

# **The Milwaukee Path to Platinum Community Bicycling Survey Summary Report**

**FINAL—March 2017**

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*Mission of Milwaukee's Path to Platinum Initiative:*

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

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## 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:
  - 53202 (Downtown/Lower East Side): Water Street; Brady Street
  - 53207 (Bayview): Water Street/1<sup>st</sup> Street; Oklahoma Avenue
  - 53208 (Washington Heights/Washington Park): Lisbon Avenue; 35<sup>th</sup> Street
  - 53211 (Upper East Side): Locust Street; Water Street/1<sup>st</sup> Street
  - 53212 (Riverwest/Harambee): Locust Street; Water Street/1<sup>st</sup> Street
  - 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 7<sup>th</sup>, 2016 and December 16<sup>th</sup>, 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).

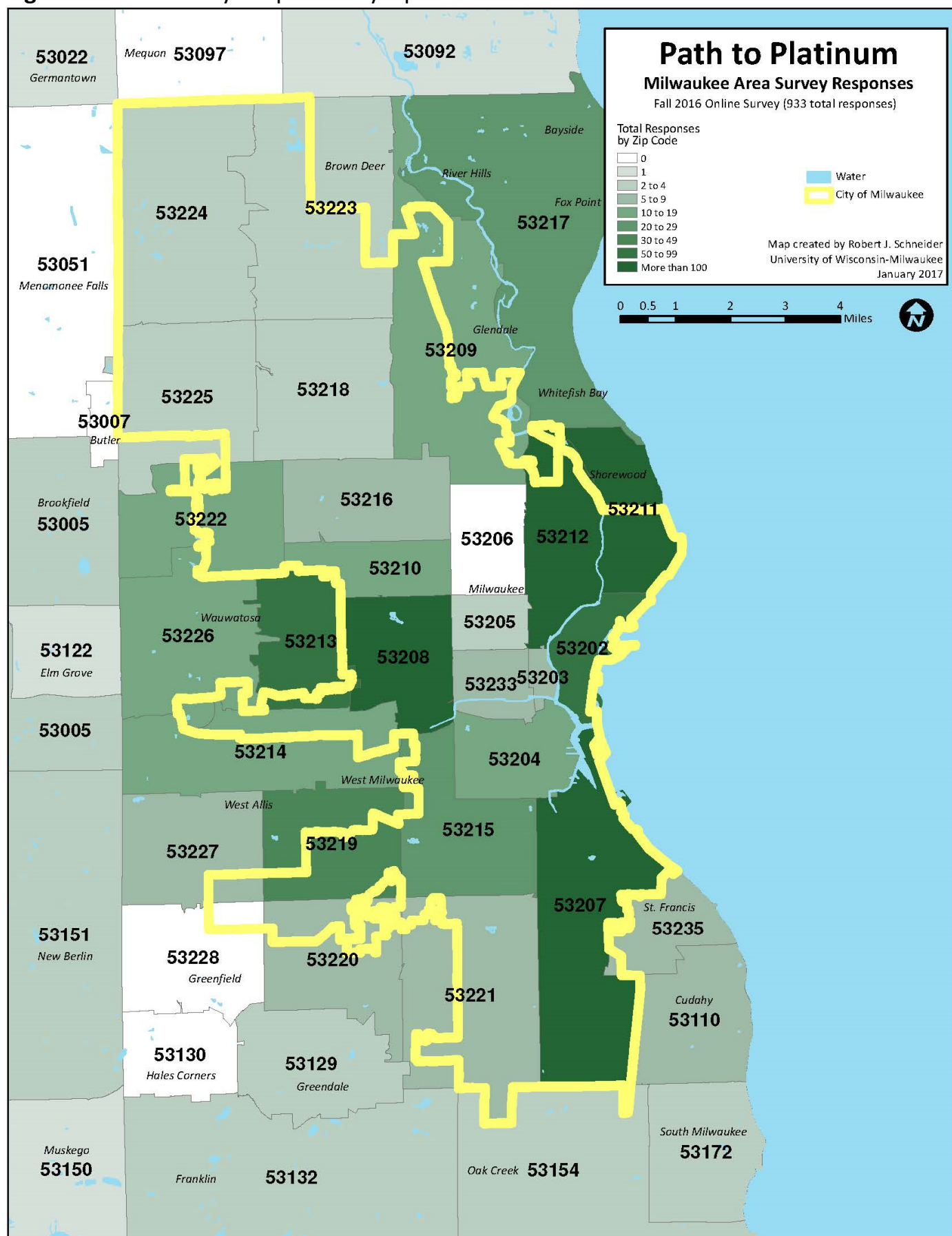
This report presents the results of the survey in two main sections:

- 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.

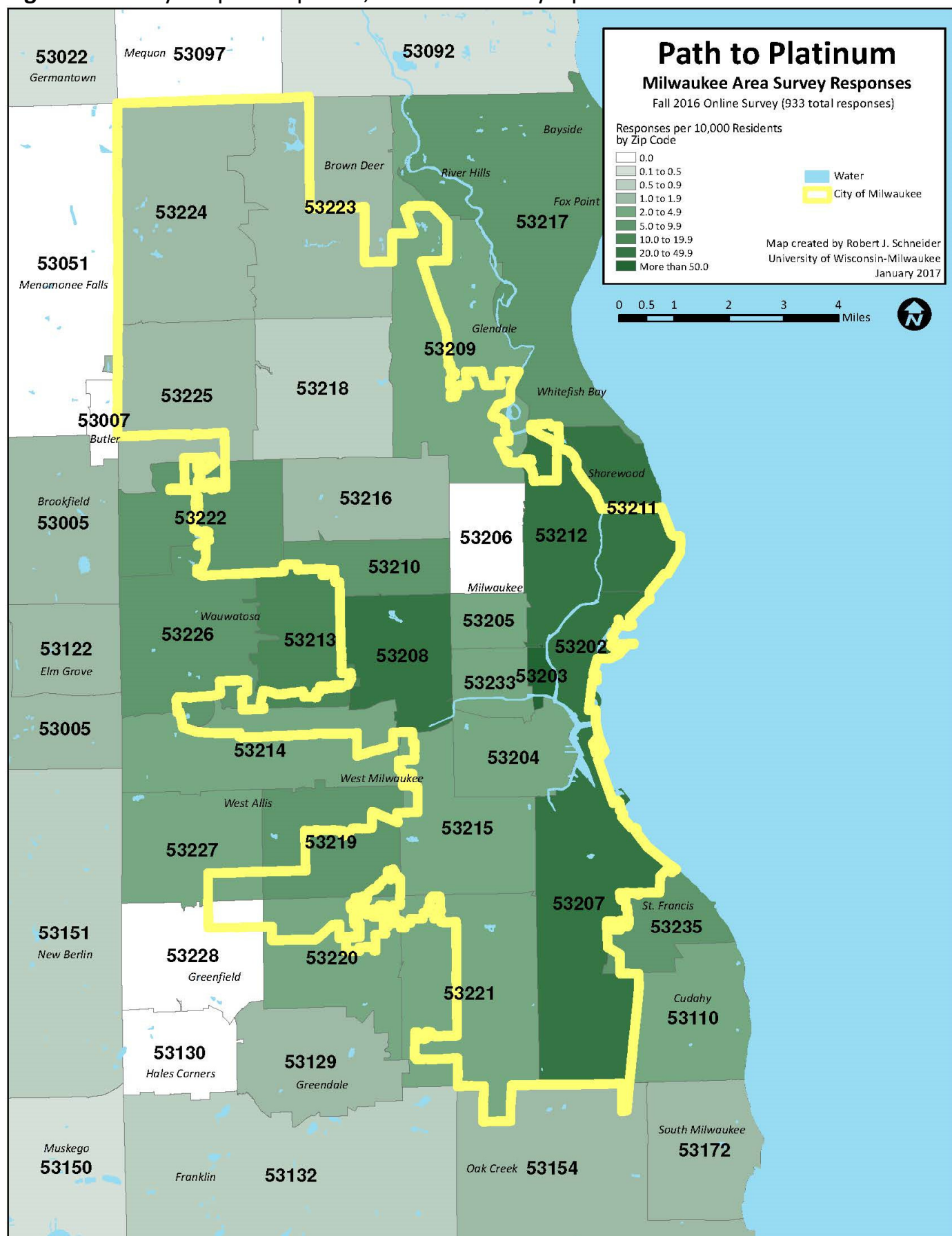
Finally, the appendix to this report provides important contextual information about bicyclist and pedestrian safety in the Milwaukee community. It summarizes the total number of bicyclist and pedestrian crashes reported to police between 2011 and 2015 by City of Milwaukee Aldermanic District (Appendix 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 is 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.**

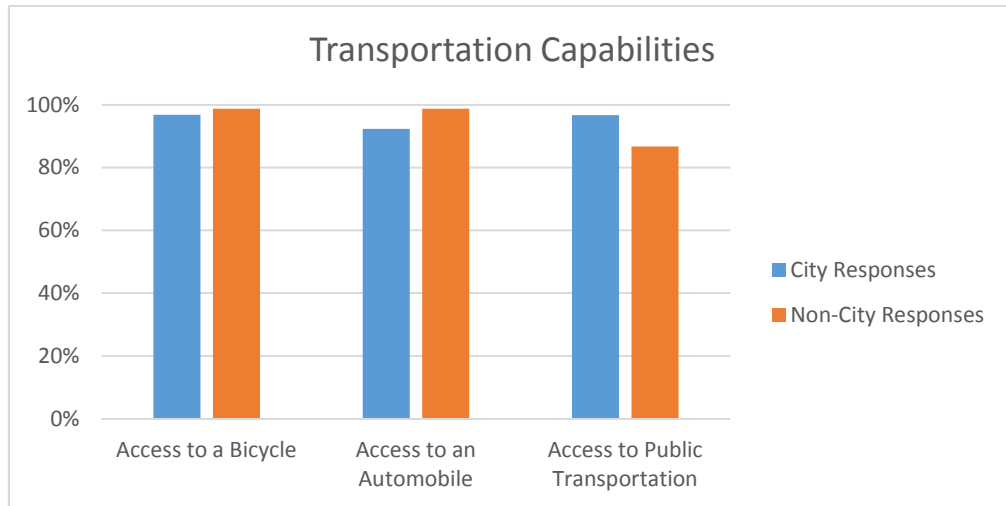
City vs. Non-City Residents

	City Residents	Non-City Residents
<b>Number of Respondents</b>	850	83
<b>Responses Per Capita</b>	0.141%	N/A
<b>Transportation Capabilities</b>		
Own or Have Access to a Bicycle	97%	99%
Own or Have Access to an Automobile	92%	99%
Have Access to Public Transportation	97%	87%
<b>Barriers to Riding</b>		
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%
<b>Most Desired Improvements</b>		
More Bike Lanes	86%	91%
Wider/Better Sidewalks	34%	33%
More Separation from Vehicle Traffic	88%	71%
More Bike Route Signage and Wayfinding	57%	60%
Curb bump-outs and Other Traffic Calming Measures	52%	44%
Better Intersections	68%	75%
More Neighborhood Greenways	73%	69%
Maintenance of Existing Bikes Lanes, Routes/Greenways	85%	75%

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

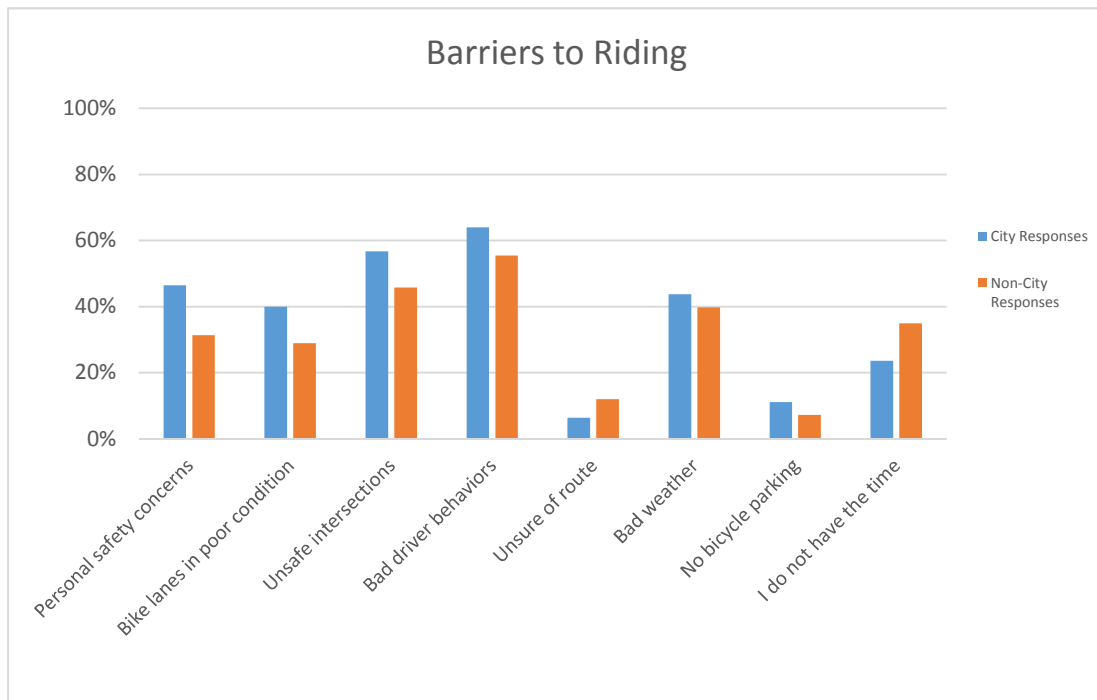
### Analysis

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

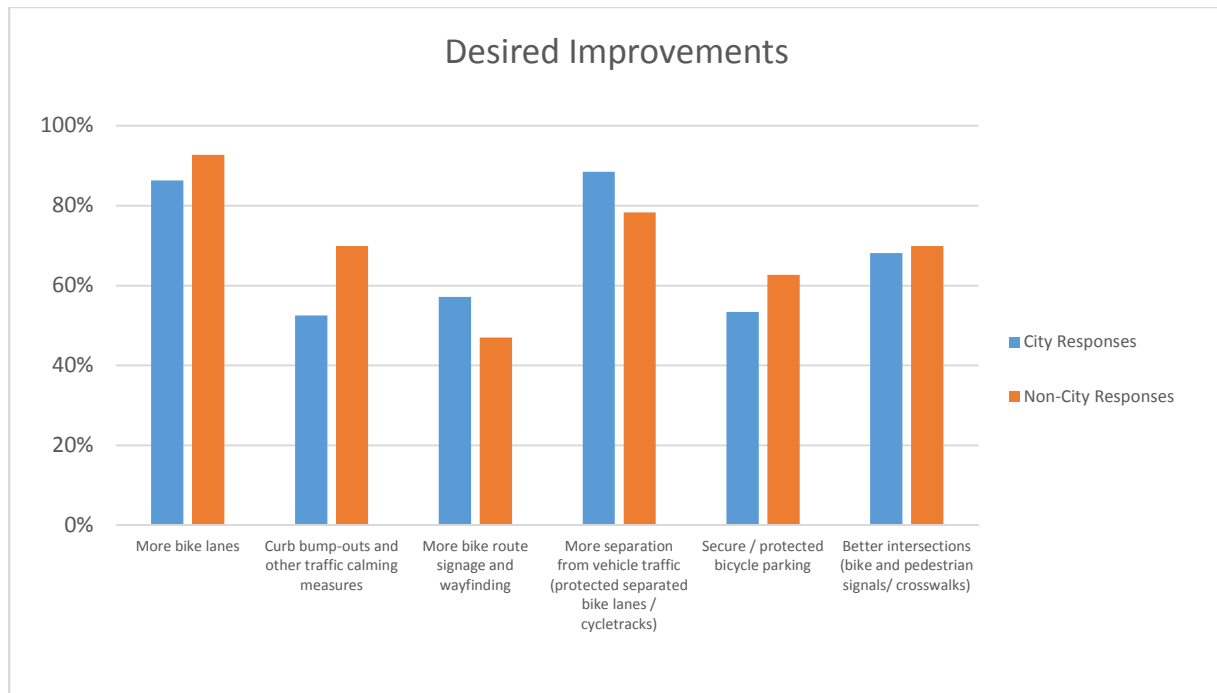
The most common barriers to riding were almost identical between City and non-City respondents. The six most commonly voted barriers amongst City respondents, from greatest to smallest, were bad driver behaviors, unsafe intersections, automobile traffic, personal safety concerns, bad weather, and no 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

	<b>53211</b>	<b>53207</b>	<b>53212</b>	<b>53208</b>	<b>53202</b>	<b>Other</b>
<b>Number of Respondents</b>	161	125	122	102	90	333
<b>Population</b>	35,406	35,149	30,416	31,133	23,386	
<b>Responses Per Capita</b>	0.458%	0.347%	0.39%	0.328%	0.376%	N/A
<b>Neighborhoods Within Zip Code</b>	<ul style="list-style-type: none"> <li>• Murray Hill</li> <li>• East Town</li> <li>• Shorewood</li> </ul>	<ul style="list-style-type: none"> <li>• Bay View</li> <li>• Mitchell Airport</li> </ul>	<ul style="list-style-type: none"> <li>• Riverwest</li> <li>• Historic King Drive</li> <li>• Brewers Hill</li> <li>• Harambee</li> </ul>	<ul style="list-style-type: none"> <li>• Sherman Park</li> <li>• Washington Park</li> <li>• Walnut Hill</li> </ul>	<ul style="list-style-type: none"> <li>• Brady Street</li> <li>• Third Ward</li> <li>• Yankee Hill</li> <li>• North Avenue</li> <li>• Prospect Towers</li> </ul>	N/A
<b>Median Household Income</b>	\$50,619	\$53,646	\$29,653	\$31,474	\$47,231	N/A
<b>Median Resident Age</b>	27.5	36.3	29.7	30.2	30.6	N/A
<b>Transportation Capabilities</b>						
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%
<b>Barriers to Riding</b>						
No Bicycle Parking	9%	12%	7%	8%	16%	13%
No Bike Lane	43%	48%	42%	40%	53%	40%
Bike Lanes in Poor Condition	43%	50%	41%	29%	41%	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%
<b>Most Desired Improvements</b>						
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%

### *Analysis*

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 owning/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
<b>Number of Respondents</b>		507	409
<b>Transportation Capabilities</b>			
Own or Have Access to a Bicycle		98%	95%
Own or Have Access to an Automobile		94%	91%
Have Access to Public Transportation		95%	95%
<b>Frequent/Infrequent Riders</b>			
Frequent		97%	93%
Infrequent		3%	7%
<b>Frequency of Riding</b>			
Go to Work	Frequently	48%	32%
	Infrequently	51%	67%
Go to School	Frequently	10%	10%
	Infrequently	90%	89%
Go to and From a Transit Stop	Frequently	5%	5%
	Infrequently	95%	95%
Run Errands	Frequently	48%	35%
	Infrequently	51%	63%
Go Shopping or to Eat	Frequently	39%	33%
	Infrequently	60%	66%
Exercise or Go to the Park	Frequently	67%	46%
	Infrequently	33%	53%
Other Reasons	Frequently	52%	36%
	Infrequently	48%	63%
<b>Barriers to Riding</b>			
No Bicycle Parking		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 Concerns		36%	56%
Visually Unappealing Surroundings		7%	9%
Do not have the Time to Bike		22%	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%
<b>Most Desired Improvements</b>		
More Bike Lanes	86%	89%
Wider/Better Sidewalks	30%	37%
More Separation from Vehicle Traffic	87%	88%
More Bike Route Signage and Wayfinding	52%	64%
Curb bump-outs and Other Traffic Calming Measures	53%	51%
Better Intersections	68%	68%
More Neighborhood Greenways	75%	69%
Maintenance of Existing Bikes Lanes, Routes/Greenways	84%	85%
Improved Connections Between Bike Lanes, Bikeways, and Sidewalks	76%	80%
More Bike Share Stations	29%	27%
Education for Motorists, Pedestrians, and Bicyclists	56%	67%
Enforcement of Laws for Motorists, Pedestrians, and Bicyclists	64%	70%
Worksite Amenities	48%	43%
Secure/Protected Bicycle Parking	51%	58%
Bicycle Route Map	52%	62%

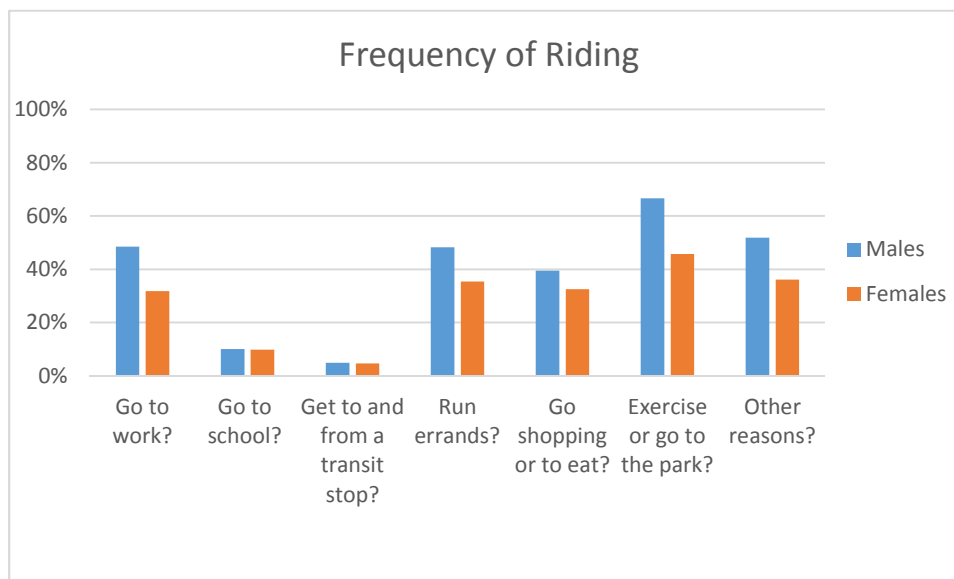


### Analysis

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.

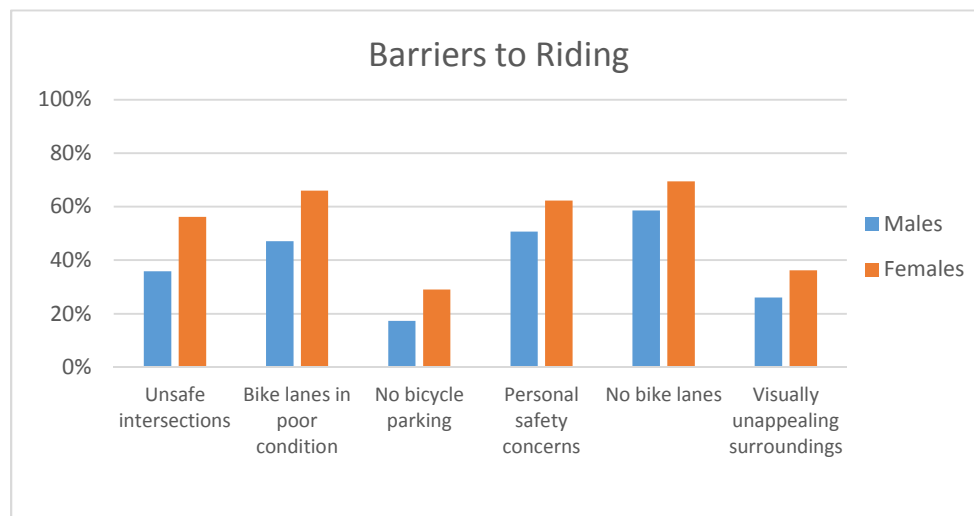
The locations and tasks that each gender is riding to/engaging in was also identified. The frequency of these destinations was classified into two categories: frequently or infrequently. A frequent destination is one that a rider rides to either daily or once a week. An infrequent destination is one 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

	<b>16-24</b>	<b>25-34</b>	<b>35-44</b>	<b>45-54</b>	<b>55-64</b>	<b>65+</b>
<b>Number of Respondents</b>	50	280	201	175	148	72
<b>Transportation Capabilities</b>						
Own or Have Access to a Bicycle	94%	97%	97%	98%	97%	94%
Own or Have Access to an Automobile	72%	90%	94%	98%	97%	94%
Have Access to Public Transportation	90%	96%	95%	98%	96%	97%
<b>Barriers to Riding</b>						
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 Surroundings	6%	9%	9%	9%	5%	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%
<b>Most Desired Improvements</b>						
More Bike Lanes	96%	89%	91%	82%	84%	79%
Wider/Better Sidewalks	46%	34%	33	31%	34%	32%
More Separation from Vehicle Traffic	88%	89%	90%	85%	89%	79%
More Bike Route Signage and Wayfinding	62%	59%	53%	53%	57%	71%
Curb bump-outs and Other Traffic Calming Measures	64%	55%	57%	48%	43%	46%
Better Intersections	82%	73%	73%	59%	63%	65%
More Neighborhood Greenways	86%	79%	76%	61%	69%	64%
Maintenance of Existing Bikes Lanes, Routes/Greenways	86%	88%	83%	78%	86%	83%

Improved Connections Between 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%

### *Analysis*

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

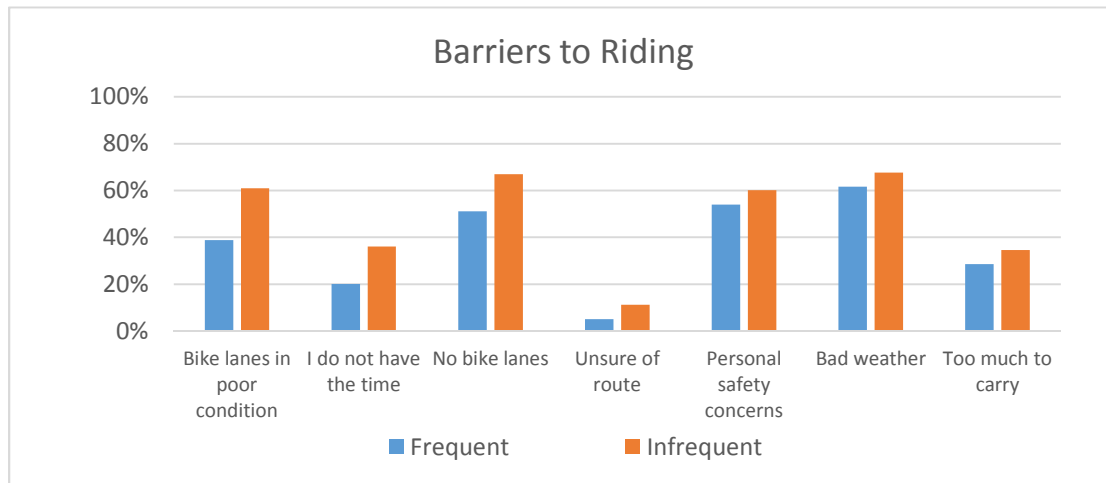
	Frequent Riders	Infrequent Riders
<b>Number of Respondents</b>	890	43
<b>Transportation Capabilities</b>		
Own or Have Access to a Bicycle	99%	60%
Own or Have Access to an Automobile	93%	93%
Have Access to Public Transportation	96%	93%
<b>Barriers to Riding</b>		
No Bicycle Parking	11%	12%
No Bike Lane	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%
<b>Most Desired Improvements</b>		
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 Sidewalks	78%	63%
More Bike Share Stations	28%	40%
Education for Motorists, Pedestrians, and Bicyclists	60%	67%
Enforcement of Laws for Motorists, Pedestrians, and Bicyclists	66%	79%
Worksite Amenities	46%	44%
Secure/Protected Bicycle Parking	54%	56%
Bicycle Route Map	57%	47%



### Analysis

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).

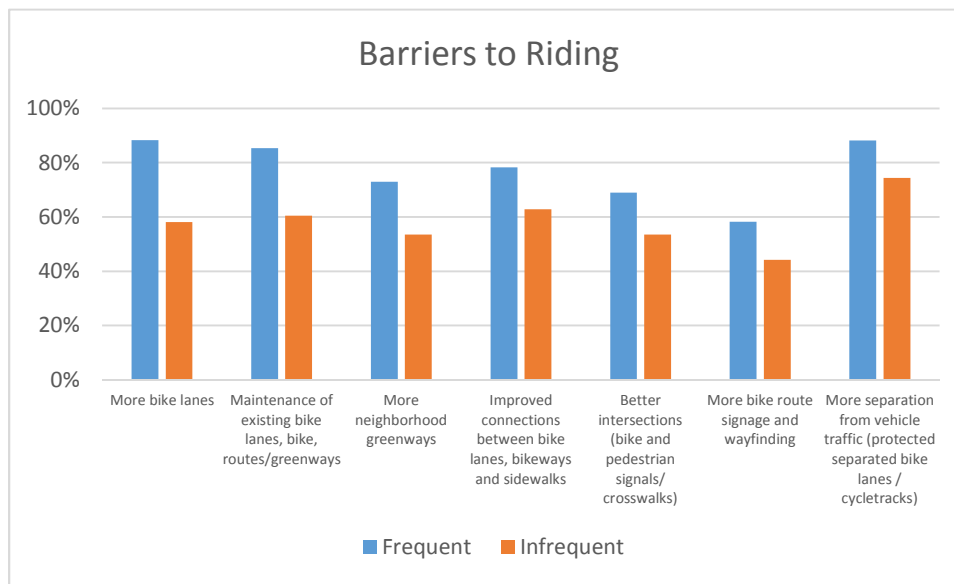


**Figure 8.** Depicts largest disparities in barriers to riding answers between the frequent and infrequent riders

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
<b>Number of Respondents</b>	4	252	677
<b>Transportation Capabilities</b>			
Own or Have Access to a Bicycle	N/A	98%	97%
Own or Have Access to an Automobile	N/A	98%	91%
Have Access to Public Transportation	N/A	94%	97%
<b>Barriers to Riding</b>			
No Bicycle Parking	N/A	13%	10%
No Bike Lane	N/A	50%	41%
Bike Lanes in Poor 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 Surroundings	N/A	10%	8%
Do not have the Time to Bike	N/A	28%	23%
Destinations are too Far Away	N/A	35%	29%
Bad Weather	N/A	42%	44%
Lack of Worksite Amenities	N/A	25%	21%
Traveling with Small Children	N/A	12%	12%
Too Many Stops to Make	N/A	12%	9%
Too Much to Carry	N/A	25%	22%
Uncertainty of Bike Routes	N/A	9%	6%
Lack of a Bicycle	N/A	3%	3%
<b>Desired Improvements</b>			
More Bike Lanes	N/A	86%	87%

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%

### *Analysis*

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

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### 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 safely 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

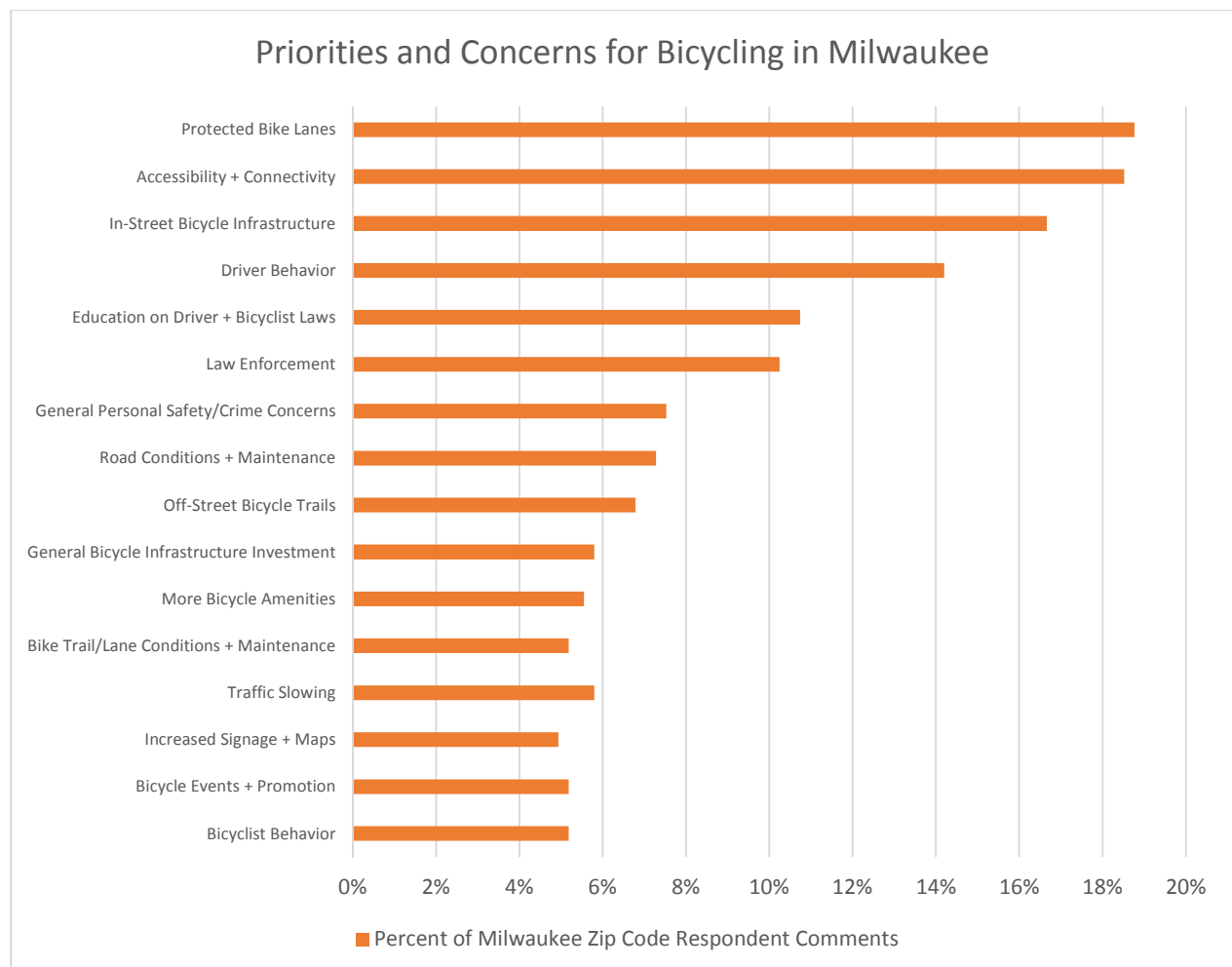
“I think a big reason why more people do not commute to work by bicycle is the lack of facilities required to change, shower, etc. Thankfully my company has those; but I've learned that a majority do not. In short, if facilities can be built that would allow for such, more folks would make bike commuting 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, in-street 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 Comments		Milwaukee Zip Codes		53211		53207		53212		53208		53202		53213		53219	
N/A	370		327		60		43		52		35		40		19		18	
Other	94		83		10		11		17		17		7		5		3	
Usable	469		422		91		71		53		50		43		27		13	
Accessibility/Connectivity	75	16.0%	71	16.8%	20	22.0%	10	14.1%	7	13.2%	12	24.0%	6	14.0%	2	7.4%	2	15.4%
General Personal Safety/Crime Concerns	46	9.8%	41	9.7%	7	7.7%	3	4.2%	4	7.5%	6	12.0%	4	9.3%	4	14.8%	1	7.7%
General Bicycle Infrastructure Investment	17	3.6%	15	3.6%	4	4.4%	3	4.2%	2	3.8%	3	6.0%	1	2.3%	1	3.7%	0	0.0%
Driver Behavior	99	21.1%	91	21.6%	17	18.7%	14	19.7%	12	22.6%	14	28.0%	7	16.3%	4	14.8%	2	15.4%
Education on Driver + Bicyclist Laws	42	9.0%	33	7.8%	6	6.6%	6	8.5%	2	3.8%	7	14.0%	2	4.7%	3	11.1%	1	7.7%
Law Enforcement	56	11.9%	50	11.8%	8	8.8%	7	9.9%	7	13.2%	9	18.0%	6	14.0%	1	3.7%	4	30.8%
In-Street Bicycle Infrastructure	111	23.7%	93	22.0%	15	16.5%	17	23.9%	14	26.4%	8	16.0%	13	30.2%	8	29.6%	3	23.1%
Off-Street Bicycle Trails	18	3.8%	16	3.8%	3	3.3%	3	4.2%	1	1.9%	1	2.0%	2	4.7%	1	3.7%	1	7.7%
Traffic Slowing	34	7.2%	32	7.6%	5	5.5%	5	7.0%	12	22.6%	2	4.0%	3	7.0%	0	0.0%	1	7.7%
Road Conditions	44	9.4%	40	9.5%	8	8.8%	8	11.3%	7	13.2%	2	4.0%	2	4.7%	1	3.7%	4	30.8%
Bike Trail/Lane Conditions	31	6.6%	26	6.2%	8	8.8%	6	8.5%	4	7.5%	1	2.0%	1	2.3%	1	3.7%	2	15.4%
Protected Bike Lanes	110	23.5%	102	24.2%	23	25.3%	17	23.9%	15	28.3%	10	20.0%	17	39.5%	4	14.8%	1	7.7%
Intersection Safety Concerns	23	4.9%	22	5.2%	3	3.3%	4	5.6%	4	7.5%	4	8.0%	3	7.0%	0	0.0%	1	7.7%
Increased Signage + Maps	22	4.7%	18	4.3%	5	5.5%	3	4.2%	0	0.0%	4	8.0%	3	7.0%	0	0.0%	1	7.7%
More Bublr Bike Stations	5	1.1%	5	1.2%	1	1.1%	1	1.4%	0	0.0%	0	0.0%	2	4.7%	1	3.7%	0	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	0.0%
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	7.7%
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	7.7%
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	0.0%
Priority 2 (Question 58)	All Comments		Milwaukee Zip Codes		53211		53207		53212		53208		53202		53213		53219	
N/A	414		369		74		46		52		46		39		22		22	
Other	83		75		15		10		13		12		6		1		6	
Usable	436		388		72		69		57		44		45		28		6	
Accessibility + Connectivity	86	19.7%	79	20.4%	10	13.9%	13	18.8%	10	17.5%	14	31.8%	10	22.2%	8	28.6%	0	0.0%
General Personal Safety/Crime Concerns	24	5.5%	20	5.2%	3	4.2%	1	1.4%	5	8.8%	4	9.1%	1	2.2%	2	7.1%	0	0.0%
General Bicycle Infrastructure Investment	36	8.3%	32	8.2%	5	6.9%	5	7.2%	8	14.0%	3	6.8%	4	8.9%	1	3.6%	0	0.0%
Driver Behavior	25	5.7%	24	6.2%	6	8.3%	3	4.3%	6	10.5%	5	11.4%	0	0.0%	1	3.6%	0	0.0%
Education on Driver + Bicyclist Laws	65	14.9%	54	13.9%	8	11.1%	9	13.0%	5	8.8%	12	27.3%	7	15.6%	3	10.7%	2	33.3%
Law Enforcement	37	8.5%	33	8.5%	1	1.4%	5	7.2%	13	22.8%	3	6.8%	2	4.4%	2	7.1%	1	16.7%
In-Street Bicycle Infrastructure	45	10.3%	42	10.8%	8	11.1%	7	10.1%	9	15.8%	4	9.1%	5	11.1%	4	14.3%	0	0.0%
Off-Street Bicycle Trails	45	10.3%	39	10.1%	6	8.3%	10	14.5%	1	1.8%	7	15.9%	3	6.7%	3	10.7%	1	16.7%
Traffic Slowing	16	3.7%	15	3.9%	2	2.8%	4	5.8%	3	5.3%	3	6.8%	1	2.2%	1	3.6%	0	0.0%
Road Conditions + Maintenance	20	4.6%	19	4.9%	6	8.3%	3	4.3%	2	3.5%	1	2.3%	4	8.9%	0	0.0%	1	16.7%
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	0.0%
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	0.0%
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	0.0%
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	0.0%
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	0.0%
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	16.7%
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	0.0%
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	0.0%
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	0.0%
Priority 1 (Q 55) + Priority 2 (Q 58)	All Comments		Milwaukee Zip Codes		53211		53207		53212		53208		53202		53213		53219	
Usable	905		810		163		140		110		94		88		55		19	
Accessibility + Connectivity	161	17.8%	150	18.5%	30	18.4%	23	16.4%	17	15.5%	26	27.7%	16	18.2%	10	18.2%	2	10.5%
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	5.3%
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	0.0%
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	10.5%
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	15.8%
Law Enforcement	93	10.3%	83	10.2%	9	5.5%	12	8.6%	20	18.2%	12	12.8%	8	9.1%	3	5.5%	5	26.3%
In-Street Bicycle Infrastructure	156	17.2%	135	16.7%	23	14.1%	24	17.1%	23	20.9%	12	12.8%	18	20.5%	12	21.8%	3	15.8%
Off-Street Bicycle Trails	63	7.0%	55	6.8%	9	5.5%	13	9.3%	2	1.8%	8	8.5%	5	5.7%	4	7.3%	2	10.5%
Traffic Slowing	50	5.5%	47	5.8%	7	4.3%	9	6.4%	15	13.6%	5	5.3%	4	4.5%	1	1.8%	1	5.3%
Road Conditions + Maintenance	64	7.1%	59	7.3%	14	8.6%	11	7.9%	9	8.2%	3	3.2%	6	6.8%	1	1.8%	5	26.3%
Bike Trail/Lane Conditions + Maintenance	51	5.6%	42	5.2%	12	7.4%	9	6.4%	6	5.5%	1	1.1%	3	3.4%	2	3.6%	2	10.5%
Protected Bike Lanes	163	18.0%	152	18.8%	36	22.1%	25	17.9%	20	18.2%	15	16.0%	23	26.1%	8	14.5%	1	5.3%
Intersection Safety Concerns	34	3.8%	32	4.0%	6	3.7%	7	5.0%	5	4.5%	4	4.3%	6	6.8%	0	0.0%	1	5.3%
Increased Signage + Maps	47	5.2%	39	4.8%	9	5.5%	6	4.3%	1	0.9%	7	7.4%	6	6.8%	1	1.8%	1	5.3%
More Bublr Bike Stations	19	2.1%	19	2.3%	2	1.2%	6	4.3%	1	0.9%	0	0.0%	5	5.7%	3	5.5%	0	0.0%
More Bicycle Amenities	51	5.6%	45	5.6%	7	4.3%	5	3.6%	7	6.4%	5	5.3%	7	8.0%	3	5.5%	1	5.3%
Better Lighting	21	2.3%	20	2.5%	2	1.2%	3	2.1%	3	2.7%	2	2.1%	3	3.4%	0	0.0%	1	5.3%
Bicyclist Behavior	46	5.1%	42	5.2%	13	8.0%	5	3.6%	7	6.4%	5	5.3%	3	3.4%	1	1.8%	1	5.3%
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	0.0%

### 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 Mentions		Intersections		Corridors	Areas		Directional Connections	Trail Connections
Total Responses	90	Water	17	General Intersections	25	General Corridor	34	General Area	24
N/A	26	Brady	16	Brady/Farwell/Cambridge	4	Water Street	10	Downtown	15
Usable	64	North	12	Water/Brady	4	Wisconsin	7	East Side	4
		Van Buren	6		North	4	Third Ward	3	
		Humbolt	5				East Town	2	
		National	3				North Side	2	
							West Side	2	
							Bay View	2	
							Northwest Side	1	
53207									
Responses	General Mentions		Intersections		Corridors	Areas		Directional Connections	Trail Connections
Total Responses	125	Water Street/1st	29	General Intersections	42	General Corridor	51	General Area	40
N/A	32	Oklahoma	12	Howell/Lincoln/KK	13	Water Street/1st	18	Downtown	28
Usable	93	Chase	11	KK/1st/Maple	6	Kinnickinnic	14	Bay View	14
		2nd	7	Chase/Oklahoma	3	Oklahoma	6	South Side	7
		North	6		Chase	6	Third Ward	6	
		Center	5				North Side	4	
		Wisconsin	4				Walker's Point	3	
							East Side	1	
							Northwest Side	1	
							West Side	1	
							Harbor District	1	
							Central City	1	
							Tippecanoe	1	
53208									
Responses	General Mentions		Intersections		Corridors	Areas		Directional Connections	Trail Connections
Total Responses	102	Lisbon	13	General Intersections	20	General Corridor	49	General Area	18
N/A	35	35th	12	North/Lisbon	2	Hawley	9	Downtown	10
Usable	67	27th	11	27th/Highland	2	Wisconsin	8	West Side	6
		Highland	10	35th/Highland	2	Vliet	8	North Side	4
		Vliet	10			Lisbon/Walnut	7	Menomonee Valley	2
		Hawley	10			North	7	Third Ward	1
		Wisconsin	9			Highland	5	East Side	1
						Lake Drive	5	Northwest Side	1
						Hwy 100	5	South Side	1
						27th	4	Wauwatosa	1
						35th	4	Washington Park	1
						Center	3	Washington Heights	1
53211									
Responses	General Mentions		Intersections		Corridors	Areas		Directional Connections	Trail Connections
Total Responses	161	Locust	25	General Intersections	35	General Corridor	73	General Area	42
N/A	50	Water Street/1st	22	Brady/Farwell/Cambridge	10	Water Street/1st	17	Downtown	25
Usable	111	Oakland	21	Oakland/Locust	9	North	14	East Side	10
		Brady	13	Oakland/Capitol	2	Locust	13	Bay View	5
		Farwell	13	Oakland/North	2	Lake Drive	11	Third Ward	4
		Wisconsin	11	Water/Brady	3	Wisconsin	10	West Side	3
		Prospect	11			Capitol Drive	7	Wauwatosa	2
		Capitol	10			Prospect	5	Riverwest	2
		Humboldt	9			Michigan	5	Fifth Ward	2
		Michigan	8			Center	3	Lakefront	2
		Center	6			Farwell	3	UWM	2
		Cambridge	4					Northwest Side	1
								West Town	1
								Walker's Point	1
								Western Suburbs	1
53212									
Responses	General Mentions		Intersections		Corridors	Areas		Directional Connections	Trail Connections
Total Responses	122	Locust	38	General Intersections	41	General Corridor	74	General Area	22
N/A	26	Water/1st	35	Locust/Humboldt	8	Locust	28	Downtown	14
Usable	96	Humboldt	24	North/Humboldt	7	Water/1st	26	Third Ward	4
		Brady	18			North	22	Bay View	4
		Holton	17			Brady	10	East Side	3
		Capitol	15			Commerce	6	North Side	2
		Commerce	8			Holton	6	Walker's Point	2
		Fond du Lac	8			Fond du Lac	5	West Side	1
		Oakland	7			Capitol	4	South Side	1
		Wisconsin	7					Riverwest	1
								Fond du Lac and North	1
								Inner City	1
								Washington Heights	1
								Harambee	1
								Clarke Square	1
								Wauwatosa	1
53213									
Responses	General Mentions		Intersections		Corridors	Areas		Directional Connections	Trail Connections
Total Responses	51	Bluemound	7	General Intersections	8	General Corridor	19	General Area	16
N/A	15	Wisconsin	7	76/North	2	Bluemound	6	Downtown	9
Usable	36	Hwy 100	5			North	5	Wauwatosa	5
		Burleigh	3			Wisconsin	5	West Side	3
		Silver Spring	3			76th	4	North Side	2
						Vliet	2	Northwest Side	2
								Third Ward	1
								East Side	1
								Mequon	1

## **Appendix A. Survey Instrument**

This appendix includes the English and Spanish versions of the online survey instrument.

# Path to Platinum - Community Survey on Bicycling

Please provide the following information:

\* Required

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. **What is your age range?**

*Mark only one oval.*

- ☐ 15 or under
- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 or over

9. **What is your gender?**

*Mark only one oval.*

- ☐ Male
- ☐ Female
- ☐ Other: .....

10. **With which Milwaukee neighborhood(s) do you associate most(you may choose more than one, such as one for home, work, school, etc.)?**

*Check 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

## Your bicycling habits

On average, how frequently do you BICYCLE outside for the following reasons?

14. **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



Mark only one oval.

	1	2	3	4	5	
Major reason	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not a reason

Mark only one oval.

	1	2	3	4	5	
Major reason	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not a reason

Mark only one oval.

[illegible]

Mark only one oval.

	1	2	3	4	5	
Major reason	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not a reason

Mark only one oval.

[illegible]

Mark only one oval.

	1	2	3	4	5	
Major reason	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not a reason

Mark only one oval.

Mark only one oval.

Mark only one oval.

Mark only one oval.

Mark only one oval.

Mark only one oval.

[illegible]



#### 40. Wider/better sidewalks



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important

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



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important



42. More bike route signage and wayfinding



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important

43. Curb bump-outs and other traffic calming measures



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important



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



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important

45. **More neighborhood greenways**



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important

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



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important

47. Improved connections between bike lanes, bikeways and sidewalks



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important



48. **More bike share stations (Bublr)**



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important

49. **Education for motorists, pedestrians, & bicyclists**



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important

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



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important

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



Mark only one oval.

	1	2	3	4	5	
Very important	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Not important



## 52. Secure / protected bicycle parking

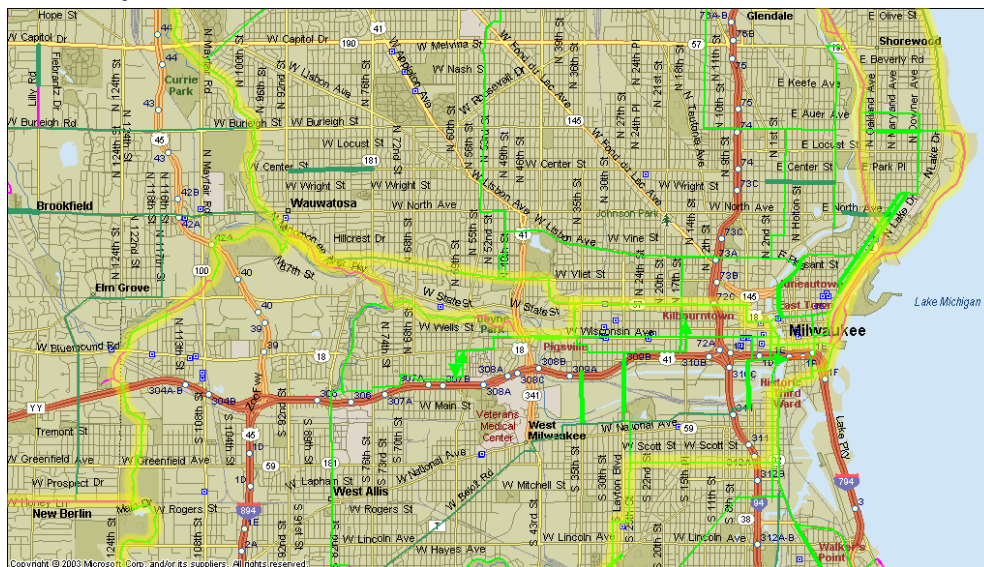


Mark only one oval.

1 2 3 4 5

Very important ☐ ☐ ☐ ☐ ☐ Not important

## 53. Bicycle route map



Mark only one oval.

1 2 3 4 5

Very important ☐ ☐ ☐ ☐ ☐ Not important

54. **If it were safe and convenient, how likely would you be willing to walk or bike for the following reasons?**

*Check all that apply.*

- ☐ 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: .....

## **Your ideas to improve bicycling in Milwaukee**

In the following section, we would like to hear from you what priorities you see needed in your specific neighborhood(s), that you feel could improve the safety, accessibility, wellness and livability of your community as it relates to bicycling.

55. **Please describe your priorities for safety, accessibility, wellness and liveability of your community below**

.....

.....

.....

.....

.....

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 improving 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:

\* Required

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. **¿Cuál es tu rango de edad?**

*Mark only one oval.*

- ☐ 15 o menos
- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65 años o más

9. **¿Cuál es tu genero?**

*Mark only one oval.*

- ☐ Hombre
- ☐ Mujer
- ☐ Other: .....

10. **¿Cuáles son los vecindarios de Milwaukee con los que te relacionas más (puedes elegir más de uno, como por ejemplo puedes mencionar el vecindario donde vives, donde trabajas, donde estudias etc.)?**

*Check all that apply.*

- ☐ Arlington Heights
- ☐ Bay View
- ☐ Beerline B
- ☐ Brewers' Hill
- ☐ Brady Street
- ☐ 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: .....

## 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 pública (MCTS, Amtrak)?** \*\*

*Mark only one oval.*

- ☐ Sí
- ☐ No

## **Tus hábitos de ciclismo**

En 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 razones? \*

Mark only one oval.

- ☐ Diariamente
- ☐ Al menos una vez por semana
- ☐ Al menos una vez al mes
- ☐ Al menos una vez al año
- ☐ Nunca

## Sus rutas en bicicleta:

21. ¿Cuál de las siguientes opciones usas más cuando vas al trabajo o a la escuela/universidad en bicicleta?

*Check all that apply.*

- ☐ Calles y / o avenidas
  - ☐ Calles y / o avenidas con rutas marcadas para bicicletas
  - ☐ Carriles para bicicletas (carril con rayas dedicadas a las bicicletas en la calle)
  - ☐ Senderos fuera de las calles (por ejemplo Oak Leaf Trail, Hank Aaron Trail, otros caminos compartidos para bicicletas / peatones)
  - ☐ Carriles para bicicletas protegidas (pistas para bicicletas)
  - ☐ Aceras
  - ☐ No utilizo una bici
  - ☐ Other:

## Las barreras para manejar bicicleta en Milwaukee

¿Enumera las siguientes razones por las cuales no manejas bicicleta con más frecuencia?

**22. No encuentro estacionamientos para bicicletas**

Mark only one oval.

[illegible]

### 23. No hay carriles para bicicletas

Mark only one oval.

[illegible]

**24. Los carriles para bicicletas están en mal estado**

Mark only one oval.

[illegible]

## 25. Hay intersecciones peligrosas

Mark only one oval.

[illegible]

## 26. Mal comportamiento de los conductores

Mark only one oval.

[illegible]

## 27. El tráfico de automóviles

Mark only one oval.

[illegible]

**28. Me preocupa mi seguridad personal**

Mark only one oval.

[illegible]

**29. Un ambiente visual poco atractivo**

Mark only one oval.

[illegible]

### 30. No tengo tiempo

Mark only one oval.

[illegible]

### 31. Los lugares están demasiado lejos

Mark only one oval.

[illegible]

## 32. El mal clima

Mark only one oval.

[illegible]

**33. La falta de instalaciones/servicios en el lugar de trabajo (por ejemplo duchas)**

Mark only one oval.

[illegible]

### 34. Llevo niños pequeños conmigo

Mark only one oval.

[illegible]

**35. Demasiadas paradas que hacer**

Mark only one oval.

[illegible]

### 36. Demasiadas cosas para cargar

Mark only one oval.

[illegible]

**37. No estoy familiarizado con las rutas**

Mark only one oval.

[illegible]

**38. No tengo una bicicleta**

Mark only one oval.

[illegible]

## Mejoras para andar en bicicleta

¿Qué tan importante crees que son las siguientes mejoras para apoyar el ciclismo en Milwaukee?

### 39. Más carriles para bicicletas



Mark only one oval.

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante



40. **Aceras más anchas y en buenas condiciones**



Mark only one oval.

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante

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



Mark only one oval.

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante

42. Mayor señalización para bicicletas



Mark only one oval.

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante



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



*Mark only one oval.*

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante

44. **Mejores intersecciones (señales para bicicletas y peatones)**



*Mark only one oval.*

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante

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



Mark only one oval.

1 2 3 4 5

Muy importante ☐ ☐ ☐ ☐ ☐ No importante

46. Mantenimiento 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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante

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



Mark only one oval.

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante



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



Mark only one oval.

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante

52. Estacionamiento seguro para bicicletas

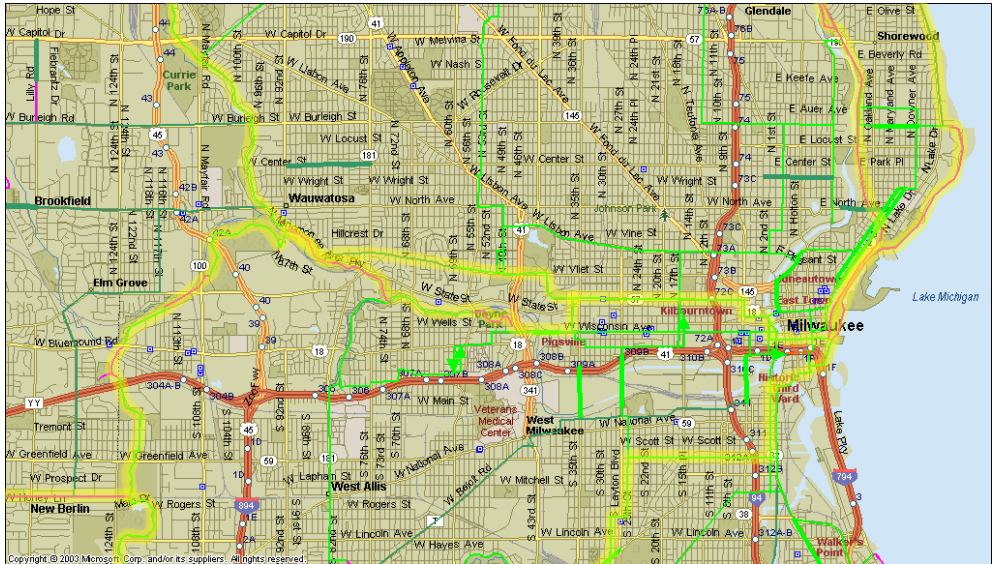


Mark only one oval.

	1	2	3	4	5	
Muy importante	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	No importante



53. Mapa con rutas para bicicletas



Mark only one oval.

1

2

3

4

5

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
- ☐

Ir de compras o comer
- ☐

Hacer ejercicio o ir al parque
- ☐

Other: .....

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?**

.....

.....

.....

.....

.....

## Nuestra identidad

Nuestra última pregunta se refiere a la identidad y al nombre del grupo o movimiento. Como miembro de la comunidad, tu participación y voto es muy importante en este esfuerzo, y ya lo has demostrado teniendo interés en mejorar el ciclismo en Milwaukee. Estamos preguntando a todas las personas que están llenando esta encuesta para que nos den su opinión sobre cómo debemos llamar a este movimiento a medida que avanzamos. Por favor ayúdenos votando por un nombre en la siguiente sección.

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.

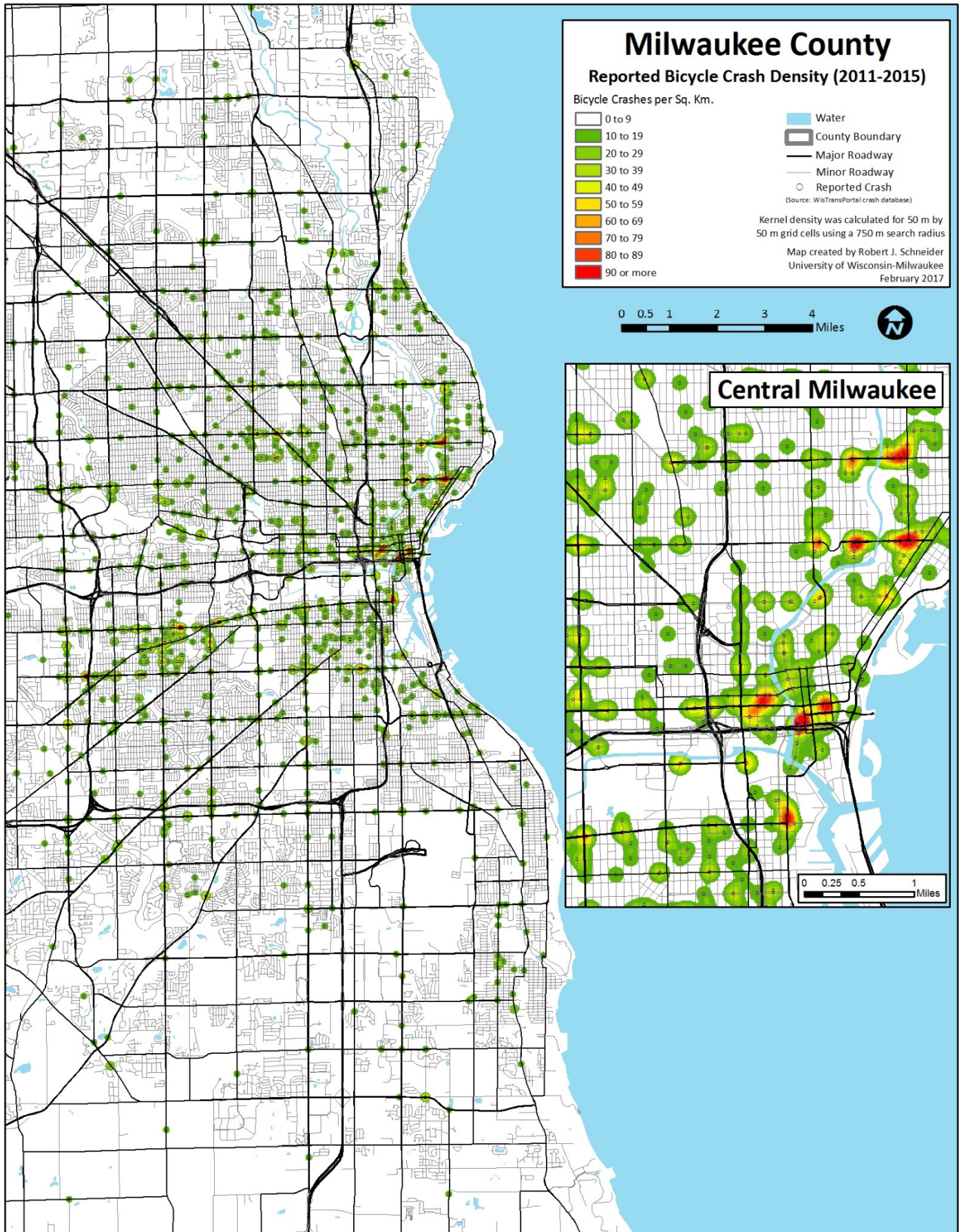
It is important to recognize that, all else equal, Aldermanic Districts with more pedestrian and bicyclist activity are likely to have more pedestrian and bicyclist crashes. Therefore, districts with more pedestrian and bicyclist crashes do not necessarily have greater risk for walking or bicycling (measured 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**

District	Bicyclist				Pedestrian			
	Crashes	% of Crashes	Fatalities	% of Fatalities	Crashes	% of Crashes	Fatalities	% of 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%
<b>Total</b>	<b>795</b>	<b>100.0%</b>	<b>4</b>	<b>100.0%</b>	<b>2332</b>	<b>100.0%</b>	<b>65</b>	<b>100.0%</b>

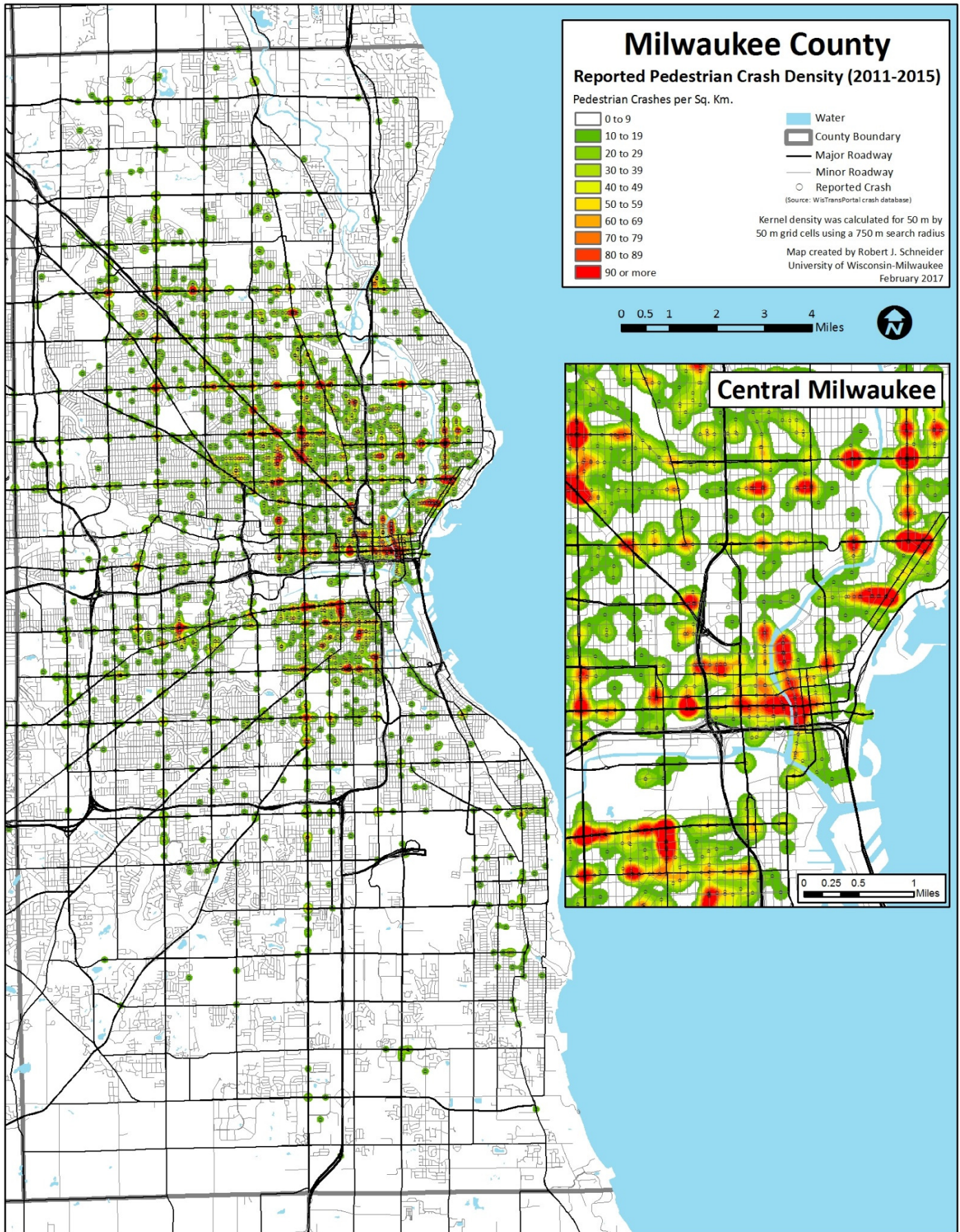
Note: The totals by ward and for the City of Milwaukee as a whole include some crashes in border areas with other municipalities. Therefore, some crashes that occurred in Milwaukee may have been reported in a neighboring municipality and some crashes that occurred in a neighboring municipality may have 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**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
				Accessibility/ Connectivity	General Safety Concerns	General Bicycle Infrastructure Invest.	Driver Behavior	Education on Driver + Bicyclist Laws	Law Enforcement	In-Street Bicycle Infrastructure	Off-Street Bicycle Trails	Traffic Slowing	Road Conditions	Bike Trail/Lane conditions	Protected Bike Lanes	Intersection Safety Concerns	Increased Signage + Maps	More Bublr Bike Stations	More Bicycle Amenities	Better Lighting	Bicyclist Behavior	Bicycle Events + Promotion	N/A	Other
1	ID	Home Zip Code	Please describe your priorities for safety, accessibility, wellness and liveability of your community below = 563																					
2	2	53203	.																				Y	
3	4	53207	We need drivers to begin to be polite & courteous to cyclists. Drivers also need to be better informed of cycling laws and they need to begin following their own driving laws. Enforcement of these laws need to be prioritized in the city for cycling to become safer.				Y	Y	Y														Y	
4	5	53211																					Y	
5	6	53220	Better education to motorists				Y																Y	
6	7	53210	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 reduce the ability to speed through a right turn on red								Y													
7	8	53212	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 are in terrible shape and in many cases makes riding a bike nearly impossible w/o suffering damage on the bike.									Y												
8	9	53212											Y										Y	
9	10	53207	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.												Y									
10	11	53202	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, etc. near all the future Streetcar stops.	Y						Y							Y	Y	Y					
11	12	53214																					Y	
12	13	53208																					Y	
13	14	53207	More protected bike lanes and paths.							Y					Y									
14	15	53203	Pedestrian improvements that provide enough time to cross at signals. Get bikes off the sidewalks - unsafe for pedestrians and bicyclists.							Y											Y			
15	16	53110	Traffic rule enforcement is key. Everybody needs to be on the same page					Y																
16	17	53211	Safety is extremely important. Drivers don't respect cyclists space				Y																	
17	18	53203	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. Storage lockers for bikes.	Y						Y							Y		Y					
18	19	53208	Acknowledgement of bikers and access of safe, maintained bike lanes is generally low in my neighborhood and on my commute. I encounter aggressive driving and low police presence (as well as aggressive/unsafe driving from police) regularly. I live in a very segregated neighborhood and feel that bike access and wellness initiatives are limited.	Y			Y		Y															
19	20	53212	Neighbors working together																					Y
20	21	53207	vulnerable user law, much more traffic law enforcement, camera enforcement						Y															
21	22	53204	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.				Y																	
22	23	53221																					Y	
23	27	53207																					Y	
24	28	53213	Bublr stations along Bluemound Rd from the zoo to downtown, especially on 76th St. Also by State Fair Park on 76th & Main near the Hank Aaron Trail.															Y						
25	29	53217																					Y	
26	30	53207	Visibility for bicycles is difficult. Even if I follow all the rules and wear neon, cars are looking for other cars, not little bikes. Also potholes and bad roads that are no big deal to a car can be severe injury for a cyclist.				Y	Y				Y												
27	31	53207	Bicycling needs its fair share of resources. We need protected bike lanes and greenways that are well maintained.			Y				Y				Y	Y									

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
28	32	53216																					Y	
29	33	53211	dedicated space on city roads, driver Awareness of bikes on city roads, better acceptance that bike transportation is just as deserving of dedicated space and tax money for road maintenance and repair			Y	Y	Y		Y														
30	34	53207																					Y	
31	35	53202																					Y	
32	36	53212	We need more designated space for bicycling (specifically, separated bicycle lanes), slower-speed traffic, and much better driver behavior around bicyclists (more details about these points are in the following questions). I would also like to see better winter maintenance for bicycling, since bicycling will become more common in the winter as we become a more bicycle-friendly community.				Y					Y		Y	Y									
33	37	53235	Bike Lanes							Y														
34	38	53202	Visual designation of space or authority for persons on bikes to be on roadways, with a preference for separation when possible.							Y					Y									
35	39	53214																					Y	
36	40	53202	More separated bike lanes, better speed enforcement, more acceptance of bicycling as a mode of transportation.					Y	Y						Y									
37	41	53212	Dedicated bike lanes separate from traffic.												Y									
38	42	53212	Lower speed limits for cars within the city.									Y												
39	43	53212																					Y	
40	44	53211	Driver behaviour is a major concern for me. Many use the bicycle lane as a passing lane. Also the bicycle lanes are not continuous and are poorly maintained on the west side (where I work). I perceive this to be very discriminatory.	Y			Y							Y										
			Possibly separate bike lanes																					
41	45	53217													Y									
42	46	53172																					Y	
43	47	53213	Absolutely hands down is driver education. Some stretches in the city, people use bike lanes as a 2nd lane of traffic and more often a means to pass traffic.					Y																
44	48	53212																					Y	
45	49	53211	safety is top																					Y
			improve quality of roads, more bike accessibility -- these will help only when dangerous driving is curbed. Petition law makers to install cameras to stop extreme high speeds, stolen vehicle chases, passing on the right in bike lanes at extreme speeds, and running stop lights and stop signs. This driving culture effects everyone --- anyone from a community leader in a vehicle to a bicyclist is in danger with the driving culture in Milwaukee. If our leaders realize they are victims in this driving culture, perhaps they will take steps for change.	Y			Y	Y	Y				Y											
46	50	53216																						
47	51	53202																					Y	
48	52	53207	more bike lanes							Y														
49	53	53212	Improvement ASAP																					Y
50	54	53207	Specifically in Bay View, it lacks the beauty that the Oak Leaf Trail offers. First, designating a main trail and working to improve the scenery would be my first priority.																					
51	55	53213	Fully separated bike lanes all over.												Y									
52	56	53211																					Y	
53	57	53226																					Y	
54	58	53222	Safety from bad drivers				Y																	
55	59	53222	I believe protected bicycle lanes are important as well as continued driver awareness and education regarding the laws which protect cyclists.				Y	Y																
56	60	53212	Protected bikeways and improved sidewalks to make biking and walking safer and more comfortable. Traffic calming street design to improve safety and reduce the need for punitive enforcement related to bad driving behavior. Improved connections between neighborhoods and destinations like commercial areas, parks, schools, jobs, and transit stops.	Y			Y		Y			Y			Y									
57	61	53211	It is difficult to get around Milwaukee no matter who you are and no matter what your mode of transport. Investment in protected bicycle infrastructure that connects our segregated city in a meaningful way would be great. Greenways, rails to trails - all that stuff is great. It is clear that when this type of infrastructure is built it is widely used. It would be great to see some sort of Mass Transit investment like light rail down capital or through the 30th street corridor connecting neighborhoods east and west.	Y											Y									

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
221	228	53207	Safety: more distinguished areas for bikes and pedestrian and calming infrastructure Accessibility: our transit should all be connected and affordable so that people can easier connect to their jobs, schools, and neighborhoods NO exceptions from one neighborhood to another.	Y								Y												
222	229	53215																					Y	
223	230	53213	Too many of the bike lanes are in the door zone. I see riders too close to the parked cars. Sharrows, "Bikes May Use Full Lane" signs should be preferred over door zone lanes that give a false security (e.g., the proposed, but thankfully never marked bike lane down St Paul near the train station)				Y																	
224	231	53227	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 constructed in 2014, now pushed to 2018. At this rate I will be retired before it is ever built.		Y																			
225	232	53154																					Y	
226	233	53211																					Y	
227	234	53219																					Y	
228	235	53186	Safe conditions, signage, connectivity to destinations	Y	Y												Y							
229	236	53189																					Y	
230	237	53204	Ways for working-class families to practically use biking as a viable means if transport.																					Y
231	238	53208	Stop speeding drivers									Y												
232	239	53089	I bike a lot less now because drivers are so distracted. The only way to solve this problem is by creating curbed bike lanes.				Y								Y									
233	240	53215	Bike lanes and/or bike paths along or near major city streets, lanes to allow a bike to go straight at a light rather than being in the far right lane/turn lane							Y														
234	241	53212	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							Y				Y										
236	243	53072																					Y	
237	244	53207																					Y	
238	245	53202	Adding cycle tracks and actually ticketing drivers who drive in bike lanes.						Y						Y									
239	246	53214	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 westerly suburbs. Sharrows do not work as well as designated bike lanes. Please use Dutch infrastructure!	Y						Y										Y				
240	247	53207																					Y	
241	248	53211	snow plowing & pothole filling of bike lanes											Y										
242	249	53212	Safety and livability are my biggest concerns																					Y
243	251	53213	Safe neighborhoods where pedestrians and bicyclists feel safe to access all parts of our area.		Y																			
244	252	53208	Bicycling holds the key to solving a myriad of problems: obesity, pollution, traffic congestion, environmental degradation, etc. Improved safety measures and accessibility would go a long way in mitigating these identified problems.	Y	Y																			
245	253	53212																					Y	
246	254	53208	Our neighborhood doesn't have a decent grocery store within multiple miles, so people either have to drive or ride a bus for that, otherwise it's a decent area.																					Y
247	255	53212	I would like to feel safe riding around the city and transitioning from city streets to bike paths	Y																				
248	256	53219	Roads MUST be made safe! Way too many potholes! At least pave bike lane/path areas. More bike lanes needed. Also, much better signage, especially Oak Leaf Trail! Currently riding the Oak Leaf Trail into Milwaukee is extremely confusing in many areas.							Y			Y											

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
			Drivers understanding how bicycles are a part of traffic too. I ride in the street and often take the lane for my own safety. Downtown this is not a problem, but as I get farther from downtown people become more erratic in going around me.																					
257	265	53227	Safer bike lanes		Y		Y			Y														
258	266	53207	I would like to see more events that positively highlight cycling culture, especially those which emphasize diversity.							Y												Y		
259	267	53202	More bike trails, more bike lanes protected from traffic by curbs or other barriers								Y				Y									
260	268	53217	Safety firts																					Y
261	269	53222																						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 is not very safe for bicyclists to be on unmarked roads with regular traffic because people do not treat them like regular traffic. Instead I have been almost run off of the road a few times for going too slow.				Y																	
264	272	53217																					Y	
265	273	53208	No parking too close to intersections - give a few feet for visibility. More speed humps in residential areas that have retail/restaurants.									Y				Y								
266	274	53207																						
267	275	53212	My neighborhood is pretty good, but getting to and from work is hard- the neighborhoods in between me and my workplace are unsafe for a woman on a bike.	Y																				
268	276	53208																					Y	
269	277	53218																					Y	
270	278	53208	Need better separation from traffic and safer crossing points on bike paths												Y									
271	279	53233	I would like to see SIGNIFICANT bike lane increases. While it would be nice, I do not feel that "protected bike lanes" are necessary.																					
			I think there is a distinct lack of a bicycle culture in Milwaukee. I've attempted to share the roads before and often find cars driving aggressively around me, honking, not looking out, etc., which nullifies my efforts to be a defensive bicyclist. It limits me to bike paths such as the Oak Leaf Trail, which is fine but still requires that I use common streets to access it.				Y																	
272	280	53211	More Bike Lanes, separated or guarded bike lanes, enforcement of laws on drivers who endanger cyclists.						Y	Y					Y									
			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 supportive of the development of recreational trails in and around Milwaukee (Hank Aaron and East Side/Interurban, in particular).																					Y
274	282	53208	Lighting, appearance/well kept/clean, safety/crime, destinations																Y					
275	283	53207																				Y		
276	284	53207																					Y	
277	285	53208	no bike amenities in Merrill Park neighborhood. Connection to trails convenient but not marked and not inviting or really safe. Particular state highway right of way.														Y							
278	286	53211	I would ride all winter if the Oak Leaf trail were kept plowed/de-iced											Y										
279	287	53202																					Y	
280	288	53212	Road repairs. I've nearly been thrown from my bike numerous times because the roads are in such poor condition.										Y											
			Stop wedging me in between cars, meaning separate bikes and cars both for safety and to lessen cars damaging bike lanes. I want to stay fit and enjoy the mental calm biking gives, which is completely ruined when a pothole whacks you from the bottom up!											Y		Y								
281	289	53217	Protected bike lanes.																					

[illegible]

[illegible]

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
			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 bike lanes to keep adults off sidewalks. 4) Reasonable enforcement to discourage cyclists from running red lights. 5) Providing incentives to adjacent businesses and property owners to improve access from industrial parks, neighborhoods, shopping areas, to trails. 6) Specifying center-striping, wayfinding signs, marking of cross-streets, and "Keep right" etc. signs on trails. 7) Dedicated bicycle & trail patrol officers from MKE Sheriff or police 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.	Y					Y								Y		Y					
341	350	53222	Bike lanes							Y														
342	351	53212																					Y	
			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 questionable at best and I have been on the wrong end of a vehicular interaction on multiple occasions due to driver neglect or ignorance.				Y																	
343	352	53211																						
			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 will require removing driving lanes or narrowing them at critical places. This can be accomplished with cement bollards and planters that will NOT cost millions of dollars. These improvements can and should be accomplished in a timely manner.	Y								Y			Y									
344	353	53202	Safety is of the utmost importance. Many more designated bike lanes are a priority.		Y					Y														
345	354	53222																						
346	355	53211																					Y	
347	356	53202	Healthy transportation support																					Y
348	357	53211	better connections to and from bike trails; better motorist consideration	Y				Y																
349	358	60030																					Y	
			More awareness for pedestrian crossings. Coming from the UK it is more regulated whereas my experience in Milwaukee is that the car rules and pedestrians have to run across the road - excluding intersection controlled traffic lights																					Y
350	359	53207										Y			Y		Y							
351	360	53211	More protected bike lanes; traffic calming; more stop signs and/or traffic lights									Y												
352	361	53207	Enforcement for cars						Y															
			I would love to see my community have safe biking conditions and drivers that slow down. Traffic has gotten out of control and unsafe.				Y																	
353	362	53207																						
354	363	53202																					Y	
355	364	53212	Traffic calming and enforcement of traffic laws. Bike lanes are used as passing lanes for cars.						Y			Y												
356	365	53213	As you may know from my answers, I am comfortable biking in traffic.																					Y
357	366	53204																					Y	
358	367	53211																					Y	
359	368	53213																					Y	
360	369	53202																					Y	
361	370	53225	I prefer seperate bike lanes away from streets.												Y									
362	371	53208	Not safe, more police needed to much harrassment																					Y
			Traffic calming on major mid-city / north side streets - North Ave,																					

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
			Make Milwaukee safer for pedestrians and cyclists. More green space. Fewer cars, parking lots and subsidies for cars. More support for transportation alternatives, including mass transit.		Y																			
374	383	53211																					Y	
375	384	53217																					Y	
376	385	53211																					Y	
			Not my neighborhood, but neighborhoods like Amani really, really need speed humps. This is so obvious that I have no idea how the city hasn't done this yet, it's shameful.									Y												
377	386	53211										Y												
378	387	53235	Well lit, clearly marked bike lane routes, driver-cyclist education					Y		Y									Y					
			Issues with motorists opening doors without looking ("dooring"). Motorists seem ignorant of law at pedestrian crossings. Running red lights at intersections.				Y		Y															
379	388	53211																						
380	389	53211																					Y	
381	390	53207																					Y	
			Consistant and comprehensive traffic law enforcement and more emphasis on providing transpotation facilities that accommodate pedestrians, bicyclists and transit without worrying so much about accommodating some future projected traffic volume. It's time to design and build for liveability and not mobility by automobile.	Y				Y																
382	391	53221																					Y	
383	392	53213																					Y	
384	393	53215																					Y	
			Motorists are not aware of bicyclists. They do not stop in crosswalks to let bikes go through.				Y																	
385	394	53226																					Y	
386	395	53211																					Y	
			Add more bike locking spaces consistently as routine street and sidewalk repairs are done as a matter of course. Work with local businesses to place these in sight of existing security cameras to reduce risk of bike theft. More bike parking by Public Market--and better quality than crowded racks--would be advisable. Emulate what U.S. Bank Building has done in terms of good spacing for bike commuter parking. It's not that we need more racks per se, but in some cases we need more space between bikes. They're not sardines, and the folks who are now biking--many of us have made significant investments in our bikes. These are assets on many levels. The city does a good job of welcoming cyclists generally. The more we can do to continue to normalize cycling as an intended and lawful use of our roadways--and this mainly pertains to driver behavior (95% of it respectful) but includes cyclists not burning through stoplights. Consistency in behavior is important. Perhaps the city could also honor fallen cyclists on one of the digital billboards that has freeway visibility during Bike to Work Week--a way to remind drivers of their/our responsibility and to honor the lives of cyclists--not purely as a memorial or statistic that admonishes, but to show our connectedness in life. Just a thought.				Y												Y		Y			
387	396	53110																						
388	397	53222	have a way so bikers are not biking where motorists are driving												Y									
389	398	53207	More off-road bike paths, especially important for children.							Y														
			I have recently become skiddish about riding in our city primarily due to safety. Our work community still and hasn't recovered from the death of two of our cycling colleagues. With a construction and the roads in their conditions, I don't have the courage to bike to work right now.		Y								Y											
390	399	53215																						
			Segregated bike lanes are essential for good cycling. Simply painting lines and stenciling bikes on them do not do anything to improve confidence in safe cycling.												Y									
391	400	53110																						
392	401	53207	Clearly defined signage, routes. Encouragement for community rides.													Y					Y			
393	402	53235																					Y	
394	403	53207	Better roads- less potholes																					

[illegible]

[illegible]



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
462	471	53219	You need better roads first										Y											
463	472	53213	I feel pretty safe on most of my normal routes but there are a few I avoid out of fear due to vehicles constantly driving in the bike lane (North Avenue)				Y																	
464	473	53211																					Y	
465	474	53202	Better bike infrastructure (protected lanes, bicycle safe intersections)			Y									Y	Y								
466	475	53215																					Y	
467	476	53219	We need better road conditions. To many roads deteriorating.										Y											
468	477	53219																					Y	
469	478	53207																					Y	
470	479	53226	We have great parks and access to the outdoors, we need to do everything we can to keep them.																					Y
471	480	53221																					Y	
472	481	53219	Well staffed and well funded police and fire departments.																					Y
473	482	53211																					Y	
474	483	53208	Walkability and intra-personal connections to increase community interaction and investment.																					Y
475	484	53215																					Y	
476	485	53212																					Y	
477	486	53211	There are intersections with lights that cannot be activated by people on bikes (only cars) leaving me limited options to safely get through intersections. The edges of streets are often in poor condition making it unsafe for riding.										Y			Y								
478	487	53129																					Y	
479	488	53211	I 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 interconnected.	Y																				
480	489	53210	Protected bike lanes, expanded sidewalks and/or bump outs on Center Street from Sherman Boulevard to 60th Street.									Y			Y									
481	490	53219	Better condition of streets and sidewalks. More police presence throughout the city. More street lighting.										Y							Y				
482	491	53217																					Y	
483	492	53202																					Y	
484	493	53005	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 road conditions in the city are generally horrid.							Y			Y											
485	494	53202	I want to avoid being intimidated and threatened by drivers who are in a hurry. In an ideal world there would be plenty of dedicated bicycle routes from which cars are prohibited.				Y				Y													
486	495	53203																					Y	
487	496	53211																					Y	
488	497	53211	My biggest issue with city biking on streets is potholes and terrible street pavement.										Y											
489	498	53207																					Y	
490	499	53204																					Y	
491	500	53211																						



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
542	553	53215	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. I have no problem with people riding bikes in the city. I do have problems with bicyclists not obeying traffic laws.																		Y			
543	554	53204	I would love to ride my bike on the streets world fearing for my life.																					Y
544	555	53215	Stay on 4 wheels																					Y
545	556	53211	Capital drive needs to prioritize safety for bikers and walkers. In areas where walking is a necessity for many and where biking isn't practical we need to focus on walker safety.		Y																			
546	557	53208	Decreasing motor traffic, increasing foot traffic and bicycle traffic. Decreasing carbon footprint and noise pollution of motor vehicles. More human-centered design.																					Y
547	558	53208	I have seen a neighboring community add the green areas for pedestrian and bike near intersections and I love it; as a biker and driver. I would put that as a maybe easy first step so high priority. Next would be to add levels of separation between motorized traffic and bike traffic.												Y	Y								
548	559	53212													Y								Y	
549	560	53210	Protected bike lanes, better enforcement of traffic laws						Y						Y									
550	561	53214																					Y	
551	562	53202																					Y	
552	563	53212	I think the MPD should start enforcing traffic laws.						Y															
553	564	53207	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 Street in Bay View is amazing and seems like a great model to keep incorporating.									Y				Y								
554	565	53211	I would like for cyclists to follow traffic regulations!																		Y			
555	566	53220																					Y	
556	567	53212																					Y	
557	568	53202	Traffic safety enforcement						Y															
558	569	53209																					Y	
559	570	53211	1) Bike lanes are dangerous. Drivers drive in them and pass in them especially when going 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 making major roads more clearly for cars and making side streets more clearly through routes for bikes.			Y																		
560	571	53211	Protected bike lanes would be great.												Y									
561	572	53212																					Y	
562	573	53208																					Y	
563	574	53211	It's not that biking in Milwaukee is impossible, it's just more of a hassle than it should be, especially compared to driving.																					Y
564	575	53209																					Y	
565	576	53212																					Y	
566	577	53202																					Y	
567	578	53211	Would like to see more separated bike lanes on main roads--enough separation to feel secure riding there.												Y									
568	579	53217	Slower traffic, better control of traffic, cross walks for peds and bikes.			Y					Y													
569	580	53212	More protected lanes and separate paths. Or permission to use sidewalks and for those to be adapted accordingly.								Y				Y									
570	581	53207	More																					

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
			Education - cyclists need to be proactive and wear reflective clothing. And as a driver, I am																					
578	589	53211	trying to retrain myself to open the driver door with my right hand.				Y													Y				
579	590	53213	Recreational Trails or other corridors for road cycling			Y					Y													
580	591	53227	Better bike lanes							Y														
581	592	53211	Protected bike lanes												Y									
582	593	53211	OFF STREET ROUTES							Y														
583	594	53233	Curb bump-outs are dangerous for bikers. No more!																					Y
584	595	53208	Better and safer east-west bicycle routes through the central city to the west side.	Y																				
585	596	53211	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 their car without looking in their mirror, you would run into their door.				Y																	
586	597	53207	Bike paths that actually connect to one another	Y																				
587	598	53211	more bike lanes, shared bike/car signage						Y							Y								
588	599	53207																					Y	
589	600	53212																					Y	
590	601	53208	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 that they are going to be run over by a car.				Y																	
591	602	53211																					Y	
592	603	53207	Horrible road conditions. FIX the streets!!!!										Y											
593	604	53211	Enforcement of speed limits and passing clearance requirements.						Y															
594	605	53210																					Y	
595	606	53208																					Y	
596	607	53207	Protected and marked bike lanes.						Y						Y									
597	608	53202																					Y	
598	609	53211																					Y	
599	610	53207																					Y	
600	611	53211	I ride all year and use the bike paths more than anything. I ride everywhere but to work, (I work in Madison and live in Shorewood). Pretty satisfied with paths.																					Y
601	612	53207																					Y	
602	613	53219																					Y	
603	614	53212																					Y	
604	615	53211																					Y	
605	616	53211	Marked bicycle lanes on all major																					

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
678	689	53202	As a biker, many conversations I have with individuals reliant on their cars and trucks revolve around this belief that a biker simply gets in the way on the roadways. Milwaukee won't be a safe place to bike until this mindset changes.				Y																	
679	690	53211	The east side of milwaukee is bikable, but once one gets to the burbs, say Franklin , there are no bike lanes . South 27th st feels like a highway once you get out of the city,							Y														
680	691	53217	Crossing Hampton Ave, on the oakleaf trail - a button or crossing light similiar to crossing at library.													Y								
681	692	53211	My neighborhood is fairly bike friendly. I would like to see more access points to the bike trail along Cambridge north of Locust St.	Y																				
682	693	53212	Dedicated bike lanes without a doubt are the most important. Protected bike lanes would be substantially even better. Milwaukee unfortunately does not have good lanes in very many places, and the ones that do exist need repaired/repainted...preferably protected. Bike parking stations would also help but not nearly as critical as dedicated lanes.							Y					Y	Y				Y				
683	694	53217																					Y	
684	695	53213	Improve motorists education about rights of bicycles to share the road					Y																
685	696	53211	Drivers need to be respectful of cyclists. I bike with my kids and it can be terrifying during higher traffic times.				Y																	
686	697	53208	greenways in central city. We live in a doughnut - with suburbs and downtown taking all the resource and urban poorer neighborhoods falling further behind. Did this summer mean anything??							Y														
687	698	53226																					Y	
688	699	53208	I believe more bike lanes would provide better safety.							Y														
689	700	53212	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 my safety on roads that hinders me. There are tons of drunks and ppl who do not follow the laws that could KILL me.				Y																	
690	701	53202																					Y	
691	702	53202																					Y	
692	703	53212																					Y	
693	704	53122	Less Pedal Taverns																					Y
694	705	53213	Be able to bike anywhere without feeling danger from motorists				Y																	
695	706	53207	Bike lane separation from auto traffic and designated bike traffic signals												Y		Y							
696	707	53211	Sharrows where bike lanes are not feasible.			Y																		
697	708	53202																					Y	
698	709	53215	Sidewalks should be allowed to be used for bicycling much safer																					Y
699	710	53211																					Y	
700	711	53213																					Y	
701	712	53207																					Y	
702	713	53223																					Y	
703	714	53214																					Y	
704	715	53211	Safety																					Y
705	716	53211	safe ways for children to ride in the community - there are many unsafe and challenging intersections, aggressive traffic, and fast traffic. I worry about careless drivers.				Y									Y								
706	717	53211	Shorewood is very accessible. The one thing I would change though is adding bike lanes on lake drive.																					

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
774	785	53211	I think all of these terms go hand-in-hand with an overall goal of liveability. In choosing a community, liveability is a major priority of mine, and in terms of bicycling, I think the opportunity to have it available (as well as other modes of transportation) is the most important thing. My significant other and myself have started new jobs recently, and due to an availability of free parking near her work, a variety of post-work activities out-of-town, and a significant workload that seems to force us to come to work earlier and leave later, we find ourselves carpooling almost regularly instead of biking to work. I think we both expect to begin biking regularly to work next spring, and knowing that we have a safe and accessible route to doing that is important. Like many people, I think it will rely heavily on being able to convince ourselves to make the change mentally, rather than require specific improvements to the infrastructure. Infrastructure definitely doesn't hurt though, and things like access to commuter facilities will play a big role in making the change.	Y																				
775	786	53222	More separation between bicycle and automobile traffic.											Y										
776	787	53213																					Y	
777	788	53211	More bike lanes and better bike lane maintenance; education of drivers re: bicycle safety; better ways to slow traffic to make it safer for bicyclists and pedestrians.					Y		Y		Y		Y										
778	789	53213																					Y	
779	790	53225	Safety, primarily from crime, but also traffic safety.		Y																			
780	791	53213																					Y	
781	792	53210																					Y	
782	793	53224	It is not safe to bicycle in the city due to motorist not paying attention, criminal behavior, inclement weather. Mostly criminal likelihood of stealing bicycle when it is left unattended, even IF locked. It's simply the way it's been for the last 25 years, not a recent phenomenon.		Y		Y																	
783	794	53219																					Y	
784	795	53210	It would be nice to have bike lanes that aren't between traffic and parking lanes. Getting "doored" is always a concern. We can always use more paved trails! Overall Wauwatosa is a great place for cycling.																					
785	796	53207	Protected bike lanes!				Y			Y				Y										
786	797	53208																					Y	
787	798	53211	Continue to expand bike lanes, bike paths and connectivity	Y						Y														
788	799	53208	More integrated neighborhoods, lower crime rates																					Y
789	800	53092	educating people how fun and free it is																			Y		
790	801	53208																					Y	
791	802	53207	We need our roads to be better in undeserved communities and have bike lanes. Too many times I've seen bikers hit by cars because of the lack of bike lanes.	Y						Y														
792	803	53212																					Y	
793	804	53202	Creating more bike lanes will make cyclists feel more addressed towards their rights. Simple stop way finding and stop signs and accommodating intersections should help as well.							Y						Y	Y							
794	805	53209	I would like to see more protected bike lanes and intersections that address pedestrian, cyclist, and vehicular traffic with dedicated signals/timing.											Y										
795	806	53202																					Y	
796	807	53212	Continuous bike lanes that don't end or disappear at busy intersections.	Y												Y								
797	808	53207																					Y	
798	809	53207	Quite a few busy roads have no bile lanes; it would be really helpful to have that.							Y														
799	810	53207	Break ins are occurring at an alarming rate. I want to make sure my possessions are secure and that it's safe to take my daughter out into the community. More than anything is water quality. I want to see more lead tests throughout the Milwaukee neighborhoods to learn where we have to update water pipes.																					Y
800	811	53213	Safety is a major concern. Several of the roadways in Milwaukee are pothole-ridden, or contain layers upon layers of asphalt. This results in unsafe conditions for bicyclists, especially on heavily-ridden streets (both vehicular and bicycle traffic) - it makes it really difficult to bike, having to pay attention to both the deteriorated roadway and traffic.										Y											

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
803	814	53208																					Y	
804	815	53204																					Y	
805	816	53213	Speed of auto traffic on roads with bike lanes and inappropriate passing on the right.				Y																	
806	817	53207	In terms of biking, better street maintenance & better intersection controls (IE, being able to get the light to change when you're the only vehicle.									Y												
807	818	53212																					Y	
808	819	53207	I love riding my bike in MKE! But having a close call with a dangerous driver will scare me off my bike for weeks!				Y																	
809	821	53202																					Y	
810	822	53188																					Y	
811	823	53202	Calming traffic in the neighborhood is a must - especially during rush hour commuting. More bike lanes are also needed.						Y		Y													
812	824	53211																					Y	
813	825	53211	Protected bike lanes												Y									
814	826	53211	Make bike boulevards. Have used them in other cities.						Y															
815	827	53211																					Y	
816	828	53211	more bike paths and better connections between them																					
817	829	53211	better education of cyclists (college-age)- nobody signals or announces when they pass pedestrians, better maintenance of existing bike lanes and streets,									Y	Y							Y				
818	830	53211																					Y	
819	831	53211																					Y	
820	833	53211																					Y	
821	834	53210																					Y	
822	835	53202	Safety and accessibility are important to me.																					Y
823	836	53211	Clearly designated biking lanes. More signs indicating to motorists the presence of cyclists						Y							Y								
824	837	53209																					Y	
825	838	53207	driver and pedestrian education needed; driver enforcement needed				Y		Y															
826	839	53211	Better/smoothier streets									Y												
827	840	53207	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, and purposefully driven close to by motorists while completely following all traffic rules.				Y																	
828	841	53211																					Y	
829	842	53213																					Y	
830	843	53211																					Y	
831	844	53211	Keep bikes off sidewalks																	Y				
832	845	53212																					Y	
833	846	53213	</																					

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## **Appendix G. Priority 2 Open-Ended Comments**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
	ID	Home Zip Code		Accessibility/ Connectivity	General Safety Concerns	General Bicycle Infrastructure Invest.	Driver Behavior	Education on Driver + Bicyclist Laws	Law Enforcement	In-Street Bicycle Infrastructure	Off-Street Bicycle Trails	Traffic Slowing	Road Conditions	Bike Trail/Lane conditions	Protected Bike Lanes	Intersection Safety Concerns	Increased Signage + Maps	More Bublr Bike Stations	More Bicycle Amenities	Better Lighting	Bicyclist Behavior	Bicycle Events + Promotion	N/A	Other
1	2	53203	What other priorities should be considered for improving and connecting the community?																				Y	
2	2	53203																						
3	4	53207	We need more bike-only areas connecting the city. I enjoy the conversion of the old rail lines to bike trails, but there needs to be safe connections between trails.	Y						Y														
4	5	53211																					Y	
5	6	53220	Public Safety		Y																			
6	7	53210	Greenways/Bike Bvds because they benefit bikes, peds, homeowners, kids going to school. They are more about quality of life then getting around by bike.							Y														
7	8	53212	Enforcement of traffic laws.					Y																
8	9	53212																					Y	
9	10	53207	Bike infrastructure enhancements should begin in MKE's more socio-economically challenged neighborhoods and extend out.	Y																				
10	11	53202	connect the existing segments of bike lane; prioritize bike infrastructure projects (get a few 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 comfortable city for all.	Y		Y																		
11	12	53214																					Y	
12	13	53208																					Y	
13	14	53207	Protected bike lanes and paths.												Y									
14	15	53203	Take pedestrians into consideration. Enforce laws for all, including bicyclists.					Y																
15	16	53110	Bike lanes that don't end in the middle of a street or end of a bridge.	Y																				
16	17	53211	Segregated bike lanes												Y									
17	18	53203	Connect Hank Aaron under 894 and Glaciera Drumlin. New street cars with bike racks and more space on Amtrak.																Y					
18	19	53208	Attention given to the west side, more biking events for families, safer and more maintained parks.	Y																		Y		
19	20	53212	Safe walking		Y																			
20	21	53207	Police enforcement of motor vehicle laws. Also working to improve pedestrian facilities will help bicycle safety.					Y																
21	22	53204	Helping making cycling equitable and not just and activity for those with higher incomes and/or white residents.	Y																				
22	23	53221																					Y	
23	27	53207	Parking will need to be removed to accommodate better cycling. Transit connectivity.			Y																		
24	28	53213	more Bublr stations connecting Wauwatosa and West Allis networks with West Side and Downtown															Y						
25	29	53217	Linking routes, bikepaths and bike lanes would help immensely. Separating bike lanes from auto traffic would be great too.	Y											Y									
26	30	53207																					Y	
27	31	53207	Driver safety education along with enforcement				Y	Y																
28	32	53216																					Y	
29	33	53211	</																					



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
37	41	53212																					Y	
38	42	53212	Car are not king. The should not receive priority or excessive privilege.					Y																
39	43	53212																					Y	
40	44	53211	They should put a barrier between the road and the bike lane. There also needs to be more education for drivers.					Y							Y									
41	45	53217	Maintain the bike lanes through the city. Cracks in the cement are becoming crevasses!											Y										
42	46	53172																					Y	
43	47	53213	More accessible routes. A lot of people I know that are hesitant to bike are so because they just don't quite know where they're going	Y																				
44	48	53212	Neighborhood Greenways, especially Washington / Scott on South Side						Y															
45	49	53211	segregated bike lanes											Y										
46	50	53216	rail transit to and from the suburbs. We can all use transit for commuting, especially if it is fast transit, and then we can also avoid parking, drunk driving, make roads safer for bicycles. and save the environment.																					Y
47	51	53202	Many, many more buffered bicycle lanes											Y										
48	52	53207	more public transportation with bike carrying options															Y						
49	53	53212	Milwaukee becoming a safe and accessible bike community on already existing streets		Y																			
50	54	53207	Connecting the southern neighborhoods with downtown should be a big priority.		Y																			
51	55	53213	Separated bike lanes will make the biggest difference. Build then and they will come.											Y										
52	56	53211																					Y	
53	57	53226																					Y	
54	58	53222																					Y	
55	59	53222	Greater out reach and encouraging employers to support cyclists with changing rooms, a safe dry place to park your bicycle and showers.															Y						
56	60	53212	NACTO design guidelines for all transportation modes, Increased funding for biking and walking infrastructure, willingness to test new traffic calming configurations with temporary installations, neighborhood greenway routes in the street grid.			Y				Y		Y												
57	61	53211	bike infrastructure can be powerful. Just keep going with this. In terms of the metro area's political-economy, it's a big problem that municipalities like Shorewood and Whitefish Bay are not incorporated with the city proper. These communities constitute the majority of the city's wealth, much of which is earned in the city's center and extracted from the city and insulated in little enclaves that propagate further concentration of wealth and further segregation of our city (tax base, school districts, transportation funding). Force them to care about the city they live in. Annex Shorewood.																					Y
58	62	53186	Connections to out of county, more north south off road paths	Y																				
59	63	53212	Greenways. Bicycle Paths. More Bike Parking.							Y	Y							Y						
60	64	53208																					Y	
61	65	53211	Robust public transit to minimize reliance on personal vehicles and reduce total amount of traffic on the roads																					Y
62	66	53010	Parity in educational opportunities																					Y
63	67	53211	Affordable efficient public transportaion																					Y
64	68	53208																					Y	
65	69	53211	Public facilities like showers and storage/rental to connect people with employment and tourist centers.															Y						

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
			More car sharing services (Zipcar) would allow people use alternative transportation most of the time, but still have access to a car when needed.																					
72	76	53213	Snowplowing of bike lanes and paths in the winter.											Y										
73	77	53212																					Y	
74	78	63212	None.																				Y	
75	79	53211																					Y	
76	80	53209	Make more area harder for cars to use and more friendly for walking and biking.			Y																	Y	
77	81	53208	Education and encouragement					Y														Y		
78	82	53212																					Y	
79	83	53207																					Y	
80	84	53213																					Y	
81	85	53212	More Streetcar, bus, bike and ped investments			Y																	Y	
82	86	53213																					Y	
83	87	53212																					Y	
84	88	53202	More parking structures and lots that would discourage street parking.																					Y
85	89	53208																					Y	
86	90	53204	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 Ciclovía-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 - offering some sort of education around that could be helpful.					Y														Y		
87	91	53226	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 political clout and that becoming a bicycle community has large steps remaining.																					Y
88	92	53233	Need totally off street protected greenways like Minneapolis								Y													
89	93	53211	more bike lanes and off-street paths are sorely needed outside the city								Y													
90	94	53212	Improved education for drivers--too many don't know how to co-exist with cyclists					Y																
91	95	53207																					Y	
92	96	5322																					Y	
93	97	53212	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 properly - they have the tools)																Y					
94	98	53210	I really like the idea of biking maps of the city or neighborhoods.														Y							
95	99	53212	Bumpouts everywhere. Swap parking lane and bike lane. Tax credits for green transportation.			Y						Y												
96	100	53204	Protected bike lanes!; neighborhood greenways/bicycle boulevards											Y										
97	101	53217																					Y	
98	102	53202																					Y	
99	103	53202																					Y	
100	104	53212	Faster/more frequent buses			</																		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
106	110	53212	Smoother paved roads, wider lanes and/or dedicated bike lanes, more connections to and paths like the Beerline trail etc	Y						Y			Y											
107	111	53212																					Y	
108	112	53212																					Y	
109	113	53212																					Y	
110	114	53212																					Y	
111	115	53210	Repair, beautification (landscaping and landscape) & other investments that foster community pride & sense of belonging										Y											
			More local																					
112	116	53212	Community businesses																					Y
113	117	53203																					Y	
114	118	53212	Connections to transit. It will help solve the last mile problem.																					Y
115	119	53121																					Y	
116	120	53212																					Y	
			I think the reason why most people don't commute by bike is because they are scared to ride in traffic. So building protected bike lanes I think would increase people's confidence and increase the number of people willing to commute by bike.		Y					Y														
117	121	53213																						
118	122	53211																					Y	
119	123	53207	Opportunity to earn a stable income for those who don't currently have that opportunity. A tall task...																					Y
			More busses with bike racks. Only two bikes per bus? I hear they're at more than they expected, so...let's get a triple rack and get more of them! More businesses on commuter value passes and more businesses subscribing to Bubl'r to help employees try it.															Y	Y					
120	124	53212																					Y	
121	125	53211																					Y	
122	126	53207																					Y	
			The repeal of the Complete Streets law was a total disaster. Look at what Complete Streets did to revitalize 2nd Street in Walker's Point. Bring back the legislation and all will benefit.																					Y
123	127	53211						Y	Y															
124	128	53212	Better education and enforcement of pedestrian rights of way.																					
125	129	53213	Traffic calming measures. People drive to fast and do not look for pedestrians and bikers.									Y												
126	130	53211																					Y	
127	131	53211	In Cambridge Woods, more and better connections to the Oak Leaf Trail are critical.	Y																				
128	132	53212	We need a network of protected bike lanes to help people feel safe enough to ride.	Y											Y									
129	133	53213																					Y	
			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 economic and social benefits for the city in making those connections.	Y																				
130	134	53215																						
			I'm an advocate for diver education, but I also understand the importance of cyclist education and the need for them to follow rules as well. I would support public awareness campaigns that reinforced that the street is a shared space and to have the appropriate amount of awareness and respect for the different transportation modes using the street.					Y													Y	Y		
			The bike lanes are trash and make riding dangerous. Riders should be required to use lights when dark. In places like Denver work attire is more casual which makes riding a bike for business purposes much more acceptable. Would companies create exceptions/incentives for bike commuters?		Y																Y			
132	136	53212																						
133	137	53208																					Y	
134	138	53207																					Y	
135	139	53202	Make street narrower, reduce the amount of parking, enforce traffic laws						Y			Y												
136	140	53202	Better signage, easily accessible maps (best as a smartphone app).													Y								
137	141	53213																					Y	
138	142	53215																					Y	
139	143	53202																					Y	
140	144	53202	Increasing bicycle parking (noticed lack of parking in Third Ward area).																Y					

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
141	145	53211	Bike routes that don't involve multiple stop sign intersections (locust is faster but no bike lane, newberry has a bike lane but stop signs almost every block)													Y								
142	146	53212	more community bike rides																			Y		
143	147	53211	High priority in Milwaukee: having the Path to Platinum team, City staff and other plan advocates focus on transportation justice in planning for bikeways and pedestrian facilities and combining bike/ped infrastructure investments with other issues addressing inequities - for more holistic improvement of the city.			Y																		
144	148	53211		Y																			Y	
145	149	53211	More separation of bike and car in more areas of the city	Y											Y									
146	150	53222																					Y	
147	151	53226																					Y	
148	152	53211	The use of protected crossings at where bike routes cross major roads. (Where the Oakleaf meets Good Hope Rd. )													Y								
149	153	53213	more public information																			Y		
150	154	53222	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. There are no consequences so no one cares. Protected bike lanes would also help quite a bit.				Y		Y						Y									
151	155	53212	More trees and plants, boulevards, etc., especially in North and West Milwaukee																					Y
152	156	53202																					Y	
153	157	53212																					Y	
154	158	53208																					Y	
155	159	53202																					Y	
156	160	53211	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.				Y								Y									
157	162	53212	Way finding signage would go a long way to improve existing infrastructure												Y		Y							
158	163	53208																					Y	
159	164	53212																					Y	
160	165	53212	The OLT is like a bike highway. The paths need to be maintained and keep from flooding, in particular the section from Lafayette to the UEC Riverside park.												Y									
161	166	53226																					Y	
162	168	53202																					Y	
163	169	53214																					Y	
164	170	53213	Incentives through work, schools, churches to bike to them?																			Y		
165	171	53207																					Y	
166	172	53211																					Y	
167	173	53202	Mass transit, streetcar extensions, connections to Waukesha County																					Y
168	174	53211	Protected bike lanes would be huge.												Y									
169	175	53208																					Y	
170	176	53213	Educating drivers on safety																					

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
184	191	53202																					Y	
			Signs and paint on the 6th st. Bridge marking the bridge opening slots on the sidewalk. The gaps can easily catch a tire.														Y							
185	192	53208																						
186	193	53211																					Y	
187	194	53202																					Y	
			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 cobbled together between some trails, some lanes, and some side streets.	Y						Y	Y													
188	195	53208																						
189	196	53207																					Y	
			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 accepted as a mode of transportation.	Y				Y		Y		Y			Y				Y			Y		
190	197	53208																						
191	198	53213																					Y	
192	199	53202	Protected Bike Lanes												Y									
193	200	53211	Make Capitol Drive more bike friendly. Add a bike lane to the Hoan Bridge!		Y					Y														
194	201	53208																					Y	
195	202	53226	Increase bike lanes, maintenance of roads filling in potholes, traffic coming							Y			Y	Y										
196	203	53151																					Y	
197	204	53202	Streetscaping and improving walkability																					
198	205	53211																					Y	
199	206	53210																					Y	
200	207	53211	Proliferation of bike amenities																Y					
201	208	53202	Good signage and colored pavement			Y											Y							
202	209	53202																					Y	
203	210	53211																					Y	
204	211	53212	considering encouraging more women and POC through better advocacy																			Y		
205	212	53208																					Y	
206	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																					
207	214	53202	MSOE, mysteriously vanished.					Y								Y		Y	Y					
208	215	53208	Not sure.																				Y	
			Make bike lanes unique to MKE. Include artwork from local artists. Instead of using the same standard bike lane symbol, put																					

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			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 commuters and yet it's one of the most unsafe for bicyclists. Local communities turn a blind eye to No Parking laws during rush hour times. It's one of the reasons I don't commute as much anymore. Every single day I commute, I need to pass at least 2+ parked vehicles (cars, landscaping trucks, trailers, construction trucks, government vehicles, etc.) in posted No Parking zones, primarily in Whitefish Bay, Shorewood, or Milwaukee. Half of those times, even though I look behind me and signal to give the parked vehicle the required safe clearance of 36 inches, the drivers that comes up on me, does one or more of the following; buzzes me with only inches between my elbow and their side mirror, honks, gives me the finger, yells at me to get on the sidewalk, swears at me, and/or cuts in within feet of my front tire.																					
			What makes this commute even that much more unpleasant is that even after I've notified the police and the city halls from both Whitefish Bay and Shorewood about the unsafe conditions the commute is, especially with the parking violations, nothing has changed in over three years now. Police from Whitefish Bay even park along the stretch of Lake Drive, near Klode Park, and are in plain view of parking violations, and yet do nothing. I have pictures to prove it.																					
			To even make my point more, I stopped and talked with one of the landscapers last year that was parked illegally. It was a pleasant conversation and he understood my point in that by parking in No Parking areas during rush hour times could cause an unsafe condition for everyone, not only bicyclists. He also said that the police have not only Never given them a ticket before, they sometimes even wave. And that again was during the times <del>that were posted No Parking</del>		Y		Y																	
441	450	53217	<del>that were posted No Parking</del>				Y																	
442	451	53213	Pull over drivers that use the bike lane as their own personal lane!!!!!!				Y		Y															
443	452	53213	Continued expansion of off road bike paths to connect Milwaukee communities.	Y							Y													
444	453	53208	Public/private partnerships for business locations on/near bike paths & corridors.																					Y
445	454	53215																					Y	
446	455	53220	Separated bike lanes would be a great priority.												Y									
447	456	53219																					Y	
448	457	53226	comprehensive plan																					Y
449	458	53219																					Y	
450	459	53211	Bike lanes in poorer neighborhoods that connect to downtown or bigger business areas.	Y						Y														
451	460	53219																					Y	
452	461	53211																					Y	
453	462	53219																					Y	
454	463	53219																					Y	
455	464	53224	Preventing the panhandlers from standing and begging at the Walgreens and at intersections. It's very scary and annoying to see and interact with these young people. I've also seen people who looked like they were preying on community people to steal from them in packs in the area of 76th,Capitol and Appleton.																					Y
456	465	53212																					Y	
457	466	53211	More DIY bike fixing stations at parks and downtown areas																Y					
458	467	53219																					Y	
459	468	53213																					Y	
460	469	53219	Traffic law enforcement on speed limits, red lights, stop signs and pedestrain right of way.						Y															
461	470	53202	improve community education and public knowledge (what bikes are expected to do, what cars are expected to do, laws regarding both, benefits of transportation methods other than cars)					Y																
462	471	53219	You have to fix roads first, stop neglecting this										Y											
463	472	53213	get the police to actually target those driving in the bike lane						Y															
464	473	53211																					Y	
465	474	53202	More dense Bubblr network.																					

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
506	517	53219	Stiffer and stronger penalties for harming and hurting people!!!!																					Y
507	518	53213																					Y	
508	519	53219	Released criminals living in the area.																					Y
509	520	53219	Better education, PSA's					Y																Y
510	521	53212																						Y
511	522	53207																						Y
512	523	53219																						Y
513	524	53211																						Y
514	525	53212																						Y
515	526	53207																						Y
516	527	53202	More bike lanes or expanding existing bike trails (east side to bayview) would be great.	Y						Y	Y													
517	528	53212	greater network of off street bike trails connecting all of mlwaukee	Y																				
518	529	53207	Emphasis on pedestrian and bike friendly designs			Y																		
519	530	53202	MASS TRANSIT STREET TRAMS																					Y
520	531	53226	have series of interconnecting bike paths with more and easier access points	Y																				
521	532	53212																						Y
522	533	53207																						Y
523	534	53211	(just a note-not for this question: I am biking less this season due to an unrelated injury)																					Y
			a safe way to get into and out of the medical center. closed off turns that bicyclists used to 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 doesnt 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																					
			last but not least better bike parking availability for locking up.																					
524	535	53215		Y					Y								Y	Y	Y		Y			
525	536	53210																					Y	
526	537	53211	Jut outs and roundabouts make biking more difficult.																					Y
			It would be great to have separate bike lanes that allows the bike a measure of protection as is done in other cities or to create bike lanes that follow along railroad tracks that can help connect more trails together. The more trails and clearly marked bike lanes the better. My husband bikes to work everyday including in the winter and one of his BIGGEST complaints is that the plows by and large ignore plowing the bike lanes and where lanes don't exist the lack of clear plowing makes the car parking creep further into the street making some streets very difficult and unsafe to navigate. Bikes should be treated with the same measure of respect as cars and if you want to encourage people to bike more you need to make sure you are taking away barriers that may seem small.																					
527	538	53207		Y				</																

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
696	707	53211																					Y	
697	708	53202	more bike lanes, more bike parking downtown						Y										Y					
698	709	53215	Maybe some biking events to get more people biking																		Y			
699	710	53211	Reduce the number of one way streets. They seem to encourage reckless driving and excessive speeds.																					Y
700	711	53213																					Y	
701	712	53207																					Y	
702	713	53223																					Y	
703	714	53214																					Y	
704	715	53211																					Y	
705	716	53211	slowing traffic. improving bike lanes. improving awareness					Y		Y		Y												
706	717	53211																					Y	
707	718	53212																					Y	
708	719	53211	Not only having safer bike lanes but keeping them clear when it snows so people can safely commute year round.							Y					Y									
709	720	53212	People need to be ticketed consistently for being in the bike lanes						Y															
710	721	53212	Enforced ticketing for automobile drivers who hurt bikers.						Y															
711	722	53211																					Y	
712	723	53211	More pedestrian and bike trails								Y													
			Motorists need to be made aware of cyclists' rights and do a better job of sharing the road 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 though there were signs saying to NOT lock your bike to them. But we had no other option! There needs to be more bike racks around town.																					
713	724	53208					Y	Y											Y					
714	725	53209	Viable route from Oak Leaf Trail to MATC.	Y																				
715	726	53307																					Y	
			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 Brookfield, Shorewood and New Berlin.																					Y
717	728	53207	Ability to cross rivers by bike path - especially areas east of KK																					
718	729	53207	N/A	Y																			Y	
719	730	53207	More paths and signals that improve the use of bicycles for commuting and other activities.							Y						Y								
720	731	53207																					Y	
			Repaving. Driver awareness and respect for cyclists. Get bikes off sidewalks. I'm concerned about creating a safe bike route downtown that bypasses the streetcar tracks.					Y				Y								Y				
722	733	53207	More bike lanes							Y														
723	734	53211	Roads																					Y
724	735	53207	Bike access in all parts of the city.	Y																				
725	736	53207	Separated bike lanes.												Y									
726	737	53207																					Y	
727	738	53208																					Y	
728	739	53208																					Y	
			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 someone punished for it.				Y		Y	Y														
729	740	53208																					Y	
730	741	53208																					Y	
731	742	53208																					Y	
732	743	53208	I think the more bikers there are the more they become a part of traffic and the safer it is.																					Y
			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, and move from Milwaukee as soon as we can.				Y	Y															Y	
733	744	53208																					Y	
734	745	53208																					Y	
735	746	53208																					Y	

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
775	786	53222	More personal safety measures in the inner city.		Y																			
776	787	53213																					Y	
777	788	53211	Education for bicyclists re: safety, best routes to reach destination; training / classes for children to teach them at a young age about bike safety.					Y														Y		
778	789	53213																					Y	
779	790	53225																					Y	
			Dedicated/Separated bike lanes. I've used them in other cities, and now, especially with Bublr Bikes, they make more sense than ever.																					
780	791	53213	Bike lanes also need to be connected from Milwaukee to other municipalities. Sometimes the lanes simply end and/or the wayfinding becomes difficult.	Y											Y			Y						
781	792	53210																					Y	
782	793	53224																					Y	
783	794	53219																					Y	
784	795	53210	Adding bike repair stations throughout the city like this one: http://www.dero.com/product/fixit/ (Nashville has these and they are great)																Y					
785	796	53207	Bike, pedestrian and automobile safety classes freel of charge at local community centers?																			Y		
786	797	53208	The speed as which people are driving and the blatant disregard for traffic rules is startling. It demonstrates a lack at caring for other people and civil society.				Y																	
787	798	53211	Any chance of getting over the Hoan Bridge?	Y																				
788	799	53208	Income inequality, high incarceration rates																					Y
789	800	53092	I like the polish night ride																			Y		
790	801	53208																					Y	
791	802	53207																					Y	
792	803	53212	Drivers routinely ignore bike lanes by passing on the right (great example: North Ave between Holton and the freeway). We desperately need separately lanes so people feel 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 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. It's time to really prioritize bicycle facilities in Milwaukee!	Y		Y	Y								Y									
793	804	53202	Education from the community, especially motorists. More bike parking. Better roads.					Y					Y						Y					
794	805	53209	Education and outreach				Y																	
795	806	53202																					Y	
796	807	53212	Prevent cars from passing other cars on the right on city streets. Enforce slower speed limits on city streets. Ban talking and texting on mobile phones while driving automobiles.				Y		Y														Y	
797	808	53207																					Y	
798	809	53207	More bike safety seminars, like say in the public library. You could hand out cheap bike lights to kids for their bikes at those sorts of events.																			Y		
799	810	53207	Food drought amelioration. Metropolitan trains for citywide commuting.																					Y
800	811	53213	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.																Y					
801	812	53211																					Y	
802	813	53202	More bike trails that are continuous and functional for regular travel	Y							Y													
803	814	53208																					Y	
804	815	53204	lighted streets																	Y				
805	816	53213																					Y	
806	817	53207																					Y	
807	818	53212																					Y	
808	819	53207	If streets could be designed to slow down traffic and bad driving habits. (North Ave./center st.) curb bump outs with a cyclist pass through would be amazing!				Y					Y												
809	821	53202																					Y	

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
810	822	53188																					Y	
811	823	53202																					Y	
812	824	53211	I love what they did in Duluth. Along the lake, they have one path for pedestrians, and a separate path for bicyclists. That increased safety for everyone.								Y													
813	825	53211																					Y	
814	826	53211	Safety of bikers, safety of bikes, educating drivers		Y			Y																
815	827	53211																					Y	
816	828	53211	more of what you already doing!																					Y
817	829	53211	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 they are going to continue south,										Y											
818	830	53211	Better intersection placement for bicyclists where cars make right turns													Y								
819	831	53211																					Y	
820	833	53211	Resurfacing roads that are in disrepair, it's hard to bike down a road that is mainly potholes without hitting one and tipping over.										Y											
821	834	53210	Making sure that drivers stop at the Pedestrian Cross Walk, I was hit in the back by another car, when I stopped at one to let the Marquette University students cross the street.																					Y
822	835	53202	None particularly, I am pleased with the city's overall traffic situation for biking.																					Y
823	836	53211																					Y	
824	837	53209																					Y	
825	838	53207	need more off-road bike trails through the city and connecting with adjacent communities	Y							Y													
826	839	53211	Better bike lanes							Y														
827	840	53207	More enforcement of crosswalk violations/bike lane use and speeding or aggressive driving by motorists						Y															
828	841	53211																					Y	
829	842	53213																					Y	
830	843	53211	Lighting. I don't feel comfortable biking by myself after dark.																Y					
831	844	53211	Bike rider education					Y																
832	845	53212																					Y	
833	846	53213	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 on busy roads. I like to stick to bike paths when I have them in tow.								Y													
834	847	53203	More off-street bike paths								Y													
835	848	53211																					Y	
836	849	53207	More Bublr bike stations in Bayview (we just have one and I have to walk a mile to get to it. I do this, but would prefer another one further south, like locating it in Humboldt Park															Y						
837	850	53213																					Y	
838	851	53218	Safe green areas and parks with exercise and play equipment.																					Y
839	852	53219																					Y	
840	853	53202																					Y	
841	854	53207																					Y	
842	855	53208	placing distance and/or barriers between auto traffic and bicycle traffic (distinct from pedestrian traffic)													Y								
843	856	53214	If city builds separate bike lanes (not just painted lines) it would go far to increase bike usage													Y								
844	857	53211	keep streets narrow and make separate room for bikes													Y								
845	858	53217	The additional trails have been wonderful as is the work promoting a more bikeable community. Thank you!																					Y
846	859	53209																					Y	
847	860	53327	More greenways, hiking trails, etc.							Y														
848	861	53207	Signage for sidewalk traffic mixed use														Y							
849	862	53207	More connections to bike paths that run along major streets	Y																				

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
850	863	53207	More bike lanes and fixed pot holes on the south side. I am always afraid if I look around to turn, or for a second, that I will hit a pot hole and go down.							Y			Y											
851	864	53211	Following through on implementing quickly																					Y
852	865	53212																					Y	
853	866	53207	Maps of bike routes. More interconnected bike routes/paths.														Y						Y	
854	867	53207																					Y	
855	868	53212	More bike lanes/highways/lights.						Y										Y				Y	
856	869	53207																					Y	
857	871	53208	Repaired streets and larger bicycle parking areas.									Y						Y						
858	872	53207																					Y	
859	874	53207	Finding a balance between on-street parking and bike lanes																					Y
860	875	53202	More of everything, please!																					Y
861	876	53211																					Y	
862	877	53207																					Y	
863	878	53207																					Y	
864	879	53207																					Y	
865	880	53216	Better signage - showing bike lanes and bus route information.														Y							
866	881	53212																					Y	
867	882	53211																					Y	
868	884	53208	There's currently a bottleneck at Lakeshore Park/Discovery World/the Art Museum for bikers coming from the KK Trail 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 trying to find a place to cross Lincoln Memorial Drive to connect with the Oak Leaf Trail.	Y	Y																			
869	885	53215																					Y	
870	886	53212	improving green areas, continuing to expand green rooftops, Bike Tool stations like those in MN, 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 RW is a prime concern and barrier to me riding more often for night time transpo. so in some way increasing safety of the neighborhoods. I have heard this from many women.		Y														Y					
871	887	53202																					Y	
872	888	53208	Driver education, segregated bike lanes					Y							Y									
873	889	53215																					Y	
874	890	53219																					Y	
875	891	53212																					Y	
876	892	53150	Connect the existing bike trails to link up to head to downtown Milwaukee better.							Y														
877	893	53214																					Y	
878	894	53207	Curbing distracted driving - that is one of the scariest parts of being on the road.					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 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.			Y															Y			
879	895	53211																						
880	896	53207	Separated bike lanes												Y									
			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									
881	897	53222		Y	Y					Y														
882	898	53211																					Y	
883	899	53217	Change the weather. Winter is the cancer to everything here																					Y

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X
884	901	53212																					Y	
885	902	53207																					Y	
886	903	53212																					Y	
887	904	53227	Connecting the different bike friendly zones/islands within the city will help people connect to other parts of the city	Y																				
888	905	53213	As many more off-street bicycle trails as possible.							Y														
889	906	53012	Improving car traffic flow and speeds.								Y													
890	907	53202																					Y	
			I'd love to see more events like																					
891	908	53211	RW24, Santa Rampage etc. Also the more of rides likes the inner city rides.																			Y		
892	909	53204	Less aggressive drivers. I'm a street-biker from LA. But the drivers in Milwaukee bring new meaning to aggression.				Y																	
893	910	53208	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 like Waukesha so people have real options for public transportation.																					Y
894	911	53219																					Y	
895	912	53217																					Y	
896	913	53217	More bike racks in general. Safe and visible places to lock your bike.																Y					
897	914	53227																					Y	
898	915	53219	Much more convenient mass transit																					Y
899	916	53202																					Y	
900	917	53226																					Y	
901	918	53132	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 the right away.								Y						Y							
902	919	53208	Police liasons														Y							Y
903	920	52303	All cyclist should be required to have bike lights and helmet lights or be fined.																		Y			
904	921	53207																					Y	
905	922	53219	More bike parking racks through out the city and by businesses including the suburbs.																Y					
906	923	53222	Making drivers aware or cyclist in the street				Y																	
907	924	53172	enforce traffic laws						Y															
908	925	53207																					Y	
909	926	53211																					Y	
910	927	53220																					Y	
911	928	53219																					Y	
912	929	53217	Sometimes I need a car during the work day. This is the biggest impediment to biking to work.																					Y
913	930	53233																					Y	
914	932	53045	Education to the non-bicyclists. No one seems to know the rules of the road.					Y																
915	933	53212	be sure to maintain the existing bike paths and to ensure the safety of those riding them											Y										
			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														
917	935	53212	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														
918	936	53212																					Y	
919	937	53217																					Y	
920	938	53110	Signage and education.					Y									Y							
921	939	53110																					Y	
922	940	53235	More bike paths to get from South East side west of the city to pick up glacier drumlin trail	Y							Y													
923	941	53211																					Y	
924	942	53211	Lightning on bike paths																	Y				
925	943	53221	Bikes should keep off the sidewalks!																		Y			



[illegible]

## **Appendix H. Recommended Bicycle Improvements by Location**

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
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
2	11	53202	Water Street, Wisconsin Avenue, crossing over most bridges	Water Street through the CBD or pick a different street (Broadway/Milwaukee) to make the north/south bike corridor through downtown			Y								
3	35	53202			Y										
4	38	53202	W National Ave	W National Ave			Y								
5	40	53202	35th & Highland, Sherman Blvd.	Highland Blvd., Sherman Blvd., Greenfield Ave. East of 1st St. complete with bascule bridge.			Y								
6	51	53202	Water St.	Water St./1st			Y								
7	88	53202	Van Buren and Juneau	Van Buren and Brady		Y									
8	102	53202			Y										
9	103	53202		Lake Drive is so bad, a lot of pot holes from Lake Park and North.			Y								
10	139	53202	North & Humboldt, All of Fond du Lac	North & Humboldt		Y	Y								
11	140	53202	The ones where there aren't many bikers.	Fifth Ward, intersection of Oak Leaf, KK, and Hank Aaron trails		Y		Y				FIFTH WARD			
12	143	53202		Humboldt			Y								
13	144	53202	Brady Street.	Brady Street.			Y								
14	156	53202		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 north south path a connection to a prominent east west trail!							HANK AARON AND OAKLEAF				
15	159	53202			Y										
16	168	53202			Y										
17	173	53202	Prospect and Farwell	Prospect, Farwell, downtown area, Third Ward		Y		Y				DOWNTOWN	THIRD WARD		
18	179	53202	Honestly, almost everywhere west of i-43	National Ave, North Ave, Center			Y	Y				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		Y	Y	Y				LAYFAYETTE BLVD			
20	191	53202			Y										
21	194	53202	North Avenue, Capitol Drive, Center Street	North Avenue, Capitol Drive, Center Street			Y								
22	199	53202	Anything downtown	Anything downtown				Y				DOWNTOWN			
23	204	53202	Jackson/Van Buren (Easttown)	Clybourn to WELls through Easttown				Y	Y			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)					Y	Y	OAK LEAF AND DOWNTOWN				
25	209	53202	From experience, the densely traveled and populated East Side and Downtown areas seem unsafe for bicycles. The exceptions are a few bike lanes and the Oak Leaf Trail.	See above.				Y				EAST SIDE	DOWNTOWN		
26	214	53202	From a biking standpoint, the oak leaf trail between Lafayette hill and locust Street needs to be re-paved. If a kid were going really fast and hit one of the potholes, it could be very dangerous.	Oak leaf trail (see above), and any area where there is a lot of tourism traffic of large events. There is often a lot of broken glass and debris in the street that causes flat tires.							OAK LEAF				
27	217	53202			Y										
28	221	53202	Wisconsin Avenue/East-West Corridor; Water Street; National Avenue; Mitchell Street; 6th Street	I would like to see at least one east-west street and one north-south street with protected bike lanes running through the entire length of downtown				Y	Y	Y		DOWNTOWN			
29	225	53202	Brady St and surrounding area, downtown, many neighborhoods on the NW side.	Brady st / downtown				Y				DOWNTOWN	EAST SIDE	NORTHWEST SIDE	
30	245	53202	Water and Pleasant, all of North Avenue and Brady Street, all the Third Ward, all of Wisconsin Avenue	Brady, North, Wisconsin			Y					THIRD WARD			
31	267	53202			Y										
32	281	53202	Water Street and Brady Street Intersection. North Side of Milwaukee. Brady Street.	Water Street and Brady Street		Y	Y	Y				NORTH SIDE			
33	287	53202	North Side	Plankington and St Paul		Y		Y				NORTH SIDE			
34	297	53202	Biking on Lincoln Memorial Drive, need to direct to the Oak Leaf	Oak Leaf by the lake			Y				OAK LEAF AND LINCOLN MEMORIAL				
35	307	53202	There are too many to name. The design of our downtown streets is a disgrace. A dense and connected network of protected bicycle lanes should be established throughout the downtown.	Wisconsin Ave, Water St, Wells St, State St, Kilbourn Av, Michigan Av, Juneau Av, 6th St, Broadway, Milwaukee, Jackson, Van Buren, Prospect Av, Farwell Av			Y					DOWNTOWN			
36	310	53202	Mitchell Street, Brady Street, S. 1st Street, Farewell Avenue, Prospect Avenue	Historic Mitchell Street!!!!			Y								
37	313	53202	Prospect & Farwell	Prospect & Farwell		Y									

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
38	319	53202			Y										
39	341	53202		Van Buren should be one lane each way with protected bike lanes on either side			Y								
40	345	53202			Y										
41	347	53202			Y										
42	353	53202	Capitol and Brady street	East Brady-water st.-downtown-KK		Y		Y				DOWNTOWN			
43	356	53202	Lakefront					Y				LAKEFRONT			
44	363	53202	Roads that are under construction and narrower than usual	Water Street connecting the East Side and Downtown/Marquette			Y			Y					
45	369	53202			Y										
46	376	53202		Water & pleasant		Y									
47	379	53202	Most likely Westside intersections where drivers drive so fast	N Oakland St			Y					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		Y	Y	Y	Y	Y		DOWNTOWN			
50	470	53202	Prospect and Farwell avenue, Michigan avenue, N. water street, S. 1st street	Michigan Avenue		Y	Y								
51	474	53202	Brady @ Farwell, anywhere downtown to the Third Ward. Third Ward to Bay View (on street with heavy traffic and limited bike lanes)	Downtown to Thirdward, south to Bayview		Y		Y				BAYVIEW	THIRD WARD	DOWNTOWN	
52	492	53202	Astor st between jueanu and brady	Routes that go west, perhaps underneath the interstate			Y			Y					
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		Y				DOWNTOWN			
54	503	53202	All downtown intersections!			Y		Y				DOWNTOWN			
55	527	53202	Not sure. In my neighborhood Lafayette Hill whee it connects with Lafayette Pl 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		Y				EAST SIDE			
56	530	53202	5 points Brady St	5 points Brady St		Y									
57	541	53202	Prospect, Farwell, Brady Streets			Y									
58	562	53202		Beady/water and humboldt		Y									
59	568	53202	North and farwell, farwell and brady	Farwell and brady		Y									
60	577	53202			Y										
61	583	53202	Water Street, Wells Street, North Ave	Wells Street			Y								
62	608	53202			Y										
63	627	53202	downtown	Water and Wells		Y		Y				DOWNTOWN			
64	633	53202			Y										
65	636	53202	Water&pleasant, turnoff @water & brady, kilbourn&6th	Water st in general. Holton&north		Y									
66	643	53202	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.							OAK LEAF TO BAY VIEW	BAY VIEW			
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.		Y									
68	649	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				Y				DOWNTOWN			
69	650	53202			Y										
70	657	53202			Y										
71	661	53202	Capital Dr, North Ave, Greenfield Ave, Bluemound Rd	Most major streets from the lake heading west.			Y			Y					
72	662	53202		Lake drive is in awful condition a needs a dedicated bike lane.			Y								
73	663	53202			Y										
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		Y	Y								
75	689	53202	Wisconsin& Kilbourn Avenues	East Town & Downtown			Y	Y				EAST TOWN	DOWNTOWN		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
76	701	53202			Y										
77	702	53202			Y										
78	708	53202			Y										
79	766	53202			Y										
80	778	53202	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 bury.			Y	Y								
81	804	53202	1. 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			
82	806	53202			Y										
83	813	53202		Brady Street could really use a bike lane			Y								
84	821	53202			Y										
85	823	53202	In my neighborhood, Van Buren Street moves traffic. During rush hour, 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								
86	835	53202	Can't think of any.	Again, I don't have any in mind.	Y										
87	853	53202	Water Street				Y								
88	875	53202	Locust street, Wisconsin Avenue, Water street	Locust street, Wisconsin Avenue, Water street			Y								
89	887	53202			Y										
90	907	53202			Y										
91	916	53202	many downtown street	route to south side					Y			DOWNTOWN			
92	2	53203			Y										
93	15	53203	Downtown					Y				DOWNTOWN			
94	18	53203	Hampton and Oak Leaf	Hampton and Oak Leaf		Y					OAK LEAF & HAMPTON				
95	117	53203		Brady street			Y								
96	337	53203	Prospect Ave., Wells St. , water street corridor in the third ward	All bridges to include bike lanes and safe pavement for bikes.			Y								
97	495	53203	All of them, Bad Drivers mostly	Milwaukee bike paths, some are really bad							ALL TRAILS				
98	682	53203	Anywhere but a quiet side street. Couldn't say; I rarely bike on streets any longer.	All?	Y										
99	773	53203	Fond Du Lac Ave. is rough.	Fond Du Lac Ave.			Y								
100	847	53203	Water St, Wisconsin Ave,	Water St and Wisconsin Ave.		Y									
101	22	53204	North Ave; Center St; Lincoln Ave; Greenfield Ave	KK & Howell & Lincoln; Prospect/Farwell & North; W Washington St; W Walnut St			Y								
102	90	53204	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			Y								
103	100	53204	Water St. & 1st St.; National Ave.; Fond du Lac Ave.; North Ave.; Center St. (west of Holton)	Water St.; 27th St. (south of Oklahoma)		Y	Y								
104	222	53204			Y										
105	237	53204		Washington St / Scott St. greenway											
106	303	53204	Downtown / third ward	East-west on National or alt route.				Y				DOWNTOWN	THIRD WARD		
107	366	53204	Bluemound Road (East/West Corridor)	Bluemound Road (East/West Corridor)			Y			Y					
108	499	53204			Y										
109	505	53204			Y										
110	554	53204			Y										
111	666	53204	Greenfield Ave., National Ave., Wisconsin Ave.	Same as above			Y								
112	677	53204	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, Layton Boulevard, Cesar Chavez Drive, even Pierce Street, all lack designated bike lanes.	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			
113	748	53204	Water street bearing Brady.												
114	815	53204		downtown, southside				Y				DOWNTOWN	SOUTH SIDE		
115	909	53204	Brady Street	Bradley west of 60th St.			Y								
116	315	53205	Fond Du Lac/Burleigh	North Av.		Y	Y								
117	513	53205			Y										



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
145	274	53207	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 Vollmer due to the diner on the corner.			Y									
146	283	53207	Superior St (around S. Shore Park) Lincoln/KK/Howel	Lincoln/KK/Howel		Y	Y								
147	284	53207			Y										
148	294	53207	Downtown: Highland & 10th; Wells & 10th; 6th Street MATC area; Police Administration Building area	Downtown		Y		Y				DOWNTOWN			
149	295	53207			Y										
150	301	53207	Tipppecanoe to downtown.	Every intersection with KK.		Y	Y	Y				DOWNTOWN	TIPPECANOE		
151	305	53207	The third ward - particularly the intersection of Chicago St and Milwaukee St. That area and the area in front of Summerfest should be much more bicyclist friendly. For many of us it is a link to getting from Bay View/ Walker's Point to the lakefront and further North.	same as above - from third ward through to downtown		Y		Y				THIRD WARD			
152	316	53207	Section just North of Baview, as you are heading north on KK from Lincoln/Bay but before you get to the bike path.	same				Y				BAY VIEW			
153	320	53207	National avenue, 27th st, Oklahoma, 6th street to airport	Connecting the oak leaf trail and more bike paths that connect the south and west sides of Milwaukee to downtown. 6th street to airport			Y		Y	Y	OAK LEAF TO SOUTH AND WEST SIDE	SOUTH SIDE	WEST SIDE		
154	326	53207	Oklahoma Avenue and Chase/Okla intersection	Chase & Oklahoma		Y									
155	328	53207	Crossing over 1st st, if I need to turn on to Maple is 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	53207	N/A	N/A	Y										
157	342	53207	No direct off street path from downtown to Bay View. KK Ave in particular. Also 1st and 2nd St through Walker's Point are dangerous. Oklahoma Ave is a nightmare to bike on from Chase to KK Ave	Off street path to Bay View, why does the East side get multiple off street paths and nothing on the south side?			Y	Y	Y		OFF STREET PATH TO BAY VIEW	DOWNTOWN	BAY VIEW	WALKER'S POINT	SOUTH SIDE
158	343	53207	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 frequently; I've been in this bike lane and had cars pass by me with their tires in the bike lane. Anywhere on the north side. People are driving freeway speeds on the north side (anywhere on the north side), and people are supposed to feel comfortable using a bike lane?	S. Clement Ave. for the potholes as I use this a lot to get to Bay View, where I spend a lot of time.			Y					NORTH SIDE			
159	359	53207	None	None	Y										
160	361	53207	St. Paul	St. Paul			Y								
161	362	53207	Howard and Howell. Any place downtown. Pretty much any major intersection. Cars do not pay attention, go to fast, and are not attentive. Too many people not obeying traffic rules and that includes bicyclist. Everybody is in a hurry and don't pay attention to pedestrians or bikes. It's nearly once a day I nearly get hit in an intersection as a pedestrian.	Howell into Bayview		Y		Y				DOWNTOWN			
162	380	53207	1st & Maple	1st St is horrible, 2nd st or the bike path are nice options, but the bike path goes towards the river & that is out of the way for me.		Y									
163	381	53207	All of downtown.	All of downtown.				Y				DOWNTOWN			
164	390	53207	Lincoln Memorial Drive @ Oak Leaf	Lincoln Memorial Drive @ Oak Leaf		Y					OAK LEAF & LINCOLN MEMORIAL				
165	398	53207	Kinnickinnic Ave	KK River trail			Y				KK RIVER TRAIL				
166	401	53207	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			Y	Y				THIRD WARD			
167	403	53207			Y										
168	419	53207			Y										
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		Y	Y								
170	424	53207	nearby entrances to freeways (794, 41, 94), high vol traffic avenues (eg., oklahoma, holt, chase)	high-vol avenues should have safe bike lanes and/or sidewalks			Y								
171	430	53207		Howard ave at I94 is dangerous for bicycles at 6:30 and other I94 crossings are not readily accessible			Y								
172	441	53207	Downtown	Bay View to Downtown Route				Y				BAY VIEW	DOWNTOWN		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
173	442	53207			Y				Y						
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	53207	Downtown north/south - how can there not be a designated, safe bike route?	Getting through downtown north/south				Y	Y			DOWNTOWN			
176	478	53207	I pretty much won't ride anywhere on the north side of town, I just head south out of Bay View. Nicer conditions, fewer aggressive/unsafe drivers	Howell Ave, major arterials on south side; protection for bike lanes on Farwell/Prospect - too many people parking in them for deliveries, etc.			Y	Y				NORTH SIDE	SOUTH SIDE		
177	498	53207			Y										
178	511	53207	Multiple intersections along Kinnickinnick and first street.			Y									
179	512	53207	Water Street, Brady St, Center St(esp. Center and Bremen), Humboldt and North	Water St, Brady St.		Y	Y								
180	522	53207			Y										
181	526	53207			Y										
182	529	53207	KK from Bayview to downtown	KK from Bayview to downtown			Y								
183	533	53207			Y										
184	538	53207	the corridor connecting downtown with Bayview through walkers point. It's very tight car wise and adding a bike makes me nervous. I am not a super savvy biker to begin with but I actively avoid going downtown via bicycle because of that section.	The connection on first street taking bayview to downtown milwaukee. Also, generally speaking better bike lanes downtown.			Y					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.		Y										
186	581	53207	Third Ward should have bike lanes	Clement Ave between Kinnickinnic and Howard			Y	Y				THIRD WARD			
187	587	53207	The intersection near Mitchell street by the MCTS station, and the KK to 1st to water	Any corridors on the southside		Y									
188	597	53207	Kinnickinnic and Lincoln,Kinnickinnic and S. 1st St. and Mitchell areas	For the purposes of bicycling, Kinnickinnic and S. 1st St & Mitchell		Y									
189	599	53207	Kinnickinnic & Morgan Ave.	Water Street - Through the 3rd water		Y	Y								
190	603	53207	many..... Lake Drive, KK from Beacher to downtown, and any road traveling West from Howard Ave-Silver Spring.	It's almost impossible to travel West on any of the streets.			Y			Y					
191	607	53207	Southside to Downtown	Bayview to Downtown				Y	Y			DOWNTOWN	SOUTH SIDE	BAY VIEW	
192	610	53207		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	53207	On my route, S 6th Street between Morgan and the KK river trail, there are too few stop signs/traffic lights. So despite being a residential street for large sections, traffic is heavy during rush hours and fast any other time. Also, the bike path coming off (and travelling south, of the KK River Trail at S 6th St abruptly stops at 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 paths on both sides of the street. That segment could also really use some new stripes for the cars, which drive very fast down that hill. There intersection of Morgan and S 6th St gets a lot of traffic and needs much repair. It is also very wide on all sides and could easily be made to slow traffic a bit to be safer for all.	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.											
195	618	53207	Pretty much all of them.	Along our main streets			Y								
196	647	53207			Y										
197	676	53207	kk bayview to downtown	kk bayview to downtown			Y	Y	Y			BAY VIEW	DOWNTOWN		
198	681	53207	Lots of them on the northwest side	Wisconsin Ave or Wells Ave (Something that goes east and west near downtown to Tosa)			Y	Y		Y		NORTHWEST SIDE			
199	685	53207	Downtown provides poor separation for bicycles and motorists. The north side is horribly unsafe for bicyclists due to people using the shoulder as a passing lane. This need to be enforced by police more frequently.	Downtown, and a further development along rail corridors (walkers point, bay view, etc)				Y				DOWNTOWN	NORTH SIDE	WALKER'S POINT	BAY VIEW



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
200	706	53207	1st Street off of Bay Street, downtown Milwaukee, Howell Avenue and KK	Downtown Milwaukee, 1st Street off of Bay Street, Howell Avenue & KK		Y		Y				DOWNTOWN			
201	712	53207			Y										
202	727	53207	KK	Chase Ave and KK		Y	Y								
203	728	53207	kinnickinnic Ave between Okl & entrance to KK River Trail at Maple	Same as above			Y								
204	729	53207	In my area, Oklahoma--I like to connect to the parkway and have to cross Oklahoma twice	Oklahoma and Howell--better access to Humboldt Park and South Shore/Oak leaf trail (also on the East side, better/safer connections to Oak Leaf		Y		Y			OAK LEAF	EAST SIDE			
205	730	53207	As a resident of Bayview, I feel that KK and Lincoln have the highest concern, not just for cyclist, but also pedestrians	KK and Lincoln		Y									
206	731	53207													
207	732	53207	First Street in Walker's Point and Water Street downtown are very busy with no bike lanes. One can use other streets, such as 2nd Street, but there isn't a good north/south biking street downtown right now.	My first concern is creating logical, safe, obvious connections between bike routes or bike paths. Like the Water Street bike route - is really unconnected to anything. Repave wherever there is choppy, bumpy pavement, such as East Oklahoma Avenue. I hate riding there. The 6th Street Roundabout in Walker's Point is also awkward for bikes.			Y	Y				DOWNTOWN			
208	733	53207	Downtown & 3rd ward	Water street & KK			Y					DOWNTOWN	THIRD WARD		
209	735	53207	Lincoln/KK. Howell. Water street	Lincoln/KK. Water street/1st street		Y	Y								
210	736	53207	Anything close to downtown or high crime areas.	KK. Just having a bike lane doesn't make it safe. If someone doesn't see me and opens their door while parked, i don't have time or space to safely respond.			Y	Y				DOWNTOWN			
211	737	53207			Y										
212	781	53207	Kinnickinnic Ave. bridge.	Bay View to Walkers Point			Y	Y	Y			BAY VIEW	WALKER'S POINT		
213	796	53207	Howard Ave, Fond Du Lac Ave, Lisbon Ave, Capitol Dr, Chase Ave	Same as above question			Y								
214	802	53207	Milwaukee's southside.	Milwaukee's southside.				Y				SOUTH SIDE			
215	808	53207	Howell and Lincoln.			Y									
216	809	53207	Not quite part of Milwaukee, but 108th street is really unnerving for a biker. Streets like that should have a bike lane.	Raised bike lane on KK like they have on bay street?			Y								
217	810	53207	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 notorious for speeding and I work adjacent to it.				Y								
218	817	53207		Bay View to Downtown				Y	Y			BAY VIEW	DOWNTOWN		
219	819	53207	,north ave is crazy, 2nd street is crazy, 1st. St. where it transitions from walkers point to bay view.	I wanna a better way between bayview and downtown, plus some better lighting it's a safety thing.			Y	Y	Y			BAY VIEW	DOWNTOWN		
220	838	53207	KK/1st and Maple	KK/1st and Maple		Y									
221	840	53207	Kinnickinnic Avenue (water/1st st) from Bay View to Downtown. There should be a better more protected bike lane between these two areas.	Bay View to Downtown			Y		Y			BAY VIEW	DOWNTOWN		
222	849	53207	For me its at Lincoln, Howell, and KK. Also at howell and Oklahoma.	Of course, I would love a bike lane on the Hoan and would use it daily plus invite friends from out of town to ride it. Heading through downtown, i don't have a good sense of bicycle safety		Y		Y				DOWNTOWN			
223	854	53207			Y										
224	861	53207	Howell and Lincoln plus Chase and Oklahoma	Bay View to Miller Park and Downtown		Y		Y	Y			BAY VIEW	DOWNTOWN		
225	862	53207	Oklahoma Ave has no bike lane once east of Chase or West of 6th. Chase AV has terrible potholes starting st Oklahoma and going north to Lincoln, the path that leads to the Oak Leaf trail heading to Hank Aaron Trail. The street parking also makes it difficult to manage the potholes without interfering with traffic and safety	Chase Ave north of Oklahoma!!!			Y								
226	863	53207			Y										
227	866	53207	Layton and Howell Ave	Not sure at this time.		Y									
228	867	53207			Y										
229	869	53207			Y										
230	872	53207			Y										
231	874	53207	Milwaukee and Clybourn, Broadway and Clybourn, Kinnickinnic and Lincoln/Howell, 1st St and Maple (trail entrance)	3rd Ward through streets to downtown		Y		Y				THIRD WARD	DOWNTOWN		
232	877	53207			Y										
233	878	53207	Lincoln, KK and becher	Same		Y									
234	879	53207			Y										

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
235	894	53207	Water Street downtown, Howell & Lincoln intersection	Water Street downtown, Howell & Lincoln intersection		Y	Y								
236	896	53207	Lincoln/KK	Lincoln/KK		Y									
237	902	53207			Y										
238	921	53207			Y										
239	925	53207			Y										
240	934	53207	Potholes like crazy on Chase Ave! Also debris on the road and speeding traffic.	Chase Ave. From Holt to 1st Street/1st north to Lincoln			Y								
241	945	53207	Lincoln Memorial and Michigan intersection. I hope the reconstruction improves matters. I'm also concerned about downtown streets that I use at night rather than remote lakefront and other separated paths.	Bradley Road west of Oak Leaf Trail to Park Place offices.		Y		Y				DOWNTOWN			
242	950	53207	Chase y calle Holt	Primera y calle greenfield y Kinnickinnic y calle Bay/Becher		Y									
243	13	53208	West side to downtown					Y		Y		WEST SIDE			
244	19	53208	35th & Vliet, Walnut near Schlitz Park (where the lane drops with no sign and cars drive in bike lane). Entire chunks of main streets such as Center, North and Lisbon have no safe bike lanes for approx 2 miles, all in the same stretch.	More east-west corridors that don't run in to downtown: examples being Highland Blvd, Lisbon/Walnut, Brown/Vine, Vliet. Basically any access between neighborhoods.		Y				Y					
245	64	53208	Brady Street, Water Street, Farwell and Prospect Avenue	Prospect and Kilbourn Ave		Y	Y								
246	68	53208			Y										
247	81	53208	Bike lane on Roosevelt, bike lane on Lisbon/Walnut, bike lane on North Av east of Humboldt, bike lane on KK	27th St or 35th St, there isn't a good N S corridor for bikes			Y		Y						
248	89	53208	Diagonal intersections;Highway 100	Safety - going downtown to the west		Y	Y	Y		Y		DOWNTOWN	WEST SIDE		
249	108	53208			Y										
250	137	53208	downtown milwaukee					Y				DOWNTOWN			
251	158	53208		Highland Avenue			Y								
252	163	53208	Wisconsin Avenue, 25th Street, 35th Street				Y								
253	175	53208	?	Vliet			Y								
254	185	53208	Any intersection with Bluemound Road, National Avenue, Wisconsin Avenue	Connections between the existing trail networks and keeping the bike lanes maintained and visible on major streets like Lisbon, Highland, State Street, Wisconsin Avenue, 17th Street and Fond du Lac Ave.		Y	Y				ALL TRAILS				
255	192	53208	Highland from Washington Park to downtown,	Need a safe north/south route on north side in middle of city				Y	Y			WASHINGTON PARK	DOWNTOWN	NORTH SIDE	
256	195	53208	In Milwaukee, the corridor on Hawley between Bluemound and Vliet is dangerous for bikes, but is the only practical connection between my neighborhood and businesses on Vliet St. I would bike north more frequently if that were safer. On my commute in Tosa, I would flag the Medical College area (again in Tosa, but close to Milwaukee border) as a high safety concern - lots of intersecting traffic and not designed for bicycles.	See answers above.			Y								
257	197	53208	Virtually all major wide roadways lack dedicated and protected cycling lanes and intersection lighting	Wisconsin Avenue should be improved ... especially west of downtown towards Miller valley			Y					WEST SIDE			
258	201	53208			Y										
259	212	53208			Y										
260	215	53208	Sadly, many of them. Too many people running red lights.	State St. & 27th		Y									
261	238	53208	27th St., Highland to Wisconsin Ave.	Above, and Wi. Ave. 27th to 35th			Y								
262	252	53208	Mayfair Road	Hawley Road between I-94 and Vliet St, especially the section between Wells and McKinley Ave			Y								
263	254	53208	Just about anything along a primary road.	35th Street North of National corridor, Clybourn St West of 27th corridor.			Y								
264	264	53208			Y										
265	270	53208			Y										
266	273	53208	hwy 175				Y								

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
267	276	53208	There is not a really good route to get to the Third Ward from the Northwest of town - downtown is dangerous for bikes	downtown corridor (west of lakefront)				Y				THIRD WARD	NORTHWEST	DOWNTOWN	
268	278	53208	Canal Street at 25th street, N 76th on Hank Aaron Trail	Access streets into Downtown			Y	Y				DOWNTOWN			
269	282	53208	My greatest bike safety concerns are when cars pass traffic on the right using bike lanes (this happens regularly on Washington Boulevard).	Wisconsin Avenue and/or Bluemound Road			Y								
270	285	53208	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 hazard to life to try to ride. There are very rideable and navigable parallel streets that resources should be assigned to to improve conditions and signage to assembe a workable bike route. I can get anywhere in this city, just takes alot of effort to find the routes.	Same answer as above. Stop wasting resources on streets that no one realistically is going to bike and direct resources to functional calmer parallel streets to build a functional network.											
271	290	53208	I don't know.	I don't know ( I would need to bike to know)	Y										
272	311	53208			Y										
273	318	53208			Y										
274	329	53208	Hwy100 Lincoln thru Greenfield. Greenfield from Hank Aaron reroute to new Berlin trail, downtown city streets (Wisconsin ave, etc)	Hwy 100 at Stallis cross town connector needs to have overpass option to cross street.			Y	Y			HANK AARON TO NEW BERLIN TRAIL	DOWNTOWN			
275	348	53208	33 ST AND LISBON	LISBON AND BROWN		Y									
276	371	53208	27th & 35th Streets	All		Y									
277	382	53208	North Ave/ Lisbon intersection before freeway	North Ave/ Lisbon intersection before freeway		Y									
278	412	53208	North Ave, West of 60th. Despite green lanes and seemingly "bike friendly" establishments/parking. Drivers go too fast, and I've seen mopeds in the bike lane often. Also, any intersection where I encounter a vehicle with full limo tint and unable to gauge driver awareness	No specific ideas, except making our existing bike infrastructure more cohesive and connected.....with MAPS!		Y	Y								
279	418	53208	main streets ... 35th/WI, 27th/WI, Wells Street downtown	HAST beyond 97th before 2022			Y								
280	428	53208			Y										
281	433	53208	North avenue	Lake drive			Y								
282	437	53208	Vliet St - Lake Shore Drive	Lake Shore Drive			Y								
283	453	53208	St st. Paul Avenue West	Protected bike parking at intermodal station			Y								
284	483	53208	Water street, downtown?	State street from 27th to 35th			Y	Y				DOWNTOWN			
285	502	53208	27th Street, Wisconsin Avenue	27th Street, Wisconsin Avenue			Y								
286	557	53208			Y										
287	558	53208	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 right to go slower and enjoy the space!) and very unsafe and unwelcomed on the road!	Water, Lake Dr., KK, Lisbon, Fondu Lac, 55/Hawley			Y								
288	573	53208			Y										
289	595	53208			Y										
290	601	53208	There are few good north/south routes in the center city west of 2nd Street. I frequently have to travel between the south and near north side across the Menomonee Valley and there are no real good options. Whatever route you choose, you end up riding in traffic with vehicles.	North/south routes in center of city (see above)				Y	Y			SOUTH SIDE	NORTH SIDE	MENOMONEE VALLEY	
291	606	53208	Highland Blvd	Highland Blvd			Y								
292	623	53208			Y										
293	630	53208	Hawley Street - cannot bike kids to school.	Hawley Street and off and on ramps to state street			Y								
294	640	53208		Wisconsin Ave. east to downtown			Y	Y		Y		DOWNTOWN			

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
295	671	53208	Biking across the north side of the city of Milwaukee from east to west and north to south. Bike trials go around the inner city. Lets build connector trails convert railways to trails on the north side going east and west and north and south.	LETS BUILD OUR FIRST BIKE BOULIVARD IN MILWAUKEE!!! Vliet Street is PERFECT! This is not a heavy used major east west city street. It goes from the new Bucks Arena and downtown all the way to Wauwatosa connecting with the Milwaukee County trail going to south to Greenfield and north to Brown Deer Rd and burbs northwest. Think about bus and bike lanes protected, parking and one lane for vehicles. This 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 Go Home!			Y	Y	Y	Y		NORTH SIDE	WEST SIDE		
296	683	53208	Connecting to Hank Aaron a trail by Canal St and Harley Museum. Absolutely murderous intersection.	Hawley Street bridge over State Street		Y	Y				HANK AARON AND CANAL				
297	697	53208	We live and work on/near Lisbon Ave. and Sherman Bl... Need I say more?	35th & Lisbon		Y	Y								
298	699	53208	North Avenue, Capitol				Y								
299	724	53208			Y										
300	738	53208			Y										
301	739	53208			Y										
302	740	53208	Hawley Road (between Vliet and Bluemound)	Hawley Road (between Vliet and Bluemound) and any MAJOR roads between or en route to trails. There is no safe way to get from Washington Heights to the Oak Leaf without riding on Hawley, a dangerous high speed bridge.			Y				OAK LEAF TO WASHINGTON HEIGHTS				
303	741	53208			Y										
304	742	53208	North & Lisbon. 27th & Highland.	North ave from Wauwatosa to the Eastside. Transitions from Wick Park neighborhood to Menomonee Valley.		Y	Y	Y				EAST SIDE	WAUWATOSA	MENOMONEE VALLEY	
305	743	53208	Far west side, highway 100, north side 76th/60th and 92nd are all hard to ride on	I think that going east/west is safer then north south unless by the lake or far west side be the parkway			Y	Y	Y			WEST SIDE	NORTH SIDE		
306	744	53208	Hawley Road, Washington Blvd, Vliet	Hawley Road, Washington Blvd, Vliet			Y								
307	745	53208			Y										
308	746	53208			Y										
309	747	53208			Y										
310	749	53208	Hawley Rd, State Street, Vliet	Accessing Hank Aaron Trail from Washington Park area and other areas north of the trail.			Y				HANK AARON FROM NORTH				
311	750	53208			Y										
312	751	53208	north ave between Holton and Lisbon, Center st same stretch,	north side typically between Holton and 50th			Y	Y				NORTH SIDE			
313	752	53208		The path from the east end of the Hank Aaron trail to the lakefront.							HANK AARON TO LAKEFRONT				
314	754	53208			Y										
315	755	53208			Y										
316	756	53208	Too many to name.		Y										
317	757	53208	I don't ride enough in the city to be able to answer this.	I'd love to be able to ride to work in the Third Ward from my home but there is no real safe or convenient (trail) way to get there.	Y							THIRD WARD			
318	758	53208			Y										
319	759	53208	North Ave., East Tosa/Washington Heights area				Y	Y				WASHINGTON HEIGHTS			
320	760	53208	NA	NA	Y		Y	Y							

[illegible]

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
343	910	53208			Y										
344	919	53208	Lisbon/Walnut corridor	Vliet/Milwaukee Street corridor			Y								
345	72	53209		Oakleaf trail crossing Hampton		Y					OAK LEAF & HAMPTON				
			Safety lanes along major streets like Capitol and Silver Spring. I've seen cars drive and speed recklessly in bike lanes.	Not sure			Y								
346	80	53209					Y								
347	271	53209	Port W Rd				Y								
348	333	53209	silverspring	Port Washington rd and Silverspring		Y	Y								
349	420	53209	Oakland corridor near UWM	Oakland corridor			Y								
350	569	53209			Y										
			There is no safe way to cross National Ave, therefore cutting off neighborhoods from the south to access the Hank Aaron ST	Need a safe way to cross National Ave.		Y									
351	575	53209				Y									
			W. Silver Spring Drive and N. Port Washington Road	Oak Leaf Trail - Could not get through Riverside Park to Beerline Trail. Not very good signage.		Y					OAK LEAF TRAIL				
352	725	53209													
			Most streets in nw side. Too much speeding	57 between teutonia to mequon road and further-- its so beautiful hate driving all the time			Y								
353	776	53209					Y								
354	805	53209	Westtown	Westtown				Y				WEST TOWN			
			Water & McKinley, cherry & commerce, Milwaukee river parkway & silver spring	Same as above		Y									
355	837	53209				Y									
356	859	53209			Y										
			Center/60th/Lisbon, MLK/Locust, Sherman Bvd, Burleigh from Union Cemetery to Hwy 100	60th/Lisbon/Center.		Y	Y								
357	7	53210				Y									
			Sherman Blvd & Burligh St and MLK Dr & Burligh St	Auer Ave & MLK Dr.		Y									
358	98	53210				Y									
359	115	53210	3 way intersections like north, lisbon, & 47th			Y									
360	206	53210	Center and Sherman	Sherman Blvd		Y	Y								
			Lisbon Ave from 175 to Fond du Lac; Center - the whole thing; North - the whole thing.	Connectivity from Sherman/Washington Park to the Valley and to the Menomonee River Parkway. From there, I could get anywhere I wanted to go.			Y	Y				WASHINGTON PARK	SHERMAN PARK	MENOMONEE VALLEY	
			Anywhere downtown. Lots of unmonitored double-parking, ignorant drivers, etc. Separating bike from car here would be wonderful.					Y				DOWNTOWN			
362	314	53210			Y										
363	321	53210		Center Street from Sherman Boulevard to 60th Street.			Y								
364	489	53210		Center Street from Sherman Boulevard to 60th Street.			Y								
365	536	53210			Y										
366	560	53210			Y										
367	605	53210			Y										
			Sherman/Burleigh, Burleigh/46th St., Sherman/Locust, Fond du Lac Ave/35th St., 60th/Silver Spring, 76th/Hampton	All the ones mentioned above		Y									
368	642	53210				Y									
369	675	53210	Lisbon	47th @ Lisbon and North		Y	Y								
			Almost all of the major streets in the inner city (e.g. Capitol Drive, Center Street, North Avenue, Fondu Lac, etc)				Y	Y				INNER CITY			
370	753	53210			Y										
371	762	53210					Y								
372	782	53210	W. Pierce Street, S. 35th St				Y								
373	792	53210			Y										
			West Burleigh, Lisbon, 124th Street and nearby corridors are dangerous	124th and Burleigh and 124th and Capital		Y	Y								
374	795	53210													
			Appleton and 60th Street, there isn't a traffic light to turn going North, there's only one going South. Also, 16th St., drivers do not stop at the pedestrian cross walks.	All of 35th Street											
375	834	53210				Y	Y								
			Bikes should be discouraged from using Maryland Avenue between Farwell and Kenwood. Intersection of North/Prospect/Maryland very confusing. Fix connection near North/Commerce.	Instead of Maryland, I would turn Frederick and Murray into one-way pair bike boulevards between North and UWM.		Y									
376	5	53211				Y									
			The turn on Brady/Water is really dangerous.	There are a lot of terrible roads on the Eastside. Murray is awfully bad from newberry and park, linnwood gets bad from murray			Y	Y				EAST SIDE			
377	17	53211			Y										
378	33	53211	Major roads around malls, most major divided roads				Y								
			North Avenue is a mess. The bicycle lane disappears and randomly reappears repeatedly and the road is very poorly maintained.	The west side in general.			Y	Y				WEST SIDE			
379	44	53211													
380	49	53211	any major intersection	lake drive		Y	Y	Y							
381	56	53211			Y										

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
382	61	53211	I ride Center Street a lot. It's not very fun, though has been improved lately.	Riding across the Locust bridge and then turning left to get to Center is weird. I've started riding on 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 exception in this case because it does not feel sane trying to make the maneuver on the street. No idea how to make it better though...			Y								
383	65	53211	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 turning car while crossing Michigan on Lincoln Memorial Drive, forced into a parked car too far from the curb by passing traffic on Newhall near Newport, by someone pulling into a parking space on Farwell near North, by someone pulling out of a parking space on Kinnickinnic near Lincoln, and by a car that failed to yield right of way when it had a stop sign and I did not at Hartford and Cramer.	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 across the grid. Every two to four miles would be ideal to minimize the amount of distance necessary to travel by shared roadway, but even a few more spaced throughout the city would help.			Y								
384	67	53211	The areas just west of I-43 westward to 35th street, North Avenue north to Good Hope Rd.	Any area of town occupied by minorities and poor people			Y	Y				WEST SIDE	POOR NEIGHBORHOODS		
385	69	53211	Silver Spring & Port Washington Rd., and the intersection of Green Bay Rd. & Brown Deer Rd.	(See previous answer)		Y									
386	74	53211	The 5 way where Brady meets Oakland, Farwell, and Prospect.	The 5 way on Brady, Humboldt north of Brady (too narrow)		Y									
387	75	53211	Kinnickinnic, Lake Drive, Capitol Drive	Kinnickinnic, Lake Drive, Capitol Drive			Y								
388	79	53211	Lake Drive NEEDS a bike lane	Locust Street			Y								
389	93	53211	downtown as you get farther from Oak Leaf needs better signage and better maintained bike lanes					Y				DOWNTOWN			
390	122	53211			Y										
391	125	53211			Y										
392	127	53211	Capitol Drive, Highway 100 and Bluemound Road are not safe.	The streets connecting Bay View to Walker's Point could stand to be improved for even more and better bicycle accessibility.			Y	Y				BAY VIEW	WALKER'S POINT		
393	130	53211			Y										
394	131	53211	I hate biking and walking on Locust Street between Oakland and Humboldt. Very hostile. Also, I hate biking on Water Street downtown. Both these locations are the only connecting route options and both feel extremely unsafe.	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, 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.			Y				OAK LEAF AND BEERLINE TRAILS				
395	145	53211	Non traffic light crossings. Cars do not stop and you wait a long time to cross the street	Cambridge & Locust crossing from the Oak Leaf Trail		Y									
396	147	53211	National Ave, Lincoln Ave, North Ave, Capitol Dr, Fond du Lac Ave, S. 16th St, S. 27th St, S. 6th St	Cesar Chavez Dr. and National Ave.			Y								
397	148	53211	Cycling from the north shore to the western suburbs (tosa, Brookfield) is pretty unpleasant and sometimes unsafe					Y			NORTH SHORE	WESTERN SUBURBS			
398	149	53211	Michigan Ave downtown	All of Maryland Ave			Y								
399	152	53211	Michigan Street from the Lake to 6th St. (getting from the Oak Leaf to the Hank Aaron). Also, most East/West routes are kind of scary between Wauwatosa and Milwaukee.	General trail maintenance. The oak leaf is becoming especially bad			Y			Y	TRAILS IN GENERAL				
400	160	53211	Locust and Oakland, Oakland and North, North and Humboldt, Downer and Newberry, Water and Wisconsin, 6th and Wisconsin, 6th and Wells, 27th and Center, 16th and Wisconsin, 27th and Wisconsin, Water and St. Paul, 35th and Wisconsin	Locust and Humboldt to Locust and Oakland as well as North Avenue from Humboldt all the way to Downer											
401	172	53211			Y	Y	Y								
402	174	53211	All of downtown	Downtown				Y				DOWNTOWN			
403	178	53211	Heading west is very difficult and intersections are often dangerous. Bike lanes going through downtown and	I'm interested in the discussion of improving the 30th street corridor as well			Y	Y		Y		DOWNTOWN	THIRD WARD	FIFTH WARD	
404	193	53211			Y										
405	200	53211	Oakland and Edgewood.	The Eastside Oakleaf Trail.		Y					OAK LEAF TRAIL				

[illegible]



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
			I am concerned about safety of bicyclists on Lake Drive. I frequently observe motorists speeding near/around bicyclists on both Lincoln Memorial (when bicyclists use the road vs separated mixed use trail) as well as on Lake Drive from Kenwood up through the north suburbs.	My selfish priority is Downer between Capital and Kenwood, the area I frequently travel through between home, my childrens' daycare, and work. The road surface is poorly maintained here. I also think that this area would be an excellent place to consider a separated bike lane because it is a very wide road which is frequently traveled by bicyclists.											
435	389	53211				Y									
436	395	53211		an east-west connection that isn't the Hank Aaron					Y						
437	406	53211	Wisconsin Ave is scary, especially downtown	Canal Street could use a bike lane, it is integral to Hank Aaron		Y		Y				DOWNTOWN			
438	410	53211			Y										
439	431	53211	Much more of downtown/third ward in general					Y				DOWNTOWN	THIRD WARD		
440	439	53211	All of Downtown. It's very difficult to get through downtown feeling safe.	S. 1st St.			Y	Y				DOWNTOWN			
441	449	53211			Y										
442	459	53211	Lisbon Ave. Although there are bike lanes, there are MANY potholes. It's unfortuante because this would be the most direct route for me to get to work, but I often take a longer route to avoid the hassle of potholes.	Lisbon Ave. or any direct route north of the hank aaron that goes west i.e. East Side---Tosa			Y								
443	461	53211	locust west of oakland, hampton on oakleaf trail			Y				Y		EAST SIDE	TOSA		
444	466	53211	3rd and wells, Wisconsin Ave, Lisbon ave	3rd and wells, Wisconsin ave, Lisbon ave, North ave		Y	Y								
445	473	53211			Y										
446	482	53211			Y										
447	486	53211			Y										
448	488	53211		North Ave.			Y								
449	496	53211			Y										
450	497	53211			Y										
451	500	53211			Y										
452	506	53211			Y										
453	524	53211			Y										
454	534	53211			Y										
455	537	53211	down town is not comfortable also Brady St. Because of narrow roads, no bike lanes and heavy traffic.	Down town and the third ward.				Y				DOWNTOWN	THIRD WARD		
456	540	53211	Downtown is difficult to navigate as are intersections on Oakland and Locust, Oakland and Capitol. difficult	OAKLAND AND CAPITOL, OAKLAND AND LOCUST		Y		Y				DOWNTOWN			
457	546	53211	In general, I feel like Wisconsin drivers really need to be educated and embrace that pedestrians in the crosswalk have the right of way.	I live on the east side and am pretty happy with the situation there.	Y										
458	556	53211	Capital drive	Capital and fon du lac			Y								
459	565	53211			Y										
460	570	53211	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)	The Oak Leaf is great but there is not an easy / obvious route into downtown once you arrive at Michigan St. coming down from the upper east side. St. Paul, Clyborn, Michigan, Wisconsin are not safe / obvious ways to head downtown from the Discovery World area.		Y		Y		Y		DOWNTOWN	LAKEFRONT		
461	571	53211	North Ave. Water Street downtown	Water Street downtown. North & Oakland avenues		Y	Y								
462	574	53211	Anywhere the speed limit is greater than 25 mph.	Some type of protected bike lane going west of Downtown, North of I94						Y					
463	578	53211	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.	Above--downtown would like better lanes in general. Intersections there can be tricky.			Y	Y				DOWNTOWN	RIVERWEST	EAST SIDE	
464	589	53211	Locust Street bridge	N. Oakland Ave			Y								
465	592	53211	Humboldt and Capital, Any intersestion on Brady, All along 1st to Bayview	All along 1st to Bayview		Y	Y	Y				BAY VIEW			
466	593	53211	DOWNTOWN	DOWNTOWN				Y				DOWNTOWN			
467	596	53211	The hill on Lake Drive	UWM campus area				Y				UWM			
468	598	53211			Y										
469	602	53211			Y										
470	604	53211	East-west road surfaces in poor shape, see Highland Blvd.	Highland, Lake Dr. (Shorewood), Juneau			Y			Y					
471	609	53211			Y										
472	611	53211	South Water to Bayview where trail stops for a bit. This is pretty harrowing to bike along near Rockwell.	Can't think of others			Y	Y				BAY VIEW			

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
473	615	53211			Y										
474	616	53211	Center Street Corridor, Wisconsin Street Corridor	Wisconsin Street			Y								
475	624	53211			Y										
476	629	53211	Prospect and Farwell/Brady.	Farwell/Brady and North Ave near St Marys.		Y									
477	632	53211	Holton and Capitol Drive; Oakland and Locust; Locust and Martin Luther King Drive;	Locust Street; Center Street			Y	Y							
478	645	53211			Y										
479	651	53211			Y										
480	653	53211		routes to and from downtown to bayview and other neighborhoods				Y				DOWNTOWN	BAY VIEW		
481	654	53211			Y										
482	656	53211		Maryland Avenue and Downer Avenue		Y									
483	658	53211	Farwell between North Ave and Kilbourn Ave	KK Ave			Y								
484	660	53211	Water street is awful for biking. very scary to be so close to cars.				Y								
485	665	53211			Y										
486	668	53211	Around UWM. side streets are in and uneven patched streets condition uneven, potholes and	East side and downtown				Y				UWM	EAST SIDE	DOWNTOWN	
487	672	53211			Y										
488	673	53211	Cambridge and Locust; Locust and Humboldt are busy and could use design improvements	Cambridge and Locust; Locust and Humboldt are busy and could use design improvements		Y									
489	678	53211	Locust and Cambridge	Locust St.		Y	Y								
490	684	53211	East side - North Avenue, Brady Street				Y	Y				EAST SIDE			
491	687	53211			Y										
492	690	53211	Wisconsin ave and 27th st.	27th street			Y								
493	692	53211	Oakland and Locust; and Himboldt and Locust.	Same as above plus North and Humboldt.		Y									
494	696	53211	I mostly bike in the east side and think our bike routes are pretty good.	None come to mind.	Y										
495	707	53211	Lincoln Memorial & Michigan	Lincoln Memorial & Michigan		Y									
496	710	53211	The area in front of Summerfest is becoming more unsafe due to the freeway construction. The front gate to Summerfest should always be open but its not for some reason.	Water Street; Wisconsin Avenue			Y								
497	715	53211	Eastside	Water St			Y	Y				EAST SIDE			
498	716	53211	North/maryland/prospect	prospect/north area intersections		Y									
499	717	53211		Biking on lake drive is very convenient for me, but I am always nervous with the narrow lanes. I would like also like bike lanes on Lincoln Memorial.			Y								
500	719	53211	Water and Wisconsin downtown. Farwell and Oakland, Brady	Water and Wisconsin downtown. Farwell and Oakland, Brady			Y	Y				DOWNTOWN			
501	722	53211			Y										
502	723	53211	North Avenue; Locust Street; Water Street	Water Street			Y								
503	734	53211	Water street	Water street			Y								
504	761	53211	Any higher speed arterials where drivers are not expecting to encounter peds/bikes.	Prospect, Farwell. Would love to have SB Farwell striped all the way to Kilbourn			Y								
505	765	53211	I don't know about the whole city, but this is the problem where I live: Oakland at Newberry, also Downer/Newberry			Y									
506	785	53211	Brady St./Farwell, North Ave./Farwell, Water and Brady.			Y									
507	788	53211	Not sure... Probably many (or all) of the intersections and corridors downtown.	See above, plus any of the heavily-trafficked streets in the city.		Y	Y	Y				DOWNTOWN			
508	798	53211	Many in downtown MKE and particularly connecting north to south	connections from north to south				Y	Y			DOWNTOWN			
509	812	53211	On the east side, on bridges crossing the river - bike lanes are poor (disappear), traffic moves too fast and enforcement is poor	lake drive, capitol drive			Y	Y				EAST SIDE			
510	824	53211	Many of the streets on the east side are too narrow--and bicyclists somehow feel they can break the law and ride on the sidewalk in these instances.					Y				EAST SIDE			
511	825	53211		Locust Street between Humboldt and Oakland			Y								
512	826	53211	Locust and Oakland, crossing Locust and North Ave. near the Milwaukee River bridge	More in the center of the city so everyone can use bikes		Y									
513	827	53211	Farwell and North (Odd angle, lots of bicycles, right turn lane all make for difficult intersection esp when travelling northbound)	Prospect and Farwell (Ideally protected - one way lets cars go easily above speed limit		Y									
514	828	53211	don't know yet (I am new to Milwaukee)		Y										

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
515	829	53211	Prospect/Farwell/Maryland and North where Whole foods is - it is cyclist/pedestrian hazard- traffic should be restricted by lanes there- many drivers almost hitting children attending MAM crossing in morning and afternoon and not watching for cyclists, eliminate parking on maryland side of Whole Foods as well- it is a hazard for cars coming around corner full speed and for pedestrians crossing- no sight lines with cars parked 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;	see above		Y									
516	830	53211	Prospect north of North - fork in the road where driver actions are hard to predict	Prospect Ave. north of North Ave			Y								
517	831	53211			Y										
518	833	53211	Maryland avenue is in severe disrepair in some areas and isn't wide enough to bike down.				Y								
519	836	53211	Any of the Hwy 100 intersections and any intersection of 3 or 4 lane streets.	Locust and Oakland. People constantly run the red light there. It's not safe for pedestrians, cyclists or motorists		Y									
520	839	53211	Oakland & Locust			Y									
521	841	53211			Y										
522	843	53211	It is easy to get to the downtown area via the Oak Leaf Trail, but then actual travel to destinations is not ideal. A protected bike lane on Michigan and/or Wisconsin would be great for bike commuters working downtown.	Protected bike lane on Michigan Ave (or a near by paralell road).			Y	Y				DOWNTOWN			
523	844	53211			Y										
524	848	53211			Y										
525	857	53211	locust and oakland	locust and oakland		Y									
526	864	53211	Locust street bridge before humboldt	Locust street			Y								
527	876	53211			Y										
528	882	53211	downtown					Y				DOWNTOWN			
529	895	53211	Lincoln Memorial/I94/Michigan/Clybourn area. It's a major place for people to get from the oak leaf to the lakeshore park and it's just horrible on a bike. Also, making the turn from north ave south onto farwell can be dangerous on a bike. The farwell and brady intersection also sees a lot of bike traffic and can be dangerous as it is a 5 way.	Lincoln Memorial and Michigan. Farwell and Brady. Farwell and North. I wish farewell had a protected lane. There are not many east-west routes to get to Wauwatosa that are safe, unless one goes all the way south to the hank aaron.		Y		Y		Y	OAK LEAF	LAKEFRONT	TOSA		
530	898	53211	Water/1st Street, Michigan Street.	Water/1st Street, Michigan Street, Canal, 6th Street			Y								
531	908	53211	The main part of my work commute is W. Silver Spring Dr. to 66th. Driver on the northwest side and other parts of the city are scary. Riding my bike would be out of the question riding in the Harambee neighborhood. Drivers do not have familiarity with cyclists.	Perhaps west side to downtown, lake front.				Y							
532	926	53211	Brady & Farwell	First Street through the Fifth Ward into Bay View. Oakland Avenue through the East Side.		Y	Y	Y							
533	941	53211			Y							FIFTH WARD	BAY VIEW	EAST SIDE	
534	942	53211	Lakeshore Drive Wisconsin Ave	Lakeshore drive			Y								
535	944	53211	Depends on the season... Would be nice to improve bridges between Riverwest & East Side in terms of lane condition (debris, potholes, snow, etc.). More East-West route through downtown, or better signage pointing to those routes. Center Street going far west is pretty terrible despite the bike lanes, though the neighborhood streets are a good alternative.	I think downtown would be very visible if protected or green lanes were possible, or if existing bike infrastructure could be better connected.				Y		Y		RIVERWEST	EAST SIDE	DOWNTOWN	
536	948	53211			Y										
537	8	53212	There are too many to name.	Water, Van Buren, Locust, Maryland. Intersection of North and Prospect.		Y	Y								
538	9	53212	30th Street Corridor	Water street where it turns before Brady, eek!			Y								
539	20	53212	North Ave, Burleson St, Locust	Locust, particularly between Humboldt and Holton			Y								

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
			Locust Street bridge (including both ends of the bridge) between Humboldt & Oakland. This is a major bicycling corridor, but the bicycle lanes are discontinuous and the traffic over the bridge goes very fast. There are often potholes at either end of the bridge, including in the bicycle lanes. The Locust Street Bridge itself should be reconfigured with fewer traffic lanes and separated bicycle lanes. Somewhat similarly, the North Avenue Bridge over the Milwaukee River has bike lanes, but they are dropped to the west of the bridge. The road widens to 4 lanes there and the bicycle lane line literally dives directly into the curb. Fend for yourself. This is also an incredibly dangerous situation for pedestrians crossing in the crosswalk at Commerce & North (between Riverview Dorm and the Pick & Save). Reducing the road from 4 lanes to 2 and continuing the bicycle lanes in this location would help solve these problems. Other problems include multi-lane roadways across the city, such as S. 1st Street, Oklahoma Ave., Layton Blvd., King Drive, 6th Street, Lisbon Ave, Appleton Ave, 27th St, 16th/Cesar Chavez, Capitol Drive, Water Street, Fond Du Lac Ave., and more.	I would like to see a new Milwaukee Greenway Network, which would include a network of separated bike lanes on streets in the Downtown Area (6th St, Plankinton/Old World 3rd, Water St., Jackson/Jefferson St., Van Buren St., Winnebago/Juneau, Kilbourn/Wells, 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 streets (Fratney St., Wright St., Brown St., 42nd St., S. 37th St., Scott/Washington St.)				Y							
540	36	53212					Y					DOWNTOWN			
541	41	53212	Too many to name		Y										
542	42	53212	water street at Brady/van burren	east- west. make another option besides the hank Aaron		Y				Y					
543	43	53212			Y										
544	48	53212	Corner of Water/Brady. National Ave. corridor.	Corner of Water/Brady. National Ave. corridor. Better route from downtown to Fond du Lac and North area.		Y	Y	Y				FOND DU LAC AND NORTH	DOWNTOWN		
545	53	53212	Any in Downtown, East Side, Water St.	Too many to name			Y	Y				DOWNTOWN	EAST SIDE		
546	60	53212	N Green Bay Ave, Silver Spring Dr, Sherman Blvd	30th Street Corridor, 5 points at MLK/Keefe/Atkinson, Capitol/Roosevelt/35th St, Good Hope Road corridor (lacks even a sidewalk in areas, but is wide enough for a shared bike/walk path), Fond du Lac/Burleigh/35th St.		Y	Y								
547	63	53212	Downtown Milwaukee- 3rd Ward. West Side Milwaukee downtown area. Forest Home Ave. Southside-Washington and Greenfield Ave.	Downtown by the HiltonGardan			Y	Y				DOWNTOWN	WEST SIDE	THIRD WARD	SOUTH SIDE
548	71	53212	I feel safe when I ride.	The area South of the Urban Ecology Center	Y										
549	77	53212	MLK between Auer and Ring the traffic is way too fast!				Y								
550	82	53212	Bradley Road, Burleigh Rd.				Y								
551	85	53212	Water St-south of Wells	All			Y								
552	87	53212			Y										
553	94	53212	Water Street and Locust	Locust and Humboldt		Y									
554	97	53212	North Avenue / Humboldt	Humboldt Blvd - north of Keefe to Capitol. Road conditions are bad and people consistently drive in the bike lane to try and avoid the pavement that is potholed, patched and/or falling apart.		Y	Y								
555	99	53212	The Water St. canyon, specifically where it meets the Brady St. hill. It's a massive hill that many riders struggle with. Add into it oddball traffic patterns and you have a recipe for injury.	Locust and Oakland. Locust and Fratney. North and Booth. Water St/Van Buren St./Brady St. hill. Fratney and Center. Any intersection that lack painted guides, where traffic engineers have clearly given up to tell road users "This part is complicated, figure it out yourself."		Y	Y								
556	104	53212	Water St. north of Pleasant, North Ave. between the river and Holton, KK/1st street between Lincoln and the 3rd Ward	Holton north of Locust, Locust St. in Riverwest and east of the river, north ave. between the river and holton		Y	Y								
557	106	53212	The Locust Street bridge from Humboldt Ave to Oakland 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 section, cars drive way over speed and do not car about the bike lane. It should be like North Ave is, with a parking lane and bike path and only one driving lane.	See above			Y								
558	107	53212	Locust street - bike lanes appear and disappear; the bike route has you turn left onto Cambridge, but it is difficult to get from the bike lane to two lanes over while people are speeding	See above			Y								
559	109	53212	All major streets feel unsafe	Locust St between Holton and Oakland			Y								





[illegible]

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
654	903	53212			Y										
655	933	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	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.		Y		Y				DOWNTOWN			
657	936	53212	Sadly, the inner city			Y		Y				INNER CITY			
658	946	53212	most east west streets going threw northside.	harambee, washington height				Y		Y		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			Y	Y				TOSA	DOWNTOWN		
661	55	53213	Downtown streets. Start there then more outward. Milwaukee has few comfortable placed for people to ride.	Downtown then work outwards.				Y				DOWNTOWN			
662	73	53213	76th street north from Tosa village up thru Grantsosa, 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 I45 and past new retail complexes to menom Rvr Pkwy, Highland Ave from I-43 through to washington park--should have bike lanes	everything in my answer above		Y									
663	76	53213	Wisconsin Ave	Roundabout Hank Aaron Trail			Y				HANK AARON				
664	84	53213			Y										
665	86	53213	100 and capital, 100 and silver spring	ONE street E-W which is smooth and bike friendly. Currently there are parts of several streets		Y				Y					
666	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 blvd'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	Y										
667	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		Y		TOSA	DOWNTOWN		
668	129	53213	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.				Y			OAK LEAF TO SURROUNDINGS	DOWNTOWN			
669	133	53213			Y										
670	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								
671	153	53213	North/south corridor in west side of city	north/south				Y	Y			WEST SIDE			



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
672	170	53213	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 bike lane helps but speeding drivers use them to pass on the right. I nearly got swiped right off my bike in front of the bank. Helmet wouldnt have mattered at that speed.	See above.		Y									
673	176	53213	Hank Aaron trail from Canal St. To lakefront	Finish connecting Hank Aaron to Oak Leaf Trail west of 92nd St.							HANK AARON AND OAK LEAF				
674	198	53213		Wauwatosa to downtown				Y		Y		TOSA	DOWNTOWN		
675	230	53213	Michigan Ave near the lake -- it is a common just south of WI corridor, but the lanes are narrow and traffic heavy	Broadway/Pittsburgh -- it is the connector to the HAST; the road/lane are so narrow they need, at a minimum a sharrow		Y	Y								
676	251	53213	76th and North, Hwy 100 & North, Hwy 100. & Burleigh, Burleigh & Hwy 41/45, All of 76th Street Heading north,	One access point to the west with safe bike lanes from north of interstate 94		Y	Y	Y				WEST SIDE			
677	291	53213	Bluemound Road	76th St, Bluemound Road			Y								
678	346	53213			Y										
679	365	53213			Y										
680	368	53213			Y										
681	373	53213			Y										
682	378	53213	Bluemond is a mess. I broke a collar bone on it because of the ruts in the road.	The traffic circle down by Potawatomi. Cars will not yield to cyclists.			Y								
683	392	53213			Y										
684	404	53213	Wisconsin Ave 38th to downtown is very rough. Lake drive south of Capital can rattle you right off the bike	Wisconsin Ave 38th to downtown, Lake Drive S. of Capital to Bradford beach			Y	Y				DOWNTOWN			
685	416	53213	Main streets - hwy 100 for instances	Around Mayfair Mall			Y								
686	425	53213	Any near worksites, and there are many.	corridors in western milwaukee county, especially northwest.				Y				NORTHWEST SIDE			
687	432	53213	Lincoln Memorial Drive - Auto traffic speed is too high	Lakeshore Drive from Lake Park North is in rough condition			Y								
688	451	53213	North side east-west routes - Capitol, Silver Spring					Y		Y		NORTH SIDE			
689	452	53213		Better offroad routes from western suburbs to downtown.				Y		Y		WEST SIDE	DOWNTOWN		
690	468	53213	27th Wisconsin, 35th and Wisconsin, downtown	Downtown				Y				DOWNTOWN			
691	472	53213	North Avenue and other routes from the Wauwatosa area to the Eastside	Wisconsin Ave. North Ave			Y			Y		TOSA	EAST SIDE		
692	518	53213	Appleton and 76th, 60th and Hampton, 60th and Good Hope, bike path crossing at both Brown Deer road and Good Hope roads	I would like to see a bike corridor running north from Wauwatosa to Mequon		Y		Y		Y		TOSA	MEQUON		
693	543	53213			Y										
694	586	53213	Hank Aaron Trail and surroundings. Also, connection of Hank Aaron Trail to points beyond Hwy 100.								HANK AARON AND SURROUNDINGS				
695	590	53213	Blue Mound Road				Y								
696	631	53213	East/west	East/west route somewhere north of Hank Aaron trail - to connect directly with downtown.						Y					
697	695	53213	All intersections without bike lanes			Y									
698	705	53213	Blue mound Rd at Goerke's corner	Burleigh and hwy 100		Y	Y								
699	711	53213			Y										
700	768	53213	State street	State Street			Y								
701	787	53213	Anywhere downtown or Third Ward. Center Street and Lisbon are bad too.					Y				DOWNTOWN	THIRD WARD		
702	789	53213			Y										
703	791	53213	Most places on the north side (i.e.) North Ave and Vliet St. Cars fly through the bike lanes like passing lanes.	Wisconsin/Bluemound East-West				Y		Y		NORTH SIDE			
704	811	53213	W Wisconsin Ave, between 27th & 35th Streets - the roadway if AWFUL. Awful that I do not sit on my bike seat through this corridor awful.	See above.			Y								
705	816	53213			Y										
706	842	53213			Y										
707	846	53213			Y										
708	850	53213			Y										
709	905	53213	76th St in West Allis, Vliet St in Milwaukee	Vliet St			Y								
710	12	53214			Y										
711	39	53214	Water & WI; Pittsburgh & 1st; Hawley & National	Hawley Road should be one lane all the way.		Y	Y								
712	169	53214	Off Oak Leaf- down to Florida Street, the connection to lakeside is terrible.	Same as above. As well as an improved alternate route going west after 94th Street on Hank Aarron. The current alternate route is dangerous and terrible road conditions for great lengths.							OAK LEAF & HANK AARON				

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	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
754	447	53219	43rd and the rail tracks just south of lincoln. No path for a bike and tight squeeze for vehicles. Very unsafe.	south 35th street as well as Morgan Ave		Y									
755	456	53219			Y										
756	458	53219			Y										
757	460	53219			Y										
758	462	53219			Y										
759	463	53219	Miller Park Way	Miller Park Way		Y									
760	467	53219			Y										
761	469	53219	Oklahoma and Forest Home.	Oklahoma and Forest Home.		Y									
762	471	53219	Forest home /Oklahoma ave	60th and Oklahoma		Y									
763	476	53219	Foresthme and oklahoma	Oklahoma and foresthome		Y									
764	477	53219			Y										
765	481	53219	76th & Capitol	76th & Capitol		Y									
766	490	53219	S. 43rd St from Lincoln to Cleveland, and the train bridge in that area.	S. 43rd St from Lincoln to Cleveland, and the train bridge in that area.			Y								
767	501	53219	N/a	N/a	Y										
768	517	53219	Oklahoma Ave. and 43 Rd street.	Same		Y									
769	519	53219	For my neighborhood it is Oklahoma, Forest Home, and 43rd St. We used to attend monthly safety meetings for district 11. When we voiced concerns, police officers and Alderman Dudzek told us that because Forest Home is also a state highway, they are not responsible or able to control that street.	See above		Y									
770	520	53219		60th st north and south of Oklahoma			Y								
771	523	53219	all		Y										
772	548	53219			Y										
773	551	53219	oakleaf trail crossing hwy 100			Y					OAK LEAF				
774	613	53219			Y										
775	619	53219			Y										
776	641	53219	Intersection of Forest Home, 43rd and Oklahmoa	43rd/Miller Park Way between Oklahoma and the Hank Aaron trail, 60th and Oklahoma, Forest Home-43rd-Oklahmoa, 43rd and Cleveland		Y	Y								
777	794	53219			Y										
778	852	53219			Y										
779	890	53219			Y										
780	911	53219			Y										
781	915	53219	Hwy 100 & Greenfield	Hwy 100 & Greenfield, Forest Home & Oklahoma		Y									
782	922	53219	Miller Parkway, Hwy 100 and Greenfield	Miller Parkway		Y	Y								
783	928	53219	Hank Aaron trail crossing of canal by Harley museum is dangerous.								HANK AARON				
784	949	53219	la mayoria de las calles en el near south side	todas				Y				SOUTH SIDE			
785	6	53220	North Avenue	North Avenue			Y								
786	339	53220	Getting from my house to Hank Aaron trail, I have to travel North down Miller Parkway. NO bike lanes so I end up having to bike on sidewalk.	Miller Parkway to take me safely to Hank Aaron trail, or any other street that takes me to the trail safely from the SOUTH SIDE.				Y			HANK AARON		SOUTH SIDE		
787	411	53220	Miller Park Way / 43rd street / National	Beloit Road/ Miller Park Way		Y	Y								
788	455	53220	I live on the southwest side and work north of downtown. I would like a clear path to get from one side of town to the other without having to traverse poorly designed streets that at least feel dangerous to ride on. I'm thinking specifically about walkers point and the near south side.	Forest Home Ave/Mitchell Blvd		Y	Y		Y			SOUTHWEST SIDE	DOWNTOWN		
789	566	53220			Y										
790	927	53220			Y										
791	23	53221			Y										
792	296	53221	Any 4 way stop sign stop. People in Milwaukee do not obey stop signs much!	From SOUTH side of Milwaukee to DOWNTOWN.				Y	Y			SOUTH SIDE	DOWNTOWN		
793	391	53221	I can't answer with just one intersection or corridor. There are needs all over the City that touch every neighborhood.	Same answer as above.	Y										
794	423	53221	Howell Avenue				Y								
795	480	53221			Y										
796	547	53221	Many, 43rdstreet, w. Morgan, w. Forst Home, Mitchell st.	All			Y								
797	680	53221	1st street/water street south of downtown	1st/water street south of downtown			Y								
798	943	53221	13th and Layton	13th and Layton		Y									
799	952	53221	Cesar Chavez Dr, Downtown WI Ave, 27th, 20th and 16th street from Oklahoma to National Ave	Cesar Chavez DR			Y								
800	58	53222	Burleigh St between Hwy 100 & Hwy 45	Burleigh St between Hwy 100 & Hwy 45			Y								

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
			North Ave in Wauwatosa. It is a wonderful path to mayfair, however, it is simply not safe enough to support cyclists.	North ave to increase awareness and traffic calming measures on North Ave.											
801	59	53222					Y					TOSA			
802	150	53222			Y										
			The intersections of Capitol/Mayfair and Mayfair/Menomonee River Parkway.	The intersection of Mayfair and Menomonee River Parkway. The bicycle path continues through this intersection, but it is rarely safe to cross. A tunnel, similar to the Grantosa/Capitol intersection would be amazing!		Y									
803	154	53222				Y									
804	219	53222			Y										
805	269	53222	Every cross street with Mayfair Road	Menomonee River Parkway and Mayfair Road		Y	Y								
806	350	53222	Lisbon from Sherman to Center	Downtown: discourage cars encourage transit and bikes			Y	Y				DOWNTOWN			
807	354	53222	Fond du Lac, Burleigh, Capitol Drive	See above			Y								
808	397	53222	those that cross busy streets like hwy 100, capitol, etc			Y									
			I can speak to the routes that I take frequently: Burleigh St. and North Ave. from 92nd St. to the west. These are my primary bike commuting routes, and the condition of the roads and lack of suitable bike lanes is a concern.	Burleigh St. and North Ave. from 92nd St. west			Y			Y					
809	413	53222													
810	539	53222			Y										
811	582	53222	Crossing north avenue in wauwatosa at 90th st	North ave		Y	Y								
812	786	53222	76th Street north of North Ave, Lisbon Ave	Lisbon Ave			Y								
			For me, even though Center has a bike lane from Mount Mary going east, I do not consider this a biking option. I'd take this to Lisbon if the culture didn't abuse the bike lane, but i would also not ride Lisbon. Currently, I'd add miles by traveling south on residential roads to get to the Oak Leaf/Hank Aaron and ride downtown. This adds substantial miles and a handful of grade changes, but is certainly preferred due to the increase in safety.	I feel like once you get downtown, even though there is a lot of congestion, that the bike to car relationship is 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 sidewalk and requires a trail to street intersection (which is not a good one). This would have been much better if the ramp was on the east side and cyclists could avoid pedestrian and auto interaction. I am not suggesting that this be rebuilt as it is brand new, but the consideration bike/auto crossings and preservation of momentum need to gain more weight in new construction considerations. There are people who prefer 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 friendly.			Y	Y	Y	Y	OAK LEAF & HANK AARON	DOWNTOWN	SOUTH SIDE		
813	897	53222					Y								
814	923	53222	Riding north south on water street. Intersection of 36 and wisconsin. Crossing national ave.			Y	Y		Y						
			Biking on any major through street...76, 84, 92 streets. They could be taken across the city, except for being so dangerous.	Same as above			Y								
815	325	53223					Y								
816	545	53223	Brown Deer Road, Good Hope Road	Expanded extensions off bike trails like the oak leaf			Y				OAK LEAF				
817	713	53223			Y										
818	293	53224			Y										
			92nd, 91st, Appleton, Burleigh, Mill Road, Fond du lac	N 92nd through 91st Streets are in terrible shape, with exception of two very small patches which have recently been repaired. Several members of my family have had to make the same types of repairs to our cars. We all travel between Sherman Park, Wauwatosa, including Froedtert Hospital, and Menomonee River Hills. We have five vehicles which have needed, steering and suspension parts and tires replaced.			Y	Y					SHERMAN PARK	TOSA	
819	464	53224													
820	793	53224	They are all dangerous. Bicycles do not stand a chance against vehicular traffic.	No tax dollars spent - further waste of money is not going to change anything.	Y										
821	188	53225			Y										
822	370	53225	just about every major crosswalk.		Y										
823	790	53225	N 76th St, Capitol Dr				Y								
824	231	53227	Hwy 100, Greenfield Ave, Bluemound Rd, anywhere there is an on/off ramp for freeway	Hwy 100, Greenfield Ave, Bluemound Rd			Y								

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