138 196 53207 Wisconsin Ave, Water St When the bike lane ends between KK Street and walkers Water downtown (kilbourn&water) (water&wills) 139 227 53207 point on 1st ave. Oklahoma/National/Locust/Wisconsin AVE/ Parts of Water downtown (kilbourn&water) (water&wills) 140 228 53207 (water&Michigan) 6th st./ S.60th Theres no great path from downtown going south. Downtown Theres no great path from downtown going south. Water/2nd/KK all suck. Need to connect some trails going south. Nater/2nd/KK all suck. Need to connect some trails going south. Nater/2nd/KK all suck. Need to connect some trails going south. Nater/2nd/KK all suck. Need to connect some trails going south. Nater/2nd/KK all suck. Need to connect some trails going south. Nater/2nd/KK all suck. Need to connect some trails going south. Nater/2nd/KK all suck. Need to connect some trails going south. Nater/2nd/KK all suck. Need to connect some trails going south.	135			The of West		Υ		-					THIRD WARD	-		
Kinnickinnic past Oklahoma, yet there is parking on both sides of the street, and no traffic calming to help routes are very disconnected and unsafe. 137 187 53207 enforce the 25 mpt speed limit. 138 196 53207 Wisconsin Ave, Water St When the bike lane ends between KK street and walkers with the proof district— make safer add green space. When the bike lane ends between KK street and walkers of Water downtown (kilbourn&water) (water&wells) Harbor district— make safer add green space. V Y Y DOWNTOWN Harbor district— make safer add green space. V Y Y HARBOR DISTRICT Oklahoma/National/Locust/Wisconsin AVE/ Parts of Water downtown (kilbourn&water) (water&wells) Holton/National and Miller Pkwy V DOWNTOWN Theres no great path from downtown going south. Water/Znd/KK all suck. Need to connect some trails going south. There's no great path from downtown going south. Water/Znd/KK all suck. Need to connect some trails going south. Table S2007 na P DOWNTOWN DOWNTOWN DOWNTOWN DOWNTOWN DOWNTOWN DOWNTOWN DOWNTOWN There's no great path from downtown going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Water/Znd/KK all suck. Need to connect some trails going south. Y DOWNTOWN	136	181	53207					-	T				I HIKU WAKU	-		
sides of the street, and no traffic calming to help sides of the street, and no traffic calming to help source the 25 mph speed limit. 137 187 53207 enforce the 25 mph speed limit. 138 196 53207 Wisconsin Ave, Water St Downtown 139 227 53207 Downtown 140 228 53207 Cwater&Michigan) 6th st./ 5.60th 150 Downtown 160 Downtown 170 Downtown 170 Downtown 180 D					South side near Oklahoma. The existing bicycle											
137 187 53207 enforce the 25 mph speed limit. 138 196 53207 Wisconsin Ave, Water St When the bike lane ends between KK street and walkers after add green space. 139 227 53207 joint on 1st ave. Oklahoma/National/Locust/Wisconsin AVE/ Parts of Water downtown (kilbourn&water) (water&wells) Harbor district- make safer add green space. V V V V V V V V V V V V V									Υ							
138 196 53207 Wisconsin Ave, Water St Downtown Harbor district make safer add green space. 139 227 53207 point on 1st ave. 140 228 53207 (water&Michigan) 6th st./ S.60th 153207 (water&Michigan) 6th st./ S.60th 164 53207 Theres no great path from downtown going south. 165 53207 Wisconsin Ave, Water St Downtown 175 1920	137	187	53207		and any disconnected and ansare.			Υ					SOUTH SIDE			
139 227 53207 point on 1st ave. Collaborary/National/Locust/Wisconsin AVE/ Parts of Water downtown (kilbourn&water) (water&wells) Holton/National and Miller Plwy Y Y DOWNTOWN	138			Wisconsin Ave, Water St	Downtown			Υ	Υ							
159 227									v							
Water downtown (kilbourn&water) (water&wells)	139	227	53207	point on 1st ave.	marbor district make safer add green space.			Υ	'				HARBOR DISTRICT			
Water downtown (kilbourn&water) (water&kwells) 40 228 53207 (water&Michigan) 6th st./ S.60th Holton/National and Miller Pkwy Y DOWNTOWN DOWNTOWN DOWNTOWN DOWNTOWN DOWNTOWN Theres no great path from downtown going south. Water/2nd/KK all suck. Need to connect some trails going south. The son great path from downtown going south. Water/2nd/KK all suck. Need to connect some trails going south. The son great path from downtown going south. Water/2nd/KK all suck. Need to connect some trails going south. The son great path from downtown going south. Y Y DOWNTOWN DOWNTOWN DOWNTOWN					Oklahoma and 17th-27th/ Locust and									1		
140 228 33207 (water&Michigan) bth st./ 5.60th		222	F000	Water downtown (kilbourn&water) (water&wells)			,		Υ				DOM/NITOM/			
Theres no great path from downtown going south. Y DOWNTOWN 142 247 53207 148 153207 149 153207 149 153207	140			(water&Michigan) 6th st./ S.60th	,	v	Y						DOWNTOWN			
142 247 53207 S3207	141	244	53207		Theres no great nath from downtown going south	1		1	1					1		
142 247 53207 trails going south. Y DOWNTOWN 143 261 53207 na na Y S S				Downtown					Y							
143 261 53207 na na na Y	142	247	53207							Υ			DOWNTOWN			
	143					Υ										
	144			Layton and Howell	Layton and Howell		Υ									

_									1		1	1	1	1	
-	Α	В	C	D	E	F	G	Н	1	J	K	L	M	N	0
			Vollmer & Kinnickinnic for example. When turning right,												
			you are blind to oncoming traffic. Vollmer also would												
			benefit from a speed hump as traffic comes flying down												
145	274	53207	Vollmer due to the diner on the corner.			Υ									
			Consider Colored Colored Bod Microb Market	Carala hachtanal											
146	283	53207	Superior St (around S. Shore Park) Lincoln/KK/Howel	Lincoln/KK/Howel		Υ	ľ								
147	284	53207			Υ										
			Downtown: Highland & 10th; Wells & 10th; 6th Street												
			MATC area; Police Administration Building area	Downtown											
148	294	53207	with a death of the state of th			Υ		Υ				DOWNTOWN			
149	295	53207	-		Υ										
150	301	53207	Tippecanoe to downtown.	Every intersection with KK.		Υ	Υ	Υ				DOWNTOWN	TIPPECANOE		
			The third ward - particularly the intersection of Chicago												
			St and Milwaukee St. That area and the area in front of	same as above - from third ward through to											
			Summerfest should be much more bicyclist friendly. For	downtown											
			many of us it is a link to getting from Bay View/ Walker's	downtown											
151	305	53207	Point to the lakefront and further North.			Υ		Υ				THIRD WARD			
			Section just North of Baview, as you are heading north												
			on KK from Lincoln/Bay but before you get to the bike	same										1	
152	316	53207						Υ				BAY VIEW			
				Connecting the oak leaf trail and more bike paths											
			National avenue, 27th st, Oklahoma, 6th street to	that connect the south and west sides of				Υ						1	
			airport	Milwaukee to downtown. 6th street to airport			<u>.</u>	ľ			OAK LEAF TO SOUTH			1	
153	320			·			Υ		Υ	Υ	AND WEST SIDE	SOUTH SIDE	WEST SIDE		
154	326	53207		Chase & Oklahoma		Y		+						1	
			Crossing over 1st st, if I need to turn on to Maple is	1 at Ct for some Delivers are ad decimals all the time											
155	328	53207	always a concern. Crossing 1st St in general is quite difficult.	1st St for sure. Drivers speed down it all the time.			Y								
156	340			N/A	Y	†	l'	 							
130	3.0			.,,,											
			No direct off street path from downtown to Bay View.	Off street path to Bay View, why does the East											
			KK Ave in particular. Also 1st and 2nd St through	side get multiple off street paths and nothing on											
			Walker's Point are dangerous. Oklahoma Ave is a	the south side?							OFF STREET PATH TO				
157	342	53207	nightmare to bike on from Chase to KK Ave				Υ	Υ	Υ		BAY VIEW	DOWNTOWN	BAY VIEW	WALKER'S POINT	SOUTH SIDE
			S. Whitnall Ave. and S. Clement Ave. are both riddled												
			with potholes. S. 6th St. in the Town of Lake has a bike												
			lane, but people pass on the right and drive in it												
				S. Clement Ave. for the potholes as I use this a lot				Υ							
			by me with their tires in the bike lane. Anywhere on the	to get to Bay View, where I spend a lot of time.											
			north side. People are driving freeway speeds on the												
			north side (anywhere on the north side), and people are												
150	343	53207	supposed to feel comfortable using a bike lane?				V					NORTH SIDE			
159	359		None	None	Υ		1	-				NONTHISIDE			
160	361			St. Paul			Υ								
			Howard and Howell. Any place downtown. Pretty much											1	
			any major intersection. Cars do not pay attention, go to											1	
			fast, and are not attentive. Too many people not obeying traffic rules and that includes bicyclist.	Howell into Bayview			v	v							
			Everybody is in a hurry and don't pay attention to	HOWEH HILD DAYVIEW			['	ľ						1	
			pedestrians or bikes. It's nearly once a day I nearly get											1	
			hit in an intersection as a pedestrian.											1	
161	362	53207		Aut Chin benefit a 2nd at a 10 to 10 to 10 to 10		Y		+				DOWNTOWN		1	
			1ct & Manla	1st St is horrible, 2nd st or the bike path are nice										1	
162	380	53207		options, but the bike path goes towards the river & that is out of the way for me.		v									
163				All of downtown.		ľ		Y				DOWNTOWN		<u> </u>	
133	-01	13207						1			OAK LEAF & LINCOLN				
164	390	53207	Lincoln Memorial Drive @ Oak Leaf	Lincoln Memorial Drive @ Oak Leaf		Υ					MEMORIAL				
165	398	53207	Kinnickinnic Ave	KK River trail			Υ				KK RIVER TRAIL				
			Several in Third Ward (north int. over Pittsburgh bridge),												
			along North and Center St heading west from Riverwest	Along KK from Bay St to the transit station				L							
166	401	53207	and other streaming west from fiverwest				Υ	Υ				THIRD WARD		ļ	
167	403	53207			Υ			1							
168	419	53207	Water St. and Wicconsin Aug handles and h. 4 d St		Y			1							
169	422	53207	Water St. and Wisconsin Ave heading north; 1st Street in general south of St Paul.	1st St. south of St. Paul needs bike lanes to KK		v	v								
109	422	JJ207		high-vol avenues should have safe bike lanes		ľ	 	 						<u> </u>	
170	424	53207		and/or sidewalks			Y								
1,0	.24	13207					l -	1							
				Howard ave at 194 is dangerous for bicycles at 6:30										1	
171	430	53207		and other I94 crossings are not readly accessable		<u></u>	Υ	<u> </u>							
172	441	53207	Downtown	Bay View to Downtown Route				Υ				BAY VIEW	DOWNTOWN		

	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0
173	442	53207	7		Υ				Υ					<u> </u>	
174	445	53207	S. First street down to KK, the street is far too wide and needs some calming measures.	The area around the off ramps in the 3rd ward is crazy, people come off of the freeway at 60mph.			Y								
175	446		Downtown north/south - how can there not be a designated, safe bike route?	Getting through downtown north/south			·	Y	Υ			DOWNTOWN			
176	478	53207	town, I just head south out of Bay View. Nicer	Howell Ave, major arterials on south side; protection for bike lanes on Farwell/Prospect - too many people parking in them for deliveries, etc.			Y	Υ				NORTH SIDE	SOUTH SIDE		
177	498	53207	7		Υ										
178	511	53207	Multiple intersections along Kinnickkinnick and first street.			Υ									
179	512	53207	Water Street, Brady St, Center St(esp. Center and Bremen), Humboldt and North	Water St, Brady St.		Υ	Υ								
180	522 526	53207 53207	7		Y										
182	529	53207	KK from Bayview to downtown	KK from Bayview to downtown			Υ								
183	533	53207	7		Υ										
184	538	53207		The connection on first street taking bayview to downtown milwaukee. Also, generally speaking better bike lanes downtown.			Y	Υ				DOWNTOWN	BAY VIEW		
185	564	53207	I feel like I'm pretty isolated with where I bike in Milwaukee. (Over the years, I have biked much more in Chicago) In milwaukee I tend to only go back and forth between Bay View and downtown.		Υ										
186	581	53207	Third Ward should have bike lanes	Clement Ave between Kinninckinnic and Howard			Υ	Υ				THIRD WARD			
187	587	53207	The intersection near Mitchell street by the MCTS station, and the KK to 1st to water	Any corrdiors on the southside		Υ									
			·	For the purposes of bicycling, Kinnickinnic and S.											
188	597 599	53207 53207	7 Mitchell areas 7 Kinnickinnic & Morgan Ave.	1st St & Mitchell Water Street - Through the 3rd water		Y	v								
109	399	33207	many Lake Drive KK from Beacher to downtown			1	<u> </u>								
190	603	53207	and any road traveling West from Howard Ave-Silver	It's almost impossible to travel West on any of the streets.			Υ			Υ					
191	607	53207		Bayview to Downtown				Υ	Υ			DOWNTOWN	SOUTH SIDE	BAY VIEW	
192	610	53207	7	1st St corridor Bay St to Milwaukee river											
193	612	53207	Many of the east/west streets have poor bike lanes. Even if the bike lane itself is in decent condition, there is often debris (broken glass, branches, etc) and other encroachments into bike lanes.	State, Wells, Highlands			Y			Y					
194	617		some random neighborhood side street. My route takes me past Morgan, but not quite to Howard, where the bike path mysteriously picks up again. S 6th St between Morgan and Howard has PLENTY of room to make bike	S Water St at Broadway/Pittsburg is a curve for cars and an entrance to a bike path street (S Water St). A stop sign or flashing lights or some other way to grab the motorists attention to watch for turning cyclists would make that portion of the ride feel safer.		Υ	Υ								
195	618		Pretty much all of them.	Along our main streets			Υ								
196	647	53207	7	_	Υ		v	v	v			DAY VIEW	DOWNTOWN		
197	676	53207	Lots of them on the northwest side	kk bayview to downtown Wisconsin Ave or Wells Ave (Something that goes			Υ	Y	Υ			BAY VIEW	DOWNTOWN		
198	681	53207	Downtown provides poor separation for bicycles and motorists. The north side is horribly unsafe for bicyclists	east and west near downtown to Tosa) Downtown, and a further development along rail corridors (walkers point, bay view, etc)			Υ	Y		Υ		NORTHWEST SIDE	NORTH SIDE	WALKER'S POINT	BAYVIEW

_		В			F	-									
	Α	В	A di Circula (Carlos Circulados de Carlos Adillos de Carlos Carlo	D D	<u> </u>	F	G	Н	1	J	K	L	М	N	0
200	706	F2207		Downtown Milwaukee, 1st Street off of Bay Street,		.,		Υ				DOMNITOMNI			
200	706	53207	Howell Avenue and KK	Howell Avenue & KK		Υ						DOWNTOWN			
201	712	53207			Υ										
202	727	53207	KK	Chase Ave and KK		Υ	Υ								
			kinnickinnic Ave between Okl & entrance to KK River	Same as above											
203	728	53207	Trail at Maple	Same as above			Υ								
				Oklahoma and Howellbetter access to Humboldt											
			In my area, OklahomaI like to connect to the parkway												
			and have to cross Oklahoma twice	Park and South Shore/Oak leaf trail (also on the				Y							
204	729	53207		East side, better/safer connections to Oak Leaf		Υ					OAK LEAF	EAST SIDE			
	723		As a resident of Bayview, I feel that KK and Lincoln have			<u> </u>		 			O/ III EE/ II	27.01 5/52			
				KK and Lincoln											
205				KK and Lincoln		l.,									
205	730		pedestrians			Υ									
206	731	53207													
				My first concern is creating logical, safe, obvious											
				connections between bike routes or bike paths.											
				Like the Water Street bike route - is really											
			downtown are very busy with no bike lanes. One can	unconnected to anything. Repave wherever there											
			use other streets, such as 2nd Street, but there isn't a	is choppy, bumpy pavement, such as East											
			good north/south biking street downtown right now.	Oklahoma Avenue. I hate riding there. The 6th		l									
				Street Roundabout in Walker's Point is also		1	Ì								
	700	F000F		awkward for bikes.		1	L		.,			DOM/NITOM/:			
207	732	53207				<u> </u>	Y		Υ			DOWNTOWN			
208	733			Water street & KK		 	Y	ļ				DOWNTOWN	THIRD WARD		
209	735	53207	Lincoln/KK. Howell. Water street	Lincoln/KK. Water street/1st street		Υ	Υ								
1	I			KK. Just having a bike lane doesn't make it safe. If	· <u>-</u>	1			T				<u> </u>		
			A mathing along to demonstrate a 1824 and a second	someone doesn't see me and opens their door		1	Ì								
			Anything close to downtown or high crime areas.	while parked, I don't have time or space to safely		1	Ì								
210	736	53207		respond.		1	Υ	Υ				DOWNTOWN			
211	737	53207			Υ	1									
212	781	53207	Kinnickinnic Ave. bridge.	Bay View to Walkers Point		1	Υ	γ	Υ		1	BAY VIEW	WALKER'S POINT		
212	701	33207	Howard Ave, Fond Du Lac Ave, Lisbon Ave, Capitol Dr,	Bdy view to waikers rome				·				DAT VIEW	WALKERSTORY		
212	796	53207	Chase Ave	Same as above question			v								
213				A API I I I I -			Y					COUTUICIDE			
214	802			Milwaukee's southside.				Y				SOUTH SIDE			
215	808	53207	Howell and Lincoln.			Y									
			Not quite part of Milwaukee, but 108th street is really	Raised bike lane on KK like they have on bay											
			unnerving for a biker. Streets like that should have a	street?											
216	809	53207	bike lane.	Street:			Υ								
			C T												
			Green Tree between Teutonia and 43rd st (i was struck												
			by a careening uninsured driver just yesterday and												
			police are not helping). This residential stretch is												
217	810	53207	notorious for speeding and I work adjacent to it.				v								
218	817	53207		Bay View to Downtown			·	v	v			BAY VIEW	DOWNTOWN		
210	017	33207		I wanna a better way between bayview and				·				DAT VIEW	DOWNTOWN		
			north ave is crazy, 2nd street is crazy, 1st. St. where it					v	v						
24.0		F2207	transitions from walkers point to bay view.	downtown, plus some better lighting it's a safety				T	Y			DAVAMENA	DOMESTOWN		
219		53207		thing.			Υ					BAY VIEW	DOWNTOWN		
220	838	53207	KK/1st and Maple	KK/1st and Maple		Y									
			Kinnickinnic Avenue (water/1st st) from Bay View to			1	Ì								
				Bay View to Downtown		1	Ì								
221	840	53207	bike lane between these two areas.				Υ		Υ			BAY VIEW	DOWNTOWN		
				Of course I would love a bill- least an the U.S.		l							<u> </u>		
				Of course, I would love a bike lane on the Hoan		1	Ì								
			For me its at Lincoln, Howell, and KK. Also at howell	and would use it daily plus invite friends from out		1	Ì	Υ							
				of town to ride it. Heading through downtown, i		1	Ì								
222	849	53207		don't have a good sense of bicyle safety		Y	Ì					DOWNTOWN			
222	854	53207			Υ	1	†								
223	861	53207	Howell and Lincoln plus Chase and Oklahoma	Bay View to Miller Park and Downtown	•	v	 	v	v			BAY VIEW	DOWNTOWN		
224	001	33207	nowen and Encom plus chase and Okidhonia	Day VICW to Willer Fark and DOWIILOWII		l'	 	 			 	DITT VILVE	2011110111		
			Oklahoma Ave has no bike lane once east of Chase or			1	Ì								
			West of 6th. Chase AV has terrible potholes starting st			l									
			Oklahoma and going north to Lincoln, the path that			1	Ì								
			leads to the Oak Leaf trail heading to Hank Aaron Trail.	Chase Ave north of Oklahoma!!!		1	Ì								
			The street parking also makes it difficult to manage the			1	Ì								
						1									
225	862	53207	potholes without interfering with traffic and safety			1	Υ								
226	863	53207			Υ										
227	866	53207	Layton and Howell Ave	Not sure at this time.		Υ									
228	867	53207			Υ	1	1				1	1	1		
220	869	53207			Υ	1			-						
229	872	53207			v .	1	1	1	-						
230	0/2	55207	Military has and Chilesian Based as and Chile			 		 							
			Milwaukee and Clybourn, Broadway and Clybourn,	L		1	Ì	[l							
I.				3rd Ward through streets to downtown		L		Υ				L	L		
231	874		entrance)			Y						THIRD WARD	DOWNTOWN		
232	877	53207			Υ	<u> </u>	ļ								
233	878	53207	Lincoln, KK and becher	Same		Υ									
234	879	53207			Υ										

	Α	В	С	D	-	Е	G	Н	ī	-	К	1	М	N	0
	А		·	Water Street downtown, Howell & Lincoln		Г	G	П	1	,	N.	L	IVI	IN	0
225	894	53207	Vater Street downtown, Howell & Lincoln intersection	intersection		v	Υ								
236	896		icoln/KK	Lincoln/KK		v									
230	902	53207	ICOIII/ KK	LITCOTTY KK	v	1		1							
237	921	53207			V			1							
220	925	53207			v			1				1			
239	925		Nakhalas lilas sasara an Chasa Aasal Alas dahais an tha	Chase Ave. From Holt to 1st Street/1st north to	Y										
240	024		,	•			L,								
240	934	53207 r	oad and speeding traffic.	Lincoln			Y								
		L	incoln Memorial and Michigan intersection. I hope the												
				Bradley Road west of Oak Leaf Trail to Park Place											
				offices.				Y							
		r	emote lakefront and other separated paths.												
241	945	53207				Υ						DOWNTOWN			
			Chase y calle Holt	Primera y calle greenfield y Kinnickinnic y calle											
	950	33207	shade y cane note	Bay/Becher		Υ									
243	13	53208	Vest side to downtown					Υ		Υ		WEST SIDE			
			35th & Vliet, Walnut near Schlitz Park (where the lane	More east-west corridors that don't run in to				1				Ì			
			rops with no sign and cars drive in bike lane). Entire	downtown: examples being Highland Blvd,				1				Ì			
		c	hunks of main streets such as Center, North and Lisbon	Lisbon/Walnut, Brown/Vine, Vliet. Basically any			Υ	1				Ì			
		ŀ	nave no safe bike lanes for approx 2 miles, all in the					1				Ì			
			ame stretch.	access between neighborhoods.											
		ľ						1				Ì			
								1				Ì			
								1				Ì			
								1				Ì			
244	19	53208				Υ				Υ					
	П	E	Brady Street, Water Street, Farwell and Prospect	Prospect and Kilbourn Ave								<u> </u>			<u>-</u>
245	64	53208	Avenue	Prospect and Kilbourn Ave		Υ	Υ								
246	68	53208			Υ										
							İ	1				İ			
				27th St or 35th St, there isn't a good N S corridor				1				Ì			
247	81	53208	oike lane on North Av east of Humboldt, bike lane on KK	for bikes			v		v						
248	89		Diagnonal intersections;Highway 100	Safety - going downtown to the west		v	· v	v		v		DOWNTOWN	WEST SIDE		
240		53208 L	pragnonal intersections, nighway 100	Safety - going downtown to the west	v	-	<u> </u>	-				DOWNTOWN	WEST SIDE		
249	108				Υ							DOMESTOWN			
250	137		lowntown milwaukee					Υ				DOWNTOWN			
251	158	53208		Highland Avenue			Υ								
	163		Visconsin Avenue, 25th Street, 35th Street				Υ								
253	175	53208		Vliet			Υ								
				Connections between the existing trail networks											
		,	Any intersection with Bluemound Road, National	and keeping the bike lanes maintained and visible											
				on major streets like Lisbon, Highland, State			Υ								
			Avenue, Wisconsin Avenue	Street, Wisconsin Avenue, 17th Street and Fond											
254	185	53208		du Lac Ave.		Υ					ALL TRAILS				
				Need a safe north/south route on north side in											
255	192	53208	lighland from Washington Park to downtown,	middle of city				Υ	Υ			WASHINGTON PARK	DOWNTOWN	NORTH SIDE	
-33		11200					1	1			1				
			n Milwaukee, the corridor on Hawley between					1				Ì			
								1				Ì			
			Bluemound and Vliet is dangerous for bikes, but is the					1				Ì			
			only practical connection between my neighborhood					1				Ì			
			and businesses on Vliet St. I would bike north more	See answers above.				1				Ì			
			requently if that were safer. On my commute in Tosa, i					1				Ì			
			vould flag the Medical College area (again in Tosa, but					1				Ì			
		c	lose to Milwaukee border) as a high safety concern -					1				Ì			
		l.	ots of intersecting traffic and not designed for bicycles.					1				Ì			
256	195	53208	<u> </u>		<u> </u>	<u></u>	Υ	<u> </u>		<u></u>	<u> </u>	<u> </u>		<u> </u>	
			Catalla all analas adal annada a catalla de decendo de	Milesensia Augusta abaulalite turnin d											
				Wisconsin Avenue should be improved				1				Ì			
257	197	53208 F	protected cycling lanes and intersection lighting	especially west of downtown towards Miller valley			Υ	1				WEST SIDE			
	201				Υ			1							
	212	53208			Y		1	1			1	1		1	
233	-14		iadly, many of them. Too many people running red		l'			1				1			
260	215			State St. & 27th		v		1				Ì			
	215		ights.	Above and MC Ave 27th to 25th	-	<u> </u>	V	1				-			
261	238	53208 2	27th St., Highland to Wisconsin Ave.	Above, and Wi. Ave. 27th to 35th	-	-	T .	1				1			
				Hawley Road between I-94 and Vliet St, especially				1				Ì			
				the section between Wells and McKinley Ave				1				Ì			
262	252	53208					Υ					ļ			
	П	T.	ust about anything along a primary road.	35th Street North of National corridor, Clybourn St								<u> </u>			
263	254	53208	ust about anything along a primary road.	West of 27th corridor.			Υ				<u></u>			<u></u>	
264	264	53208		·	Υ										
	270	53208			Υ										
			nwy 175				Υ								
266	2/3										i .				

	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0
			There is not a really good route to get to the Third Ward												
				downtown corridor (west of lakefront)											
267	276	53208	for bikes	, , ,				Υ				THIRD WARD	NORTHWEST	DOWNTOWN	
268	278	53208	Canal Street at 25th street, N 76th on Hank Aaron Trail	Access streets into Downtown			Υ	Υ				DOWNTOWN			
			My greatest bike safety concerns are when cars pass					ľ							
				Wisconsin Avenue and/or Bluemound Road											
269	282	53208	regularly on Washington Boulevard).	Wisconsiii Wende dhayor Bidemodha nodd			v								
203	202	33200	regularly on washington bodicvara).												
			There are so many. bike lanes on or crossing high traffic												
			streets such as N. 27th, N.35th, W. North, W. Capitol are												
			a waste. The streets are not enforced for traffic and a	Same answer as above. Stop wasting resources on											
			hazard to life to try to ride. There are very ridable and	streets that no one realistically is going to bike and											
			navigable parallel streets that resources should be	direct resources to functional calmer parallel											
			assigned to to improve conditions and signage to	streets to build a functional network.											
			assembe a workable bike route. I can get anywhere in												
			this city, just takes alot of effort to find the routes.												
270	285	53208				Y		1							
271	290	53208	I don't know.	I don't know (I would need to bike to know)	Y	-		ļ							
272	311		5		Υ	1		1							
273	318	53208	В		Υ	1									
			Hwy100 Lincoln thru Greenfield. Greenfield from Hank	Hwy 100 at Stallis cross town connector needs to											
			Aaron reroute to new Berlin trail, downtown city streets	have overpass option to cross street.				Υ			HANK AARON TO NEW				
274	329	53208					Υ				BERLIN TRAIL	DOWNTOWN			
275	348		33 ST AND LISBON	LISBON AND BROWN		Υ									
276	371	53208	27th & 35th Streets	All		Υ									
	I		North Ave/ Lisbon intersection before freeway	North Ave/ Lisbon intersection before freeway				1				<u> </u>			
277	382	53208	North Ave, Espon intersection before neeway	Mortin Ave, Lisbon intersection before freeway		Υ									
			North Ave, West of 60th. Despite green lanes and												
			seemingly "bike friendly" establishments/parking.												
				No specific ideas, except making our existing bike											
			Drivers go too fast, and I've seen mopeds in the bike	infrastructure more cohesive and											
			lane often. Also, any intersection where I encounter a	connectedwith MAPS!											
			vehicle with full limo tint and unable to gauge driver												
278	412	53208	awareness			Υ	Υ								
			main streets 35th/WI, 27th/WI, Wells Street				1								
279	418	53208		HAST beyond 97th before 2022			Υ								
280	428		3		Υ	1	1								
281	433	53208	North avenue	Lake drive			Υ								
282	437	53208	Vliet St - Lake Shore Drive	Lake Shore Drive		1	Υ				1	1			
283	453	53208	St st. Paul Avenue West	Protected bike parking at intermodal station		t	v	1							
284	483	53208		State street from 27th to 35th		t	Y	γ				DOWNTOWN			
285	502	53208		27th Street, Wisconsin Avenue		1	V	 				20			
286	557	53208	27th Street, Wisconsili Avenue	27 th Street, Wisconsin Avenue	v	 	ŀ								
200	551	55200	1		<u> </u>	1	 	1							
			I cross Lisbon to get to and from work, that one is not												
			fun. Also really don't like Lake Drive; not good to be on												
			path because of other, slower users (who have every	Water, Lake Dr., KK, Lisbon, Fondu Lac, 55/Hawley			Υ								
			right to go slower and enjoy the space!) and very unsafe												
207		F2200	and unwelcomed on the road!												
287	558	53208				1	-	-							
288	573	53208	5		Y	<u> </u>		1							
289	595	53208	1		Y	<u> </u>		1							
			There are few good north/south routes in the center												
	l		city west of 2nd Street. I frequently have to travel												
			between the south and near north side across the	North/south routes in center of city (see above)											
			Menomonee Valley and there are no real good options.	Total, 35 act routes in center of city (see above)											
			Whatever route you choose, you end up riding in traffic												
290	601		with vehicles.					Υ	Υ			SOUTH SIDE	NORTH SIDE	MENOMONEE VALLEY	
291	606		Highland Blvd	Highland Blvd			Υ								
292	623	53208	· · · · · · · · · · · · · · · · · · ·		Υ										
			Hawley Street - cannot bike kids to school.	Hawley Street and off and an arrange to state of the											
293	630	53208	nawiey Street - Califiot Dike KIGS TO SCHOOL	Hawley Street and off and on ramps to state street	<u></u>	<u> </u>	Υ		<u></u>	<u></u>	<u> </u>	<u> </u>		<u> </u>	
294	640	53208	3	Wisconsin Ave. east to downtown			Υ	Υ		Υ		DOWNTOWN			
_						•				-	•				

A	В	С	D LETT DUMP OUR FIRST DIVE ROUNDARD IN	E	F	G	Н	1	J	K	L	M	N	0
			LETS DUILD OUR FIRST DIVE DOLLINARD IN											
	1		LETS BUILD OUR FIRST BIKE BOULIVARD IN MILWAUKEE!!! Vliet Street is PERFECT! This is not		1					Ì				
			a heavy used major east west city street. It goes		1					Ì				
			from the new Bucks Arena and downtown all the		1]				
1 1			way to Wauwatosa connecting with the		1]				
			Milwaukee County trial going to south to		1]				
		_ · ·	Greenfield and north to Brown Deer Rd and burbs		1]				
		9	northwest. Think about bus and bike lanes		1]				
			protected, parking and one lane for vehicles. This		1]				
			would improve businesses in Milwaukee, increase											
			property values, draw home owners and rentals.											
			Then we can top it off by extending the city street											
			car from the Bucks arena to Wauwatosa! Now we											
			have made the west side of Milwaukee and											
			Wauwatosa one of the greatest bike, walk, bus,											
			street car corridors in the world! Go Big Green or		1					Ì				
			Go Home!		l									
295 671	53208	3			ļ	Υ	Υ	Υ	Υ	ļ	NORTH SIDE	WEST SIDE		
		Connecting to Hank Aaron a trail by Canal St and Harley			1]				
	1 _	Museum. Absolutely murderous intersection.	Hawley Street bridge over State Street		1	Y				HANK AARON AND				
296 683	53208	· ·			Υ					CANAL				
		We live and work on/near Lisbon Ave. and Sherman Bl	35th & Lisbon		1					<u> </u>				
297 697		Need I say more?	3361 & Li30011		Υ	Υ								
298 699		North Avenue, Capitol				Υ								
299 724		3		Υ										
300 738		3		Υ									·	·
301 739	53208	3		Υ										
			Hawley Road (between Vliet and Bluemound) and										-	-
			any MAJOR roads between or en route to trails.		1]				
					1]				
			There is no safe way to get from Washington		1]				
			Heights to the Oak Leaf without riding on Hawley,		l					OAK LEAF TO				
302 740	53208	В	a dangerous high speed bridge.		1	Υ				WASHINGTON HEIGHTS				
303 741		3		Υ										
			North ave from Wauwatosa to the Eastside.											
			Transitions from Wick Park neighborhood to		1	Υ	Υ]				
304 742	53208		Menomonee Valley.		Υ]	EAST SIDE	WAUWATOSA	MENOMONEE VALLEY	
			I think that going east/west is safer then north											
		Far west side, highway 100, north side 76th/60th and	south unless by the lake or far west side be the		l									
305 743	53208	92nd are all hard to ride on	parkway		1	Υ	Υ	Υ		Ì	WEST SIDE	NORTH SIDE		
306 744		Hawley Road, Washington Blvd, Vliet	Hawley Road, Washington Blvd, Vliet			Υ								
307 745		3		Υ										
308 746		3		Υ										
309 747		3		Υ										
	1 2 2 3 4		Accessing Hank Aaron Trail from Washington Park							HANK AARON FROM				
310 749	53208		area and other areas north of the trail.		1	Υ				NORTH				
311 750		3		Υ						1				
		north ave between Holton and Lisbon, Center st same				İ				İ				
312 751	53208		north side typically between Holton and 50th		1	Υ	Υ]	NORTH SIDE			
	33230		The path from the east end of the Hank Aaron trail		1					HANK AARON TO				
313 752	53208	3	to the lakefront.		1					LAKEFRONT				
314 754		3		Υ	1									
52. 754	33230	<u> </u>		•	1									
					1					Ì				
					1]				
					1]				
				Υ	1					Ì				
					1]				
					1]				
315 755	53208	2			1]				
316 756		Too many to name.		v	 					1				
310 /30	33208	,		-	 					1				
			I'd love to be able to ride to work in the Third		1					Ì				
		I don't ride enough in the city to be able to answer this.	Ward from my home but there is no real safe or	Υ	1					Ì				
217 757	E2200		convenient (trail) way to get there.		1]	THIRD WARD			
317 757 318 758	53208))	·	v	 		 			-	I I I I I I I I I I I I I I I I I I I			
210 /28	53208			-	 		 			-				
					1]				
					1]				
		North Ave., East Tosa/Washington Heights area			1					Ì				
					1					Ì				
210 750	E2200				1	v	v]	WASHINGTON LIFECUTS			
319 759		2 114	NIA.	v	 	ĭ	T			1	WASHINGTON HEIGHTS			
320 760	53208	INA	NA	Y	l	l	1			1	<u> </u>			

		<u> </u>		5	-	-			,			1			
-	Α	В	C	D	E	F	G	Н	1	J	K	L L	М	N	0
			47th St and Washington Blvd., Lisbon Ave and Sherman												1
			Blvd, 35th Street and Highland blvd. , Hawley Rd and	All of the above			Υ			1					1
321	763	53208	Bluemound Ave			Υ									
1	T		Some streets (like Lisbon) with bike lanes are treated	Near West side. Also want to send my kids to						l					1
1			like freeways during morning commute. Drivers are	Rufus King but worry about the neighborhood.						1					1
				Afraid to let my kids ride bicycles or take public				Υ							1
			constantly swerving into bike lane to pass people. I	transportation where they would need to wait on											
322	764	53208	don't feel the bike lane protects cyclists at all.	a corner.			Υ					WEST SIDE			1
			The last time I rode along the long the Menominee river							1					1
			parkway trail, I had to call 911 to report a man												
			threatening to physically harm a young woman.	I'd like to be able to get downtown without having											
			Someone must have told him I called because he yelled	to ride through sketchy neighborhoods.											
			at me when I passed him again on my way home. I will												1
		F2202	not ride that path again.					<u> </u>				DOM/NTOW/!			1
323		53208					· ·	Υ		<u> </u>		DOWNTOWN			
324	769	53208	Hadley rd and Lloyd st	Harley rd bridge bike lane			Υ								
															1 '
															1 '
1										ĺ		ĺ		1	1
					Y										1
															1
															1
										1					1
										1					1
325	770	53208													1
															1
										1					1
															1 '
										1					1
										1					1
			60th street from North ave to Fond du Lac ave	60th st											1
			Sour Street Hom North ave to Folia aa Lac ave	5550						1					1
										1					1
															1
										1					1
															1
															1
															1
															1
326	771	53208					Υ			<u> </u>					
															1
			Any intersection with automobile traffic	All of them											1
327	772	53208				Υ									1
	774				Υ									1	
329			Roosevelt & Lisbon	Roosevelt	•	Υ	Y								
330			Highway 100 and most of downtown.	Hank Aaron State past 94th St (roughly)		'	·			1					
_		53208	riigriway 100 anu most oi uowntown.	many varon state hast 24fti St (Lonklih)	v		1			-					
331	779	53208	Mant internations are desperate from the desperate of the second states		ı					-					
			Most intersections are dangerous because drivers run												1
			lights, 99.9% without consequences (no police							1					1
			enforcement of traffic laws that protect pedestrians and							1					1
332			bicyclists).			Υ				<u> </u>					
333	783	53208			Υ										
	1 T			I would like after links between the Hank Aaron						1					1
			Why 100 and Maufair road	trail and going north from downtown or getting to						1					1
			Why. 100 and Mayfair road	the Southside trail that starts at the end of the						1	HANK AARON TO NORTH				1
334	784	53208		Hoan Bridge.			Υ		Υ		AND SOUTH				1
335	797	53208		Highland and 35th, 27th, etc.		Υ									
336	799		North Ave from 43 west	Center Street			Υ								
337		53208			Υ										
	814	53208			Υ										
330	1	,,_,,		I'd like to see any new commercial corridors						1					
			Hawley Road traffic is too fast and the sidewalks too	include enhanced design for pedestrian and											1
220	855	53208	narrow to feel safe from negligent drivers	bicycle traffic.			v								1
339	გეე	53208		DICYCIE L'ATTIC.			T			-					
	_		Most north/south and east/west major streets. People	The intersection of Kinnickinnic & Lincoln & Howell						l.,					1
340	871	53208	drive too fast all over Milwaukee.			Υ			Υ	Υ					
1			There should be safe routes from all directions to all the												1
1			major downtown office and apartment buildings. The	Provided a safe, protected bike route from east to											1
				west into downtown either State Street, Highland						1					1
			numer of downtown office workers, apartment dwellers	Blvd., Wells or Wisconsin Avenue. Consider closing						1					1
			and shopper will be dramatically increasing. Please	one or more east-west streets to vehicle traffic to						1					1
			make safe bike a part of what will make the	accomodate bikers.											1
341	884	53208	rennaissance amazing. hat					Y		v		DOWNTOWN			1
	888		North ave and parkway			v		1		l '					
242	000	JJ200	ivoral ave alla parkway			Ľ				l	I	I		l .	1

	٨	В	C	D	E	С	G	Н	Ţ	1	K	l i	М	N	0
343	910	53208	<u> </u>	U U	Y			-	1	,		L	iVI	IN	J
344			Lisbon/Walnut corridor	Vliet/Milwaukee Street corridor			Υ			1					
<u> </u>						1	1			1					
345	72	53209		Oakleaf trail crossing Hampton		Υ					OAK LEAF & HAMPTON				
			Safety lanes along major streets like Capitol and Silver												
			Spring. I've seen cars drive and speed recklessly in bike	Not sure			1								
346							Υ								
347			Port W Rd				Υ								
348			silverspring	Port Washington rd and Silverspring		Υ	Υ								
349	420		Oakland corridor near UWM	Oakland corridor			Υ								
350	569	53209	The section of the se		Υ		1								
			There is no safe way to cross National Ave, therefore cutting off neighborhoods from the south to access the	Need a safe way to cross National Ave.											
351	575		Hank Aaron ST	need a sale way to cross National Ave.		v									
331	3/3	33203				-									
			W. Silver Spring Drive and N. Port Washington Road	Oak Leaf Trail - Could not get through Riverside											
352	725			Park to Beerline Trail. Not very good signage.		Υ					OAK LEAF TRAIL				
				F7 hat to .to .io to d and fthan											
			Most streets in nw side. Too much speeding	57 between teutonia to mequon road and further-											
	776			its so beautiful hate driving all the time			Υ								
354	805		Westown	Westown				Υ				WEST TOWN			
]		Water & McKinley, cherry & commerce, Milwaukee river	Same as above		L	_			1					
355	837		parkway & silver spring			Υ	-			 					
356	859	53209	ContactCOth (Linham MILV/Long) Character D. J. C.		Y	1	 	1		 					
ספיס			Center/60th/Lisbon, MLK/Locust, Sherman Bvd, Burleigh	60th/Lisbon/Center.		V	v								
357	-		from Union Cemetery to Hwy 100			T .	T .	1		1					
358	98	53210	Sherman Blvd & Burligh St and MLK Dr & Burligh St	Auer Ave & MLK Dr.		v	1								
359			3 way intersections like north, lisbon, & 47th			Ϋ́	+	1		 					
360				Sherman Blvd		Y	Υ			1					
			Lisbon Ave from 175 to Fond du Lac; Center - the whole	Connectivity from Sherman/Washington Park to											
			thing; North - the whole thing.	the Valley and to the Menomonee River Parkway.											
361	298	53210		From there, I could get anywhere I wanted to go.			Υ	Υ				WASHINGTON PARK	SHERMAN PARK	MENOMONEE VALLEY	
			Anywhere downtown. Lots of unmonitored double-												
			parking, ignorant drivers, etc. Separating bike from car												
362			here would be wonderful.					Υ				DOWNTOWN			
363	321	53210			Υ										
201		52240	Center Street from Sherman Boulevard to 60th Street.	Center Street from Sherman Boulevard to 60th											
364		53210		Street.	V		Υ								
365	536 560	53210 53210			Y V	-		-							
367		53210			v										
307	003		Sherman/Burleigh, Burleigh/46th St., Sherman/Locust,												
				All the ones mentioned above											
368	642		76th/Hampton			Υ									
369		53210		47th @ Lisbon and North		Υ	Υ								
			Almost all of the major streets in the inner city (e.g.												
			Capitol Drive, Center Street, North Avenue, Fondu Lac,				1								
370		53210	etc)				Υ	Υ		ļ		INNER CITY			
	762	53210			Υ	1	L	ļ		<u> </u>					
372			W. Pierce Street, S. 35th St			<u> </u>	Y	1		 					
373	792	53210	Wort Burlaigh Lichan 124th Ctreet and reach.		Y	1	 	1		 					
274	795		West Burleigh, Lisbon, 124th Street and nearby corridors are dangerous	124th and Burleigh and 124th and Capital		v	v								
3/4	793		Appleton and 60th Street, there isn't a traffic light to			ť	ľ – – –	 		 					
			turn going North, there's only one going South. Also,				1								
			16th St., drivers do not stop at the pedestrian cross	All of 35th Street			1								
375	834	53210				Υ	Υ								
						1									
			Bikes should be discouraged from using Maryland	Instead of Maryland, I would turn Frederick and			1								
			Avenue between Farwell and Kenwood. Intersection of North/Prospect/Maryland very confusing. Fix	Murray into one-way pair bike boulevards			Υ								
			connection near North/Commerce.	between North and UWM.			1								
376	5	53211				Υ	ļ			ļ					
				There are a lot of terrible roads on the Eastside.			1								
			The turn on Brady/Water is really dangerous.	Murray is awfully bad from newberry and park,			Υ	Υ							
277			,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	linnwood gets bad from murray		V	1					EACT CIDE			
377	17	53211		· · ·		Y	 	-		 		EAST SIDE			
378	33	53211	Major roads around malls, most major divided roads				v								
3/8	33		North Avenue is a mess. The bicycle lane disappears			 	ľ – – –	 		 					
			and randomly reappears repeatedly and the road is very	The west side in general.			1	Υ							
379	44		poorly maintained.	3			Υ					WEST SIDE			
380			any major intersection	lake drive		Υ	Υ								
381	56				Υ										
		-			-	•	-	•				•			

	Δ	В	C	D	Е	F	G	Н	ī	1	К	ı	М	N	0
-	- 1		<u> </u>		-	<u> </u>		'	•		, ,	-	.*1	.4	- J
				Riding across the Locust bridge and then turning											
				left to get to Center is weird. I've started riding on											
			I ride Center Street a lot. It's not very fun, though has	the southern side walk and going through the park because of giant potholes and maniac drivers. I											
				hate riding on the sidewalk, but I make an											
			been improved fatery.	exception in this case because it does not feel sane											
				trying to make the maneuver on the street. No											
200	64	F2211		idea how to make it better though			L,								
382	61	53211		,			Υ								
			Not sure - every time I've been hit by cars (six times												
			now), it's been in a different context: while stopped												
			waiting in a left turn lane at Oakland and North, by a	I don't have specific areas in mind; I'd ideally like a											
				few more long-run dedicated (separated) cycling											
				corridors throughout the city going both directions											
			passing traffic on Newhall near Newport, by someone	across the grid. Every two to four miles would be											
			pulling into a parking space on Farwell near North, by someone pulling out of a parking space on Kinnickinnic	ideal to minimize the amount of distance necessary to travel by shared roadway, but even a											
			near Lincoln, and by a car that failed to yeild right of	few more spaced throughout the city would help.											
			way when it had a stop sign and I did not at Hartford												
200		F2241	and Cramer.				L								
383	65	53211		Any area of town occupied by referribles as it			Y	-							
384	67	53211		Any area of town occupied by minorities and poor people			Y	Υ				WEST SIDE	POOR NEIGHBORHOODS		
30.	57	55211	Silver Spring & Port Washington Rd and the				1								
385	69	53211	intersection of Green Bay Rd. & Brown Deer Rd.	(See previous answer)		Υ									
			The 5 way where Brady meets Oakland, Farwell, and	The 5 way on Brady, Humboldt north of Brady (too											
386	74	53211	Prospect.	narrow)		Υ									
387	75	53211		Kinnikinnic, Lake Drive, Capitol Drive			Υ								
388	79	53211	Lake Drive NEEDS a bike lane	Locust Street			Y								
			downtown as you get farther from Oak Leaf needs												
200	93	53211	better signage and better maintained bike lanes			Ī		v				DOWNTOWN			
390	122	53211			v			1				DOWNTOWN			
391	125	53211			Y										
			Carital Daine Historica 100 c of St. co. of St. c.	The streets connecting Bay View to Walker's Point											
			Capitol Drive, Highway 100 and Bluemound Road are	could stand to be improved for even more and				Υ							
392	127	53211	not safe.	better bicycle accessibility.			Υ					BAY VIEW	WALKER'S POINT		
393	130	53211			Υ										
				Locust Street east of Humboldt. This segment is a											
				design disaster for all modes. Far too wide,											
				impossible to cross except in a panic, ped-											
				activated signals are inadequate and misplaced,											
			on Water Street downtown. Both these locations are	no separation between high speed vehicles and											
				bikes/peds, ghastly from an urban- design/amenities point of view. And yet this is the											
				best connecting point between the Oak Leaf and											
				Beer Line trails.							OAK LEAF AND BEERLINE				
394	131	53211					Y				TRAILS				
33.	201	55211	Non traffic light crossings. Cars do not stop and you wait	Cambridge & Locust crossing from the Oak Leaf			1								
395	145	53211	a long time to cross the street	Trail		Υ									
			National Ave, Lincoln Ave, North Ave, Capitol Dr, Fond												
396	147	53211	du Lac Ave, S. 16th St, S. 27th St, S. 6th St	Cesar Chavez Dr. and National Ave.			Υ								
			Cycling from the north shore to the western suburbs												
20-	140	F2241	(tosa, Brookfield) is pretty unpleasant and sometimes					V			NORTH CHOSS	WESTERN SURVEY			
397	148 149	53211		All of Manyland Ave			v	Y	-		NORTH SHORE	WESTERN SUBURBS			
398	149	22211	Michigan Ave downtown Michigan Street from the Lake to 6th St. (getting from	All of Maryland Ave							1				
				General trail maintenance. The oak leaf is											
				becoming especially bad											
399	152	53211	Milwaukee.	J			Υ		ŀ	Υ	TRAILS IN GENERAL				
			Locust and Oakland, Oakland and North, North and												
				Locust and Humboldt to Locust and Oakland as											
				well as North Avenue from Humboldt all the way											
			Center, 16th and Wisconsin, 27th and Wisconsin, Water												
			and St. Paul, 35th and Wisconsin												
400	160	53211				Y	Y								
401	172				Y	ľ	1								
401			All of downtown	Downtown			İ	v			İ	DOWNTOWN			
402	174	53211	Heading west is very difficult and intersections are often	I'm interested in the discussion of improving the		-		1			-	DOWNTOWN			
403	178	53211	dangerous. Rike lanes going through downtown and	30th street corridor as well			Υ	Υ		Υ		DOWNTOWN	THIRD WARD	FIFTH WARD	
404	193	53211			Υ										
405			Oakland and Edgewood.	The Eastside Oakleaf Trail.		Y					OAK LEAF TRAIL				

_	T .	_	_					1							
<u> </u>	Α	В	С	D	E	F	G	Н	I	J	K	L	M	N	0
40	205	53211	Downtown area	Water Street			Υ	Υ				DOWNTOWN			
			Annuaturaturith Alaman and an hills lands	Any that could use road diets, or could be good											
40	7 207	53211	Any street with 4 lanes and no bike lanes	bike infrastructure connections			Υ								
40	8 210				v		-								
40								-							
40	9 218	53211			Υ										
			Riding past the Mil. Art Museum parking lot on the												
			1 = :	Transition from Oak Leaf Trail to Michigan Ave.											
			OakLeaf Trail.Transition from Oak Leaf Trail to Michigan	Locust Street bridge from RW to Eastside, traffic											
			Ave. Locust Street bridge from RW to Eastside, traffic	too fast, I always sidewalk it. Left turn northward											
			too fast, I always sidewalk it. Left turn northward from												
- 1	1		Water St off Brady under Marcunial bridge	from Water St off Brady under Marsupial bridge.		l									
41	220	53211	water st on Brady under Warsapiar Bridge.			Υ	Υ				OAK LEAF TO MICHIGAN				
			N Water Street is an important, but dangerous corridor.												
			In general, Milwaukee needs to build safe routes from	Can annual abaua											
			all neighborhoods to the city's core. Again, this should	See answer above.											
			he done with protected hike lanes, as much as possible												
41	1 223	53211	be done with protected blike lanes, as mach as possible.				Υ								
41	2 233	53211			Υ										
				I'd like to see Hartford made one-way for vehicles											
41	240	F2211	lake drive needs a bike lane south of Edgewood				v								
41	3 248			with a two-way bike lane			ı								
41	4 259	53211	Wisonsin Ave, Prospect Ave, Downtown	Wisonsin Ave, Prospect			Υ	Υ				DOWNTOWN			
1 -	1		The Third Ward and Downtown are particularly and						T						
- 1	1		The Third Ward and Downtown are particularly perilous			l									
- 1	1		areas, especially with the high concentration of			l									
141	5 280	53211	construction that appears during peak bike season.			l		v				DOWNTOWN	THIRD WARD		
41			•					<u> </u>				DOWNTOWN	חשאא חשוווו		
41	286				Y										
41	7 292	53211			Υ										
			Any corridor with multiple curb cuts and fast moving	-											
- 1	1		traffic, e.g. Prospect Avenue, Capitol Drive, Water			l									
41	8 299	52211	Street.			l	v								
41					V		•								
41	302	53211			T										
			North Ave - high traffic and unsafe driving abounds	Brady/Water - lots of traffic and construction,											
42	306	53211	Thorat Title Tillight Carrie and ansare arriving about as	bumpy road, and a hill			Υ								
				Corridor between Oak Leaf trail north of											
				downtown with Hank Aaron and with Oak Leaf							OAK LEAF TRAIL AND				
42	308	53211					v				HANK AARON				
42	300	33211		Trail in Bay View.			ı				HANK AARON				
			Inner-city, and all 5-way intersections (North Ave or												
42	2 309	53211	Brady Street and their intersection with Farwell)			Υ		Υ				INNER CITY			
			lincoln memorial, where the oak leaf kind of dissapears									-			
			II												
			by the museum, particularly on the east sidewalk (or	national ave would be nice as protected lanes.											
			lack of it). van buren, kilbourn, prospect all need better												
42	323	53211	bike infrastructure.				Υ				OAK LEAF BEHIND MAM				
				Better river crossings that do not put rider into											
42	4 335	53211	Any where drivers are likely to speed.	traffic			Y								
72	1 333	33211		tiune											
				Connect OLT from AC Hansen Park westbound to											
				N 70th St. Raise OLT out of flood plain between											
			Oak Leaf Trail, Layfayette to Locust, needs rebuilding.	Calumet south to Dogwood. Create thruway near											
- 1	1			Congress from OLT eastbound thru Annunciation		l									
- 1	1					l									
- 1	1			Greek Orthodox/MKE Lutheran property to		l									
- 1	1			Congress. Add paved bikeway at 92nd &		l									
- 1	1		Westown between the river and 6th.	Watertown Plank Rd N to Swan Blvd. Repair		l									
- 1	1			bridges and paths in Washington Park. Bikeway		l									
- 1	1			along Lake Dr. from Kenwood to Doctor's Park.		l					OAK LEAF TRAIL TO AC				
142	5 349	53211				l	v		v		HANSEN PARK	WEST TOWN			
42	349	22211					-				IIMIJEN FAIN	VAFOI IOAAIA			
	1		East/West traffic is limited in most of Milwaukee. North			l									
- 1	1		Ave, Capitol Dr, and Wisconsin Ave need designated			l									
- 1	1					l									
- 1	1		bike lanes or greenway privileges like State Street in			l									
- 1	1		Madison to offer cyclists options for east/west traffic			l									
42	6 352	53211	and to promote biking to work			l	v			v					
42	332	22211	Main shoots that some than 2 or 19 of Control No. 2				-			1					
- 1	1.	_	Major streets that cross the river, like Capitol, North,	Major roads, like Capitol, North, and KK		l									
42			and Locust.				Υ			Υ					
42	357	53211	down town, down-town to Bay view area	from bike path along lake west through city		L ⁻		Υ	Υ	Υ		DOWNTOWN	BAVIEW		
42	9 360	53211		North Avenue - Six Points			Υ								
43				* ** * * *	Υ										
7.3	- 307	55211	1					 							
- 1	1		Cambridge Avenue & Locust, as well as other			l									
- 1	1		connections to the Oak Leaf Trail. Many intersecting 4-			l									
- 1	1			entire downtown area		l		Υ							
- 1	1		lane arterials are not safe for cyclists. MLK Drive needs a			l									
43	1 383	53211	bike lane and traffic calming, especially near downtown.			Y	Y				OAK LEAF TRAIL	DOWNTOWN			
43			1		v		•	 							
43	2 385	53211			T			 							
- 1	1		Can't think of any specific ones that stand out as	Can't think of a specific one.	Υ	l									
43	386		different than any others.	22 2 2 or a specime orier	·										
43	4 388			-	Υ										

Manufacture and the control of an interpretation of the control of		۸	R	C	D	Е	-	G	н	T		V	1	М	N	0
Description of the Company of the		А	В	C	D		F	G	П	1	J	N.	L	IVI	IN	0
Application Application					My selfish priority is Downer between Capital and											
Transport of purpose and the about the purpose of purpose and the purpose of purpose o				Law assessed about safety of his cliets on Lake Daine L	Kenwood, the area I frequently travel through											
Section Continue of the co					between home, my childrens' daycare, and work.											
Description Communication					The road surface is poorly maintained here. I also											
Part Continue Co																
According to the control of the co				the road vs separated mixed use trail) as well as on Lake												
Section Sect				Drive from Kenwood up through the north suburbs.												
10 10 10 10 10 10 10 10																
Section Control Cont	43	389	53211		bioyenses.			Υ								
Control Control Control Control Control Control Control Control Co					an east-west connection that isn't the Hank Aaron											
20 20 20 20 20 20 20 20	43	395	53211								Υ					
10 10 10 10 10 10 10 10									Y							
20 20 20 20 20 20 20 20	43			visconsve is seary, especially downtown	Hank Aaron			Υ					DOWNTOWN			
March Company Compan	43					Υ										
10 10 10 10 10 10 10 10	43	431	53211						Υ				DOWNTOWN	THIRD WARD		
10.				All of Downtown. It's very difficult to get through	S 1ct St											
Company Comp	44			downtown feeling safe.	3. 131 31.			Υ	Υ				DOWNTOWN			
Mode Propleme 1.5 miles from the treat of the control from the control	44	1 449	53211			Υ										
Mode Propleme 1.5 miles from the treat of the control from the control				Lishon Ave. Although there are hike lanes, there are												
See 1971 See 1972 See 1972 See 1972 See					Lishon Ave or any direct route porth of the hank											
Act Sept S									Υ							
Comparison Com					adion that goes west he. Edst slue Tosa											
March and March Notice Annual Processing Services 10 and and early Notice Annual Processing Services 10 and annual Processing Servic	44							Υ			Υ		EAST SIDE	TOSA		
March Marc	44	461	53211	locust west of oakland, hampton on oakleaf trail				Υ								
10 10 10 10 10 10 10 10				3rd and wells Wisconsin Ave Lisbon ave	3rd and wells, Wisconsin ave, Lisbon ave, North			v								
March Ave. and Coloring Average Time Testing States (1997) March Ave. March A	44			Sta and wells, wisconsin Ave, Lisbuil ave	ave		Υ	'								
Accordance Acc	44					Υ										
April Apri	44					Υ										
Section Company Comp	44					Υ										
Section Sect	44				North Ave.			Υ								
Section Sect	44					Υ										
Section 1997 Sect	45					Υ										
Section Sect	45					Υ										
Section Sect	45					Υ										
does not not not confirmable also Brady'St. Secusion of source and heavy railfic. 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	45					Υ										
Substitution Comment	45	534	53211			Υ										
Social Section Section				down town is not comfortable also Brady St. Because of												
Downtrown is difficult to eavigate as are intersections on Oakland and locus, Oakland and Copred, offricult South Mark Control Capital direct of South Mark Copred (affect) South Mark Copred (affec					Down town and the third ward.											
Section Sect	45	537	53211						Υ				DOWNTOWN	THIRD WARD		
Section Sect				Downtown is difficult to navigate as are intersections on												
ingeneral, Ifeellike Wisconsin drivers really need to be educated and embrace that pedestrians in the consistent of the east side and am pretty happy with the struction there. 457 546 5321 option of the east side and am pretty happy with the struction there. 458 567 5221 option of the east side and am pretty happy with the struction there. 459 565 5231 option of the east side and am pretty happy with the struction there. 459 565 5321 option of the east side and am pretty happy with the struction there. 459 565 5231 option of the east side and am pretty happy with the struction there. 459 565 5231 option of the east side and am pretty happy with the struction there. 450 570 5321 option of the east side and am pretty happy with the struction there. 451 542 543 5431 option of the east side and am pretty happy with the struction there. 452 543 5431 option of the east side and am pretty happy with the struction there. 453 545 545 5431 option of the east side and am pretty happy with the struction there. 454 556 545 5431 option of the east side and am pretty happy with the struction there. 455 546 5431 option of the east side and am pretty happy with the struction there. 457 546 545 5431 option of the east side and am pretty happy with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not an easy / with the struction there is not	45		F2244		OAKLAND AND CAPITOL, OAKLAND AND LOCUST		.,		.,				DOMESTONAL			
Section Sect	45	540	53211				Y		Y				DOWNTOWN			
the situation there. the situation there. the situation there. the situation there. the situation there. the situation there. commerce st gliable have end State standard Ave, intersection (lot of college students not wearing helmers, fronth avenue and commerce st gliable have ends traveling west off of North Ave, bridge) students not wearing helmers, fronth avenue and commerce st gliable have ends traveling west off of North Ave, bridge) students not wearing helmers, fronth avenue and commerce st gliable have ends traveling west off of North Ave, bridge) students not wearing helmers, fronth avenue and commerce st gliable have ends traveling west off of North Ave, bridge) students not wearing helmers, fronth avenue and commerce states and students are students. 465 576 53211 South Students and students are students and students are students and students are students and students are students and students are students and students are students and students are students and students are students and students are students and students are students and students are students and students and students are students and students are students and students are students and students are students and students and students are students and students are students and students				In general, I feel like Wisconsin drivers really need to be												
455 356 3231 Capital drive Capital and fon du lac V V V V V V V V V				educated and embrace that pedestrians in the		Υ										
458 556 5321 (aptet drive and Oakland Are intersection (lots of college students not wearing helmest / north averue and commerce at (bits lane ends traveling west off off worth averue and commerce at (bits lane ends traveling west off off worth averue and commerce at (bits lane ends traveling west off off worth averue and commerce at (bits lane ends traveling west off off worth averue and commerce at (bits lane ends traveling west off off worth averue and commerce at (bits lane ends traveling west off off worth averue and commerce at (bits lane ends traveling west off off worth averue and commerce at (bits lane ends traveling west off off worth averue and commerce at (bits lane ends traveling west off off worth averue). Some types of protected bits lane going west of bowntown. North & Oakland averues 460 573 53211 North Ave. Water street downtown worth averues are consisted of obvious ways to head downtown from the Discovery World area. 461 573 53211 North Ave. Water street downtown worth averues are consisted of obvious ways to head downtown from the Discovery World area. 462 573 53211 North Ave. Water street bridge connecting Riverwest to East Side—cars such down after lane general. Intersections there can be tricky. 463 573 53211 Locust Street bridge 464 573 53211 Locust Street bridge 465 593 53211 Locust Street bridge 466 593 53211 Locust Street bridge 467 593 53211 Locust Street bridge 468 593 53211 Locust Street bridge 469 53211 Locust Street bridge 460 573 131 Locust Street bridge 461 Sand Sand Sand Sand Sand Sand Sand Sand	45		F2211	crosswalk have the right of way.	the situation there.											
As 50 55 5311	45			0.09.142	Confident Condition											
North Ave. and Oakland Ave. intersection (lots of college students not wearing helmets / north avenue and commerce st (bike lane ends traveling west off of North Ave. bridge) 460 570 53211 461 571 53211 North Ave. Water Street downtown 462 574 53221 North Ave. Water Street downtown 463 578 53221 North Ave. Water Street downtown 464 5378 53221 North Ave. Water Street downtown 465 593 53211 Locust Street bridge connecting Riverset to fast side-cars rush down after general. Intersections there can be tricky. 466 593 53211 Locust Street bridge 467 593 53211 John Street bridge 468 593 53211 John Street bridge 469 593 53211 John Street bridge 460 593 53211 John Street bridge 461 S71 S3211 John Street bridge 462 574 S3211 John Street bridge 463 578 53211 John Street bridge 464 S321 John Street bridge 465 593 53211 John Street bridge 466 S35 5321 John Street bridge 467 604 53213 John Street bridge 468 S35 53211 John Street bridge 469 S35 53211 John Street bridge 469 S35 53211 John Street bridge 460 S35 53211 John Street bridge 460 S35 53211 John Street bridge 460 S35 53211 John Street bridge 461 John Street bridge 462 S47 S3211 John Street bridge 463 S47 S3211 John Street bridge 464 S321 John Street bridge 465 S35 S3211 John Street bridge 466 S35 S3211 John Street bridge 467 S47 S3211 John Street bridge 468 S35 S3211 John Street bridge 469 S35 S3211 John Street bridge 470 S48 S38 S3211 John Street bridge 480 S48 S3211 John John Street bridge 481 John Street bridge 482 S48 S3211 John John Street bridge 483 S48 S3211 John John Street bridge 484 S48 S38 S3211 John John Street bridge 485 S48 S3211 John John Street bridge 486 S48 S3211 John John Street bridge 487 S48 S38 S3211 John John Street bridge 487 S48 S48 S38 S3211 John John Street bridge 488 S48 S3211 John John Street bridge 489 S3211 John John Street bridge 489 S48 S3211 John John Street bridge 489 S48 S3211 John John Street bridge 489 S48 S3211 John John Street bridge 489 S48 S3211 John John Street bridge 489 S48 S	45			сарісаі цітуе	саркат апо топ ои тас	V	-	1								
North Ave. and Oakland Ave. intersection (lots of college of students not warring hemset), north avenue and commerce st (bike lane ends traveling west off of North Ave. bridge) 460 570 53211 Action State Stat	43	303	33211			ř										
students not wearing helmets / north avenue and commerces (bike lane ends traveling west off of North Ave. bridge) 460 570 53211 461 571 53213 North Ave. Water Street downtown 462 574 53213 North Ave. Water Street downtown 463 575 53213 Anywhere the speed limit is greater than 25 mph. 50 Some type of protected bike lane going west of 20 Some type of 20 Some type					The Oak Leaf is great but there is not an easy /											
students not wearing helmets / north avenue and commerces (bike lane ends traveling west off of North Ave. bridge) 460 570 53211 461 571 53213 North Ave. Water Street downtown 462 574 53213 North Ave. Water Street downtown 463 575 53213 Anywhere the speed limit is greater than 25 mph. 50 Some type of protected bike lane going west of 20 Some type of 20 Some type				North Ave. and Oakland Ave. intersection (lots of college	obvious route into downtown once you arrive at			Ì								
commerce st (bike lane ends traveling west off of North Ave. bridge) 460 570 53211 Anywhere the speed limit is greater than 25 mph. Anywhere th								Ì	V							
Ave. bridge) Av									1							
460 570 53211 Morth Ave. Water Street downtown Water Street downtown North & Cakland avenues y y y y y y y y y y y y y y y y y y y								Ì								
Act 571 S3211 North Ave. Water Street downtown Water Street downtown. North & Oakland Y Y	100		E2244				V				v		DOWNTOWN	LAVEEDONT		
Act 571 S3211 North Ave. Water Street downtown senues Y Y Y	46	5/0	53211		Water Street downtown, North & Oakland		1	-			1		DOWNIOWN	LAKEFKUNI		
Anywhere the speed limit is greater than 25 mph. Downtown, North of I94 My own perspective only: Locust Street bridge connecting Riverwest to East Side-cars rush down after leaving single lane to get to another single lane. As 3 78 5 3211	10	E74	52211	North Ave. Water Street downtown			v	l _v								
According to the properties only. Locust Street bridge connecting Riverwest to East Side-cars rush down after general. Intersections there can be tricky. Y Y DOWNTOWN RIVERWEST EAST SIDE	46	3/1					<u> </u>									
My own perspective only: Locust Street bridge connecting Riverwest to East Sidecars rush down after leaving single lane to get to another single lane. 463 578 53211 Locust Street bridge 464 589 53211 Locust Street bridge 465 592 53211 along 1st to Bayview 466 593 53211 DownTOWN 466 593 53211 DownTOWN 466 593 53211 The hill on Lake Drive 468 598 53211 Locust Street bridge 469 602 53211 Salview 470 664 53211 Blwd. 470 664 53211 Blwd. 471 609 53211 472 609 53211 473 509 53211 474 609 53211 475 509 53211 475 509 53211 476 509 53211 477 509 53211 478 509 53211 478 509 53211 479 500 53211 470 504 53211 Blwd. 470 604 53211 Blwd. 470 604 53211 Blwd. 470 604 53211 Blwd. 470 604 53211 Blwd. 470 605 53211 470 509 53211	AC	574	52711								v					
connecting Riverwest to East Sidecars rush down after leaving single lane to get to another single lane. 463 578 53211 Locus Street bridge	40	5/4	JJ211		DOWNLOWII, NOITH OF 134			1								
connecting Riverwest to East Side—cars rush down after leaving single lane to get to another single lane. 463 578 53211 Locust Street bridge N. Oakland Ave				My own perspective only: Locust Street bridge	Above-downtown would like better lanes in											
463 578 53211 leaving single lane to get to another single lane. Y Y Y DOWNTOWN RIVERWEST EAST SIDE 464 589 53211 Locust Street bridge N. Oakland Ave Y Y N. Oakland Ave N. Oakland Ave Y Y N. Oakland Capital, Any intersetion on Brady, All 465 592 53211 along 1st to Bayview All along 1st to Bayview Y Y N. Oakland Ave N. Oakland Ave Y Y N. Oakland Ave				connecting Riverwest to East Sidecars rush down after												
South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview where trail stops for a bit. This is pretty barrowing to bike along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water to Bayview along near Rockwell South Water	46	579	52711	leaving single lane to get to another single lane.	on the sections are retained theky.			v	y I				DOWNTOWN	RIVERWEST	EAST SIDE	
Humboldt and Capital, Any intersetion on Brady, All along 1st to Bayview 465 592 53211 along 1st to Bayview 466 593 53211 DownToWn 467 596 53211 The hill on Lake Drive UWM campus area Y Y Y Y BAY VIEW BAY V				Locust Street bridge	N. Oakland Ave			Υ								
According to the proving to his along as to Bayview All along 1st to Bayview Y Y Y Y Y BAY VIEW Sharping to this along near Rockwell South Water to Bayview where trail stops for a bit. This is registered as the proving to his along near Rockwell South Water to Bayview where trail stops for a bit. This is registered as the proving to his along near Rockwell South Water to Bayview where trail stops for a bit. This is registered as the proving to his along near Rockwell South Water to Bayview where trail stops for a bit. This is registered as the proving to his along near Rockwell South Water to Bayview where trail stops for a bit. This is registered as the proving to his along near Rockwell South Water to Bayview of the latered as the proving to his along near Rockwell South Water to Bayview to his along near Rockwell South Water to Bayview of the latered as the proving to his along near Rockwell South Water to Bayview of the latered as the proving to his along near Rockwell South Water to Bayview of the latered as the proving to his along near Rockwell South Water to Bayview of the latered as the province to t	H.	303	. ,	Humboldt and Canital Any intercetion on Brady All				1								
A66 593 53211 DOWNTOWN DOWNTOWN PY DOWNTOWN DOWNTOWN PY DOWNTOWN PY DOWNTOWN PY DOWNTOWN PY DOWNTOWN PY DOWNTOWN PY DOWNTOWN PY PY PY PY PY PY PY P	46	592	53211		All along 1st to Bayview		Υ	Υ	Υ				BAY VIEW			
467 596 53211 The hill on Lake Drive UWM campus area Y UWM					DOWNTOWN			Ì	Υ							
468 598 53211									Υ							
469 602 53211 East-west road surfaces in poor shape, see Highland Highland, Lake Dr. (Shorewood), Juneau Y Y Y South Water to Bayview where trail stops for a bit. This is cretty barrowing to bite along near Rockwell is cretty barrowing to bite along near Rockwell	46				•	Υ										
East-west road surfaces in poor shape, see Highland 470 604 53211 Blvd. Highland, Lake Dr. (Shorewood), Juneau Y Y South Water to Bayview where trail stops for a bit. This is cretty harrowing to bike along near Rockwell Can't think of others	46					Υ										
470 604 53211 Blvd. Highland, Lake Dr. (Shorewood), Juneau Y Y 471 609 53211 Y South Water to Bayview where trail stops for a bit. This is creatly harrowing to hike along near Rockwell is creatly harrowing to hike along near Rockwell is creatly harrowing to hike along near Rockwell is not the along near Rockwell in the stop of				East-west road surfaces in poor shape, see Highland	Highland John Dr. (Chare											
South Water to Bayview where trail stops for a bit. This is greatly harrowing to bike along near Rockwell Can't think of others					nigniand, Lake Dr. (Snorewood), Juneau	<u></u>	<u> </u>	Υ			Υ	<u></u>	<u></u>			
is pretty harrowing to hike along near Rockwell Can't think of others	47	1 609	53211			Υ										
is pretty harrowing to hike along pear Rockwell Can't think of others				South Water to Bawiew where trail stops for a hit. This												
472 611 53211 Pre-try nationing to blice along fleet notewers.					Can't think of others											
	47	611	53211	is pretty narrowing to bike along flear Rockwell.			<u></u>	Υ	Υ				BAY VIEW			

	Α	В	С	D	Е	F	G	Н			l ĸ	1	М	N	0
473		5321	-		Y	+-		П	1			 	IVI	IN IN	U U
474			11 Center Street Corridor, Wisconsin Street Corridor	Wisconsin Street	†	+-	Υ	+							
475		5321			Υ	t	 	 	—	 		1	<u> </u>		
476			11 Prospect and Farwell/Brady.	Farwell/Brady and North Ave near St Marys.		Υ									
			Holton and Capitol Drive; Oakland and Locust; Locust	Locust Street; Center Street				1							
477			11 and Martin Luther King Drive;	Education Content Street		Υ	Υ	<u> </u>	·	<u> </u>					
478				 	Y	+	-	L	<u>'</u>	<u>'</u>	1	+	+	+	1
479	651	5321:	11	routes to and from downtown to havelow and	Y	+	 	└	<u>'</u>	<u>'</u>	 	 	 	 	-
480	653	5321	11	routes to and from downtown to bayview and	ļ			v	1	' l		DOWNTOWN	BAY VIEW		
481		5321		other neighborhoods	Y	+	 	ι	\longrightarrow	\vdash	 	20	D VIEVV	 	+
482				Maryland Avenue and Downer Avenue	†	Υ		 	\vdash	\vdash			<u> </u>		
483			11 Farwell between North Ave and Kilbourn Ave	KK Ave		1	Υ	l							
			Water street is awful for biking. very scary to be so close					i							
484			11 to cars.			<u> </u>	Υ	li	1	<u> </u>					
485	665	5321			Υ	↓	 	<u> </u>	1	<u>'</u>		-			
486	668	5221	Around UWM. side streets are in and uneven patched 11 streets condition uneven, potholes and	East side and downtown				Ų l	1	1		UWM	EAST SIDE	DOWNTOWN	
487				+	Y	+	+	- 	\vdash	\vdash	 	CAAIAI	ENJI JIUL	DOWNINOWN	
107	3,2	JJ21.			i 	t	†			Ч—		†	†	†	
	1		Cambridge and Locust; Locust and Humboldt are busy	Cambridge and Locust; Locust and Humboldt are		1		i j	1	1					
488		5321		busy and could use design improvements	L	Υ		<u> </u>	1	·					
489			11 Locust and Cambridge	Locust St.		Υ	Υ			'					
490			11 East side - North Avenue, Brady Street	 			Y	Υ	'	<u>'</u>		EAST SIDE	-		
491 492		5321	11 Wisconsin ave and 27th st.	27th street	Y	+	V -	└	1	<u>'</u>		 		 	
492			11 Wisconsin ave and 27th st. 11 Oakland and Locust; and Himboldt and Locust.	27th street Same as above plus North and Humboldt.	\vdash	v	†	\longmapsto	'	\vdash	 	+	+	+	
+33	092	JJ21.	I mostly bike in the east side and think our bike routes		+	+	 	├──		\vdash	 	 	 	 	
494	696	5321	are pretty good.	None come to mind.	Υ			ļ į	1	1					
495			11 Lincoln Memorial & Michigan	Lincoln Memorial & Michigan		Υ									
			The area in front of Summerfest is becoming more					1							
	1		unsafe due to the freeway construction. The front gate	Water Street; Wisconsin Avenue		1		i j	1	1					
	l	F00:	to Summerfest should always be open but its not for	, and the same of		1	<u> </u>	i j	1	1					l i
496			11 some reason.	Water Ct	 	₩	Y	<u></u>	1	<u>'</u>	1	EACT CIDE	1	-	
497 498			11 Eastside 11 North/maryland/prospeect	Water St prospect/north area intersections	₩	·	 	Ľ	'	Ч——		EAST SIDE	+	 	
+30	/10	3321.	Inorthymaryland/prospeett	Biking on lake drive is very convenient for me, but	+	+	 	└──	\longrightarrow	\vdash	 	 	+	 	
	1			I am always nervous with the narrow lanes. I	l	1	1 1	•	, 1	' i	I.	1	1		
	1	1		i aili aiways liel vous with the hallow lanes. I	1		,	, ,	, ,	, '	1				
499	717			would like also like bike lanes on Lincoln											
		5321:	11		<u> </u>		Υ		<u> </u>	<u> </u>					
500	719		Water and Wisconsin downtown. Farwell and Oakland,	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and			Υ								
501		5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady	would like also like bike lanes on Lincoln Memorial.			Y Y	Υ				DOWNTOWN			
1507	722	5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady	Y		Y	Y				DOWNTOWN			
	722 723	5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street	Y		Y Y	Y				DOWNTOWN			
503	722 723	5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 11 North Avenue; Locust Street; Water Street 12 Water street	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street	Υ		Y Y Y Y	Y				DOWNTOWN			
	722 723 734	5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street	Y		Y Y Y Y Y	Y				DOWNTOWN			
503	722 723 734	5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 11 North Avenue; Locust Street; Water Street 11 Water street Any higher speed arterials where drivers are not	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell	Y		Y Y Y Y	ly				DOWNTOWN			
503 504	722 723 734 761	5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street Any higher speed arterials where drivers are not 12 expecting to encounter peds/bikes. 1 I don't know about the whole city, but this is the problem where I live: Oakland at Newberry, also	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell	Y		Y Y Y Y	Y				DOWNTOWN			
503	722 723 734 761	5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street Any higher speed arterials where drivers are not 11 expecting to encounter peds/bikes. I don't know about the whole city, but this is the	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell	Y	Y	Y Y Y Y	Y				DOWNTOWN			
503 504 505	722 723 734 761	5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 11 North Avenue; Locust Street; Water Street 11 Water street Any higher speed arterials where drivers are not 11 expecting to encounter peds/bikes. 1 don't know about the whole city, but this is the problem where I live: Oakland at Newberry, also 1 Downer/Newberry	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell	Y	Y	Y Y Y Y	Y				DOWNTOWN			
503 504	722 723 734 761 765	5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street Any higher speed arterials where drivers are not 12 expecting to encounter peds/bikes. 1 don't know about the whole city, but this is the 12 problem where I live: Oakland at Newberry, also 11 Downer/Newberry 11 Brady St./Farwell, North Ave./Farwell, Water and Brady.	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn	Y	Y	Y Y Y Y	Y				DOWNTOWN			
503 504 505 506	722 723 734 761 765 785	5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street Any higher speed arterials where drivers are not 12 expecting to encounter peds/bikes. 1 I don't know about the whole city, but this is the 11 problem where I live: Oakland at Newberry, also 11 Downer/Newberry 11 Brady St./Farwell, North Ave./Farwell, Water and Brady. 12 Not sure Probably many (or all) of the intersections	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked	Y	Y Y	Y Y Y Y Y Y	Y							
503 504 505	722 723 734 761 765 785	5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 1 don't know about the whole city, but this is the 14 problem where I live: Oakland at Newberry, also 15 Downer/Newberry 16 Brady St./Farwell, North Ave./Farwell, Water and Brady. 17 Not sure Probably many (or all) of the intersections 18 and corridors downtown.	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city.	Y	Y Y Y	Y Y Y Y Y Y Y	Y				DOWNTOWN			
503 504 505 506	722 723 734 761 765 785	5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street Any higher speed arterials where drivers are not 12 expecting to encounter peds/bikes. 1 I don't know about the whole city, but this is the 11 problem where I live: Oakland at Newberry, also 11 Downer/Newberry 11 Brady St./Farwell, North Ave./Farwell, Water and Brady. 12 Not sure Probably many (or all) of the intersections	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked	Y	Y Y	Y Y Y Y Y Y Y	Y	Y						
503 504 505 506 507	722 723 734 761 765 785	5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street Any higher speed arterials where drivers are not 11 expecting to encounter peds/bikes. I don't know about the whole city, but this is the problem where I live: Oakland at Newberry, also 10 Downer/Newberry 11 Brady St./Farwell, North Ave./Farwell, Water and Brady. Not sure Probably many (or all) of the intersections 11 and corridors downtown. Many in downtown MKE and particularly connecting	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city.	Y	Y Y	Y Y Y Y Y Y	Y	Y			DOWNTOWN			
503 504 505 506 507 508	722 723 734 761 765 785 788 798	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 14 I don't know about the whole city, but this is the 15 problem where I live: Oakland at Newberry, also 15 Downer/Newberry 16 Brady St./Farwell, North Ave./Farwell, Water and Brady. 17 Not sure Probably many (or all) of the intersections 17 and corridors downtown. 18 Many in downtown MKE and particularly connecting 18 north to south 19 On the east side, on bridges crossing the river - bike 19 lanes are poor (disappear), traffic moves too fast and	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city.	Y	Y Y	Y Y Y Y Y	Y	Y			DOWNTOWN DOWNTOWN			
503 504 505 506 507	722 723 734 761 765 785 788 798	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 11 Any higher speed arterials where drivers are not 12 expecting to encounter peds/bikes. 11 Idon't know about the whole city, but this is the 12 problem where I live: Oakland at Newberry, also 13 Downer/Newberry 14 Brady St./Farwell, North Ave./Farwell, Water and Brady. 15 Not sure Probably many (or all) of the intersections 16 and corridors downtown. 17 Many in downtown MKE and particularly connecting 18 north to south 19 On the east side, on bridges crossing the river - bike	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south	Y	Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y	Y			DOWNTOWN			
503 504 505 506 507 508	722 723 734 761 765 785 788 798	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 11 Any higher speed arterials where drivers are not 12 expecting to encounter peds/bikes. 11 Idon't Know about the whole city, but this is the 12 problem where I live: Oakland at Newberry, also 13 Downer/Newberry 14 Brady St./Farwell, North Ave./Farwell, Water and Brady. 15 Not sure Probably many (or all) of the intersections 16 and corridors downtown. 17 Many in downtown MKE and particularly connecting 18 north to south 19 On the east side, on bridges crossing the river - bike 19 lanes are poor (disappear), traffic moves too fast and 10 enforcement is poor	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south	Y	Y Y	Y Y Y Y Y Y Y Y Y	Y	Y			DOWNTOWN DOWNTOWN			
503 504 505 506 507 508	722 723 734 761 765 785 788 798	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 14 I don't know about the whole city, but this is the 15 problem where I live: Oakland at Newberry, also 15 Downer/Newberry 16 Brady St./Farwell, North Ave./Farwell, Water and Brady. 17 Not sure Probably many (or all) of the intersections 17 and corridors downtown. 18 Many in downtown MKE and particularly connecting 18 north to south 19 On the east side, on bridges crossing the river - bike 19 lanes are poor (disappear), traffic moves too fast and	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south	Y	Y Y	Y Y Y Y Y Y Y Y	Y Y Y Y	Y			DOWNTOWN DOWNTOWN			
503 504 505 506 507 508	722 723 734 761 765 788 798	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 14 Idon't know about the whole city, but this is the 15 problem where I live: Oakland at Newberry, also 16 Downer/Newberry 17 Brady St./Farwell, North Ave./Farwell, Water and Brady. 18 Not sure Probably many (or all) of the intersections 18 and corridors downtown. 19 Many in downtown MKE and particularly connecting 19 north to south 10 On the east side, on bridges crossing the river - bike 19 lanes are poor (disappear), traffic moves too fast and 10 enforcement is poor 10 Many of the streets on the east side are too narrowand bicyclists somehow feel they can break the law and 11 tide on the ridewalk in these intersects	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south	Y	Y Y Y	Y Y Y Y Y Y	Y Y Y	Y			DOWNTOWN DOWNTOWN EAST SIDE			
503 504 505 506 507 508	722 723 734 761 765 785 788 798	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 14 Idon't know about the whole city, but this is the 15 problem where I live: Oakland at Newberry, also 16 Downer/Newberry 17 Brady St./Farwell, North Ave./Farwell, Water and Brady. 18 Not sure Probably many (or all) of the intersections 18 and corridors downtown. 19 Many in downtown MKE and particularly connecting 19 north to south 10 On the east side, on bridges crossing the river - bike 19 lanes are poor (disappear), traffic moves too fast and 10 enforcement is poor 10 Many of the streets on the east side are too narrowand bicyclists somehow feel they can break the law and 11 tide on the ridewalk in these intersects	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water Street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south lake drive, capitol drive	Y	Y Y Y	Y Y Y Y Y Y	Y Y Y Y	Y			DOWNTOWN DOWNTOWN			
503 504 505 506 507 508 509	722 723 734 761 765 785 788 798 812	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 14 I don't know about the whole city, but this is the 15 problem where I live: Oakland at Newberry, also 16 Downer/Newberry 18 Brady St./Farwell, North Ave./Farwell, Water and Brady. 19 Not sure Probably many (or all) of the intersections 11 and corridors downtown. 11 Many in downtown MKE and particularly connecting 12 north to south 13 On the east side, on bridges crossing the river - bike 14 lanes are poor (disappear), traffic moves too fast and 15 enforcement is poor 16 Many of the streets on the east side are too narrow- 17 and bicyclists somehow feel they can break the law and 18 ride on the sidewalk in these instances.	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south	Y	Y Y Y	Y Y Y Y Y Y Y	Y Y Y Y Y	Y			DOWNTOWN DOWNTOWN EAST SIDE			
503 504 505 506 507 508 509	722 723 734 761 765 788 798	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 14 I don't know about the whole city, but this is the 15 problem where I live: Oakland at Newberry, also 16 Downer/Newberry 18 Brady St./Farwell, North Ave./Farwell, Water and Brady. 19 Not sure Probably many (or all) of the intersections 11 and corridors downtown. 11 Many in downtown MKE and particularly connecting 12 north to south 13 On the east side, on bridges crossing the river - bike 14 lanes are poor (disappear), traffic moves too fast and 15 enforcement is poor 16 Many of the streets on the east side are too narrow- 17 and bicyclists somehow feel they can break the law and 18 ride on the sidewalk in these instances.	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water Street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south lake drive, capitol drive	Y	Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y	[Y			DOWNTOWN DOWNTOWN EAST SIDE			
503 504 505 506 507 508 509 510	722 723 734 761 765 785 788 798 812	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 14 I don't know about the whole city, but this is the 15 problem where I live: Oakland at Newberry, also 16 Downer/Newberry 18 Brady St./Farwell, North Ave./Farwell, Water and Brady. 19 Not sure Probably many (or all) of the intersections 10 and corridors downtown. 11 Many in downtown MKE and particularly connecting 11 north to south 12 On the east side, on bridges crossing the river - bike 13 lanes are poor (disappear), traffic moves too fast and 14 enforcement is poor 15 Many of the streets on the east side are too narrow- 16 and on the sidewalk in these instances. 16 Locust and Oakland, crossing Locust and North Ave. 17 near the Milwaukee River bridge	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south lake drive, capitol drive Locust Street between Humboldt and Oakland	Y	Y Y Y	Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Y Y Y Y Y	Y			DOWNTOWN DOWNTOWN EAST SIDE			
503 504 505 506 507 508 509 510	722 723 734 761 765 788 798 812 824 825	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 1 don't know about the whole city, but this is the 14 problem where I live: Oakland at Newberry, also 14 Downer/Newberry 15 Brady St./Farwell, North Ave./Farwell, Water and Brady. 16 Not sure Probably many (or all) of the intersections 17 and corridors downtown. 18 Many in downtown MKE and particularly connecting 18 north to south 19 On the east side, on bridges crossing the river - bike 19 lanes are poor (disappear), traffic moves too fast and 19 enforcement is poor 19 Many of the streets on the east side are too narrowand bicyclists somehow feel they can break the law and 19 ride on the sidewalk in these instances. 10 Locust and Oakland, crossing Locust and North Ave. 11 near the Milwaukee River bridge 11 Farwell and North (Odd angle, lots of bicycles, right turn	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water Street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south lake drive, capitol drive Locust Street between Humboldt and Oakland More in the center of the city so everyone can use bikes	Y	Y Y Y Y	Y Y Y Y Y Y Y	Y Y Y Y Y	Y			DOWNTOWN DOWNTOWN EAST SIDE			
503 504 505 506 507 508 509 510 511	722 723 734 761 765 788 798 812 824 825	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 14 I don't know about the whole city, but this is the 15 problem where I live: Oakland at Newberry, also 16 Downer/Newberry 17 Brady St./Farwell, North Ave./Farwell, Water and Brady. 18 Not sure Probably many (or all) of the intersections 18 and corridors downtown. 19 Many in downtown MKE and particularly connecting 19 north to south 10 On the east side, on bridges crossing the river - bike 19 lanes are poor (disappear), traffic moves too fast and 10 enforcement is poor 10 Many of the streets on the east side are too narrow- 11 and and oakland, crossing Locust and North Ave. 11 near the Milwaukee River bridge 11 Farwell and North (Odd angle, lots of bicycles, right turn 11 lane all make for difficult intersection esp when	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water Street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south lake drive, capitol drive Locust Street between Humboldt and Oakland More in the center of the city so everyone can use bikes Prospect and Farwell (Ideally protected - one way	Y	Y Y Y Y	Y Y Y Y Y Y Y	Y Y Y Y	Y			DOWNTOWN DOWNTOWN EAST SIDE			
503 504 505 506 507 508 509 510 511 512	722 723 734 761 765 788 798 812 824 825	5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321: 5321:	Water and Wisconsin downtown. Farwell and Oakland, 11 Brady 11 North Avenue; Locust Street; Water Street 11 Water street 12 Any higher speed arterials where drivers are not 13 expecting to encounter peds/bikes. 1 don't know about the whole city, but this is the 14 problem where I live: Oakland at Newberry, also 14 Downer/Newberry 15 Brady St./Farwell, North Ave./Farwell, Water and Brady. 16 Not sure Probably many (or all) of the intersections 17 and corridors downtown. 18 Many in downtown MKE and particularly connecting 18 north to south 19 On the east side, on bridges crossing the river - bike 19 lanes are poor (disappear), traffic moves too fast and 19 enforcement is poor 19 Many of the streets on the east side are too narrowand bicyclists somehow feel they can break the law and 19 ride on the sidewalk in these instances. 10 Locust and Oakland, crossing Locust and North Ave. 11 near the Milwaukee River bridge 11 Farwell and North (Odd angle, lots of bicycles, right turn	would like also like bike lanes on Lincoln Memorial. Water and Wisconsin downtown. Farwell and Oakland, Brady Water Street Water Street Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn See above, plus any of the heavily-trafficked streets in the city. connections from north to south lake drive, capitol drive Locust Street between Humboldt and Oakland More in the center of the city so everyone can use bikes	Y	Y Y Y Y Y	Y Y Y Y Y Y Y	Y Y Y Y Y	Y			DOWNTOWN DOWNTOWN EAST SIDE			

_						_								1	
	Α	В	C	D	E	F	G	Н	I	J	K	L	M	N	0
			Prospect/Farwell/Maryland and North where Whole												
		ľ	foods is - it is cyclist/pedestrian hazard- traffic should be												
- 1	1		restricted by lanes there- many drivers almost hitting				1] !						1	
			children attending MAM crossing in morning and												
	1 1		afternoon and not watching for cyclists, eliminate				1								
			parking on maryland side of Whole Foods as well- it is a												
	1 1		hazard for cars coming around corner full speed and for	see above			1								
				300 0000											
			pedestrians crossing- no sight lines with cars parked												
		ľ	there; Oakland & Locust is abysmal, no sidewalk room												
			and streets unsafe to go with child, forces me to detour												
			when on bike all the way south three blocks to get to												
			trail, eliminates my desire to cross river to riverwest a												
			lot of the time; north and humboldt;												
515	829	53211				γ									
323			Prospect north of North - fork in the road where driver			i e	 								
			•	Prospect Ave. north of North Ave											
516	830	53211	actions are hard to predict				Υ								
517	831	53211			Υ										
		1	Maryland avenue is in severe disrepair in some areas												
F10	022	F2244					l.,	1 1						1	
518	833	55211	and isn't wide enough to bike down.				1								
	1 1		Any of the Hun 100 intersections and any intersection	Locust and Oakland. People constantly run the			1								
	1 1		Any of the Hwy 100 intersections and any intersection	red light there. It's not safe for pedestrians,			1								
519	836	53211	of 3 or 4 lane streets.	cyclists or motorists		Υ	1] !						1	
513			Onlined 8 Lanuat	eyenses of motorists		v	l								
520	839		Oakland & Locust			1	ļ								
521	841	53211			Υ										
				-											
- 1	1		It is easy to get to the downtown area via the Oak Leaf				1] !						1	
		ľ	Trail, but then actual travel to destinations is not ideal.	Protected bike lane on Michigan Ave (or a near by											
	1 1			paralell road).			1								
	1 1			paraici rodaj.			1								
522	843	53211	would be great for bike commuters working downtown.				Υ	Υ				DOWNTOWN			
522	844	53211			v		1								
323					1										
524	848	53211			Υ										
525	857	53211	locust and oakland	locust and oakland		Υ	L				<u></u>			<u> </u>	
526	864	53211	Locust street bridge before humboldt	Locust street			Υ								
527	876	53211			v		 								
52/					-	-	 					DOMESTONE:			
528	882	53211	downtown					Υ				DOWNTOWN			
			Lincoln Mannerial /10.4 /Michigan /Clubarra anno Itlan												
			Lincoln Memorial/I94/Michigan/Clybourn area. It's a												
			major place for people to get from the oak leaf to the	Lincoln Memorial and Michigan. Farwell and											
			lakeshore park and it's just horrible on a bike. Also,	Brady. Farwell and North. I wish farewell had a											
				protected lane. There are not many east-west			v	v		v					
							l'								
			be dangerous on a bike. The farwell and brady	routes to get to Wauwatosa that are safe, unless											
			intersection also sees a lot of bike traffic and can be	one goes all the way south to the hank aaron.											
= 00			dangerous as it is a 5 way.												
529	895	53211				Υ					OAK LEAF	LAKEFRONT	TOSA		
			Water/1st Street Michigan Street	Water/1st Street, Michigan Street, Canal, 6th											
530	898	53211	Water/1st Street, Michigan Street.	Street			Υ								
		1													
	1 1						1								
- 1	1	ŀ	The main part of my work commute is W. Silver Spring				1]						1	
	1 1						1								
			Dr. to 66th. Driver on the northwest side and other					[
- 1	1			Perhaps west side to downtown, lake front.			1	Υ						1	
	1 1		of the question riding in the Harambee neighborhood.				1								
	1 1		Drivers do not have familiarity with cyclists.				1								
	1 1		7 - 7 - 7				1								
531	908	53211					Υ			Υ		NORTHWEST SIDE	WEST SIDE	DOWNTOWN	
	1 1		Brady & Farwell	First Street through the Fifth Ward into Bay View.			l _v	v							
	1. 1		Brady & Farwell	Oakland Avenue through the East Side.			["	1						L	
532	926	53211		<u> </u>		Υ]					FIFTH WARD	BAY VIEW	EAST SIDE	
533	941	53211			Υ		1								
534	942		Lakeshore Drive Wisconsin Ave	Lakeshore drive			γ								
337	 						 								
	1 1		Depends on the season Would be nice to improve				1								
	1 1		bridges between Riverwest & East Side in terms of lane				1								
	1 1			I think downtown would be very visible if			1								
	1 1		condition (debris, potholes, snow, etc.). More East-West	protected or green lanes were possible, or if			1								
	1 1		route through downtown, or better signage pointing to	existing bike infrastructure could be better			1								
	1 1	ŀ	those routes. Center Street going far west is pretty	=			1								
	1 1		terrible despite the bike lanes, though the	connected.			1								
	1 1						1								
535	944	53211	neighborhood streets are a good alternative.				1	Υ		Υ		RIVERWEST	EAST SIDE	DOWNTOWN	
E30	948				v		 								
236	548	22711			-	-	 	-							
			There are too many to name.	Water, Van Buren, Locust, Maryland. Intersection			v								
537	8	53212	mere are too many to name.	of North and Prospect.		Υ	<u>l'</u>							<u> </u>	
538	q	53212	30th Street Corridor	Water street where it turns before Brady, eeek!			lγ								
550	-	33212				-	l'	—							
	1 1		North Ave, Burleson St, Locust	Locust, particularly between Humboldt and Holton			l								
	20	53212	,	, p.a. and morton		1	Υ	1						1	

	Α	В	C	D	Е	F	G	Н	I	J	K	L	М	N	0
	T		*	-								-		1	
			Lancat Constitution (Contract of Contract			1									
			Locust Street bridge (including both ends of the bridge)			1									
			between Humboldt & Oakland. This is a major bicycling												
			corridor, but the bicycle lanes are discontinuous and the			1									
			traffic over the bridge goes very fast. There are often												
			potholes at either end of the bridge, including in the	Lorented Blocks and a second Affiliate Land Control		1									
			bicycle lanes. The Locust Street Bridge itself should be	I would like to see a new Milwaukee Greenway		1									
				Network, which would include a network of											
			*	separated bike lanes on streets in the Downtown		1									
			=	Area (6th St, Plankinton/Old World 3rd, Water St.,		1									
				Jackson/Jefferson St., Van Buren St.,											
				Winnebago/Juneau, Kilbourn/Wells,				Υ							
				Michigan/Clyborn), separated bike lanes on many of the arterial roadways radiating out of											
				Downtown Milwaukee, and a network of											
				Neighborhood Greenways on local residential		1									
			,	streets (Fratney St., Wright St., Brown St., 42nd											
				St., S. 37th St., Scott/Washington St.)		1									
			problems. Other problems include multi-lane roadways			1									
			across the city, such as S. 1st Street, Oklahoma Ave.,			1									
			Layton Blvd., King Drive, 6th Street, Lisbon Ave,			1									
			Appleton Ave, 27th St, 16th/Cesar Chavez, Capitol Drive,			1									
			Water Street, Fond Du Lac Ave., and more.			1									
540	36	53212				1	Y					DOWNTOWN			
541	41		Too many to name		Y	 	<u>†</u>	1				2011110111			
1	Ť			east- west. make another option besides the hank											
542	42	53212	water street at Brady/van burren	Aaron		Υ				Υ					
543	43	53212			Υ										
				Corner of Water/Brady. National Ave. corridor.											
				Better route from downtown to Fond du Lac and		1	Υ	Υ				FOND DU LAC AND			
544	48	53212		North area.		Υ						NORTH	DOWNTOWN		
545	53	53212	Any in Downtown, East Side, Water St.	Too many to name		<u> </u>	Υ	Υ				DOWNTOWN	EAST SIDE		
				30th Street Corridor, 5 points at											
				MLK/Keefe/Atkinson, Capitol/Roosevelt/35th St,		1									
				Good Hope Road corridor (lacks even a sidewalk in		1									
				areas, but is wide enough for a shared bike/walk		1									
EAC	60	53212		path), Fond du Lac/Burleigh/35th St.		v	V								
546	υŪ		Downtown Milwaukee- 3rd Ward. West Side Milwaukee			ſ	T	1							
				Downtown by the HiltonGardan											
547	63		Washington and Greenfield Ave.	Sourcewin by the fintendardall			Υ	Υ				DOWNTOWN	WEST SIDE	THIRD WARD	SOUTH SIDE
548	71			The area South of the Urban Ecology Center	Υ										-
				· ·											
549	77	53212	MLK between Auer and Ring the traffic is way too fast!				Υ								
550	82		Bradley Road, Burleigh Rd.				Υ	<u> </u>							
551	85		Water St-south of Wells	All		<u> </u>	Υ	ļ							
552	87	53212	Water Charles and Lancet	Lance of the selection	Υ	V		ļ							
553	94	53212	Water Street and Locust	Locust and Humboldt		ľ	1	-							
				Humboldt Blvd - north of Keefe to Capitol. Road		1									
			North Avenue / Humboldt	conditions are bad and people consistently drive in		1									
			North Avenue / Humboldt	the bike lane to try and avoid the pavement that is		1									
554	97	53212		potholed, patched and/or falling apart.		Y	Y								
334	- 7,	33212				' 	ť .	1							
				Locust and Oakland. Locust and Fratney. North		1									
				and Booth. Water St/Van Buren St./Brady St. hill.		1									
				Fratney and Center. Any intersection that lack											
				painted guides, where traffic engineers have		1									
			recipe for injury.	clearly given up to tell road users "This part is											
555	99	53212		complicated, figure it out yourself."		Υ	Υ								
	ſ	Ţ	-	Holton north of Locust, Locust St. in Riverwest and		1									
			river and Holton, KK/1st street between Lincoln and the	east of the river, north ave. between the river and		L									
556	104	53212	3rd Ward	holton		Υ	Υ	1							
			The Locust Street bridge from Humboldt Ave to Oakland			1									
			Ave is so scary. I have been run off the road on that bike												
			lane and been injured. Because it is 2 lanes just in that	Saaahaya		1									
			section, cars drive way over speed and do not car about	See above											
			the bike lane. It should be like North Ave is, with a			1									
557	106	53212	parking lane and bike path and only one driving lane.				v								
557	100		Locust street - bike lanes appear and disappear; the bike				 	 							
			route has you turn left onto Cambridge, but it is difficult			1									
			to get from the bike lane to two lanes over while people	See above		1									
558	107		are speeding				Υ								
559	109		All major streets feel unsafe	Locust St between Holton and Oakland		l	Υ								
			-					•							

March Marc	\Box	Δ	ь	C	D		-	-	н	т.		V	1		N.	0
10 10 10 10 10 10 10 10	500	<i>,</i> ,	B 52242	C Decomptoning and Missessia Assa	U	E	F	G	У	1	J	K	L	М	N	0
10 10 10 10 10 10 10 10				Downtown and Wisconsin Ave				Y	Y				DOWNTOWN			
15 15 15 15 15 15 15 15						Y			-							
18 13 15 15 15 15 15 15 15						Y		· ·								
10 10 10 10 10 10 10 10								Y								
March Marc								Y								
March Company Compan	565	116			,		Υ	Υ								
See See See See See See See See See See					· · · · · · · · · · · · · · · · · · ·											
Section Sect	566	118	53212	Wisconsin,	but there needs to be more.			Υ			Υ					
Section Sect					Humboldt is now greatsave for the southnmost											
20			ľ	Van Buren could use a bike lane from Brady to Clybourn												
A	567	120	53212		part-from water to where it ends is bad news			Υ								
10 10 10 10 10 10 10 10			ľ	Water street. A bicycle and pedestrian nightmare on												
200 200				weekends and at close of business. Too many	Water Street? Locust street west to eastvery											
Land State of Engine of dirty agent Make on December 20 years of the Committee of the Committee of Committee				suburbanites unfamiliar with the area, with parking and	congested lately.											
200 201	568	124	53212	driving too unsure.				Υ								
200 201				Locust Stroot Bridge; riding with kids on the street is												
See 2. 1					Locust Street Bridge											
201 201	569	128	53212	nuts, and numg on the sidewark is not great for peds.				Υ								
The company of the co	IT	Т		Locust Street bridge and North Avenue bridge	Locust Street bridge, North Avenue bridge, Water		l	v				<u> </u>		<u> </u>	<u> </u>	<u>-</u>
Services flashed and full modes (i.w. Warfer Section 1) and interest of the control of the contr	570	132	53212	Locust Street bridge and North Avenue bridge	Street		Υ	<u> </u>								
Services flashed and full modes (i.w. Warfer Section 1) and interest of the control of the contr				Water Street between Clybour and Wells; North Avenue												
77 1 to 2			ļ	between Newhall and Humboldt; Wright Street;	Water and Wisconsin		1					Ì		Ì	Ì	
south were bridge received as control like and some with some processed lines where delivery can't use it also were some processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were processed lines where the lates were the lates where the lates were lines where the lates where the lates where the lates were lines where the lates where the	571	136					Υ	Υ	<u></u>		<u></u>	<u> </u>		<u> </u>	<u> </u>	
		T														
Monte Process American Am							1					Ì		Ì	Ì	
17 18 18 18 18 18 18 18					see above. and add Water St with a protected lane		1									
2.5 Month 1.5 Month				more protected lanes where drivers can't use the bike	•											
No. Multiday Mark 1970; First than and Number 1970; See before: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series See bloom: Brady Series South Hard Series So	572	146	53212	lane as a 2nd lane for them to pass other cars on			1	Υ				Ì		Ì	Ì	
State Stat	Ħ	十							1							
173 183					See above: Brady Street			Υ								
Connection from the Gild Later fails of the Gild Supplied May 100 May	573	155	53212	Locust and every cross street in Riverwest; Brady Street			Y					Ì		Ì	Ì	
274 107	+	+			Connection from the Oak Leaf trail north of		1	1				OAK LEAF TRAIL AND		 	1	
Purpose of the content of the cont	574	157	53212				1							Ì	Ì	
1975 1875	5/4	13/			downtown with the bouth billie path		 		1			3331113110NL		1	1	
1975 1975	575	162			Connection from 3rd ward to bay view		v		Υ	Υ		Ì	THIRD WARD	BAY VIEW	Ì	
1977 1978 1979			52212	intersections (roundabout)		v	l'		1			1	וווועט אאווט	DAT VIEW	1	
High-traffic creets, especially around downtown Migh-traffic creets, especially around downtown Migh-traffic creets, especially around downtown Migh-traffic areas V			52212		a/w hasides the HAT Mid situs 9 s	ī	1		1	v	v	1		1	1	
High-traffic streets, especially around downtown 79 184 53217 Melnecke & Bremer, Humbolt & Center, North & Tenter between refersor & Wisconsin, up to Wiscons					e/ w pesides the mai. Mid-City fi & s.	V	 		-	1	ī			-		
Section Page	5/8	183	53212			Y	 		1			1		1	1	
Section Page				UP-h t-W- track	I'd rather see better connections on the Oak Leaf		1					OAK LEAF AND OTHER		Ì	Ì	
The area between Jefferson & Wisconsin, up to Wisconsin & Milk The Area Detween Jefferson & Wisconsin, up to Wisconsin & Milk The Area Detween Jefferson & Wisconsin & The Area Detween Jefferson & Wisconsin & Area Detween Jefferson & Wisconsin & Area Detween Jefferson & Wisconsin & Area Detween Jefferson & Wisconsin & Area Detween Jefferson & Wisconsin & Area		104		riigii-traiiic streets, especially around downtown			1		v				DOMNITOME	Ì	Ì	
Section Sect	5/9	184					<u> </u>	ļ	Ť			IKAILS	DOWNTOWN	1	1	
WATER STREET. In ereds protected bike lanes. I think would be a hige coup for all of the bike riders of McCormick Park. V	FC0	244					l,	Υ				Ì		Ì	Ì	
s	580	211			wisconsin & 4th		Y		1			1		1	1	
Sil 216 5312 (the city). Sil 216 5312 (the city). Sil 216 5312 (the city). Sil 216 5312 (the city). Sil 216 5312 (the city). Sil 216 5312 (the city). Sil 217 (the city). Sil 218 218 221 (the city). Sil 218 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 221 (the city). Sil 222 (the city). Sil 222 (the city). Sil 222 (the city). Sil 222 (the city). Sil 223 (North Avenue between Holton heading into		1					Ì		Ì	Ì	
Section Sect				this would be a huge coup for all of the bike riders of			1	l				Ì		Ì	Ì	
Section Sect				the city.			ļ	Υ	ļ							
Section Sect	582	226	53212			Υ	ļ		ļ							
those to live in the city but find cycling challenging due to auto driver behavior toward cyclists especially at intersections. I believe with better driver respect of bilds intersections. I believe with better driver respect of bilds intersections. I believe with better driver respect of bilds intersections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe with better driver respect of bilds universections. I believe the business of bilds universections. I believe the business of bilds universection. I believe the business of bilds universection. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the business of bilds. I believe the busin			Į,	Watertown Road	Connection of Hank Aaron and New Berlin trails		1									
due to auto driver behavior toward cyclists especially at intersections. Delieve with better driver respect of big intersections. Delieve with better driver respect to the Hank Arron trail in walkers point, and with a part of the Hank Arron trail in walkers point. Delieve with better driver respect to the Hank Arron trail in walkers point. Delieve with better driver respect to the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with better driver respect to the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walk	583	241	53212		2			Υ				BERLIN TRAILS		ļ	ļ	
due to auto driver behavior toward cyclists especially at intersections. Delieve with better driver respect of big intersections. Delieve with better driver respect to the Hank Arron trail in walkers point, and with a part of the Hank Arron trail in walkers point. Delieve with better driver respect to the Hank Arron trail in walkers point. Delieve with better driver respect to the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with better driver respect to the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walkers point. Delieve with the Hank Arron trail in walk			Į,	I choose to live in the city but find cycling challenging			l									
Summeres grounds and the Hank Arron trail in walkers point, Summeres grounds and the Hank Arron trail in walkers point, Y Y HANK AARON SUMMERFEST AND HANK ARON SUMMERFEST AND HANK ARON SUMMERFEST AND HANK ARON SUMMERFEST AND HANK ARON SUMMERFEST AND HANK ARON SUMMERFEST AND HANK ARON SUMMERFEST COUNTY AND HANK ARON SUMMERFEST COUNTY AND HANK ARON SUMMERFEST COUNTY AND HANK ARON SUMMERFEST COUNTY AND HANK ARON SUMMERFEST COUNTY AND HANK ARON SUMMERFEST COUNTY AND				due to auto driver behavior toward cyclists especially at			1					Ì		Ì	Ì	
Salva Salva				intersections i helieve with hetter driver respect of hike	=		l									
1				•	walkers point,		1									
S86 255 53212 Brady and Oakland and Farwell brady/oakland/farwell and VanBuren street Y Y Y BEER LINE TO OAK LEAF DOWNTOWN THIRD WARD See rine extend north of Capitol and somehow connect to the Oak Leaf trail! Y BEER LINE TO OAK LEAF DOWNTOWN THIRD WARD BEER LINE TO OAK LEAF DOWNTOWN THIRD WARD S88 275 53212 Capitol Dr. Hopkins St. Center St. Locust St. 3rd and Locust Y Y Y See answers to previous question Y Y See answers to previous question Y Y Y See answers to previous questi			53212					Υ				HANK AARON				
l would love more bike lanes through downtown and in the third ward. I would also like to see the beer line extend north of Capitol and somehow connect to the Oak Leaf trail! Y BEER LINE TO OAK LEAF DOWNTOWN THIRD WARD THIRD WARD THIRD WARD See 255 S3212 The Soft curve of Water St into Brady is a gauntlet I would love more bike lanes through downtown and in the third ward. I would also like to see the beer line extend north of Capitol and somehow connect to the Oak Leaf trail! Y BEER LINE TO OAK LEAF DOWNTOWN THIRD WARD THIRD WARD See In wy rea, the routes leading to and from UWM See answers to Downer Y Y Y See answers to previous question Y Y See answers to previous question Y Y See answers to previous question Y WALKERS POINT BAY VIEW Sea S3212 The soft curve of Water St into Brady is a gauntlet The one above Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 The soft curve of Water St into Brady is a gauntlet Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 Water St + Clyborne Y Y See S3212 See S3212 Water St + Clyborne Y Y See S3212								Υ								
and in the third ward. I would also like to see the beer line extend north of Capitol and somehow connect to the Oak Leaf trail! 587 263 53212 Capitol Dr. Hopkins St. Center St. Locust St. 37 and Locust 76th st. 76th st. 76th st. 76th st. 76th st. 77 2 3 321 53212 Dimy area, the routes leading to and from UWM Locust Street from the freeway to Downer 77 2 322 53212 KK on Southside 80 38 53212 KK on Southside 90 38 53212 KK on Southside 90 38 53212 KK on Southside 90 50 50 50 50 50 50 50 50 50 50 50 50 50	586	255	53212	Brady and Oakland and Farwell	brady/oakland/farwell and VanBuren street		Υ	Υ								
and in the third ward. I would also like to see the beer line extend north of Capitol and somehow connect to the Oak Leaf trail! 587 263 53212 Capitol Dr. Hopkins St. Center St. Locust St. 37 and Locust 76th st. 76th st. 76th st. 76th st. 76th st. 77 2 3 321 53212 Dimy area, the routes leading to and from UWM Locust Street from the freeway to Downer 77 2 322 53212 KK on Southside 80 38 53212 KK on Southside 90 38 53212 KK on Southside 90 38 53212 KK on Southside 90 50 50 50 50 50 50 50 50 50 50 50 50 50		T														
beer line extend north of Capitol and somehow connect to the Oak Leaf trail! Y BEER LINE TO OAK LEAF DOWNTOWN THIRD WARD THE WARD THIRD							1									
Say 263 53212 Capitol Dr. Hopkins St. Center St. Locust St. 3rd and Locust Y Y Y							l									
Set 255 53212 Capitol Dr. Hopkins St. Center St. Locust St. 3rd and Locust Y Y S Set 125 Say 12 Say							1					Ì		Ì	Ì	
588 275 53212 Capitol Dr. Hopkins St. Center St. Locust St. 3rd and Locust Y Y Y	587	263	53212		connect to the Oak Leaf trail!		1		Υ			BEER LINE TO OAK LEAF	DOWNTOWN	THIRD WARD	Ì	
589 288 53212 76th st. 750 300 53212 in my area, the routes leading to and from UWM Locust Street from the freeway to Downer Y UWM Locust Street from the freeway to Downer Y UWM DOWNTOWN See answers to previous question Y Y DOWNTOWN DOWNTOWN See answers to previous question Y Y DOWNTOWN See answers to previous question Y Y DOWNTOWN See answers to previous question Y Y DOWNTOWN See answers to previous question Y Y DOWNTOWN See answers to previous question Y Y DOWNTOWN See answers to previous question Y Y DOWNTOWN See answers to previous question Y Y DOWNTOWN See answers to previous question Y Y DOWNTOWN See answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question SEE answers to previous				Capitol Dr. Hopkins St. Center St. Locust St.	3rd and Locust		Υ	Υ	1							
590 300 53212 in my area, the routes leading to and from UWM Locust Street from the freeway to Downer Y Y DOWNTOWN 591 312 53212 Drive. Congested streets downtown. 592 322 53212 KK on Southside Walkers Point to Bay View Y DOWNTOWN 593 331 53212 Holton&Reservoir, anything on McKinley Freeways" that are configured for cyclists and allow easy transit North-South, East-West. Y Y South Side South Side Water St in general Wat								Υ								
major streets, e.g., North Ave., Locust, Center, Capitol DownTOWN See answers to previous question Y Y DOWNTOWN DOWNTOWN BAY VIEW WALKERS POINT BAY VIEW Lake Drive! Bicycle "freeways" that are configured for cyclists and allow easy transit North-South, East-West. Y See answers to previous question Y Y WALKERS POINT BAY VIEW WALKERS POINT BAY VIEW Seat-West. Y Seat-West. Y Seat-West. Y Water St in general Water St in general Water St in general								Υ					UWM	1		
591 312 53212 Drive. Congested streets downtown. See answers to previous question Y Y Y DOWNTOWN DOWNTOWN See answers to previous question Y Y Y DOWNTOWN See answers to previous question Y Y Y DOWNTOWN SEE answers to previous question Y Y Y DOWNTOWN SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y SEE answers to previous question Y Y Y SEE answers to previous question Y Y Y SEE answers to previous question Y Y Y SEE answers to previous question SEE answers to previous question Y Y Y SEE answers to previous question SEE answers to previous question Y Y Y SEE answers to previous question SEE answers to previous que	1			major streets e.g. North Ave. Locust Center Canital			1							1		
592 322 53212 KK on Southside Walkers Point to Bay View Y WALKERS POINT BAY VIEW BAY VIEW BAY VIEW WALKERS POINT B	591	312			See answers to previous question		l	Y	Υ				DOWNTOWN			
Lake Drive! Bicycle "freeways" that are configured for cyclists and allow easy transit North-South, South Span Span Span Span Span Span Span Span					Walkers Point to Bay View		1	Y	1			 		BAY VIEW	 	
Holton&Reservoir, anything on McKinley for cyclists and allow easy transit North-South, Y Y S S S S S S S S S S S S S S S S S	332		JJ212	an southblue			1	l -	1			 			 	
593 331 53212 East-West. Y Image: Control of Water St into Brady is a gauntlet of Water St into Brady is a gauntlet of Water St in general The one above Y			Į,	Holton&Reservoir anything on McKinley			1	v				Ì		Ì	Ì	
594 336 53212 The soft curve of Water St into Brady is a gauntlet The one above Y 595 338 53212 Water St in general Water St + Clyborne Y Y	E03	221		. , ,			l,	['				Ì		Ì	Ì	
595 338 53212 Water St in general Water St + Clyborne Y								v	-			 		 	 	
							V	T V	1			1		1	1	
344 55212 Humbolt and Locust, Holton and Locust Y							Y	Y	<u> </u>			1		1	1	
	596	344	53212		Humpoit and Locust, Holton and Locust		ľ	l	L			i		i	i	

Service Control of Section Contr		Δ	В	· · ·	D	F	F	G	Н	ī		К	l i	М	N	0
Section Sect					<u> </u>		i i	<u> </u>		-	Ť		-			
Service Control for the first control control for the first control control for the first for the first control control for the first for the first for the first control for the first																
Description Commence Commen																
Part 1					see above											
20																
20 20 20 20 20 20 20 20																
The content of the	597	351	53212	all of the highway ramps and traffic coming on and off.			Υ	Υ								
V				2		Υ										
10 10 10 10 10 10 10 10																
Control Cont	599	372	53212	North Ave, Fond du Lac, Locust, Center, Holton	North Ave, Fond du Lac, Locust, Center, Holton			Υ								
Section Sect																
Column C									Υ							
March Continue C	600	408	53212	dedicated north/south bike route thru downtown;	directions thru downtown			Υ		Υ	Υ		DOWNTOWN			
Both Commerce of the Comme		417	53212	Burleigh between Holton Street & MLK Drive	MLK Drive			Υ								
Section 1977 Control of the Se				land the selection of the selection of the selection	b. b. ddr b f. v f											
Consecutive depleases of consecutive depleases of the control of t	602	426	53212	locust/humboldt, locust/fratney, capitol/humboldt	huboldt north of Keefe to capitol		Υ									
Size of the control o	603	436	53212	Fond Du Lac Avenue	35th street rail corridor			Υ								
terforesticin, Value (power for war of assection), some cast Store thirtige, Warlus/Risbon/, Center white some cast lives (power for boths in the common of warlus), from the common of warlus (power for boths in the common of warlus), from the common of warlus (power for boths in the common of warlus), from the common of warlus (power for boths in the common of warlus), which was a power for boths in the common of warlus), which was a power for both in the common of warlus (power for boths in the common of warlus), which was a power for boths in the common of warlus), which was a power for boths in the common of warlus (power for boths in the common of warlus), which was a power for both in the common of warlus), which was a power for both in the common of warlus (power for both in the common of warlus), which was a power for both in the common of warlus), which was a power for both in the common of warlus (power for both in the common of warlus), which was a power for warlus (power for both in the common of warlus), which was a power for warlus (power for both in the common of warlus), which was a power for both in the common of warlus (power for both in the common of warlus), which was a power for warlus (power for both in the common of warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus), which was a power for warlus (power for warlus), which was a p	604	448	53212	Pleasant and commerce			Υ									
terforesticin, Value (power for war of assection), some cast Store thirtige, Warlus/Risbon/, Center white some cast lives (power for boths in the common of warlus), from the common of warlus (power for boths in the common of warlus), from the common of warlus (power for boths in the common of warlus), from the common of warlus (power for boths in the common of warlus), which was a power for boths in the common of warlus), which was a power for both in the common of warlus (power for boths in the common of warlus), which was a power for boths in the common of warlus), which was a power for boths in the common of warlus (power for boths in the common of warlus), which was a power for both in the common of warlus), which was a power for both in the common of warlus (power for both in the common of warlus), which was a power for both in the common of warlus), which was a power for both in the common of warlus (power for both in the common of warlus), which was a power for warlus (power for both in the common of warlus), which was a power for warlus (power for both in the common of warlus), which was a power for both in the common of warlus (power for both in the common of warlus), which was a power for warlus (power for both in the common of warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus (power for warlus), which was a power for warlus), which was a power for warlus (power for warlus), which was a p					Ush a facility of the state of											
come mock hep), Pascast from Mich (E. Pascast Street bridge, Walnut, Libban), Center consistant agreed, below and the street of the street bridge, Walnut, Libban), Center consistant agreed by the	1]				Ì		Ì		
Control Service Purising, Walnut / Book of, Center Considerating page, blance Considerating page of an office of both service Considerating page of an office of both service Considerating page of an office of both service Considerating page of an office of both service Considerating page of an office of both service Considerating page of an office of both service Considerating page of an office of both service Considerating page of an office of both service Considerating page of an office of an off	1	- 1]]		1		
Cost Street finiting. Wallunt/Assbord, Center Costsciently set out of gaing down hat, then divers pass on pins a other drivers believe divers pass on pins a other drivers. In the control of the cost of the c		J									1					
diverse pass on right as other drivers burn left on Commerce, managed were very time lab lane without paying attendion to potential bakes in the public paying attendion attendion to potential bakes in the public paying attendion attendion to potential bakes in the public paying attendion attendi		J		Locust Street heiden Welnut history / Control				l,								
Commerce, meaning drivers year into table late whithout paying act the commerce (a payin) Commerce, meaning drivers year into table late whithout paying act the commerce (a payin) The payin) V V V V V V V V V V V V V V V V V V V	1	- 1		Locust Street bridge, wainut/Lisbon/, Center				ľ]		1		
without paying attention to potential filters in the pay 10 paying attention to potential filters in the pay 10 paying attention to potential filters in the		J														
Section Sect	1	- 1]]		1		
Section Control of the control o																
Continued Cont	605	465	53212	2	their path)		Υ									
State Park and Bayview Valer SI, North Aver, many others in disrepair Valer			53212	Water street				Υ								
State Park and Bayview Valer SI, North Aver, many others in disrepair Valer				North Ave and Locust St bridges, Water St where the	Connecting the Oak Leaf between Lake Shore				.,							
Water St., North Awe, many others in disrepair. Y Y	607	504	53212					Υ	Y			OAK LEAF TO BAYVIEW	BAYVIEW			
Section Sect																
Second Continue of Continue	608	514	53212	2	Water St., North Ave, many others in disrepair.			Υ]		1		
All of North Commerce Street. Sharrows would be Col. 525 5322 great. All of North Commerce Street. Sharrows would be Col. 525 5322 commerce avenue needs better automobile control water street through downtown, brady ave, north would LOVE to see a dedicated bite path through this would LOVE to see a dedicated bite path through the North say much for another through the North say much for another through the North say much for another through the North say much for another through through the North say much for another through the North say much for another through the North say much for another through the North say much for another through the North say much for another through the North say much for another through the North say much for another through the North say much for another through through the North say much for another through the North Side to Walkers fo			53212	Locust & Holton			Υ									
State Stat	Ħ	T														
sates street through downtown, brady ave, north ye, commerce avenue needs better automobile control Anything east-west related through the North Side - bad road conditions (especially on non-major traffic roads). In personal roads only take me through the North Side (My road conditions) (especially on non-major traffic roads). In personal roads only take me through the North Side (My road conditions) (especially on non-major traffic roads). In personal roads only take me through the North Side (My road conditions) (especially on non-major traffic roads). In personal roads only take me through the North Side (My road conditions) (especially on non-major traffic roads). In personal roads only take me through the North Side (My road conditions) (especially on non-major traffic roads). In personal roads only take me through the North Side (My road conditions) (especially on non-major traffic roads). In personal roads only take me through the North Side (My road conditions) (especially on non-major traffic roads). In personal roads only take me through the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Side (My road conditions) (especially on the North Sid	610	525	53212		North Commerce Street			Υ								
Sal Sal Sal Sal Sal Sal Commerce avertice and through the North Side Sal					water street through downtown, brady ave, north											
Anything east-west related through the North Side - bad road-onditions (especially on non-major traffic roads). I see above. East-west travel on the North Side (My road conditions (especially on non-major traffic roads). I see a dedicated bike parth through this say much for north of that). 10.2 532 53.21 Section of the city. 10.3 549 53212 10.4 50 53212 10.4 50 53212 10.5 532 53212 10.5 618 559 53212 10.5 618 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 559 53212 10.5 618 5	611	528	53212	commerce avenue needs better automobile control				Υ	Y				DOWNTOWN			
road conditions (especially on non-major traffic roads). I personal routes only take me through the North-Word LOVE to see a dedicated bike path through this word LOVE to see a dedicated bike path through this word LOVE to see a dedicated bike path through this word LOVE to see a dedicated bike path through this word to work section of the North Side, so I can't say much for north of that). Solid S	H	寸					1									
would LOVE to see a dedicated bike path through this section of the city. Solid S	1	- 1]]		1		
S32 5322 5332 S332	1]				Ì		Ì		
Sex 5 23 22 25 25 25 25 25 25 25 25 25 25 25 25																
613 549 53212 6th Street from Vilet to W Wisconsin Ave, W Wisconsin Ave, W Wisconsin Ave in general, W Pleasant near Schiltz Park to W Wisconsin Ave in general, W Pleasant near Schiltz Park to W Wisconsin Ave in general, W Pleasant near Schiltz Park to W Wisconsin Ave in W Pleasant near Schiltz Park to W Wisconsin Ave in the Wisconsin Ave in t	612	532	53212	section of the city.	say much for north of that).]	Υ		Υ]	NORTH SIDE	1		
6th Street from Vilet to W Wisconsin Ave, W Wisconsin Ave W Pleasant near Schilltz Park, 6th Street from Vilet to W Wisconsin Ave V W Sconsin Ave V W Sconsin Ave V V Sconsin Ave Sconsin Ave V V Sconsin Ave V V Sconsin Ave Sconsin Ave V V Sconsin Ave V V Sconsin Ave Sconsin Ave V V Sconsin Ave Sconsin Ave Sconsin Ave V V Sconsin Ave Scon			53212	2		Υ	İ									
61 S50 53212 North Avenue, Brady St, Morth Avenue, Brady St, North Ave. 8 Pady St, North Ave. 8 Pady St, North Ave. 9 Pady St, North N				Cali Cannot from Mint to MANATA A	W Discount many Cabillian Doub Cut Course Co. 1991											
10.15 10.1	1	- 1]]		1		
615 552 53212 S3212	614	550	53212	Ave iii generai, w Pieasant near Schlitz Park	to w wisconsin ave			Υ]		1		
Almost all, anyone who drives or rides in the city knows how dangerous it is. People drive very erratically and aggressively. They have leaned that there is absolutely or ceourse for aggressive and dangerous driving. Oak Leaf to Bayview Oak Leaf to Bayview Y OAK LEAF TO BAY VIEW BAY VIEW OAK LEAF TO BAY VIEW BAY VIEW OAK LEAF TO BAY VIEW OAK		552	53212	North Avenue, Brady St,	Brady St, North Ave.			Υ				_		_		
how dangerous it is. People drive very erratically and aggressively. They have leaned that there is absolutely or ecourse for aggressively. They have leaned that there is absolutely or ecourse for aggressively. They have leaned that there is absolutely or ecourse for aggressive and dangerous driving. Oak Leaf to Bayview V OAK LEAF TO BAY VIEW BAY VIEW For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and Locust and Humboldt and Morth Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Hum	616	559	53212	2		Υ										
how dangerous it is. People drive very erratically and aggressively. They have leaned that there is absolutely no recourse for aggressively. They have leaned that there is absolutely no recourse for aggressive and dangerous driving. Oak Leaf to Bayview Oak Leaf to Bayview Poak Leaf To Bay VIEW Bay VIEW Oak Leaf To Bay VIEW Say VIEW Oak Leaf To Bay VIEW Oak Leaf To	\Box	\Box		Almost all anyone who drives as sides in the sit.												
aggressively. They have leaned that there is absolutely no recourse for aggressive and dangerous driving. Oak Leaf to Bayview V OAK LEAF TO BAY VIEW For me it's Humboldt and Locust and Humboldt and Humboldt and Humboldt and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. For me it's Humboldt and Locust and Humboldt and North Ave. V For me it's Humboldt and Locust and Humboldt and North Ave. For me it's Humboldt and Locust and Humboldt and North Ave. For me it's Humboldt and Locust and Humboldt and North Ave. For me it's Humboldt and Locust and Humboldt and North Ave. For me it's	1]				Ì		Ì		
aggressive). They have leaned that there is absolutely no recourse for aggressive and dangerous driving. Oak Leaf to Bayview V OAK LEAF TO BAY VIEW BAY VIEW OAK LEAF TO BAY VIEW BAY VIEW OAK LEAF TO BAY VIEW OAK	1				6th and Mckinley]				Ì		Ì		
618 567 53212 Oak Leaf to Bayview V OAK LEAF TO BAY VIEW BAY VIEW BAY VIEW For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and Humboldt and North Ave. V V OAK LEAF TO BAY VIEW BAY VIEW BAY VIEW COUNT ON THE PROPERTY OF THE STREET OF TH		J														
618 567 53212 619 572 53212 610 For me it's Humboldt and Locust and Humboldt and Morth Ave. 620 576 53212 621 53212 622 588 53212 623 604 53212 624 614 53212 625 621 53212 626 53212 627 53212 628 Forme it's Humboldt and Locust and Humboldt and Humboldt and Humboldt and Humboldt and North Ave. 7	617	563	53212	ino recourse for aggressive and dangerous driving.			Υ	1]		1		
Solid Soli	\Box	\Box			Oak Leaf to Rawiew											
For me it's Humboldt and Locust and Humboldt and Locust and Humboldt and Morth Ave. Y Solution Size Size Size Size Size Size Size Size			53212	2	Oak Lear to bayview		<u></u>		Υ		<u> </u>	OAK LEAF TO BAY VIEW	BAY VIEW			
620 576 53212 North Ave	619	572	53212	2		Υ										
Second Second				For me it's Humboldt and Locust and Humboldt and	Locust and Humboldt and Humboldt and North											
622 588 53212 Water street Water street Y Y Salar Street Salar	620	576	53212	North Ave	Ave.	<u></u>	Υ	<u> </u>			<u> </u>	<u> </u>	<u> </u>	<u> </u>		<u> </u>
623 600 53212 Y Y Solution of the way, Water St is dangerous. Y Y Solution of the way, Water St is dangerous. Y Y Solution of the way, Water St is dangerous. Y Y Solution of the way water St is dangerous. Y Y Y DOWNTOWN RIVERWEST EAST SIDE WALKERS P	621	580	53212	2		Υ										
624 614 53212 Y Y Locust Street (both the road and the bridge over the river). 625 621 53212 P Protected bike lane through Downtown, from Riverwest/East Side to Walker's Point. Oak Leaf is out of the way, Water St is dangerous. Y Y Y DOWNTOWN RIVERWEST EAST SIDE WALKERS P	622	588	53212	Water street	Water street			Υ								
Locust Street (both the road and the bridge over the river). Protected bike lane through Downtown, from Riverwest/East Side to Walker's Point. Oak Leaf is out of the way, Water St is dangerous. Protected bike lane through Downtown, from Riverwest/East Side to Walker's Point. Oak Leaf is out of the way, Water St is dangerous. Y Y DOWNTOWN RIVERWEST EAST SIDE WALKERS P	623	600	53212	2		Υ										
Locust street (both the road and the bridge over the river). Riverwest/East Side to Walker's Point. Oak Leaf is out of the way, Water St is dangerous. Y Y DOWNTOWN RIVERWEST EAST SIDE WALKERS P	624	614	53212	2		Υ										
Locust street (both the road and the bridge over the river). Riverwest/East Side to Walker's Point. Oak Leaf is out of the way, Water St is dangerous. Y Y DOWNTOWN RIVERWEST EAST SIDE WALKERS P					Protected hike lane through December of the											
river). Riverwest/tast side to Walker's Point. Oak Lear is out of the way, Water St is dangerous. Y Y DOWNTOWN RIVERWEST EAST SIDE WALKERS P				Locust Street (both the road and the bridge over the												
625 621 53212 OUT OF THE WAY, WATER ST GARGEOUS. Y Y DOWNTOWN RIVERWEST EAST SIDE WALKERS P		J														
[626] 626] 53212]	625	621	53212	2	out of the way, water St is dangerous.		<u></u>	Υ	Υ		<u> </u>	<u> </u>	DOWNTOWN	RIVERWEST	EAST SIDE	WALKERS POINT
[*** ****	626	626	53212	2		Υ										

The control of the co	$\overline{}$. 1	-				-	-	I	,			T .		N.	0
Part Part	\vdash	А	В	C	D	E	F	G	Н	1	J	K	L.	М	N	0
Service for the control of the contr					I would love to see Lake Drive repayed and											
No. Design Continued Section (Continued Section Se					T								Ì			
beau The combined of an activate and the decrease of the combined of the combi				North Avenue between MLK and Humboldt is a death												
Source Mile Court Court													Ì			
from profession control common and the profession of the professio													İ			
per special per sp																
Column C				through tickets on that stretch alone. The shame is that	neverending obstacle course. I think there is a								Ì			
Column C				there are beautiful new bike lanes there with very few	great opportunity to make strides on that section.								Ì			
De company of the com													Ì			
Section 1985													Ì			
Control Cont													Ì			
The content of the	627	637	5321	2	capitor is bouerinie dangerous for cyclists.		Υ	Υ	<u> </u>				<u> </u>		<u> </u>	
The content of the	628	638	5321	2		Υ										
The content of the			5321	2 North ave and Humbold and Holton and Locust	Capitol dr at humboldt		Υ	Υ								
10 10 10 10 10 10 10 10	-															
The content of the	620	C 4 0	E221				v		Υ				EACT CIDE	TOSA		
Section 1997 (Section 1997) When it information is the manufacture of the product of the produc			5521				Y				Y		EAST SIDE	TUSA		
Basis Stance, and of the least Comment is a passing stance of the least Commen	-		5321	Z van buren/Hoiton and Miliwaukee St	Brown St		Y	Υ								
Week or 15th regulately, Wallet St. / 200 St. and Wallet St. / 200 St.	632	655	5321	2		Υ										
without a clair capacitie, Walnut at 1,250 its 2 and water. 2.47 food Su Lab Act To Committee C					Brady Street - get rid of the carel Commerce is											
Where I size regularly, Whork of JV 70-80 can would be to add a size. As the Secretary plants have from the size and production. The size and prod													İ			
Section for company, and cut at 1,2 co. 3 of my price for the region of the following price to thinkeling body, great price for the price of the pri																
Sulf- Grow of Loss Care A The served to protect American the Supplementary of the Sulf- Su				Where I ride regularly Walnut St /12th St and Walnut									Ì			
Surface State for the milestate of the content threely agreed from the statement of the surface of the content threely agreed from the statement of the surface of the content threely agreed from the statement of the surface of the					sidewalk access ramp where the apartments end			V					İ			
Cost On the Second Part Second Process Dath Cost (Second Process Dath Cost)								T					Ì			
This record concent on the parts that severit flatains eye to both.				priage up to Humboldt Blvd.									İ			
Section 1972													Ì			
The control of the co													Ì			
Column C	633	659	5321	2	αρ το 500τη.		Υ						Ì			
Locate States froing Pricher with March the Process When the section a state can plant the treatment and states and states and the section and states and			5321	2		Υ										
Humanitar & Capital, North we barkers of 73 and 48m, local to effect of the Capital Ca	FT			 											†	
indistingent in plants when the desirated and service of the control of the contr				Locust Street Bridge (both ends), North Ave @ Prospect,	North Ave from 40th going East Water Street								İ			
and the section between the intermodal station and Mindfull Mindfu				Humboldt at Capitol, North Ave between 7th and 40th,					<u>,</u>				İ			
Section Company Comp				and the section between the Intermodal station and					Y							
Section					Lincoln area.								İ			
Section Sect	635	670	5321	2				Υ	<u> </u>				DOWNTOWN	<u> </u>	<u> </u>	
Section Sect	636	679	5321	2 North & Humboldt	North & Humboldt		Υ									
Company Comp			5321	2		Υ										
April Apri	Ħ			Water Street, Brady Street, Prospect Ave. Farwell Ave.	Water Street, Brady Street, Prospect Ave, Farwell								1			
All of water street, development of the control o	638	692	5221					v	Υ				DOWNTOWN			
Section Sect	038	053	5521		Ave, an downtown streets			1	 				POWINTOWN			
Section Sect	11				Humboldt Blvd and downtown wisconsin ave								Ì			
Fig. 1 5312 State 100 State				2 humboldt blouvardall of it.				Υ					ļ			
642 720 53327 NORTH AVE, Humboldt, Locust, Holton and Capitol 643 721 53227 Notes from Risday to Locust Water & Brack; It's especially hard coming up the NIII on Water & Brack; It's especially hard coming up the NIII on Water & Brack; It's especially hard coming up the NIII on Water & Brack; It's especially hard coming up the NIII on Water and trying to take a left to continue on Water Street, Many of us try to make that left, but there for it a water and trying to take a left to continue on Water Street, Many of us try to make that left, but there for it a water and trying of us the self to the Street or legion are incredibly diagnosus. On North Ave, the bike water of the street in the self college on it is safe for everyone, Alto, North Ave things and Locust Street or serving a rein credibly diagnosus. On North Ave, the bike water in the lases double and cars start of the street, the lases double, and cars start of the street, the lases double, and cars start of the street, the lases double, and cars start on the street	640	703	5321	2		Υ							<u> </u>			
642 720 5323 NORTH AVE, Purmbolist, Locoust, Holton and Capitol 647 721 5322 Holton from Brady to Locust Water & Brady, it's especially hard coming up the hill on Water and trying to take a left to comtrom on Water Street, Many of us try to make that left, but there for it a seep like for or survey. Also, Botth Ave that left, but there for it a seep like for for us with a maketal the discount of the seep like for severy men. Also, North Ave the bits lame ends right when the lares double and cars start of the seep page. On Is coust Street, the fame double, who care the seep page. On Is coust Street, the fame double, and cars yet when the lares double and cars start of the selective will which makes it harder for becyclists to keep page. On Is coust Street, the fame double, and cars yet when the lares double and cars start of the selective will which it unsafe for everyone. Also, the tree is a sight him which makes it harder for becyclists to the expense of the selective will which the unsafe for everyone. Also, the tree is the selective will be selected with the unsafe for everyone. Also, the tree is the selected will be selected with the unsafe for everyone. And, there's a sight him which makes it harder for becyclists to keep page. On Is coust Street, the fame double, and cars fix it was not to be selected with the unsafe for everyone. And, there's a good, site way to cross the street to the North by the selected will be plant of these could be part of the excellent of the plant of the	641	718	5321	2		Υ										
Sec. 17.0 3.21.2																
Water & Bray: It's sepecially hard coming up the hill on Water and driving to take a left to continue on Water Street. Many of us try to make that left, but there in it's a safe place for us to vate to make the left in the whole intersection needs to be completely re-done 50 it's after building and the place for us to vate to make the left. Thus whole intersection needs to be completely re-done 50 it's after building and place for us vot to make the left. Thus whole intersection needs to be completely re-done 50 it's after building and place for the value of the value	642	720	5321	NORTH AVE, Humboldt, Locust, Holton and Capitol	Booth and north, Bremen and locust		Υ	Υ					Ì			
Water & Brady: It's especially hard coming up the hill on Water and trying to take a left to continue on Water and trying to take a left to continue on Water and trying to take a left to continue on Water and trying to take a left to continue on Water and trying to take a left to continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying continue on Water and trying and trying continue on Water and trying and trying and trying and trying and trying and trying and trying and trying and trying and trying and trying stores and search. Alon, going each one soit safer for everyone. Alon, there's a water and trying stores are a season. On Locusd Street, the lines double, and can FLV arrows and continue on the safe water. Alon, going each season was the safe water. Alon, going each and trying stores are a season was a season on the safe water. Alon, going each and trying stores are a season was a season			5321	2 Holton from Brady to Locust	Holton and North Ave		Υ	Υ					1			
Water and trying to take a left to continue on Water street, but there isn't a sie place for us to wait to make the left. That whole intersection needs to be completely done so it's safer for everyone. Also, North Ave bridge and Locust Street by dring are incredibly dangerous. On North Ave, the bilise lane ends right when the lanes double and can start dring faster as result. Also, going east to west there's a slight hill which makes it harder for bicyclist to keep pace. On Locust Street, the lanes double, and can St V across that bridge. So many blocylets end up righting on the sidewalk, which is usafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. 644 803 53212 656 805 53212 Van Buren St, Water St, Countered St. Water of Humbold Wainut/)-94/Fond du lac, Locust Street V and Buren St, Water St, Commerce St. V Y Van Buren St, Water St, Commerce St. V Y North Avenue and Center Street - people If yu the pedestrian-only patts throughout the city. V Y North Avenue and Center Street - people If yu the pedestrian-only patts throughout the city. V Y North and Farvell, Downtown streets & intersections North and Farvell, Downtown streets & intersection on the count of the period of the count of the count of the county of the city of the pedestrian-only patts throughout the city. V Y North and Farvell, Downtown streets & intersections North and Farvell, Downtown streets & intersections Show and clarke square/fibrid ward where many valve as primary forms of transpot to work V Y THRD WARD CLARKE SQUARE			JJ61													
Water and trying to take a left to continue on Water street, but there isn't a sie place for us to wait to make the left. That whole intersection needs to be completely done so it's safer for everyone. Also, North Ave bridge and Locust Street by dring are incredibly dangerous. On North Ave, the bilise lane ends right when the lanes double and can start dring faster as result. Also, going east to west there's a slight hill which makes it harder for bicyclist to keep pace. On Locust Street, the lanes double, and can St V across that bridge. So many blocylets end up righting on the sidewalk, which is usafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. 644 803 53212 656 805 53212 Van Buren St, Water St, Countered St. Water of Humbold Wainut/)-94/Fond du lac, Locust Street V and Buren St, Water St, Commerce St. V Y Van Buren St, Water St, Commerce St. V Y North Avenue and Center Street - people If yu the pedestrian-only patts throughout the city. V Y North Avenue and Center Street - people If yu the pedestrian-only patts throughout the city. V Y North and Farvell, Downtown streets & intersections North and Farvell, Downtown streets & intersection on the count of the period of the count of the count of the county of the city of the pedestrian-only patts throughout the city. V Y North and Farvell, Downtown streets & intersections North and Farvell, Downtown streets & intersections Show and clarke square/fibrid ward where many valve as primary forms of transpot to work V Y THRD WARD CLARKE SQUARE				Water & Bradu It's especially hand sometime on the 1991									Ì			
Street. Many of us try to make that left, but there isn't as in place for us to wait to make the left. That whole intersection needs to be completely re-done so it's safer for everyone. Also, forth Aber tidge and Locust Street bridge are incredibly dangerous. On North Ave, the bike ane ends right when the lanes doubtle and cars start driving faster as a result. Also, going east to west there's a sight hill within that set it harder for birgidests to keep asce. On Locust Street, the lanes doubtle, and cars FLY across that bridge, So many bicyclists end up riding on the sidewalk, which is unsafe for everyone. And, there's no goods, side way to cross the street to the North by the high school othere. 48 803 53212 5													İ			
safe place for us to wall to make the left. That whole intersection needs to be completely redones oit is safer for everyone. Also, North Ave bridge and locust street intersection needs to be completely redones oit is safer for everyone. Also, North Ave bridge and locust street in the safety of the work when the lanes double and cars start driving faster as result. Also, going east to west three's a slight hill which make it harder for bicyclists to keep pace. On Locust Street, the lanes double, and cars fLY across that bridge. So many bicyclists end up riding on the sidewalk, which is unsafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. 646 883 53212 Locust St. near Riverside MS, Locust St West of Humboldt Walnut/h-94/Fond du lac, Locust Street 658 875 53212 Locust St. near Riverside MS, Locust St. West of Humboldt Walnut/h-94/Fond du lac, Locust Street 759 885 53212 Locust St. near Riverside MS, Locust St. West of Humboldt Walnut/h-94/Fond du lac, Locust Street 850 881 53212 Locust St. near Riverside MS, Locust St. West of Humboldt Walnut/h-94/Fond du lac, Locust Street 951 885 53212 Locust St. near Riverside MS, Locust St. West of Humboldt Walnut/h-94/Fond du lac, Locust Street 952 881 53212 Locust St. near Riverside MS, Locust St. West of Humboldt Walnut/h-94/Fond du lac, Locust Street 953 885 53212 Locust St. near Riverside MS, Locust St. West of Humboldt Walnut/h-94/Fond du lac, Locust Street 954 885 53212 Locust St. near Riverside MS, Locust St. West of Humboldt 955 886 53212 Locust St. near Riverside MS, Locust St. West of Humboldt 955 887 53212 Locust St. near Riverside MS, Locust St. West St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS, Locust St. Near Riverside MS,													Ì			
intersection needs to be completely re-done so it's safer for everyone. Ass, North Aw brilder and Loust Street bridge are incredibly disaperous. On North Awe, the bike lane man sight when the lanes double and cars start driving faster as a result. Also, going east to west there's a slight hill wildle, on American and the proposed of the page of the pag				Street. Many of us try to make that left, but there isn't a									İ			
intersection needs to be completely re-done so it's safer for everyone. Ass, North Aw brilder and Loust Street bridge are incredibly disaperous. On North Awe, the bike lane man sight when the lanes double and cars start driving faster as a result. Also, going east to west there's a slight hill wildle, on American and the proposed of the page of the pag				safe place for us to wait to make the left. That whole									İ			
for everyone. Also, North Ave bridge and Locust Street bridge are incredibly dangerous. On North Ave, the bilis lane ends right when the lanes double and cars start driving faster as a result. Also, going east to west there's a slight hill which makes it harder for bicyclists to keep pace. On Locust Street, the lanes double, and cars FLY as light hill which makes it harder for bicyclists to keep pace. On Locust Street, the lanes double, and cars FLY as light hill which makes it harder for bicyclists to keep pace. On Locust Street, the lanes double, and cars FLY with the substitution of the sidewalk, which is unsafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. 644 803 53212 655 807 53212 666 818 53212 677 8345 53212 678 845 53212 679 845 53212 679 845 53212 679 845 53212 679 847 53212 679 848 53212 679 849 53212 670 870 53212 670 870 53212 670 870 53212 670 870 53212 671 870 53212 671 870 53212 672 870 53212 673 870 53212 673 870 53212 674 875 53212 675 870 53212 677 870 570 570 570 570 570 570 570 570 570 5													Ì			
bridge are incredibly dangerous. On North Ave, the bike lane ends right when the lanes double and cars start driving faster as a result. Also, going east to west there's a slight hill which makes it harder for bicyclists to keep pace. On Locust Street, the lanes double, and cars EV across that bridge. So many bicyclists end up riding on the sidewalk, which is unsafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. 644 803 53212 656 818 53212 667 845 53212 668 856 53212 668 856 53212 658 85 53212 659 881 53212 650 881 53212 651 886 53212 652 881 53212 653 886 53212 653 886 53212 653 886 53212 654 North Avenue and Center Street - people If yup the pedestrian-only paths throughout the city. 655 881 53212 656 888 53212 657 889 53212 658 886 53212 659 887 53212 659 887 53212 650 881 53212 650 881 53212 651 886 53212 652 881 53212 653 886 53212 653 886 53212 653 886 53212 654 886 53212 655 887 53212 655 881 53212 656 888 53212 657 888 53212 658 888 53212 659 888 53212 659 888 53212 650 888 63212 650													İ			
lane ends right when the lanes double and cars start driving faster as result. Also, going east to west there's a slight hill which makes it harder for biocyclists to keep pace. On Locust Street, the lanes double, and cars FLY across that bridge. So many blocyclists end up riding on the sidewalk, which is unsafe for everyone. And, there's no good, sife way to cross the street to the North by the high school there. 644 803 53212 655 807 53212 North Avenue and Center Street - people fly up the busyloik leane to pass others all the time pedestrian-only paths throughout the city. 647 845 53212 North Avenue and Center Street - people fly up the busyloik leane to pass others all the time pedestrian-only paths throughout the city. 648 856 53212 659 881 53212 North And Street, water street, highway 100 North and oakland / kenilworth. north in general. locust. same 9 Y 10 Y 11 Y 12 Y 13 Y 14 Wan Buren St, Water Street, highway 100 North and oakland / kenilworth. north in general. locust. same 9 Y 17 Y 18 Y 18 Y 19 Y													İ			
driving faster as a result. Also, going east to west there's a slight hill which makes it harder for bicyclists to keep pace. On Locust Street, the lanes double, and cars FLY across that bridge. So many bicyclists end up riding on the sidewalk, which is unsafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. 644 803 53212 655 807 53212 North Avenue and Center Street - people fly up the bus/blke lane to pass others all the time 657 848 53212 North Avenue and Center Street - people fly up the pus/blke lane to pass others all the time 658 856 53212 Ocust Street, water street, highway 100 Water street, highway 100 Water street, highway 100 Water street, highway 100 Water street, highway 100 Water street, highway 100 North and calkand /kenilworth . north in general . locust. Same Y Y THIRD WARD CLARKE SQUARE CLARKE SQUARE					San provious answer			V					Ì			
a slight hill which makes it harder for bicyclists to keep pace. On Locust Street, the lanes double, and cars FLY across that bridge. So many bicyclists end up riding on the sidewalk, which is unsafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. 644 803 53212 655 807 53212 Coust St near Riverside HS, Locust St West of Humboldt Walnut/I-94/Fond du lac, Locust Street Y Y Y Y Wan Buren St, Water St, Commerce St It would be great if there could be more cycle and pedestrian-only paths throughout the city. 656 815 53212 North Avenue and Center Street - people fly up the pedestrian-only paths throughout the city. 657 845 53212 Locust Street, water street, highway 100 Water street, highway 100 Water street, highway 100 Same Y Y THIRD WARD CLARKE SQUARE CLARKE SQUARE Locust bridge, locust and humboldt, fond du lac, capitol drive Locust bridge, locust and humboldt, fond du lac, capitol drive Locust bridge, locust and humboldt, fond du lac, capitol locust bridge, locust and humboldt, fond du lac, capitol drive Locust bridge, locust and humboldt, fond du lac, capitol drive Synthetic Park Park Park Park Park Park Park Park				=	see previous answer.			Ť					İ			
pace. On Locust Street, the lanes double, and cars FLV across that hidge. So many bijcylists end up inding on the sidewalk, which is unsafe for everyone. And, there's no good, sale way to cross the street to the North by the high school there. 644 803 53212 655 807 53212 Locust St near Riversider HS, Locust St West of Humboldt Wainut/i-94/Fond du lac, Locust Street V V Van Buren St, Water St, Commerce St North Avenue and Center Street - people fly up the bus/blike lane to pass others all the time 667 845 53212 North Avenue and Center Street - people fly up the bus/blike lane to pass others all the time 668 856 53212 North Avenue and Center Street, highway 100 Mater street, highway 100 V V Same V V THIRD WARD CLARKE SQUARE CLARKE SQUARE													İ			
across that bridge. So many bicyclists end up riding on the sidewalk, which is unsafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. Y 644 803 53212 Locust St near Riverside HS, Locust St West of Humboldt Wainut/I-94/Fond du lac, Locust Street Y Y Wainut/I-94/Fond du lac, Locust				a slight hill which makes it harder for bicyclists to keep									Ì			
across that bridge. So many bicyclists end up riding on the sidewalk, which is unsafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. Y 644 803 53212 Locust St near Riverside HS, Locust St West of Humboldt Wainut/I-94/Fond du lac, Locust Street Y Y Wainut/I-94/Fond du lac, Locust				pace. On Locust Street, the lanes double, and cars FLY									İ			
the sidewalk, which is unsafe for everyone. And, there's no good, safe way to cross the street to the North by the high school there. 4 803 53212 Locust St near Riverside HS, Locust St West of Humboldt Walnut/1-94/Fond du lac, Locust Street 4 Y Y 548 807 53212 Locust St near Riverside HS, Locust St West of Humboldt Walnut/1-94/Fond du lac, Locust Street 551 808 53212 Van Buren St, Water St, Commerce St 7 Y 7 Y 7 Y 7 Y 7 Y 7 Y 7 Y 7													Ì			
no good, safe way to cross the street to the North by the high school there. Y Locust St near Riverside HS, Locust St West of Humboldt Walnut/i-94/Fond du lac, Locust Street Y V V V V V V V V V V V V													İ			
the high school there. Y Walnut/I-94/Fond du lac, Locust Street Y Y Walnut/I-94/Fond du lac, Locust Street Y Y Walnut/I-94/Fond du lac, Locust Street Y Y Walnut/I-94/Fond du lac, Locust Street Y Y Walnut/I-94/Fond du lac, Locust Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du lac, Locust Interest Street Y Walnut/I-94/Fond du													Ì			
644 803 53212 Locust St near Riverside HS, Locust St West of Humboldt Walnut/I-94/Fond du lac, Locust Street Y Y Y													İ			
Locust St near Riverside HS, Locust St West of Humboldt Walnut/I-94/Fond du lac, Locust Street	644	902	E224				v						Ì			
646 818 53212	044	803	5321				T						1			
646 818 53212				Locust St near Riverside HS, Locust St West of Humboldt	Walnut/I-94/Fond du lac. Locust Street								Ì			
North Avenue and Center Street - people fly up the bus/bike lane to pass others all the time bus/bike lane to pass others all the time pedestrian-only paths throughout the city. We have the pusy bus/bike lane to pass others all the time pedestrian-only paths throughout the city. Ye have the pusy bus/bike lane to pass others all the time pedestrian-only paths throughout the city. Ye have the pusy bus/bike lane to pass others all the time pedestrian-only paths throughout the city. Ye have the pusy bus/bike lane to pass others all the time pusy bus/bike lane to pass others all the time pedestrian-only paths throughout the city. Ye have the pusy bus/bike lane to pass others all the time lane lane to pass others all the time lane lane to pass others all the time lane lane to pass others all the time lane lane lane lane lane lane lane lan	645			2			Υ	Υ					ļ			
North Avenue and Center Street - people fly up the bus/bike lane to pass others all the time dedestrian-only paths throughout the city. 648 865 53212 649 868 53212 Locust street, water street, highway 100 Water street, highwa	646	818	5321	2	Van Buren St, Water St, Commerce St			Υ							<u> </u>	
647 845 53212 bus/bike lane to pass others all the time pedestrian-only paths throughout the city. Y																
648 865 53212 669 868 53212 Locust street, water street, highway 100 Water street, highway 100 Y 650 881 53212 Commerce. brady. North and Farwell, Downtown streets & intersections was a primary forms of transpo to work 651 886 53212 drive CLARKE SQUARE THIRD WARD CLARKE SQUARE													İ			
648 865 53212 Same Y Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Y Same Same Same Same Y Same Same Same Same Same Y Same Sa	647	845	5221	bus/bike lane to pass others all the time	pedestrian-only paths throughout the city.		Y						Ì			
649 868 53212 Locust street, water street, highway 100 Water street, highway 100 Y Y Same Y Y Y Same Water street, highway 100 Y Y Y Y Same Water street, highway 100 Y Y Y Same Water street, highway 100 Y Y Y Same Water street, highway 100 Y Y Y Same Water street, highway 100 Y Y Y Same Water street, highway 100 Y Y Y Y Same Water street, highway 100 Y Y Y Y Same Water street, highway 100 Water street, highway 100 Y Y Y Y Y Same Water street, highway 100 Y Y Y Y Same Water street, highway 100 Y Y Y Y Same Water street, highway 100 Water street, highway 100 Y Y Y Y Same Water street, highway 100 Water street, highway 100 Y Y Y Y Y Y Y Y Y Y Same Water street, highway 100 Water street, highway 100 Water street, highway 100 Water street, highway 100 Water street, highway 100 Water street, highway 100 Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y			5324	2		V	•								-	
north and oakland /kenilworth . north in general. locust. same Y Y North and Farwell, Downtown streets & intersections above and clarke square/third ward where many use as primary forms of transpo to work Y Y	-		5321	4		Ť		.,					1			
81 S3212 commerce. brady. North and Farwell, Downtown streets & intersections 88 S3212 North and Farwell, Downtown streets & intersections 88 S3212 S3212 drive Same Y Y THIRD WARD CLARKE SQUARE 1 CLARKE SQUARE	649	868	5321		Water street, highway 100			Υ								
S32 S32 Commerce. brady. North and Farwell, Downtown streets & intersections use as primary forms of transpo to work S32 S32 S32 S32 S32 S32 S32 S32 S32 S32					same			Y					Ì			
North and Farwell, Downtown streets & intersections use as primary forms of transpo to work Y Introduction of the providing	650	881	5321	2 commerce. brady.			Υ									
North and Farwell, Downtown streets & intersections use as primary forms of transpo to work Y Introduction of the providing																
651 886 53212 Use as primary forms of transpo to work Y THIRD WARD CLARKE SQUARE locust bridge, locust and humboldt, fond du lac, capitol drive capitol drive Y Y Y				North and Farwell. Downtown streets & intersections					γ				İ			
locust bridge, locust and humboldt, fond du lac, capitol locust bridge, locust and humboldt, fond du lac, capitol drive capitol drive Y Y Y	651	886	5221)	use as primary forms of transpo to work		v		l [*]				THIRD WARD	CLARKE SOLIADE		
652 891 53212 drive capitol drive Y Y	031	300	J321	Language Palancia and Europe 2000 Control of the Co	to a substitution of the control of		•						ייייי אארוע	CLAINE SQUARE	-	
	[Ì			
[653] 901			5321	Z drive	capitol drive		Υ	Υ								
	653	901	5321	2		Υ										

	Α	В	С	D	Е	F	G	Н	ī	1	К	ı	М	N	0
654		53212	1		Y		ÿ	.,	-		, ,	-	.*1	.,	- J
655		53212	The one that I ride that has the most concerns is Van Buren, which turns into Holton Street	Van Buren from downtown north, and Holton Street from Brady to Capitol Drive			Y								
656	5 935	53212	Locust st and holton is terrible. There needs to be a turn lane so cars aren't always swerving around each other putting pedestrians in danger. Also crossing downtown intersections as a biker is nerve wrecking.	Locust and holton.		Υ		Υ				DOWNTOWN			
657		53212	Sadly, the inner city					Υ				INNER CITY			
658	946	53212	most east west streets going threw northside.	harambee, washington height				Υ		Υ		NORTH SIDE	HARAMBEE	WASHINGTON HEIGHTS	
659	€ 28	53213	Capitol Drive from Shorewood to Mayfair Road	Repaving and removing gravel shoulder on Granville Road on the far northwest side from Vincent High School to 107th & Brown Deer. Same thing for Fond Du Lac Avenue northwest of 91st Street to 107th Street. Bike lane added on to Mill Rd, meeting up with existing bike lanes in Menomonee Falls at Menomonee River, going eastward to the Interurban Trail.			Y	Y				NORTHWEST SIDE			
660	47	53213	North Ave from Tosa to downtown	Same			Υ	Υ				TOSA	DOWNTOWN		
661	1 55	53213	Downtown streets. Start there then more outward. Milwaukee has few comfortable placed for people to ride.	Downtown then work outwards.				Υ				DOWNTOWN			
662	2 73	53213	76th street north from Tosa village up thru Grantosa, Silver spring between 76th and glendale (no lanes at all), North Ave between Men Rvr Pkwy and 76th street, 68th street between bluemound and state street; Mill Road from Men Rvr pkwy to Green Bay Rd, Lake Drive from downtown to top of hill by water plant (path too narrow & crowded & heavy traffic /parked cars on road), on-road part of oak leaf trail through the City 2nd street thru till you get to the paved trail at the lakefront in bay view), Watertown Plank road between Med Complex and tosa village, Swan Blvd from Men rvr pkwy to the free way (the "hill" has no lanes), Burleigh from Lilly road east past 145 and past new retail complexes to menom Rvr Pkwy, Highland Ave from I-43 through to washingtom park—should have bike lanes	everything in my answer above			Y								
663			Wisconsin Ave	Roundabout Hank Aaron Trail			Y				HANK AARON				
664					Υ										
665			100 and capital, 100 and silver spring	ONE street E-W which is smooth and bike friendly. Currently there are parts of several streets		Υ				Υ				_	
666	5 105	53213	Let's face it, as long as we are biking next to 2000- 4000lb vehicles, safety is a concern everywhere bikes and automobiles co-habitate. We need more bicycle bivd's if we want more people to choose cycling, and to turn out in mass and in order to keep cyclists safe.	See above answer	Υ										
667	7 121	53213	having to go from the western suburbs to downtown, the roads are generally wider with higher traffic speeds and more congestion and traffic	all routes from western suburbs to downtown (Tosa-downtown via Highland Ave or Wisconsin, Brookfield to Tosa via Bluemound or North Ave)			Y	Y		Υ		TOSA	DOWNTOWN		
668			Downtown streets. Connections to bike trails such as the Oak Leaf Trail. It is a great trail, but doesn't not lead directly to every location. At some point you must find other ways to get to your final destination.	Downtown biking routes.				Υ			OAK LEAF TO SURROUNDINGS	DOWNTOWN			
669	133	53213			Υ										
670	0 141	53213	In order to get to work from where I live, at some point I would have to bike through downtown and specifically Michigan Street. This is my biggest deterrent, and I think improvements to Michigan Street and the intersection by Discovery World would be critical in encouraging more people to bike in the city.			Y	Y								
	1 153		North/south corridor in west side of city	north/south		ľ		Υ	Υ			WEST SIDE			
	,		,	,							L			1	

	Α.	В	Ć.		г	-	G	н	,		V		М	N	0
	А	D		D	С	F -	U	п	1	J	K	L	ıVI	N	U
			76th and North is dangerous for cars, bikes, and												
			pedestrians in all directions because all directions go												
			from 1 lane to multiple then back to one. New hike lane												
			helps but speeding drivers use them to pass on the	See above.											
			right. I nearly got swiped right off my bike in front of the												
672	170	53213	bank. Helmet wouldnt have mattered at that speed.			Υ									
				Finsh connecting Hank Aaron to Oak Leaf Trail							HANK AARON AND OAK				
673	176	53213	Hank Aaron trail from Canal St. To lakefront	west of 92nd St.							LEAF				
67/	1 198			Wauwatosa to downtown				v		,	LL/ II	TOSA	DOWNTOWN		
07-	1 130	33213										103A	DOWNTOWN		
				Broadway/Pittsburgh it is the connector to the			v								
				HAST; the road/lane are so narrow they need, at a		l.,	Y								
675	230	53213	heavy	minimum a sharrow		Υ									
			76th and North, Hwy 100 & North, Hwy 100. & Burleigh,	One access point to the west with safe bike lanes											
				from north of interstate 94			Υ	Υ							
676	251	53213	buncing a riwy 41/45, All of Four Street ricuting north,	iron north of interstate 54		Υ						WEST SIDE			
677	7 291	53213	Bluemound Road	76th St, Bluemound Road			Υ								
678	346	53213			Υ										
679	365	53213			Υ										
680	368	53213			Υ				1						
681	1 373	53213			Y	1									
00.	. 3/3	33213	Bluemond is a mess. I broke a collar bone on it because	The traffic circle down by Potawatomi. Cars will		 			+						
601	378	52212		I		1	v								
064			of the ruts in the road.	not yield to cyclists.		 	1	 							
683	392	53213			Y										
			Wisconsin Ave 38th to downtown is very rough. Lake	Wisconsin Ave 38th to downtown, Lake Drive S. of		1									
				Capital to Bradford beach		1		Υ							
684	404		· · · ·			<u> </u>	Υ					DOWNTOWN			
685	416	53213	Main streets - hwy 100 for instances	Around Mayfair Mall			Υ								
				corridors in western milwaukee county, especially					İ						
686	425	53213	Any near worksites, and there are many.	northwest.		1		Υ				NORTHWEST SIDE			
				Lakeshore Drive from Lake Park North is in rough											
687	7 432	53213	Lincoln Memorial Drive - Auto traffic speed is too high	condition		1	Y								
007	432	33213		condition			'								
		F2242	North side east-west routes - Capitol, Silver Spring					l.,				NORTH CIDE			
688	451	53213				<u> </u>		Υ		Y		NORTH SIDE			
				Better offroad routes from western suburbs to											
689	452	53213		downtown.				Υ		Y		WEST SIDE	DOWNTOWN		
690	468	53213	27th Wisconsin, 35th and Wisconsin, downtown	Downtown				Υ				DOWNTOWN			
			North Avenue and other routes from the Wauwatosa	Missessia Aug North Aug											
691	1 472	53213	area to the Eastside	Wisconsin Ave. North Ave		1	Υ		ŀ	Y		TOSA	EAST SIDE		
			Appleton and 76th, 60th and Hampton, 60th and Good												
			Hope, bike path crossing at both Brown Deer road and	I would like to see a bike corridor running north		1		Υ							
692	518	53213	Good Hope roads	from Wauwatosa to Mequon		Y			Υ			TOSA	MEQUON		
603	3 543				Y	l			•						
093	, ,,,,,	JJ213				 			+						
			Hank Aaron Trail and surroundings. Also, connection of			1					HANK AADON AND				
		F2242	Hank Aaron Trail to points beyond Hwy 100.			1					HANK AARON AND				
694	586	53213				<u> </u>		.			SURROUNDINGS				
695	590	53213	Blue Mound Road			<u> </u>	Υ								
				East/west route somewhere north of Hank Aaron		1			T						
						1									
696	631	53213		trail - to connect directly with downtown.		1			ŀ	Y					
697	7 695	53213	All intersections without bike lanes			Υ									
698	3 705	53213		Burleigh and hwy 100		Υ	Υ		1						
690	711	53213		5	Υ	1			†						
700	768	53213	State street	State Street	-		Y								
, 50	. ,00	33213	Anywhere downtown or Third Ward. Center Street and	State Street		 	*		+						
701	1 787	E2242				1		V				DOMNITOMN	THIRD WARD		
701			Lisbon are bad too.		v	 		ı				DOWNTOWN	THIRD WARD		
/02	789	53213			Y										
			Most places on the north side (i.e.) North Ave and Vliet			1									
			St. Cars fly through the bike lanes like passing lanes.	Wisconsin/Bluemound East-West		1									
703	791	53213						Υ		Y		NORTH SIDE			
			W Wisconsin Ave, between 27th & 35th Streets - the			l			T		<u>-</u>				
			roadway if AWFUL. Awful that I do not sit on my bike	See above.		1									
704	811	53213	seat through this corridor awful.			1	Υ								
70°	816		_		Υ										
706	842				Υ	1			†						
70	7 846				v										
700	850	53213			· v	 			+						
700	905	53213	76th St in West Allis, Vliet St in Milwaukee	Vliet St		1	v								
/05			70th 3t iii West Allis, Viiet 5t IN Millwaukee	viiet at	v	 	T								
/10	12				Y	ļ., —									
711	1 39	53214	Water & WI; Pittsburgh & 1st; Hawley & National	Hawley Road should be one lane all the way.		Υ	Υ								
				Same as above. As well as an improved alternate		1									
				route going west after 94th Street on Hank Aarron.		1									
			lakeside is terrible.	The current alternate route is dangerous and		1									
						1					OAK LEAF & HANK				
712	169	53214		terrible road conditions for great lengths.		1					AARON				

_			1											ı	
	Α	В	C	D	E	F	G	Н	I	J	K	L	M	N	0
				I'd like to see more east/west options besides the											
712	246	53214		Hank Aaron (which I really like)						v					
/13	240	33214		nank Aaron (which really like)						1					
			Diagon Ct (inhatrones conflored aniat and const allia) Thans												
			Pierce St (inbetween walkers point and west allis) There	The ones where traffic is heavy and also a main											
			are too many pot holes and drivers not looking. I almost												
			got hit by a wrong way driver going through a red light!	bike route											
714	304	53214	got hit by a wrong way arreer going through a rea light:				Υ								
			National Avenue, north/south highways (like 27th, 16th,	National Avenue, Greenfield Avenue, North											
				The state of the s											
715	330	53214	35th streets), south 1st street	Avenue, Holton St			Υ		Υ						
716	334	53214	,,		V										
					1										
717	542	53214			Υ										
718	561	53214			Υ										
710						-									
/19	714	53214			Υ										
			Hwy 32 south from downtown to Bay View to get to												
720	05.0	E2214	Oak Leaf Trail south	Same as above			v	v	v			DOWNTOWN	BAYVIEW		
720	856		Oak Lear Trail South				Y	T	Y			DOWNTOWN	DATVIEW		
721	893	53214			Υ										
			35th & Vliet, 37th & National, 35th & National, 35th &												
700				37th & National											
122	134	53215	Mt. Vernon			1		ļ							
723	142	53215		my own street.	Υ										
724	229					v		†						†	
/24	229	53215	Traveling east or west on oklahoma / Morgan	Oklahoma and chase		Υ									
	T	٦	l			1		1	T					1	
	l		Any area near the lake seems to have better/safer biking	Miller Parkway, 35th St, 27th St		1									l
	_		conditions than those further West.	ivinici i dikway, 55tii 5t, 27tii 5t		1									l
725	240	53215				<u></u>	Υ	<u> </u>						<u>l</u>	I
726	393	53215			Υ										
1.29	-55	-3-13	 		-			1							
	l]	it is not easy to come from a Jackson Park area to		1									l
	l		Downtown Milwaukee right now because of all the			1									
	l			downtown. That hole saw that path has to come		1									
			construction.	thru national, lincoln, Greenfield				1							
727	399	53215		and national, intentil, dicernicia			Υ	Υ				DOWNTOWN	JACKSON PARK		
729	427		Those where the most traffic cogregates.	Downtown.				v				DOWNTOWN		1	
120	44/	22213		DOWNTOWII.		-		-				2011110111		 	
			All of 1st Ave from the 3rd Ward to Bay View.												
			ESPECIALLY from Maple to Beecher. 2nd Ave is great												
	l		because of the bike lane, but people still driver very fast.			1									
			Brady St needs a bike lane or something, it's ridiculous	See above answer.											
				see above answerr											
			biking there. Water St from Wells to St Paul is also really												
			bad for cyclists. I guess I could go on forever about												
720	442						.,								
729	443	53215	this				Y								
730	444	53215			Υ										
721	454	53215			·										
/31					Y										
732	475	53215			Υ										
722	484	53215	The bridges across the Menominee valley	16th street and 27th street bridge			v								
755			The bridges across the Menoriniee valley	10th Street and 27th Street bridge			ı								
734	509	53215			Υ										
			rail bridge and lincoln intersection on 43rd street.												
				60th street from Morgan to lincoln. 68th street											
			just keep going and almost hit the bicycle. 43rd street	from state street to the Hank Aaron trail.			Υ								
				wisconsin ave and bluemound to the medical			-								
	l		from oklahoma to miller park. the 43rd and oklahoma	complex and beyond.		1									
735	535	53215	big intersection	complex and beyond.		Υ									
726	553	53215	-		v									i	
/30								1						ļ	
737	555	53215	Most of them	Most of them	Υ	1									l
738	709	53215		N/A			Υ								
730						.,	*	1						ł	
/39	885	53215		See above		Υ									
	T	٦	Fond Du Lac Ave, East Capitol South 6th Street Water			1		1	T	_					
740	889	53215	Street	North Ave/King Drive		v	v								l
/40						1	1	1						ļ	
741	951	53215	National st. Cesar Chãjvez Dr.	Cesar Chavez		Υ	Υ								l
742	953	53215		13th st and Dakota		Υ									
742			 		V			1						ł	
/43	32	53216			Y										
	T			see above, but in general, the road conditions in								·			
	l			MKE are wearing out our cars and are dangerous		1									l
						l									l
744	50	53216		for cyclists.		Υ		<u> </u>						<u>l</u>	I
			getting from west suburbs to downtown/east side.												
	l			and the control of th		1									l
	l			anything connecting the suburbs to downtown		1									
	l		wisconsin have crap roads. state is oaky but difficult to	east side area.		1									l
745	625	52216	get to safely.			1	v	v		v		DOWNTOWN	EAST SIDE	WEST SUBURBS	l
743	023	JJ210	get to safety.			-	'	-				DO ANIA I O ANIA	LU21 210F	**E31 30B0VD3	
	l]	A safe separated (off the main road) bicycling		1									l
	l		Capitol Drive, Lisbon Ave especially from 60th-47th St.,	corridor going east/west on the north side. To		1									l
	l					1									l
	l		60th & Capitol Dr., Lisbon Ave where the Expressway	safely travel east to west from the Capitol Drive		1									l
	l		enters/exits by 47th St., Fon du lac Ave and Capitol Dr.	and 60th area, you must go way north or way		1									
740	620	E2240				v	v	v		v		NORTH SIDE			
746	628	53216		south right now.		1	r	Y		Y		NORTH SIDE			
	T											·			
747	880	53216	Sherman Blvd. Lisbon Ave. Fond du lac Ave.Sherman	Sherman Blvd. and Lisbon/Walnut		v	v								
/4/				· ·		1	I							ļ	
748	224	53218]			1									
740	277	53218												1	
/43	4//	22218				-								 	
	l		All the intersections along Appleton Account the control of	Lichan and Applatan Avan		1									
750	851	53218	All the intersections along Appleton Ave and Lisbon Ave.	Lisbon and Appleton Avenues		1									
754			 		.,	-		1						ł	
/51	234	53219			Υ			ļ							
752	256	53219			Υ							·			
750			 											i e	
/53	317	53219			1	l		1						I	

			_				_					ı	
A	В С	D	E	F	G	Н	I	J	K	L	M	N	0
	12 decide a la la contra de la contra de la Circa de Alexandra.												
	43rd and the rail tracks just south of lincoln. No path	south 35th street as well as Morgan Ave											
754 447	53219 for a bike and tight squeeze for vehicles. Very unsafe.	south sour street as well as morganize			.,								
754 447					Y								
755 456	53219		Υ										
756 458	53219		Υ										
757 460	53219		v										
				 	 	-							
758 462	53219		Y										
759 463	53219 Miller Park Way	Miller Park Way	<u> </u>	<u> </u>	Υ					<u> </u>		<u> </u>	
760 467	53219		Υ										
761 469	53219 Oklahoma and Forest Home.	Oldahama and Farest Hama	•	v									
		Oklahoma and Forest Home.		'									
762 471	53219 Forest home /Oklahoma ave	60th and Oklahoma		Υ									
763 476	53219 Foresthome and oklahoma	Oklahoma and foresthome		Υ									
764 477	53219		Υ										
		3Cth 8 Conital	•	v									
765 481		76th & Capitol		Y									
	S. 43rd St from Lincoln to Cleveland, and the train	S. 43rd St from Lincoln to Cleveland, and the train											
766 490	53219 bridge in that area.	bridge in that area.			Υ								
767 501		N/a	v										
				v									
768 517	53219 Oklahoma Ave. and 43 Rd street.	Same		Υ									
	For my neighborhood it is Oklahoma, Forest Home, and												
	For my neighborhood it is Oklahoma, Forest Home, and		l	1	1								
	43rd St. We used to attend monthly safety meetings for		l	1	1								
	district 11. When we voiced concerns, police officers	Constitution	l	1	1								
	and Alderman Dudzek told us that because Forest Home	See above	l	1	1								
			l	1	1								
	is also a state highway, they are not responsible or able		l	1	1								
760 510	to control that street.		l	v	1								
769 519	53219			ľ	l	 							
770 520		60th st north and south of Oklahoma		<u> </u>	Υ								
771 523	53219 all		Υ										
772 548	53219		γ							İ			
773 551			-	v	1	1			OAKIEAE	 			
	53219 oakleaf trail crossing hwy 100			Υ					OAK LEAF				
774 613	53219		Υ	<u></u>									
775 619	53219		Υ										
		43rd/Miller Park Way between Oklahoma and the											
	Intersection of Forest Home, 43rd and Oklahmoa	Hank Aaron trail, 60th and Oklahoma, Forest			v								
	intersection of Forest Home, 43rd and Oktahinoa				l'								
776 641	53219	Home-43rd-Oklahmoa, 43rd and Cleveland		γ									
				·									
777 794	53219		Υ										
778 852	53219		Υ										
779 890	53219		Υ										
780 911	53219		v										
700 311	33213												
	Hwy 100 & Greenfield	Hwy 100 & Greenfield, Forest Home & Oklahoma											
781 915	53219 Twy 100 & Greenheid	Tiwy 100 & diceimeta, rolescribine & Oktanoma		Υ									
782 922	53219 Miller Parkway, Hwy 100 and Greenfield	Miller Parkway		Υ	Υ								
100	Hank Aaron trail crossing of canal by Harley museum is	Trinici i di kitoy		· -		1							
783 928	53219 dangerous.			<u> </u>					HANK AARON				
784 949	53219 la mayoria de las calles en el near south side	todas				Υ				SOUTH SIDE			
785 6	53220 North Avenue	North Avenue			v								
703 0	33220 North Avenue	North Avenue			-								
	Getting from my house to Hank Aaron trail, I have to	Miller Parkway to take me safely to Hank Aaron											
	travel North down Miller Parkway. NO bike lanes so I	trail, or any other street that takes me to the trail											
			l	1	1								
		safely from the SOUTH SIDE.	l	1	1								
786 339	53220		l	1	1	Υ			HANK AARON		SOUTH SIDE		
787 411	53220 Miller Park Way / 43rd street / National	Beloit Road/ Miller Park Way		Υ	γ								
757 711				' 	l -								
	I live on the southwest side and work north of		l	1	1								
	downtown. I would like a clear path to get from one		l	1	1								
	side of town to the other without having to traverse		l	1	1								
	poorly designed streets that at least feel dangerous to	Forest Home Ave/Mitchell Blvd	l	1	1								
			l	1	1								
	ride on. I'm thinking specifically about walkers point and		l	1	1								
788 455	53220 the near south side.		l	Υ	Υ		Υ			SOUTHWEST SIDE	DOWNTOWN		
	53220		Υ										
790 927			v	t	 								
				 	 	-							
791 23	53221		Υ	<u> </u>	l	1							
117	Any 4 way stop sign stop. People in Milwaukee do not	For COURT And A CARD A		1	1	1	Ī			1			
792 296	53221 obey stop signs much!	From SOUTH side of Milwaukee to DOWNTOWN.	l	1	1	Y	Υ			SOUTH SIDE	DOWNTOWN		
2.50				 	l	<u> </u>							
	I can't answer with just one intersection or corridor.		l	1	1								
	There are needs all over the City that touch every	Same answer as above.	l	1	1								
793 391	53221 neighborhood.		Υ	1	1								
794 423	53221 Howell Avenue			t	v	1							
				!	l'	1				ļ			
795 480	53221		Υ	<u> </u>									
117	Many, 43rdstreet, w. Morgan, w. Forst Home, Mitchell	All		1	1		T						
796 547	53221 st.	All	l	1	lγ								
		1st/star stars t as ath of decrees		 	·	1				1			
797 680		1st/water street south of downtown		<u> </u>	T								
798 943		13th and Layton		Υ									
	Cesar Chavez Dr. Downtown WI Ave. 27th, 20th and												
799 952	53221 16th street from Oklahoma to National Ave	Cesar Chavez DR	l	1	lv								
				 		1				ļ			
800 58	53222 Burleigh St between Hwy 100 & Hwy 45	Burleigh St between Hwy 100 & Hwy 45		<u></u>	Υ	L							

		-				-			,		Ι ν	I .		N. I	
	Α	В	No als A or in Manager to the control of the above	D	E	F	G	Н	1	J	K	L	М	N	0
			North Ave in Wauwatosa. It is a wonderful path to	North ave to increase awareness and traffic											
			mayfair, however, it is simply not safe enough to	calming measures on North Ave.											
801	59		support cyclists.	culturing measures on north necessary			Υ					TOSA			
802	150	53222			Υ										
				The intersection of Mayfair and Manamanae Biver											
				The intersection of Mayfair and Menomonee River											
			The intersections of Capitol/Mayfair and	Parkway. The bicycle path continues through this											
			Mayfair/Menomonee River Parkway.	intersection, but it is rarely safe to cross. A tunnel,											
			iviayian/ivienomonee raver rankway.	similar to the Grantosa/Capitol intersection would											
000	454	52222		be amazing!		.,									
803	154	53222		-		Υ									
804	219	53222			Υ										
			Every cross street with Mayfair Road	Menomonee River Parkway and Mayfair Road											
805	269	53222	Every cross street with Mayran Road	Wellomonee River Farkway and Wayran Road		Υ	Υ								
				Downtown: discourage cars encourage transit and											
806	350	53222	Lisbon from Sherman to Center	bikes			Υ	Υ				DOWNTOWN			
807	354		Fond du Lac, Burleigh, Capitol Drive	See above			v	ľ							
007	55.	JJEEL	Tona da Ede, Baneign, Capitor Brive	See above				 							
000	207	52222	those that cross busy streets like hwy 100, capitol, etc			.,									
808	397	53222				Υ									
			I can speak to the routes that I take frequently: Burleigh												
			St. and North Ave. from 92nd St. to the west. These are												
				Burleigh St. and North Ave. from 92nd St. west			Ì								
			my primary bike commuting routes, and the condition				Ì								
809	413	53222	of the roads and lack of suitable bike lanes is a concern.				Υ			Υ					
810	539	53222			Υ		İ								
811	582	53222	Crossing north avenue in wauwatosa at 90th st	North ave		Y	v								
011	786	53222	76th Street north of North Ave, Lisbon Ave	Lisbon Ave		 	v								
012	780	33222	70th Street Hortif of North Ave, Lisbon Ave	LISDOIT AVE		-	-	 							
				I feel like once you get downtown, even though there is			Ì								
				a lot of congestion, that the bike to car relationship is			Ì								
				OK. I'd focus more on the surrounding corridors to get											
				from the north, west or south into downtown. With											
				regards to connecting trails, I think the southern leg of											
				the system needs the most work. However, I cannot											
				believe that the bike ramp on the 6th st bridge near the											
				Harley museum was put on the west side of the bridge,											
				this requires cyclists to transition from a trail to											
			Mary going east, I do not consider this a biking option.	sidewalk and requires a trail to street intersection											
			I'd take this to Lisbon if the culture didn't abuse the bike	(which is not a good one). This would have been much											
			lane, but i would also not ride Lisbon. Currently, I'd add	better if the ramp was on the east side and cyclists											
			miles by traveling south on residential roads to get to	could avoid pedestrian and auto interaction. I am not											
			the Oak Leaf/Hank Aaron and ride downtown. This	suggesting that this be rebuilt as it is brand new, but											
			adds substantial miles and a handful of grade changes,	the consideration bike/auto crossings and preservation											
				of momentum need to gain more weight in new											
			but is certainly preferred due to the increase in safety.	construction considerations. There are people who											
				preferr to ride on Canal rather than the Hank Aaron											
				Trail due to being part of the traffic pattern and having											
				a controlled turn at the intersection. It is actually safer											
				then crossing as a pedestrian, or, jumping two lanes of											
				traffic and the railroad tracks to get back into the traffic											
				pattern just to turn right onto the sidewalk. The round											
				about on the south side of this area is also not bike							OAK LEAF & HANK				
813	897	53222		friendly.			v	v	v	v		DOWNTOWN	SOUTH SIDE		
013	057	JJZZZ	Biding porth couth on water street Interesting 1920				 	 			PRINTIN	DO ANIA I O ANIA	JOU III JIDE		
		F222	Riding north south on water street. Intersection of 36			L.	l.,								
814	923	53222	and wisconsin. Crossing national ave.			Υ	Υ		Υ						
			Biking on any major through street76, 84, 92 streets.				Ì								
			They could be taken across the city, except for being so	Same as above			Ì								
815	325	53223	dangerous.				Υ								
							İ								
216	545	53223	Brown Deer Road, Good Hope Road	Expanded extensions off bike trails like the oak leaf			v				OAK LEAF				
017	713	53223			v	-	l'								
Q1/					T V		 	1							
818	293	53224			Y		ļ								
				N 92nd through 91st Streets are in terrible shape,											
				with exception of two very small patches which			Ì								
							Ì								
				have recently been repaired. Several members of			Ì								
				my family have had to make the same types of											
			92nd, 91st, Appleton, Burleigh, Mill Road, Fond du lac	repairs to our cars. We all travel between			Ì								
				Sherman Park, Wauwatosa, including Froedtert											
				Hospital, and Menomonee River Hills. We have			Ì								
				five vehicles which have needed, steering and			Ì								
				suspension parts and tires replaced.											
819	464	53224		suspension parts and thes replaced.		<u></u>	Υ	Υ		L	<u> </u>		SHERMAN PARK	TOSA	
			They are all dangerous. Bicycles do not stand a chance	No tax dollars spent - further waste of money is											
820	793	53224		not going to change anything.	Υ		Ì								
821	188	53225	-g		Y		 								
021			just about every major crosswalk.		v		 	1			 				
622	370					-	L.	1							
823	790	53225	N 76th St, Capitol Dr				Y								
			Hwy 100, Greenfield Ave, Bluemound Rd, anywhere	Hwy 100, Greenfield Ave, Bluemound Rd											
824	231	53227	there is an on/off ramp for freeway	11wy 100, dicemicia Ave, biaemouna na			Υ								

	Α	В	C	D	E	F	G	Н	I	J	K	L	M	N	0
		53227 53227	100 corridor is not very safe during rush hour traffic.	St Paul Avenue near the Milwaukee Public Market.	v		Υ	Y				WEST ALLIS			
020	391	33227		Di	1			_							
				Bluemound/Wisconsin Ave and KK Ave into											
827	904	53227	seemed very dangerous	downtown			Υ								
828	914	53227			Υ										
829	92	53233	Wells, Wisconsin, and Michigan avenues have now bike lanes downtown.	A safe route for Marquette students to get from 25th and Wisconsin to the art museum.						Υ					
830	279	53233	Almost all of downtown	All of downtown				Υ				DOWNTOWN			
831	409	53233	Any "highway" marked yellow on maps, and main thouroughfares.	Brady Street, 1st street, MLK, etc			Υ								
832	594			Highland from 27th to 12th really bumpy.			Υ								
833	930	53233	27th Street & Kilbourn	N 27 Street (Wisconsin to Highland)											
834						Υ									