

# Bay View Downtown Milwaukee

## Bicycle Route Study

Volume 3

January 2002

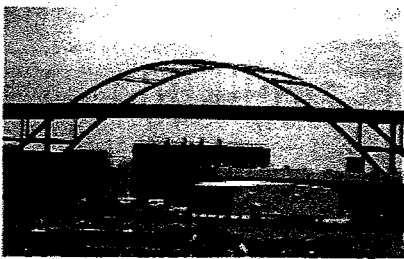
### WisDOT Continues Study to Improve Bicycle Travel

#### History

There has been considerable interest in improving bicycle travel between the Bay View Neighborhood and Downtown Milwaukee. Studies to improve this bicycle link date back to the late 1980's.

In 1991, \$1.5 million was appropriated by the Federal Government to improve bicycle travel in the corridor. This appropriation requires a 20 percent match from a non-Federal source.

In 1997, the Wisconsin Department of Transportation (WisDOT) sponsored a Bicycle Study to determine how to best utilize that funding. That study was divided into two stages.



Alt. 15T - Hoan Bridge

#### Stage 1 Recap

In Stage 1 of the Bicycle Study, twenty alternative routes were examined in several corridors

including: 1st Street, 2nd Street, Kinnickinnic Avenue, the former Union Pacific Railroad, along the Lakefront and over the Hoan Bridge. An Advisory Committee was formed that included representatives from government agencies, businesses and bicycle clubs. The group provided input and recommended alternatives for further study. At the conclusion of Stage 1, three alternatives were selected for further study.



Alt. 3 - Second Street

#### Routes Selected for Further Study

Alternative 3 involves modifying 2nd Street to provide a 15-foot auto travel lane, a 6-foot striped bicycle lane and an 8-foot parking lane, in each direction. The street is currently striped to provide two 11-foot auto travel lanes and a 7-foot parking lane, in each direction. Near intersections, the street would be striped to provide an 11-foot left turn lane, an 11-foot through lane and a combination bike, bus and right turn lane.

Alternative 9 involves constructing a two-way bicycle path on lands formerly owned by the Union Pacific Railroad.

Alternative 15T involves constructing a two-way bicycle path on the east side of the northbound Hoan Bridge. This would be accomplished by reducing the number of northbound auto travel lanes from 3 to 2. This alternative is being developed under the assumption that it will be temporary and can be removed at such time auto traffic warrants it.



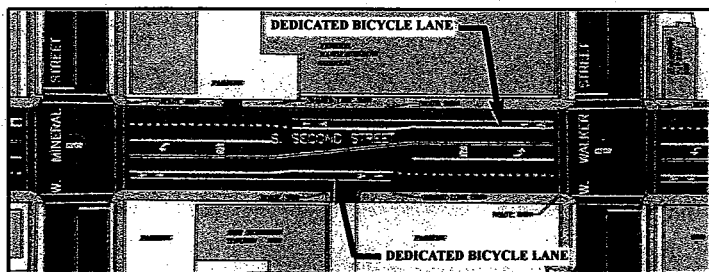
Alt. 9 - Former UP Railroad

#### Stage 2 Goal and Objectives

Stage 2 of the Bicycle Study involves refining the design of each of the three remaining alternatives. The Goal of Stage 2 is to select a preferred bicycle route to design and construct. The next stage will involve final engineering on the selected alternative.

## Alternative 3 - Second Street

**Overview:** Alt. 3 involves the conversion of 2nd Street to provide an on-street dedicated bicycle lane in each direction. 2nd Street is utilized for the bikeway between West Maple Street and West Pittsburgh Avenue.



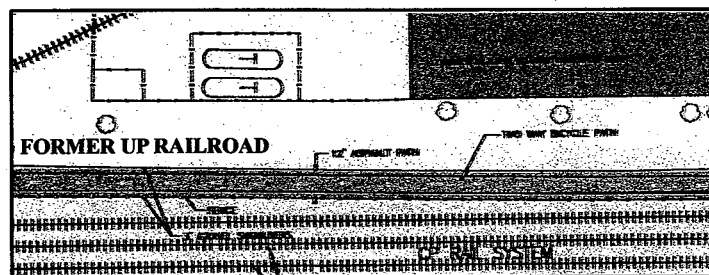
**South Connecting Route:** To connect to the primary route at 2nd Street and Maple Street, from South Shore Park, bicyclists would follow Russell Avenue, Bay Street, Lincoln Avenue, Lenox Street, Bay Street, Kinnickinnic Avenue and Maple Street.

**North Connecting Route:** Bicyclists would utilize Pittsburgh Avenue, Young Street, Milwaukee Street, Chicago Street and Harbor Drive to continue to downtown.

On the connecting routes, the bikeway would vary between signed only, on-street dedicated bicycle lanes and off-street. This connecting route would also provide good neighborhood access.

## Alternative 9 - Former UP Railroad

**Overview:** In Alt. 9, a two-way off-street bikeway would be constructed along the former Union Pacific Railroad right-of-way. The path would be 12 feet wide within the study limits.



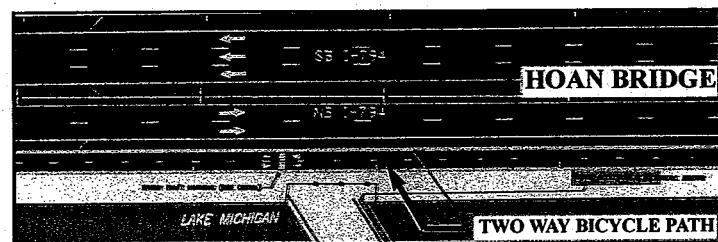
**South Connecting Route:** The Alternative 9 south connecting route is similar to Alternative 3. There is an option to utilize Allis Street and Stewart Street to bypass the busy Kinnickinnic/Becher/Bay intersection.

**North Connecting Route:** Bicyclists would utilize Water Street, Young Street, Milwaukee Street, Chicago Street and Harbor Drive to continue to downtown.

On the connecting routes, the bikeway would vary between signed only, on-street dedicated bicycle lanes and off-street. This connecting route would also provide good neighborhood access.

## Alternative 15T - Hoan Bridge

**Overview:** Alt. 15T involves the construction of a two-way bikeway on the east side of the northbound Hoan Bridge. This would require the removal of one driving lane from I-794 northbound. The path would be 13 feet wide and separated from traffic with a concrete barrier.



**South Connecting Route:** To connect to the primary route on the Hoan Bridge, bicyclists would follow S. Lincoln Memorial Drive and Carferry Drive.

**North Connecting Route:** Bicyclists would travel down the east side of the Michigan Street off ramp onto an off-street path that parallels Harbor Drive.

**Other Considerations:** Several options were developed for connecting the bikeway to the north and south ends of the Hoan Bridge. Several treatments to separate bicyclist from traffic were considered. In addition, concepts were developed to modify drainage grates, bridge expansion joints and provide a fence to improve bicyclist safety.

### STUDY CONTACTS

*WisDOT is the study's sponsor and the agency through which the federal grant for the project is being managed. The WisDOT project manager is Kathy Labish (262) 548-8772. Questions and comments may also be directed to the consultant's project manager Christopher Devery at (414) 831-4100.*

## ALTERNATIVE BICYCLE ROUTES

**Other Considerations:** Several optional improvements could be implemented to maximize bicyclists' enjoyment of this route such as: modifying unusual intersections, bus stops and movable bridges. The existing concrete pavement on 2nd Street could be overlaid with asphalt to provide a smoother ride.

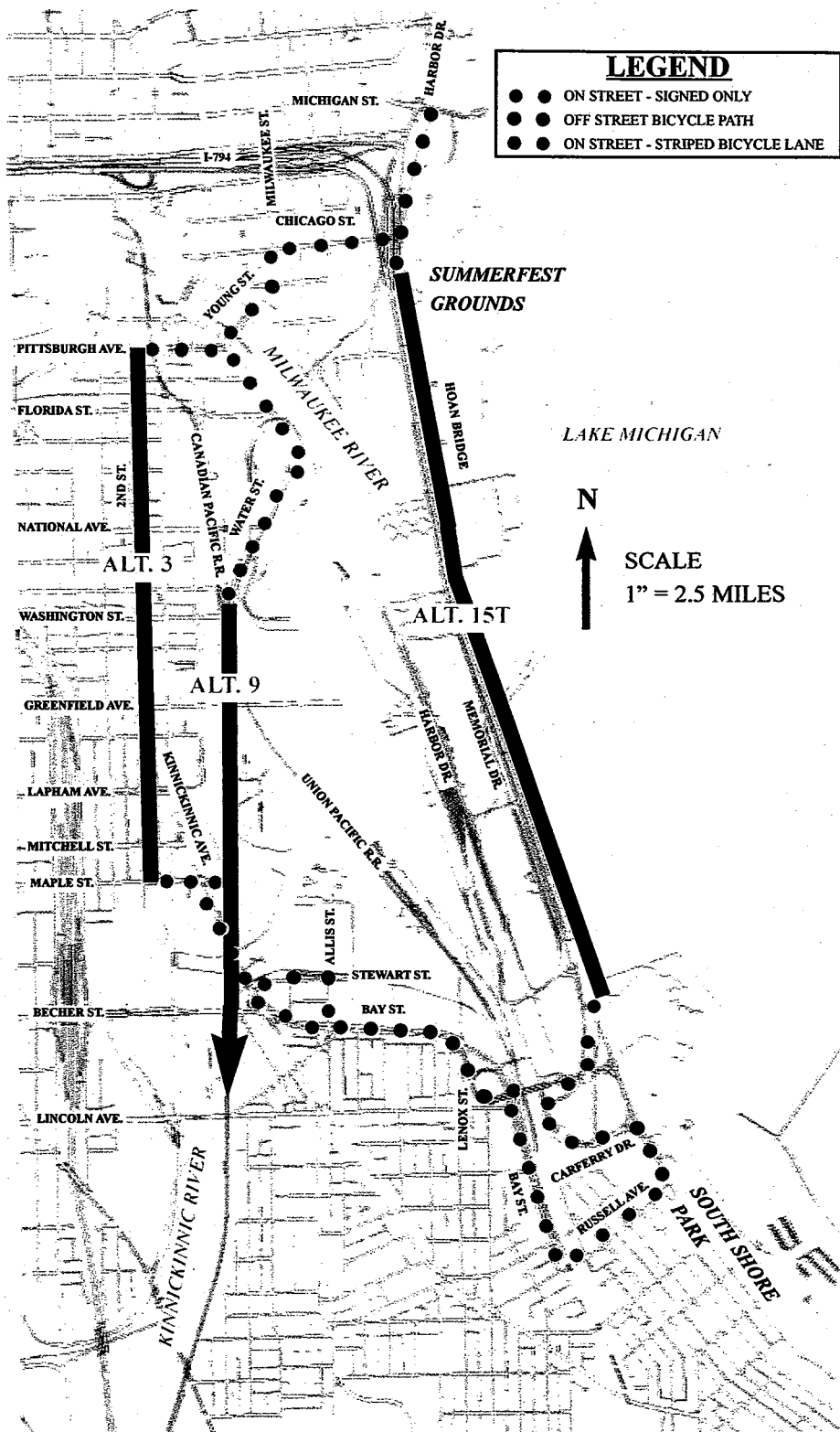
**Cost:** This alternative could be implemented for as little as \$258,000. Optional treatments such as overlaying 2nd Street with asphalt, modifying intersections, bus stops and movable bridges would bring the cost to \$828,000.

**Other Considerations:** Again, optional improvements could be implemented to improve bicyclists' enjoyment of this route. In addition to the modifications described for Alternative 3, significant work is recommended on Water Street, to improve the street condition and seven rail crossings.

**Cost:** This alternative could be implemented for as little as \$300,000. Additional work such as Water Street resurfacing, modifying intersections, bus stops and movable bridges would bring the cost to \$1,510,000.

Additional traffic analysis work has been completed on this alternative in Stage 2 to determine the impact of removing a lane from I-794 northbound. Traffic flow in the remaining two lanes will be denser, resulting in a 2 mile per hour reduction in average speed during the northbound morning rush hour. If travel on the Hoan bridge grows as forecasted, traffic back-ups will occur by 2023. Future traffic back-ups and bridge maintenance projects would necessitate closing or removing the path.

**Cost:** This alternative could be implemented for a cost between \$2,600,000 and \$3,500,000.



### Next Steps

The next step in the study process involves holding a Public Information Meeting to solicit input from interested parties. After the Public Information Meeting is held and comments are received and addressed, the study will be completed and summarized in a report. The preferred alternative will be further described in the next edition of this newsletter.

# Public Informational Meeting

Tuesday, January 22, 2002  
4:00 pm to 8:00 pm

South Shore Park Pavilion  
2900 South Shore Drive  
Milwaukee, WI



**4:00 - 7:00 Open House**

- *Discuss Study with Project Team and Ask Questions*

**7:00 - 8:00 Presentation and Wrap-up**

- *Objectives*
- *Slides*
- *Next Step*
- *Design Criteria*
- *Alternatives*
- *Comment Process*

**URS**  
BRW

URS/BRW, Inc.  
10200 Innovation Drive, Suite 500  
Milwaukee, Wisconsin 53226

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Issue...



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- Recap and Goals

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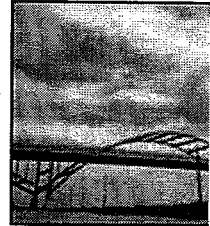
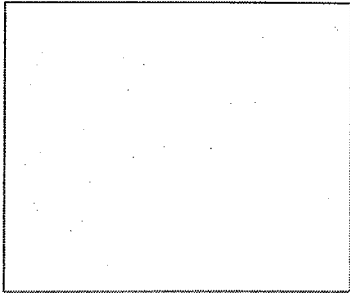
- Description of Alternative
- Study Contacts
- Next Steps

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- Public Informational Meeting

# A CITIZENS' PETITION

# TO BIKE AND WALK THE HOAN BRIDGE



We have endorsed.  
How about you

## MILWAUKEE, WISCONSIN

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The following Milwaukee County Supervisors  
have endorsed the Hoan Bike Path as of February 8,  
2002:  
Wow!! Thank you!!!!

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- Sheila A. Aldrich, District #4
- Thomas A. Bailey, District #25
- Joe Davis Sr., District #2
- Lynne DeBruin, District #16
- Lee Holloway, District #5
- David Jasenski, District #15
- Willie Johnson Jr., District #13
- Robert Krug, District #9
- Lori Lutzka, District #17
- Michael Mayo Sr., District #7
- Jim McGuigan, District #6

*Penny Podell*

- [Citizens](#)
- [Organiza](#)  
[Business](#)
- [County](#)  
[Supervis:](#)
- [State](#)  
[Represen](#)

[Frequently Ask](#)  
[Questions](#)

[High Exposure](#)  
[Bridges, Walke](#)  
[Bikers - in othe](#)  
[places](#)

- [Californi](#)
- [New Yor](#)
- [Sweden](#)  
[\(new](#)  
[photos\)](#)

Karen M. Ordinans, District #21  
 Penny E. Podell, District #3  
 Roger Quindel, District #18  
 Jim "Luigi" Schmitt, District #20  
 John Weishan Jr., District #22  
 James White, District #1  
 T. Anthony Zielinski, District #12

Read here: Letter to WisDOT from ten Milwaukee County Supervisors

"We would like to extend our full support to the proposed bicycle and walking path on the Hoan Bridge.... We encourage the Department of Transportation to go forward with this project."

and ... Your Organization, Your Business? Are you a VIP, mover or shaker? If so, we want your endorsement, too.

Position Paper. Help us solicit signatures of VIPs, supporting businesses, community organizations. These signatures will encourage our representatives to approve the Hoan Bridge bike path.

- Download Position Paper Here! (A PDF file)
- Please Get Signature(s).
- Please mail back to us.

316 N. Milwaukee #555  
 Milwaukee, Wisconsin 53202

## A CITIZENS' PETITION

to BIKE and WALK the



Wind, Weather, Safety, Traffic

- Report from Wisconsin Department of Transportation

Designed for Safety

- WISDOT engineering cut-a-way

Milwaukee Journal Sentinel

- Editorial
- Columnist
- Opinions

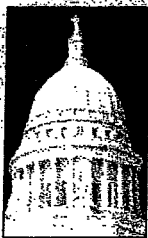
Representative John Richards in The Bay Viewer

Milwaukee Buzz

- Interview with Jeanne Hoffman, Executive Director Bicycle Federation of Wisconsin

Daniel Webster Hoan, Former Mayor of Milwaukee

Wisconsin



STATE REPRESENTATIVE  
**JON RICHARDS**

SERVING MILWAUKEE'S  
EAST SIDE, DOWNTOWN AND  
BAY VIEW NEIGHBORHOODS

## Imagine: Biking across the Hoan Bridge

*[The following is a statement from State Representative Jon Richards in support of building a bike path on the Hoan Bridge. The statement was given at a January 22, 2002 public hearing conducted by the Wisconsin Department of Transportation at the South Shore Park Pavilion.]*

Momentum is building in Milwaukee to create a lane for bikers, runners and walkers on the Hoan Bridge.

More and more public officials are beginning to follow the lead of Milwaukee's bicycling enthusiasts. Today, for example, I am pleased to announce that 14 state legislators from Milwaukee—myself included—have a signed a letter urging the Secretary of the Wisconsin Department of Transportation to support the Hoan Bridge bike path.

Many County Supervisors and City officials have also indicated their support.

Just take a moment to imagine biking or walking across the Hoan Bridge and you'll understand why support is growing. As you would cross the bridge, which spans the city's harbor, you would be treated to fantastic vistas of the cityscape on one side, and the Calatrava art museum and lakefront on the other.

Building such a path would make Milwaukee a world-class city for bicyclists and pedestrians.

Of course, beyond providing access to a scenic outlook, a Hoan Bridge bike path would also be practical. People living in Bay View could use the path as a convenient way to commute to work downtown. Other bikers would appreciate the fact that a Hoan Bridge bike path would complete a 13-mile multi-use lakefront trail network from Lake Park to Grant Park with links to Summerfest, the Hank Aaron bike trail, the Oak Leaf citywide trail and the Lakeshore State Park.

What makes the prospect of a Hoan Bridge bike path particularly exciting is that there's already money set aside for it. In 1991, about \$1.5 million in federal transportation funds were earmarked to help build a bicycle trail that would link Bay View to downtown Milwaukee. The money came with the condition that local matching funds would be contributed.

The path on the Hoan Bridge would be safe—safer even than a city street as a concrete barrier would separate cars from pedestrians and bikers. The path would not add to traffic congestion. Traffic on the Hoan is rarely congested now, and—according to WisDOT traffic projections—the bike lane would not cause any noticeable increase in traffic. People worried about traffic problems should consider the examples of the Brooklyn Bridge and the Golden Gate Bridge, both of which easily accommodate much more car and bike and pedestrian traffic than the Hoan Bridge would.

Let's push Milwaukee to become a world-class city for bikers and pedestrians. We've got a beautiful urban and natural environment here in Milwaukee. Building the Hoan Bridge bike path will do a great deal to enhance the beauty and accessibility of those treasures.

###

**CAPITOL**

P.O. Box 8953, Madison, WI 53708 • (608) 266-0650 • Fax: (608) 282-3619  
Email: rep.richards@legis.state.wi.us Toll-free: 1-888-534-0019

**HOME**

1823 North Oakland Avenue, Milwaukee, WI 53202 • (414) 270-9898

STATE REPRESENTATIVE

# JON RICHARDS

REPRESENTING MILWAUKEE'S  
EAST SIDE, DOWNTOWN AND  
BAY VIEW NEIGHBORHOODS

FOR IMMEDIATE RELEASE\*

For further information contact:  
Representative Jon Richards  
414/416-1695  
[rep.richards@legis.state.wi.us](mailto:rep.richards@legis.state.wi.us)

January 22, 2002

## MAKE MILWAUKEE A WORLD-CLASS CITY FOR BIKING: BUILD HOAN BRIDGE BIKE PATH

### *Richards, other Milwaukee legislators urge WisDOT to support project*

**MILWAUKEE** — In a letter made public today State Representative Jon Richards, D-Milwaukee, and 13 fellow Milwaukee legislators urged the Wisconsin Department of Transportation (WisDOT) to move forward with a plan to create a bicycle and walking path on the Hoan Bridge.

"Momentum is building to create a lane for bikers, runners and walkers on the Hoan Bridge," said Richards, a leading advocate for the path whose Assembly district includes the Hoan Bridge and most of Milwaukee's lakefront. "This path would make Milwaukee a world-class city for bikers and pedestrians. It's time for local and state government to move forward with this project."

Richards released the letter at a press conference today where representatives from Milwaukee-area bicyclist clubs, including the Bike the Hoan group, the Bay View Bicycle Club, the Cream City Bicycle Club, the City of Milwaukee Bicycle Task Force and the Bicycle Federation of Wisconsin, and other community leaders joined together to urge support for the bike path.

The press conference took place at a WisDOT-sponsored public information meeting in Milwaukee about proposed bike path options to connect downtown Milwaukee with the Bay View neighborhood on the city's near South Side. That meeting took place at the South Shore Park Pavillion.

Milwaukee legislators who signed the letter include: State Representatives Christine Sinicki, Shirley Krug, Peggy Krusick, Peter Bock, Leon Young, Tim Carpenter, Antonio Riley, Sheldon Wasserman, John La Fave and Pedro Colon and State Senators Richard Grobschmidt, Gwendolynne Moore, Brian Burke. The Hoan Bridge Bike path option also has the support of many local officials, including County Supervisors and Milwaukee Alderpeople.

According to Richards, the Hoan Bridge bike path would not only provide access to a scenic outlook, but would serve as a convenient route for Bay View residents to use to commute to work downtown. The bike path would help complete a 13-mile multi-use lakefront trail network from Lake Park to Grant Park with links to Summerfest, the Hank Aaron bike trail, the Oak Leaf citywide trail and the Lakeshore State Park.

In 1991, \$1.5 million in federal transportation funds were earmarked to help build a bicycle trail that would link Bay View to downtown Milwaukee. The money came with the condition that local matching funds would be contributed. For the project to proceed, WisDOT must recommend the Hoan Bridge bike path option.

###

[Copy of letter text attached]





## WISCONSIN LEGISLATURE

P.O. BOX 8952 • MADISON, WI 53708

January 15, 2002

Mr. Terry Mulcahy, Secretary  
Wisconsin Department of Transportation  
4802 Sheboygan Avenue, Room 120 B  
Madison, WI 53702

**Re: Support for Hoan Bridge bicycle and pedestrian path**

Dear Secretary Mulcahy:

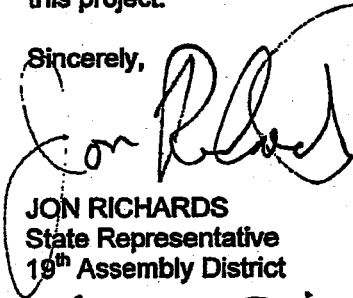
We would like to extend our full support to the proposed bicycle and walking path on the Hoan Bridge in Milwaukee. This lane would provide a safe route and an incredible view for bicyclists, runners and walkers alike. The view over Milwaukee's harbor would be a likely attraction for tourists.

A bike trail over the Hoan Bridge could be operated safely. A barrier could protect bikers and walkers. The path could be closed on days of severe wind or weather. Routes of this nature have been easily and safely managed in other cities such as San Francisco, Portland and New York City.


Beyond providing safe access to a scenic outlook, there is also a practical purpose to the proposal. The Hoan Bike Trail would complete a 13-mile multi-use lake front trail network from Lake Park to Grant Park with links to Summerfest, the Hank Aaron bike trail, the Oak Leaf citywide trail, and the Lakeshore State Park.

There is strong public support for a bike trail over the Hoan. The Hoan Bike Trail would be a great addition to the City of Milwaukee. We encourage the Department of Transportation to go forward with this project.

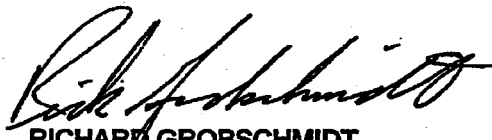
Sincerely,




JON RICHARDS  
State Representative  
19<sup>th</sup> Assembly District




CHRISTINE SINICKI  
State Representative  
20<sup>th</sup> Assembly District

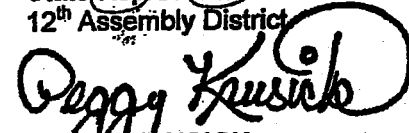



RICHARD GROBSCHMIDT  
State Senator  
7<sup>th</sup> Senate District

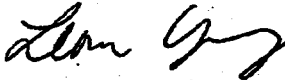



BRIAN BURKE  
State Senator  
3<sup>rd</sup> Senate District


  
SHIRLEY KRUG  
State Representative  
12<sup>th</sup> Assembly District

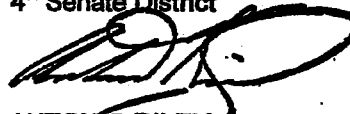
  
PEGGY KRUSICK  
State Representative  
97<sup>th</sup> Assembly District


  
PETER BOCK  
State Representative  
7<sup>th</sup> Assembly District

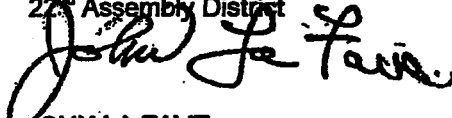
  
LEON YOUNG  
State Representative  
16<sup>th</sup> Assembly District


  
TIMOTHY CARPENTER  
State Representative  
9<sup>th</sup> Assembly District

  
GWENDOLYNNE MOORE  
State Senator  
4<sup>th</sup> Senate District

  
ANTONIO RILEY  
State Representative  
18<sup>th</sup> Assembly District

  
SHELDON WASSERMAN  
State Representative  
22<sup>nd</sup> Assembly District

  
JOHN LA FAVE  
State Representative  
23<sup>rd</sup> Assembly District

  
PEDRO COLÓN  
State Representative  
8<sup>th</sup> Assembly District

cc: Gene Kussart

John O. Norquist

Mayor  
City of Milwaukee

March 7, 2002

Mr. Leslie Fafard  
State of Wisconsin  
Department of Transportation, District 2  
2000 Pewaukee Road, Suite A  
P.O. Box 798  
Waukesha, WI 53187-0798

Subject: Bay View to Downtown Milwaukee Bicycle Route Study

Dear Mr. Fafard:

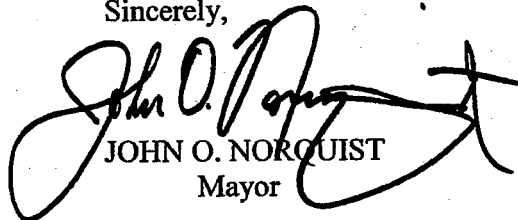
It is my understanding that the Wisconsin Department of Transportation will shortly conclude the Bay View to Downtown Milwaukee Bicycle Route Study, which will include a preferred alternative.

Of the three alternatives currently under consideration, it is my belief that only one, the Hoan Bridge alternative, truly satisfies the objectives of the study. A pedestrian and bicycle lane on the Hoan Bridge would not only provide a safe and enjoyable connection between Bay View and points south with downtown and all its attractions, but it would also become an attraction in and of itself. This is an opportunity to create another great asset along Milwaukee's lakefront that enjoys a strong amount of support within our region's bicycling community.

The Hoan Bridge alternative is the only option from the study that provides a direct connection that will attract new bicycle commuters. I believe the Hoan Bridge's three traffic lanes (compared to two lanes of traffic that approach the bridge from the north and south) and wide shoulders are capable of safely handling additional automobile and bicycle traffic.

For these reasons, the City of Milwaukee Bicycle Task Force, at its August 27, 2001 meeting, voted unanimously in support of the Hoan Bridge alternative. I support the Task Force's position and ask that the Hoan Bridge alternative in the Bay View to downtown Milwaukee Bicycle Route Study be selected to move forward into preliminary engineering.

Sincerely,

  
JOHN O. NORQUIST  
Mayor

Office of the Mayor  
City Hall  
200 East Wells Street  
Milwaukee,  
Wisconsin  
53202  
(414) 286-2200  
fax (414) 286-3191



# KahlerSlater

6 March 2002

URS/BRW  
Attn: Chris Devery  
10200 Innovation Drive, Room 500  
Milwaukee, Wisconsin 53226

Re Bayview - Downtown Milwaukee  
Bicycle Route Study

Dear Chris:

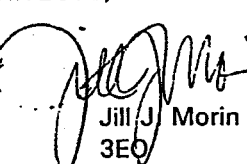
Kahler Slater wishes to express its support for a Bayview to Downtown Milwaukee bicycle route. In particular, we believe that the plan option for a route across the Hoan Bridge is the superior solution and one that will most benefit the citizens of Milwaukee. We also feel it will make best use of public funds and study efforts that have been allocated so far. Alternative routes along existing streets and an abandoned rail road right-of-way are options that should be implemented in the future to augment the Hoan bridge bikeway. Indeed, when the overall impact of a project of this nature is assessed, to do other than place the route on the Hoan would be a misplacement of those funds. The social importance of a high profile and significantly visible solution cannot be understated. It is critical to resolving future traffic problems through its implementation as a realistic transportation alternative. If the Hoan bridge bikeway proposal has a flaw, it is the *temporary* designation. Once constructed, the bikeway should be permanent and along with other multi-modal projects, integral to our regional transportation network.

Sincerely,

KAHLER SLATER ARCHITECTS, INC.



George C. Meyer  
3EO



Jill J. Morin  
3EO



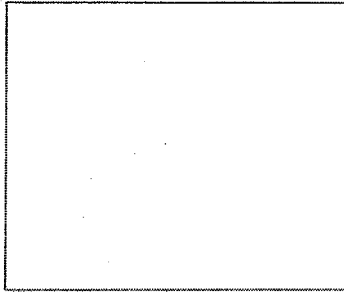
James G. Rasche  
3EO

111 West Wisconsin Avenue  
Milwaukee, WI 53203-2501  
Phone 414-272-2000  
Fax 414-272-2001

110 King Street  
Madison, WI 53703-3314  
Phone 608-283-6300  
Fax 608-283-6317

[www.kahlerslater.com](http://www.kahlerslater.com)

# A CITIZENS' PETITION TO BIKE AND WALK THE HOAN BRIDGE



We have endorsed.  
How about you?

## MILWAUKEE, WISCONSIN

The following community organizations and businesses

have endorsed the Hoan Bike Path as of March 12,  
2002:

Wow!! Thank you!!!!

- Rockwell Automation
- American Lung Association of Wisconsin
- Hispanic Chamber of Commerce
- Milwaukee Art Museum
- U. S. Postal Service
- Bay View Bicycle Club
- City of Milwaukee Bicycle Task Force
- Cream City Cycle Club
- Bay View Methodist Church
- Immaculate Conception Parish
- Citizens for a Better Environment
- Historic Milwaukee Inc.
- Andrew S. Patterson, DDS
- Artists Working in Education
- Aveda Institute
- Bella Café
- Ben's Cycle and Fitness
- Black Canyon Leather
- Brian Joice, CPA
- Brickyard Gym
- Bucky's Super Video
- Clark Oil #0723
- Club Garibaldi
- Comedy Snortz

- [Citizens](#)
- [Organiza](#)  
[Business](#)
- [County](#)  
[Supervis](#)
- [State](#)  
[Represen](#)
- [City of](#)  
[Milwauk](#)
- [KahlerSl](#)  
[Architect](#)

[County Executi](#)  
[candidates'](#)  
[responses to ou](#)  
[inquiry](#)

[Frequently Ask](#)  
[Questions](#)

[High Exposure](#)  
[Bridges, Walke](#)  
[Bikers - in othe](#)  
[places](#)

- [Californi](#)
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[\(new](#)  
[photos\)](#)

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[Safety, Traffic](#)

- [Report](#)  
from

Council for the Spanish Speaking  
 Cousins Subs  
 Eden Therapeutic Massage  
 Elaine Erickson Gallery  
 Emery's Bicycle & Super Fitness Stores  
 Galaxy Data, Inc  
 George Banzhaf & Company  
 Great Lakes Futon, Inc.  
 Gyro Stand  
 Hi Hat Lounge  
 HOME Bar  
 Horizons Inc.  
 Housing Resources  
 Howell Avenue Association  
 Independence First  
 Judge John McCormick  
 Juniper Court Inc.  
 Kahler Slater Architects, Inc.  
 Knepper Brothers Inc. (car repair)  
 Lisbon Avenue Neighborhood Development (LAND)  
 M&M Club  
 Matré Design  
 Menomonee Valley Partners, Inc.  
 Midtown Neighborhood Association  
 Milwaukee Achiever Program  
 Milwaukee Antique Center  
 Milwaukee Public Theatre  
 National MS Society, Best Dam Bike Tour  
 Neighborhood Housing Services of Milwaukee Inc.  
 Newport Sports Bar  
 Nomad World Pub  
 Plum Productions Inc.  
 Portal Industries, Inc.  
 Ron's Flooring and Design  
 Royall Promotional Products  
 Rushmor Records  
 Schreiber / Anderson Associates  
 Select Milwaukee  
 Skylight Opera Theatre  
 South Shore Gallery & Framing  
 St. Anne Center for Intergenerational Care  
 St. Francis Children's Center  
 Story Hill Neighborhood Association  
 Strehlow True Value Hardware  
 SunTzu Security, Ltd.  
 The Bikesmiths  
 The Cutting Table  
 The Last Word  
 The Shape Up Shoppe  
 Third Ward Caffé  
 TransCenter for Youth, Inc.  
 Trocadero Café

Wisconsin  
Department  
of  
Transportation

Designed for  
Safety

- WISDOT  
engineeri  
cut-a-wa

Milwaukee  
Journal Sentinel

- Editorial
- Columni
- Opinions

Representative  
John Richards i  
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- Interview  
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Jeanne  
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Daniel Webster  
Hoan, Former  
Mayor of  
Milwaukee

Wisconsin  
Department of  
Transportation  
Citizens  
Advisory  
Committee

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*and ... Your Organization, Your Business? Are you a VIP, mover or shaker? If so, we want your endorsement, too.*

**Position Paper.** Help us solicit signatures of VIPs, supporting businesses, community organizations. These signatures will encourage our representatives to approve the Hoan Bridge bike path.

- [Download Position Paper Here!](#) (A PDF file)
- Please Get Signature(s).
- Please mail back to us.

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## A CITIZENS' PETITION

*to BIKE and WALK the*

# HOAN

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# BRIDGE

# Milwaukee Wisconsin



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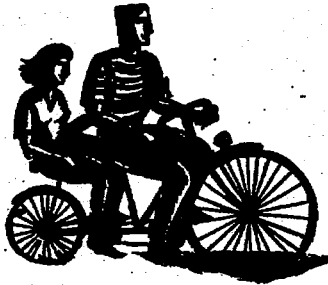
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# A CITIZENS' PETITION TO BIKE AND WALK THE HOAN BRIDGE

MILWAUKEE, WISCONSIN

---

Frequently asked questions about  
the Hoan Bridge walk and bike path



We have  
endorsed.  
How about you?

- [Citizens](#)
- [Organizations.](#)  
[Businesses](#)
- [County](#)  
[Supervisors](#)
- [State](#)  
[Representatives](#)
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- [KahlerSlater](#)  
[Architects](#)

[County Executive](#)



## WHY PUT A BIKE AND PEDESTRIAN PATH ON THE HOAN BRIDGE?

Federal Highway Policy directs local governments to find alternatives to the automobile. \$1.5 million of federal money was appropriated to study and construct a suitable bicycle path between Bay View and Downtown Milwaukee. The funding source is the U.S. Department of Transportation through the Intermodal Surface Transportation Efficiency Act of 1991, Section 1104, Congestion Relief Projects, Subsection (b), This Act was signed into law by President G. H. Bush.

## WHAT PLANS HAVE COME FROM THIS EFFORT?

The Wisconsin Department of Transportation has hired BRW, Inc., a transportation consulting company to work with the Department, a Citizens' Advisory Committee, and local government. This group has concluded that a bike path on the Hoan Bridge, another on 2nd Street (from Mitchell Street to Pittsburgh Avenue), and yet another on railroad right of way east of First Street are all feasible bicycle paths.

At the present time the study group is doing an engineering feasibility study of each of the alternatives. There will be a public hearing on these questions in year 2001, perhaps by the summer.

There already exists the Oak Leaf Bicycle Trail. The Hoan Bike Path would efficiently connect the Bay View Oak Leaf Bicycle Trail with the Downtown sections of the Oak Leaf. The Hoan path would also connect to Hank Aaron Trail which will eventually bring bicyclists to Downtown. Completing both the Hank Aaron Trail and the Hoan Bike and Walk Path will give the center of Milwaukee an wonderful web of biking possibilities: for commuters, recreation and tourism.

## WOULD A HOAN BRIDGE BIKE PATH BE SAFE?

Yes. In fact it will be *safer* than biking on city streets. This bike path is probably the most well-planned bike path in our state's history. All aspects of safety were explored by a

candidates'  
responses to our  
inquiry

Frequently Asked  
Questions

High Exposure  
Bridges, Walkers,  
Bikers - in other  
places

- California
- New York
- Sweden  
(new  
photos)

Wind, Weather,  
Safety, Traffic

- Report  
from  
Wisconsin  
Department  
of  
Transportation

Designed for  
Safety

- WISDOT  
engineering  
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- Editorial
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- Opinions

Representative  
John Richards in  
The Bay Viewer

Milwaukee Buzz

Wisconsin Department of Transportation's Citizens' Advisory Committee.

Serious consideration was also given to each concern expressed by citizens in a public hearing in September 1997.

The concrete barrier between the bike path and motor traffic will make bicycle commuting and recreation many times safer than the busy lanes on First and Second Streets. Bay View to Downtown bicyclists - now using 1st or 2nd Streets - point to (1) constrictions caused by the railroad overpasses at Florida near First Street, and on Kinnickinnic north of the Kinnickinnic River, (2) the narrow First and Mitchell intersection is an especially tense moment of a downtown bicycle ride; (3) First and Second Streets are primarily industrial corridors for large trucks and auto volume - with no special protection given to bicycles.

The 2nd street bike path will be helpful for bicyclists living north of Becher Street. But for bicyclists living south and east of Lincoln Avenue, the Hoan would be the best route.

A bike-friendly city requires a web of bike options so as to serve the people in each neighborhood.

## WHAT ABOUT RAILROAD TRACKS ALONG FIRST STREET?

The Citizens Advisory Committee studied the railroad alternatives. There are serious problems to make them bike-friendly. The most worrisome is that there are long stretches where bikers will not be seen by anyone. Women, in particular, were concerned about biking those stretches alone. And upgrading the rail right of way would not be cheap; bridges would require substantial widening to carry both bikes and trains.

## HOW HAVE OTHER CITIES DEALT WITH THE QUESTION OF BIKES ON HIGH BRIDGES?

Many cities have high-exposure bridges with biking and walking: To name a few: Sydney, San Francisco, Duluth, Minneapolis, New York, Key West. Busloads of tourists come to the Golden Gate bridge just to walk across and back.

Sweden considers bicycle transportation as an integral part of its culture. Bridges are built with bike lanes. Their vision will pay off as gasoline prices soar.

- Interview with Jeanne Hoffman, Executive Director Bicycle Federation of Wisconsin

Daniel Webster Hoan, Former Mayor of Milwaukee

Wisconsin Department of Transportation Citizens Advisory Committee



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will pay out as gasoline prices soar.

See this web site for more details from other locations:  
[High Exposure Bridges, Walkers, Bikers - Around the Country](#)

## THIS IS A FREEWAY. HOW CAN YOU SQUEEZE BIKES ONTO A FAST FREEWAY?

The northbound Hoan lanes are, in fact, ideal for a two-way bike path. These lanes have a 50 mph limit and are fed by the 40 mph Lake Parkway. Cars driving onto the Hoan bridge from the Lake Parkway actually enjoy more room as they can accelerate at the same point the bike-walk path will begin; they will already be in two lanes.

This design will allow a distress lane for a disabled vehicle.

Ask commuters on the Northbound lanes and they will tell you that rush hour congestion is nonexistent. There is never three lane wide congestion on the Hoan, even at the height of the morning commute to downtown. (The evening commute is generally southbound, where there will be three-lane traffic on the Hoan, feeding into a two lane parkway.)

## WON'T LAKE WINDS CHASE BIKERS AWAY?



Winds on the Hoan are only slightly stronger than in most other locations of the city. They are not formidable. The calculations were done by a consultant working for Wisconsin Electric. Of course, winds over 30 mph (storm level) discourage biking on any road surface. People using the Hoan for a round-trip may, according to these studies, choose to use another route

only once out of nine trips.

## HOW MANY PEOPLE ACTUALLY COMMUTE BY BIKE IN MILWAUKEE?

More and more. The Hoan in fact will attract weekend bikers, recreation, and tourism. The Golden Gate bridge in San Francisco gets thousands of buses of tourists on

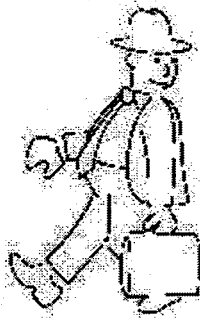
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weekends. The magnificent view over Milwaukee's harbor could likewise draw many tourists. Chicago has nothing like this over its harbor, but major cities around the world have put bike paths on high exposure bridges.

## OK BIKES, BUT DO YOU THINK PEOPLE SHOULD BE WALKING ON THAT BRIDGE?

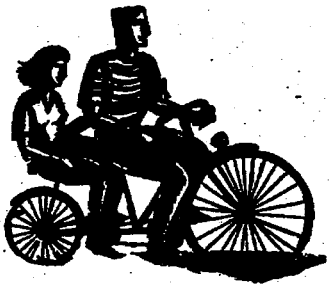
The Citizen Advisory Committee insisted that the bike path as planned be safe for walkers, too. The Hoan bridge was built for traffic which never materialized because the proposed Lakefront freeway was never built.



## WELL IT'S JUST A ROAD!

Well, yes, and most roads have bicycles. But the Hoan is a place to see our city like it's never been seen before. The Hoan is not just a road it is our asset. The view from the Hoan is magnificent; the Hoan is not just trucks, it is tourism! 5000 weekend pedestrians on the Golden Gate Bridge in San Francisco is an enormous commercial asset. There is nothing else like this opportunity in the entire Midwest. Milwaukee has in its hands an incomparable asset; a jewel of a view; a launching pad for downtown activity.

## BUT THE HOAN IS SO STEEP!



It appears steep if you look at it from one end to the other. In fact, the grade on the Hoan is a very mild grade, less than many hills in Whitnall, Lake and Grant Parks. Those of us who have biked on the Hoan report an easy climb, and a descent *without brakes* of about 10-15

mph.

When the committee biked the bridge we had bikes of all kinds, including parents towing children in bike-trailers. No one walked up the hill. No one reported unease on the ride down.

The view is fantastic. There is a skirt on the edge of the bridge. A walker standing at the edge of the roadway cannot look straight down.

## THE HOAN IS BROKEN; SURELY THIS IS NO TIME TO DISCUSS A BIKE PATH

On the contrary, the breaking of the Hoan (December 2000) has provided us with information not available before.

- Traffic load.
- Business development.

To relieve traffic congestion on Kinnickinnic Avenue after the break, traffic engineers realigned stop and go lights to favor northbound Kinnickinnic traffic in the morning and southbound in the evenings. It is now possible to travel the length of Kinnickinnic with few stop lights during rush hour.

This new arrangement was designed to discourage use of the Hoan temporarily. The Hoan is a one-lane highway while repairs proceed. Traffic slows on the Hoan only at rush hour. Good traffic design will spread the load on alternative routes. If the Kinnickinnic adjustment was a temporary success for the winter, it can continue to relieve the Hoan of traffic into the foreseeable future.

Traffic on Kinnickinnic is one factor helping Bay View's efforts to revitalize its business strip. Highways favor large corporate businesses distant from communities; local roads favor local business. The recent new businesses on Kinnickinnic are the result of hard work, a friendly alderperson, and traffic.

## SO WHAT'S THE BIG DEAL?

**THE VIEW!** From the Hoan the view of Milwaukee is superb. Ask anyone who has been there. It is a city asset that we need to explore. Access to the bridge will be one of Milwaukee's finest tourist assets and a boon to bike commuting.

For more discussion on the many advantages of biking to work, see the [Milwaukee Bikes to Work website](#).



## Milwaukee County Executive Campaign Inquiry. March 1, 2002.

Questions submitted to the candidates for the Office of Milwaukee County Executive, with their answers. The answers are listed in the order in which they were received.

*1. Enclosed is the Bike the Hoan Position Paper. Along with 18 members of the County Board; key officials in the City of Milwaukee; 14 State Representatives and Senators; 79 businesses and community organizations (list attached) and approximately 2000 citizens in a written petition (copy attached) - Will you add your name to this list?*

**Tyrone Dumas: Yes. I support the Hoan project but was always concerned about wind/bridge safety.\***

**Thomas Nardelli: No, I do not support use of freeways for non motorized vehicles due to safety\* concerns of faster moving vehicles.**

**James Ryan: Yes.**

**Scott Walker: Previously, I objected (with a motion in the state budget caucus process) to the Hoan Bridge Project because of safety concerns raised by the Sheriff's Department in Milwaukee County. Those safety concerns appear to be addressed by the revised proposal with a cement barrier. Of the three options currently being considered by the state Department of Transportation, however, it is my understanding that the Hoan Bridge option is the most expensive. At a time when both the state and county are facing budget crunches, I don't believe we can afford any higher costs.**

**Timothy Paul Weber: [He reports that he is undecided.]**

**Victor Huyke: [No response.]**

*\*[Editor: Common misunderstanding about safety. In response to these concerns, we sent Mr. Dumas and Mr. Nardelli WisDOT reports on safety issues, which are also published on this web site. [Click here.](#)]*

*2. As County Executive, would you be willing to bicycle to work from time to time?*

**Tyrone Dumas: Yes. I'd give it a try. I am out of shape presently.**

**Thomas Nardelli: Probably not. I am not a bicycle**



**We have  
endorsed.  
How about you?**

- Citizens
- Organizations.  
Businesses.
- County  
Supervisors.
- State  
Representatives.

Frequently Asked  
Questions

High Exposure  
Bridges, Walkers,  
Bikers - in other  
places

- California
- New York
- Sweden  
(new  
photos)

Wind, Weather,  
Safety, Traffic

- Report  
from  
Wisconsin  
Department  
of  
Transportation

Designed for  
Safety

**THOMAS NARDULLI: I TOUARDLY HOE, I AM NOT A BICYCLE enthusiast, and live too far.**

**James Ryan: Yes.**

**Scott Walker: Sure, I don't live too far away (73rd and North). Riding a bike to my current job is a bit tougher.**

**Timothy Paul Weber: Of course, I would be willing to bike to work once in a while. As a student, getting around campus is very dependent on walking and biking. I'm not afraid of a little exercise to start my day.**

**Victor Huyke: [No response.]**

*3. What is your plan to reduce traffic congestion during the reconstruction of the Marquette Interchange? Specifically, would you encourage bicycle commuting as a part of a traffic congestion abatement plan?*

**Tyrone Dumas: I will work with DPW, State WisDOT, City of Milwaukee and other business/community groups to keep it as painless as possible.**

**Thomas Nardelli: I would encourage all alternate transit modes including biking. I would work to reroute County buses and trolley's to mitigate congestion caused by construction.**

**James Ryan: Yes.**

**Scott Walker: Yes, I will encourage bicycle commuting during the reconstruction of the Marquette Interchange. Working with the state Department of Transportation, we will need multiple alternatives to going through the Marquette during reconstruction work. Years ago, I pushed work on the 6th Street viaduct in preparation for alternative routes when the interchange is down.**

**Timothy Paul Weber: Well, there are those people who cannot seem to get along without their cars, so I would encourage them to use city streets during construction. I would also make the construction run much more smoothly, and it would be done faster.**

**Victor Huyke: [No response.]**

*4. As County Executive, will you support a policy of developing bicycle-ready transportation systems: bicycle racks or security corrals in and about transit centers?*

**Tyrone Dumas: I will work with DPW and other groups to examine these proposals including funding sources**

- WISDOT engineering cut-a-way

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- Editorial
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Representative John Richards in The Bay Viewer

Milwaukee Buzz

- Interview with Jeanne Hoffman, Executive Director Bicycle Federation of Wisconsin

Daniel Webster Hoan, Former Mayor of Milwaukee

Wisconsin Department of Transportation Citizens Advisory Committee



to examine these proposals including funding sources.

**Thomas Nardelli: Yes.**

**James Ryan: Yes.**

**Scott Walker: Sure, I want as many people as possible to use our transit system.**

**Timothy Paul Weber: I believe that people who are willing to bike, and in the process help relieve congestion on freeways and decrease car pollution, definitely deserve to have safe places to keep their bicycles while they are working or not using them.**

**Victor Huyke: [No response.]**

*5. Do you think it is a function of county government to promote and facilitate biking as a sport, recreation and transportation alternative? If so, do you have or support a plan? If not, would you meet with bicyclists from time to time during your term in office?*

**Tyrone Dumas: We have to examine all roles and functions of County government as they relate to this type of plan. I would meet with your group, with DPW or WisDOT as needed on your issues.**

**Thomas Nardelli: Yes. I don't have a plan, but would be open to developing one.**

**James Ryan: Yes.**

**Scott Walker: Biking certainly is part of quality of life issues and the county is very involved with quality of life issues like the parks system, the zoo, the museum and other ventures. I do not have a specific plan, but I am willing meet with bicyclists immediately and on a regular schedule to talk about ways to work with county government.**

**Timothy Paul Weber: I believe biking as a sport is beneficial to our county. We have a wonderful park system, and biking has been a big part of it. Biking as a transportation alternative is also beneficial to our county. While I do not have a plan right now, I would be more than willing to meet with the bicyclists from time to time to hear what they believe are good ideas to improve conditions for biking.**

**Victor Huyke: [No response.]**

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*6. Are you familiar with the Oak Leaf Trail and the Hank Aaron Trail and their roles in the overall Milwaukee County transportation options? If not, would you like to meet with bicyclists who use this trail? Would you ride with us on the trail so we can show you what it is the we love about Milwaukee County?*

**Tyrone Dumas:** I am familiar with all of these projects because I supported them while DPW Director and on SEWRPC. I have not biked in years, as I took up walking back in 1998 to get exercise. I can learn again but I'd have to dovetail with my other C.E. activities.

**Thomas Nardelli:** I am familiar with both trails and their roles. I would love to ride the trail with those who love to ride bikes.

**James Ryan:** I know about these assets. After elected and have more time, I'd love to join you for tour on bikes.

**Scott Walker:** I am familiar with the trails. We have two boys (6 and 7) so we don't ride too far but we do spend a fair amount of time in the summer on the trails starting at Hart Park in Wauwatosa. I would love to meet with others to ride the trails (you will have to cut me some slack on the speed).

**Timothy Paul Weber:** I am not entirely familiar with either of these trails, and I would like to see and listen to the bicyclists to find out why they personally love the trails.

**Victor Huyke:** [No response.]

From the  
***Bay View to Downtown  
 Bicycle Route Study  
 Final Draft - Stage 1 Report***

Wisconsin Department of Transportation  
 January 1999

[Editor comments: The Wisconsin Department of Transportation and BRW, Inc. (the department's consultant on this project) took a common sense look at the safety concerns surrounding bicycling on the Hoan Bridge. Here are the Department's observations, quoted in full:]

wind	grade	ice & snow
auto traffic	pedestrians	personal safety
emergency access	grates	views

"Wind. There has been concern expressed about the force of gusting wind across the main section of the bridge. It is generally acknowledged that it affects autos, so bicyclists may be expected to have difficulty at times, also. Wind velocities on the bridge on an annual percentage basis were estimated below. Table I indicates a wind velocity of 0 to 11 miles per hour 21 percent of the time; 13 to 19 miles per hour about one-third of the time; 20 to 30 miles per hour about one-third of the time; and over 30 miles per hour 10 percent of the time. Most of the periods of high wind occur in the Winter, Fall and Spring.

"Table I

"Estimated Winds Speeds and Frequencies on the Hoan Bridge



**We have endorsed.  
 How about you?**

- Citizens
- Organizations.
- Businesses.
- County Supervisors.
- State Representatives.

Frequently Asked Questions

High Exposure Bridges, Walkers, Bikers - in other places

- California
- New York
- Sweden  
(new photos)

Wind, Weather, Safety, Traffic

- Report from Wisconsin Department of Transportation

Designed for Safety

Relative Frequency (% of the year)	Wind Speed in Miles Per Hour		
	20 Ft above Grade	40 Ft above Grade	135 Ft above Grade (Maximum Height of Bridge)
5.0	0 - 3	0 - 4	0 - 6
16	5 - 7	5 - 8	7 - 11
34	8 - 12	10 - 14	13 - 19
35	13 - 18	15 - 22	20 - 30
8	20 - 24	23 - 28	31 - 39
2	over 24	over 28	over 39

"Source: Feasibility Study, Lakefront Bike Trail over the Daniel Hoan Bridge, Milwaukee County Department of Parks, Recreation and Culture, 1990, page 14."

[Editor comments: Most "high wind" or stormy days preclude bicycling anywhere. The extra margin of wind on the Hoan Bridge - if it were to exceed 20 mph - will probably deter a bicyclist in one out of ten trips (and even less in the summer), when he or she will choose to use a grade level path or street. If the winds get higher than 30 miles an hour or if the weather turns stormy, most bikers will avoid biking in any case.]

"On the Golden Gate Bridge in San Francisco, generally considered a very windy site, wind has reportedly not been a problem. Observers there have said that bicyclists either use greater caution and reduce their speeds on windy days or even walk their bikes.

"Commuter bicyclists and others who ride on a regular basis tend to be accustomed to weather conditions and adapt to them. Advisory Committee members also were of the opinion that an alternative surface route should be available for riders who do not want to use the bridge during periods of high wind, ice or snow. Other means of dealing with the wind could include wind warning signs and wind deflectors added to one or both sides of the bikeway.

"Grade. Proceeding north from the Carferry Drive entrance, the northbound on-ramp of I-794 rises at

- WISDOT engineering cut-a-way

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...ance, the northbound ramp of I-77 rises at about a 4.2 percent grade for a distance of 2,500 feet. From there the road slopes downward at a grade of 0.3 percent for a distance of 2,800 feet, then rises again at a 2.8 percent grade to the height of the Hoan Bridge over the Milwaukee River, then falls at an average slope of 3.1 percent for a distance of 4,800 feet to Michigan Street. At its high point over the Milwaukee River, the bridge deck is 125 feet above grade while at its low point near Municipal Pier No. 4, it is only 30 feet above grade.

"Some observers have stated that the bridge is too steep for most bicyclists and, therefore, a bicycle path there would seldom be used.

"To test this claim and better acquaint themselves with other features of the bridge, members of the Advisory Committee and others rode the bridge in both directions during the course of this study on November 8, 1997. That group included two children aged six and nine, several people over the age of 55 and several people who were not regular bicyclists or runners. The northbound lanes of the bridge were closed to traffic for one hour by a WisDOT crew with help from the County Sheriff. Conditions that day were 46 degrees with a southerly breeze of about 8 miles per hour at the top of the bridge.

"The overwhelming consensus of the riders was that the grades were not a problem. Most of the cyclists used their lower gears but no one used their lowest gear. Average speeds on the upgrade were 7 to 9 miles per hour. The general speed on the downhill grades was in the range of 15 to 20 miles per hour and no one said they felt out of control. Several riders said that they were able to stop comfortably in the middle of the downgrades. The expansion (finger) joints were covered with thin boards for this experiment, and the other (non-finger) joints were reported to be no problem. All of the participants who stayed for the ride on

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Second Street said that the bridge was a more comfortable environment for riding.

"Therefore, the Advisory Committee and the bicycle route planning consultant concluded that the bridge grades should not be a significant problem even if the bikeway is designed to be a 10 to 12 foot wide path with concrete barriers on both sides.

"Ice and Snow. Provisions could be made for plowing the path or lane to periodically remove ice and snow, or the route could be closed for a few weeks or months in the winter. If the bike facility were a physically separated path, the path could be made sufficiently wide for a pick-up truck with a front plow. This issue should be addressed in Stage 2 of this study.

"Auto Traffic. The bicycle facility on the bridge should, ideally, be separated from auto traffic with a concrete barrier and a guard rail at least 4.5 feet above grade. That would completely solve the traffic safety concern. Other bike routes are occasionally located on highway shoulders, and these distress lanes are 10 feet wide, which exceeds standards set by the American Association of State Highway Traffic Officials (AASHTO) and is more than bicyclists usually are given. Presently, traffic levels are so low that traffic spreads itself so there is not a steady stream of vehicles next to the distress lanes.

"Related traffic concerns are noise and vibration. Noise will be a minor irritation with any design that locates the bicycle facility at the grade of the bridge deck. Vibration is even less of a concern. The bicycle route planning consultant has ridden a path attached to the side and slightly below the deck grade of a long, tall highway bridge. He reported that noise and vibration were negligible.

"Pedestrians. There is some interest in allowing pedestrians to use the bridge bicycle facility if it is

physically separated from auto traffic. AASHTO design guidelines and other sources recommend separating bicyclists and pedestrians but if they must share a path, the path (two-way) should be at least 12 feet wide plus a 2-foot clear zone on both sides. It is anticipated that it will be difficult if not impossible to obtain a 16 foot physically separated path on the Hoan Bridge. However, it is also expected that the number of pedestrians will be very low.

"Personal Safety. There are always concerns about personal safety whenever one is using a public space that does not have a substantial amount of other people watching and protecting the space. Although it is expected that the risk of being attacked on a Hoan Bridge bicycle facility is extremely low, there are also only two reasonable ways to escape and motorists might not recognize the situation and stop to help. Thus, lone riders would have to accept certain risks (as they do when cycling in certain other locations such as Second Street) and be prepared to deal with them.

"Emergency Access. Could emergency medical technicians quickly get to someone who got injured on a physically separated path on the bridge? The divider should be designed so that helpers could climb over without undue difficulty and lift an injured person on a stretcher back over to an ambulance.

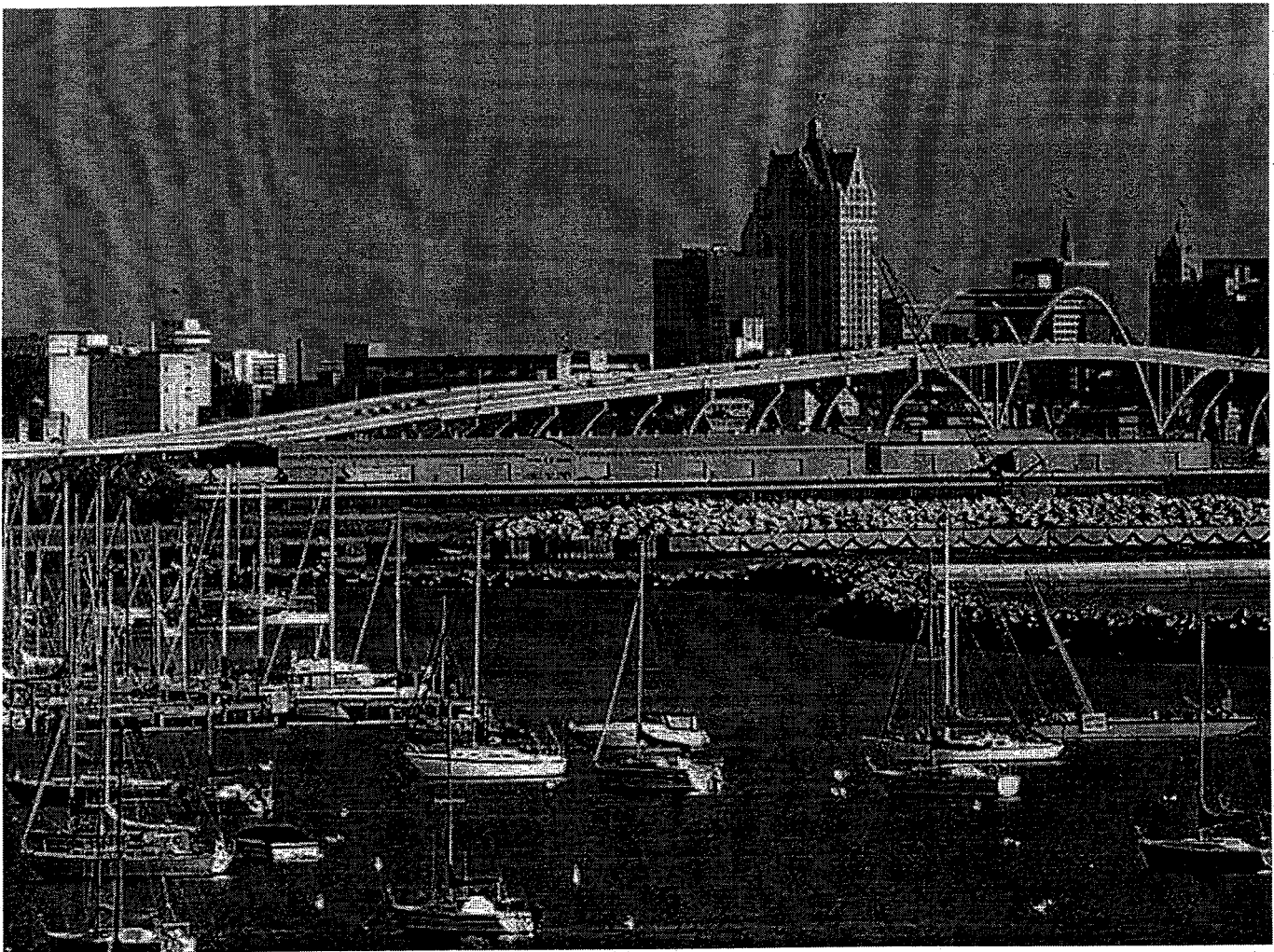
"Grates. There are three expansion joints on the bridge that could catch bicycle tires. These should be covered with metal plates.

"Views. A bicycle path or lane on the east side of the bridge would offer spectacular views up and down the lakefront. There is some concern that a railing or fencing designed for bicyclist safety would diminish the lakefront views of drivers, however. This could be addressed if the safety features were limited to horizontal railings only somewhat higher than the present railings. A full

chainlink 'cage' is probably not necessary."

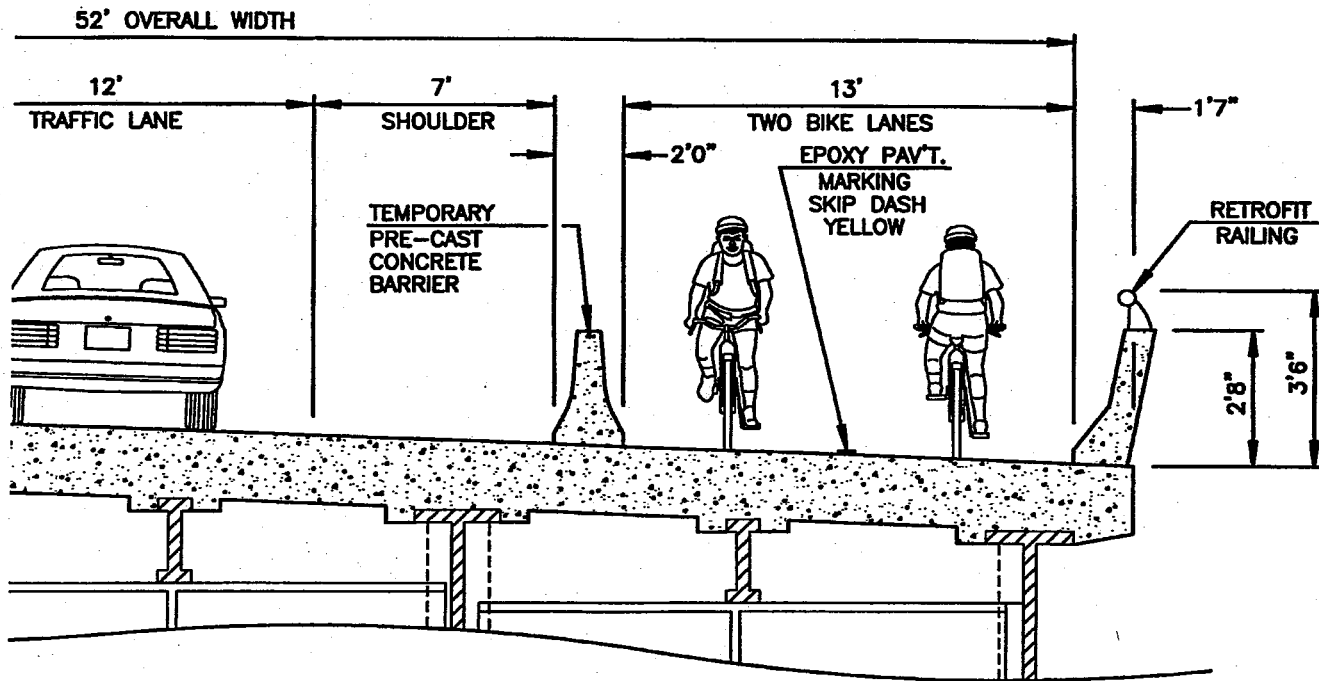
[Hoan Designed to be Safe](#)

[Home Page](#)



## Hoan Bridge Cross Section

### From Wisconsin Department of Transportation Planning Documents



*Proposed*

The precast concrete barrier to provide an extra measure of safety for bikers and walkers.

To address concerns about the safety of a bike and walk path on the Hoan Bridge, the design shows that bicyclists will enjoy a concrete shield separating them from traffic. On the lake side there is a parapet that may be raised to increase protection without blocking the view.

[Back to Home Page](#)



# **BAY VIEW TO DOWNTOWN MILWAUKEE BICYCLE ROUTE STUDY**

## **THE STUDY**

In 1996 the Wisconsin Department of Transportation (WISDOT) obtained federal funds to undertake a study for a bicycle connection between Bay View and downtown. This study originated from the public debate in the late 80's and early 90's regarding placing a bikeway on the Hoan Bridge. The first stage on the WISDOT's study identified 20 alternative routes, of which three were selected for further study. The second stage of the study, which is fast approaching conclusion, involves further design, cost estimates, environmental documentation, and the selection of the preferred alternative. The three alternatives selected for further study are:

1. Second Street Alternative;
2. Former Union Pacific Railroad Corridor Alternative; and
3. Hoan Bridge Alternative.

## **THE ALTERNATIVES**

The Second Street alternative involves striping bicycle lanes on City streets between South Shore Park and the Summerfest Grounds. The route takes bicyclists westerly to South 2<sup>nd</sup> Street via East Russell Avenue, South Bay Street, South Kinnickinnic Avenue, and West Maple Street. Once on South 2<sup>nd</sup> Street bicyclists travel northerly to West Pittsburgh Avenue, then easterly to the Summerfest Grounds via West Pittsburgh Avenue, North Young Street, North Milwaukee Street and East Chicago Street. The estimated cost for this alternative is \$828,000 which includes resurfacing South 2<sup>nd</sup> Street and deck improvements on the Kinnickinnic River Bridge and the Broadway Bridge.

The Union Pacific Railroad Corridor alternative is similar the Second Street alternative in that it takes bicyclists on City streets between South Shore Park and the railroad corridor at East Maple Street. From there bicyclists travel on an off-street trail to East Washington Street where they again travel on City streets to the Summerfest Grounds via South Water Street, North Young Street, North Milwaukee Street and East Chicago Street. The estimated cost for this alternative is \$1,279,000 which includes paving the off-road segment, resurfacing South Water Street, providing deck improvements on the Kinnickinnic River Bridge and the Broadway Bridge, and improving the railroad crossings. Right of way acquisitions costs are not included, which are an additional \$1 Million. It is noted that the City has CMAQ funds to acquire the right of way, pave the abandoned railroad corridor and to improve the railroad bridge, independent of this study.

The Hoan Bridge alternative places a two-way bikeway on the east edge of the bridge, separated from traffic by a wide shoulder and a concrete barrier. This alternative reduces the northbound traffic on the bridge from 3 to 2 lanes. The estimated cost for this alternative is \$3.5 Million. However, if the traffic and geometric issues at the south connector are overcome, the estimated cost drops to \$2.6 Million.

## THE ANALYSIS

The objective of the study is to select an alternative that enhances the use of bicycle travel between Bay View and downtown, with an emphasis on commuter travel. The criteria used in selecting the preferred alternative include:

1. user safety
2. user security
3. linkage to the Oak leaf system
4. enjoyability
5. aesthetic impact
6. easily understood by user
7. neighborhood connections
8. traffic impacts
9. parking impacts
10. needed approvals
11. feasibility
12. relative cost

Of the three alternatives under consideration, the Hoan Bridge alternative most satisfies the study objectives. It would provide a direct, safe and enjoyable ride which would have spectacular views. It directly connects with the Oak Leaf system and the planned Hank Aaron State Trail. It is the only alternative that would likely attract new bicycle commuters. It has strong support from the bicycling community. It may become an attraction in and of itself, complementing the existing attractions on Milwaukee's lakefront. While it reduces the number on northbound lanes from 3 to 2, it matches the number of lanes on the Lake Parkway from the south. There are no parking impacts and it is technically feasible to implement. Except for the fact that it is the highest cost alternative, the Hoan Bridge alternative satisfies the criteria better than the other two.

The Second Street alternative and the Union Pacific Railroad alternative both have merit as bicycle facilities, however they do not provide a direct connection between South Shore Park and the Summerfest Grounds. They do not provide the enjoyability and aesthetic impact the Hoan Bridge alternative provides. Most importantly, these two alternatives would not likely attract new bicycle commuters. Attendees at the Public Information Meeting held on January 22, 2002 at the South Shore Park pavilion were asked "WOULD YOU USE THE PATH IF IT WAS BUILT?" 16% of those that responded indicated that they would NOT use the Union Pacific Railroad corridor and 42% indicated that they would NOT use the Second Street alternative. Only 4% of those responding indicated that they would not use the Hoan Bridge bikeway.

## THE CONCLUSION

This is likely our last chance to create a signature bike path that will become an attraction in and of itself. We should not settle for a less desirable alternative when we have the opportunity to create a great asset for the City. In light of its overwhelming and enthusiastic support from the bicycling community, we support the Hoan Bridge alternative.