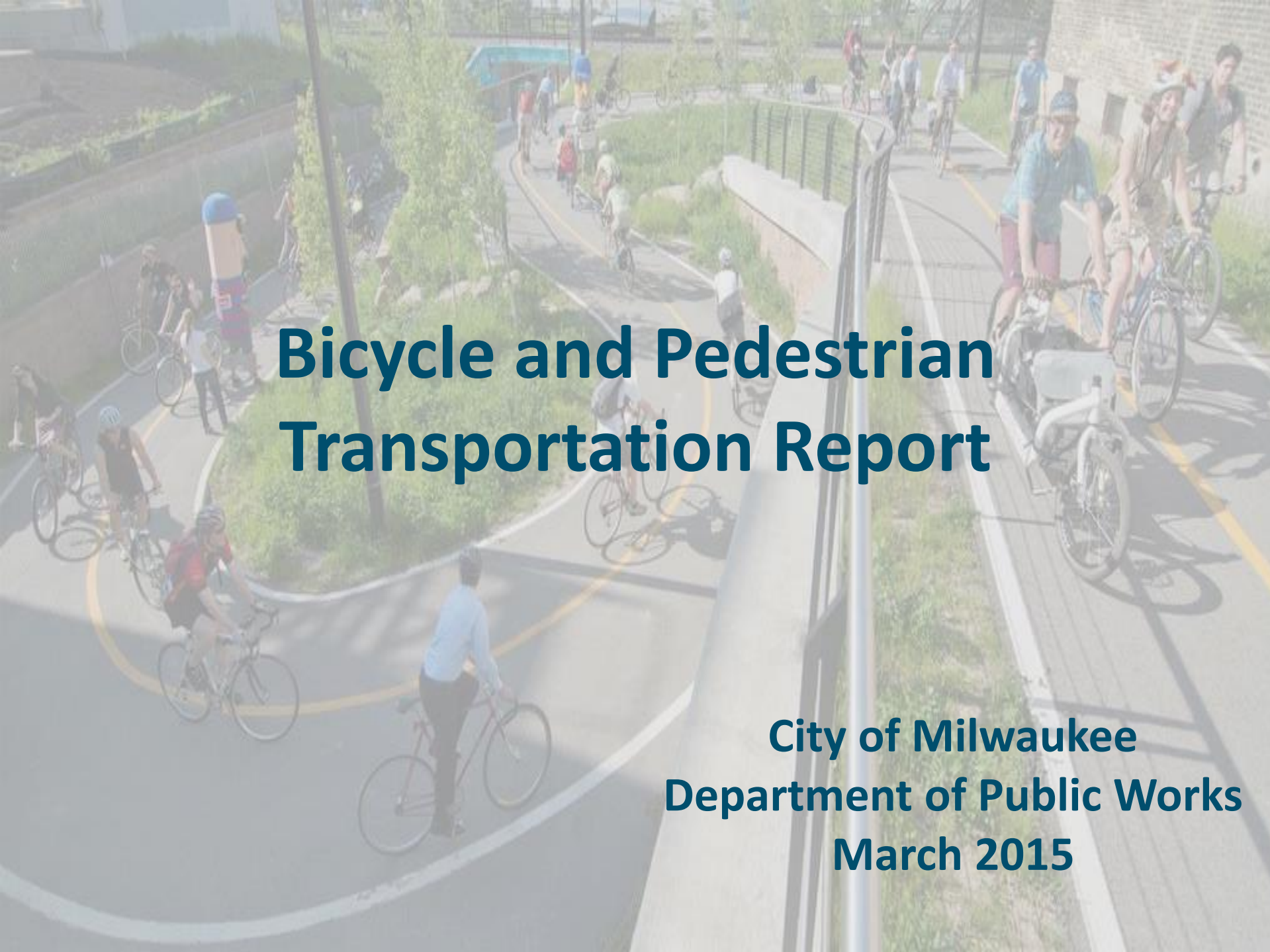
An aerial, high-angle photograph of a modern, winding bicycle and pedestrian path. The path is paved with light-colored material and features yellow painted lines. It curves through a landscaped area with green grass, small trees, and a low concrete wall. Numerous people are using the path, including cyclists of various ages and a person pushing a stroller. The path is bordered by a dark metal railing on one side. The overall scene is bright and sunny, suggesting a pleasant day for outdoor activity.

Bicycle and Pedestrian Transportation Report

**City of Milwaukee
Department of Public Works
March 2015**

An aerial, high-angle photograph of a modern, landscaped bicycle and pedestrian path. The path is paved and features yellow and white painted lines. It is surrounded by greenery, including trees and grass. Many people are using the path, including cyclists of various ages and a person pushing a stroller. The path curves through the landscape, and a metal railing is visible in the foreground. The overall scene is bright and sunny, suggesting a pleasant day for outdoor activity.

Bicycle and Pedestrian Transportation Report

**City of Milwaukee
Department of Public Works
March 2015**

Pedestrian Transportation



Challenges for Pedestrians

- Aging concrete infrastructure
- Forestry/sidewalk issues
- Accessibility improvements
- Weather / winter maintenance
- Driver culture – Yield to Peds



Pedestrian Safety Practices

- Pedestrian Crossing Signs
- Regular, High Visibility Crosswalk Pavement Markings
- School Crossing Signs
- Various Traffic Signal/Beacon Options
- Median Refuge Islands
- Curb Extensions at Key Locations
- Neighborhood Traffic Management Program
- Streetscape Projects



Countdown Pedestrian Signals

- Displays time remaining to cross street in flashing red “Don’t Walk” phase
- Now required for ALL signalized intersections – upgrade when intersection is improved
- Federal Highway Safety Improvement Program (HSIP) grants to upgrade pedestrian signal heads
- ALL City signals should be upgraded by end of 2015



Pedestrian Safety Treatment: *Accessible Pedestrian Signals (APS)*

- Verbal messages
- Audible tones
- Vibrating surfaces
- Volume responsive to ambient noise at site
- 20 intersections installed
 - Humboldt/Wright
 - UWM Campus (2)
- Primarily by request
- Improving public, Aldermanic notification procedures



Pedestrian Safety Treatment:

Ped-Actuated Rapid Flashing Beacon

- Planned 2015 installation on E. Hartford between Maryland and Cramer
 - Partnership with UWM
- Seeking grant funds to add RFBs to Riverwalk mid-block crossings



Scheduled Pedestrian Crossing Projects

- S. 43rd Street at Montana (Jackson Park) – curb extensions
- S. KK Avenue at Sijan Playfield – midblock curb extensions
- N. Water St. at Pearson (Marsupial Bridge access)
 - Intersection realignment
 - Curb extensions and accessibility improvements
- W. Rosedale Ave near UMOS – accessible midblock crossing to connect with KK River Trail
- Erie St. at Menomonee (MIAD) –intersection realignment , substantially shortened pedestrian crossings
- S. Clement Avenue at Wilbur – curb extensions at school xing



Other Current, Future Work Efforts

- Pedestrian Plan
 - Federal grant funded
 - Drafting RFP to obtain consultant in early 2015
 - Public input process will be key – need to reach broad range of citizens
 - Limited budget and data to start process with
- Continued ADA access improvements to the River Walk (DCD, DPW staffs)
- Identifying medians obstructing crosswalks
- Responding to citizen, Aldermanic requests
- Safe Routes to School planning grant – 2016

Bicycle Facilities



DPW Bicycle and Pedestrian Transportation

March 2015

Existing Bicycle Facilities

- 85 miles of bike lanes on City streets
- 2000+ bike parking racks*
- 16 bike lockers
- 3.5 miles of City-owned paved trails (off-street)
 - KK River Trail
 - Beerline Trail (including Marsupial Bridge)

** Grant-funded racks installed by the City – does not include privately installed bicycle racks*



Downtown to Bay View Bicycling Corridor – Phases 1 and 2

Phase 1 - 2011 – 2013 Construction

- ✓ Raised bike lanes on Bay Street – Lincoln to Conway
- ✓ KK River Trail – Lincoln to S. 6th /Rosedale
- ✓ KK River Trail – Maple to Washington

Phase 2 – 2014 Construction

- ✓ New Trail from Washington St. to National Avenue
- ✓ Bike lanes from Conway to Russell
- ✓ Solid, skid resistant plates added to Young, S. KK Bridges

..... EXPANDED TRAIL



Beerline Trail

- Existing Trail = 2 miles incl. Marsupial Bridge
- Keefe to Capitol Extension
 - Design / public involvement completed
 - Right-of-Way Acquisition process underway
 - Coordinated w/ ARtery project
 - Out to bid for Summer/Fall 2015 construct

Bicycle Plating on Lift Bridges

- Solid, slip resistant surface
- Young St., S. KK Avenue completed in 2014
- Cherry, Water designed; awaiting construction funding
- Wells St. to be done with Wells bridge rehab work
- Fed grant awarded for N. Plankinton (S. 2nd) and N. Emmber Lane (2015 – design; 2017 construct)
- All other bascule open deck bridges will be addressed through other scheduled bridge projects

More Bicycle Lanes



- ✓ 4 centerline miles added in 2014
- ✓ 10 new CL miles planned for 2015
- ✓ Upgrading some existing bicycle lanes
 - Reconstruction projects
 - High Impact Paving projects
 - CMAQ grant funded additions

Upgraded/Enhanced Bike Lanes

- Buffered bike lanes – S. 2nd St.
- Green pavement markings added to high conflict/merge locations



N. Humboldt Blvd.



S. 2nd Street

Bicycle Parking

- 2000+ racks installed in mid-2000's (fed grant)
- 16 bicycle lockers – leasing needs to be revised, maintenance/use issues
- 3 Bike Parking Corrals (seasonal)

NEEDS

- Resources needed to begin replacing old racks
- Increasing demand for parking
- DCD/DPW staffs collaborating on code update
- Refine abandoned bikes enforcement process
- Education on how to park properly
- Standards, review/approval process for corrals

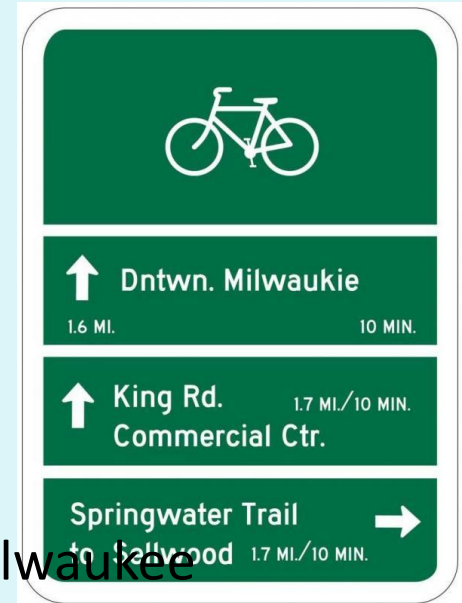
GRANT AWARDED TO CITY

- \$547,000 federal grant received to staff and fund a pilot cost-sharing bike parking program



Additional Current/Future Efforts

- Coordinated signage plan
 - Plan funded with 2015 federal grant
 - Partnering with Milwaukee Co Parks, DNR
- Documenting use of facilities
 - Partnering with Milwaukee Co. Parks, UW-Milwaukee
 - MC Parks installed 1 trail traffic counter on Oak Leaf Trail
 - City has purchased 2 counters to be installed early 2015
 - UW-Milwaukee Urban Planning professor analyzing data



Current and Near Future Efforts

- Improved bicycling, walking web content
 - Bike/Ped Task Force provided input
 - New bicycling content drafted, under review before going live
 - Intern researching, drafting walking web content, including accessibility (ADA) information
- New Bicycle Map under development
 - City staff (DPW and GIS) substantially reworking mapping, content
 - Targeting Summer 2015 availability



Neighborhood Greenways

- Lower volume shared streets
- Logical, continuous – minimal delay to
- Well signed, limited markings
- Intersection enhancements
- Attractive to “interested but concerned”

- S. 37th Street – connection w/ HAST
- Riverwest interest in Fratney Street
- Growing interest in Sherman Park area



Public Bike Sharing



- ✓ Public / Non-Profit Partnership with Midwest Bike Share (Bublr Bikes)
- ✓ Public / Private Funding
 - Pilot roll-out of 10 stations = 5,100+ trips between August and December 2014
 - Federal CMAQ Grant = \$1.6 million for 30+ stations in 2015 and 2016
- ✓ Staff developing station sites now
- ✓ Equipment purchasing next
- ✓ Coordination with Tosa, Shorewood, West Allis, UW - Milwaukee
- ✓ Applying for additional grants



Emerging Bicycling Issues

- Increasing public demand for protected bikeways
- Desire for “low stress” bikeways
- Illegal driving in bike lanes

