



CONNECTING GLENDALE 2020

BICYCLE AND PEDESTRIAN PLAN

ADOPTED: FEBRUARY 22, 2021



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Introduction



The City of Glendale is well situated in Milwaukee's North Shore region – major infrastructure and transportation connections as well as proximity to major destinations, like Lake Michigan and downtown Milwaukee, provide residents with high levels of accessibility and a high quality of life. Glendale's diverse mix of land uses provide residents with employment opportunities, commercial and retail options, and attainable housing. These qualities make Glendale an attractive place to live and visit in the region, but they also bring vehicular traffic. The street network relies on major arterial corridors to connect different areas of the city; this infrastructure also creates barriers for bicyclists and pedestrians, resulting in unsafe conditions and an experience of isolation as some areas of Glendale become disconnected from others.

Members of the public as well as elected officials and community leaders repeatedly raised the issue of bicycle and pedestrian safety and connectivity in the 2040 Comprehensive Master Plan planning process, which was completed in August 2020. The desire to create a more connected and bicycle and pedestrian friendly community led to the creation of this Plan, Connecting Glendale 2020. Many community members expressed that encouraging walking and biking in Glendale would support active lifestyles, increase recreation options, reduce car use, and encourage interaction among neighbors. This Plan builds on these ideas and identifies a number of community benefits associated with walking and biking.

A Bicycle and Pedestrian Plan is an important tool for the community to strategically upgrade and fund its bicycle and pedestrian system. In addition to identifying overarching goals and objectives, this Plan identifies specific strategies to achieve those goals. Whether they are site-specific, large-scale, bicycle, pedestrian, or multi-use recommendations, all enhance Glendale's status as a well-connected and attractive community. Connecting Glendale 2020 will guide infrastructure investments over the next five to 10 years, thus positioning the City to apply for grant funding to implement these projects in the coming months and years.

“(CONNECTING GLENDALE 2020)...MAKES US PROUD TO BE PART OF GLENDALE.”

- Glendale Resident Draft Comment Form

BENEFITS OF WALKING AND BIKING:

- **Safety:** Improved roadway, sidewalk, and bicycle facility design and an expanded network of bicycle and pedestrian infrastructure reduces conflicts with motor vehicles and improves safety for all road users.
- **Public Health and Well Being:** Improving the physical environment for biking and walking enables increased physical activity provide residents with numerous health benefits, including reducing obesity and the risk of cardiovascular disease while increasing the mental health benefits of exercise and physical activity.
- **Equity:** Bicycling and walking are less expensive and more readily available forms of transportation than cars, providing an alternative to low income individuals who cannot afford a car as well as those who are unable or choose not to drive. Providing access to well-designed bicycle and pedestrian facilities across all areas of the city increases personal freedom to users of all ages, races, incomes, and abilities.
- **Quality of Life:** Increasing the walkability and bikeability of Glendale ultimately increases its livability. Well designed and maintained infrastructure such as sidewalks, bike lanes, and bike paths increases residents' ability to connect with their community and encourages social interaction. In addition, providing bicycle and pedestrian facilities and designing streets that are safe for all modes of transportation helps to rebalance land and road use patterns, prioritizing the people of Glendale, rather than the cars.
- **Economic Development and Tourism:** Public investments in walking and biking infrastructure are often shown to be efficient and effective uses of public funds, as they have large impacts on the community with a relatively small investment. Glendale has the opportunity to leverage its regional assets, particularly the Oak Leaf Trail, to attract visitors and encourage them to shop, dine and stay in Glendale.
- **Environmental:** Increasing active transportation options such as biking, walking, and public transportation alternatives and decreasing the number of vehicular trips has a measurable impact on reducing greenhouse gas emissions, which contribute to climate change and poor air quality.

1: Community Background

The City of Glendale, Wisconsin is a vibrant, full-service community located in Milwaukee's North Shore. Glendale is distinguished in the region for its high quality of life, offering residents attainable housing, strong public and private schools, employment centers, and commercial and retail destinations that serve residents and attract visitors.

Asset Rich

Unlike other communities in the North Shore, Glendale has a broad mix of land uses, from residential to commercial and industrial. This diversity has created a variety of assets in Glendale that serve residents and attract visitors, making them key destinations for future bicycle and pedestrian connections. Glendale's strongest community assets include:

- Bayshore
- Nicolet High School
- Cardinal Stritch University
- Milwaukee River
- Kletsch Park
- Lincoln Park
- Richard E. Maslowski Community Park
- Oak Leaf Trail
- Private Businesses like Sprecher Brewery and Bavarian Bierhaus
- Aurora Health
- Ascension Wisconsin
- Johnson Controls, Inc.

These assets are depicted on [Map 1](#).

Regional Positioning

Located just seven miles from Downtown Milwaukee and less than one mile from Lake Michigan, Glendale is nestled in the heart of the North Shore and provides residents with a small-town feeling while accessing exciting regional amenities. Glendale residents and visitors can travel through the region via strong infrastructure connections, including Interstate 43 and State Highway 57 (Green Bay Avenue). While these thoroughfares provide accessibility and connection to the region, they can also act as impediments to connectivity within the City.

Glendale is also fortunate to be positioned along a major regional active transportation and recreational asset: the Oak Leaf Trail. The Oak Leaf Trail is maintained by Milwaukee County and is a multi-use trail system with over 125 miles of trails for bicycling, roller blading, walking, and running around Milwaukee County. The Oak Leaf Trail is divided into seven main “branch lines”; two branch lines pass through Glendale, connecting bicyclists and pedestrians to the rest of the region.

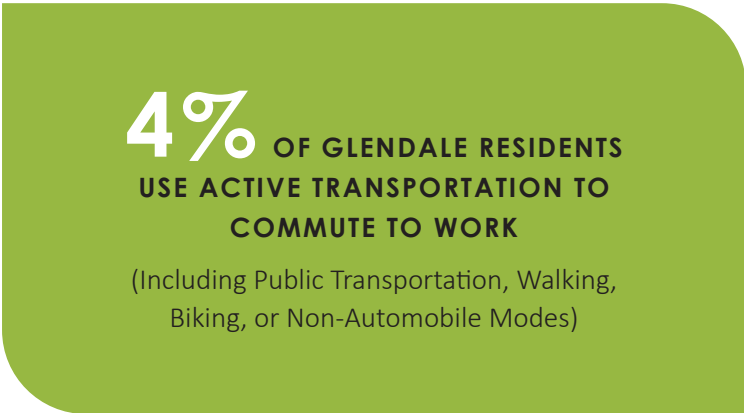
The Milwaukee River Line of the Oak Leaf Trail is approximately 14 miles; beginning in Downtown Milwaukee at Juneau Park, it travels along the lakefront before connecting with the Milwaukee River. The line follows the Milwaukee River through the North Shore, winding north through Lincoln and Kletzsch Parks in the City of Glendale, before continuing to Brown Deer Park, northwest of the City.

The Zip Line branches off the Milwaukee River Line at Lincoln Park and Milwaukee River Parkway. It utilizes a former railroad line to provide a direct, traffic-free connection from Estabrook Park to Brown Deer Park. This direct connection runs approximately six miles, straight through Glendale. A new trail access point to the Zip Line was constructed at Richard E. Maslowski Community Park in 2019 and provides direct on-off access at one of Glendale’s most desirable public assets and event spaces.

At the time of writing this Plan, a portion of the Zip Line along the west side of Glendale is closed due to a growing sinkhole and unstable conditions on the trail segment. The sinkhole is caused by a collapsing stone culvert, built over 100 years ago, beneath the trail. Milwaukee County Parks is focusing on maintaining safety and has received a grant to make the approximately \$600,000 repair. The timeframe for repairs is not known at this time.

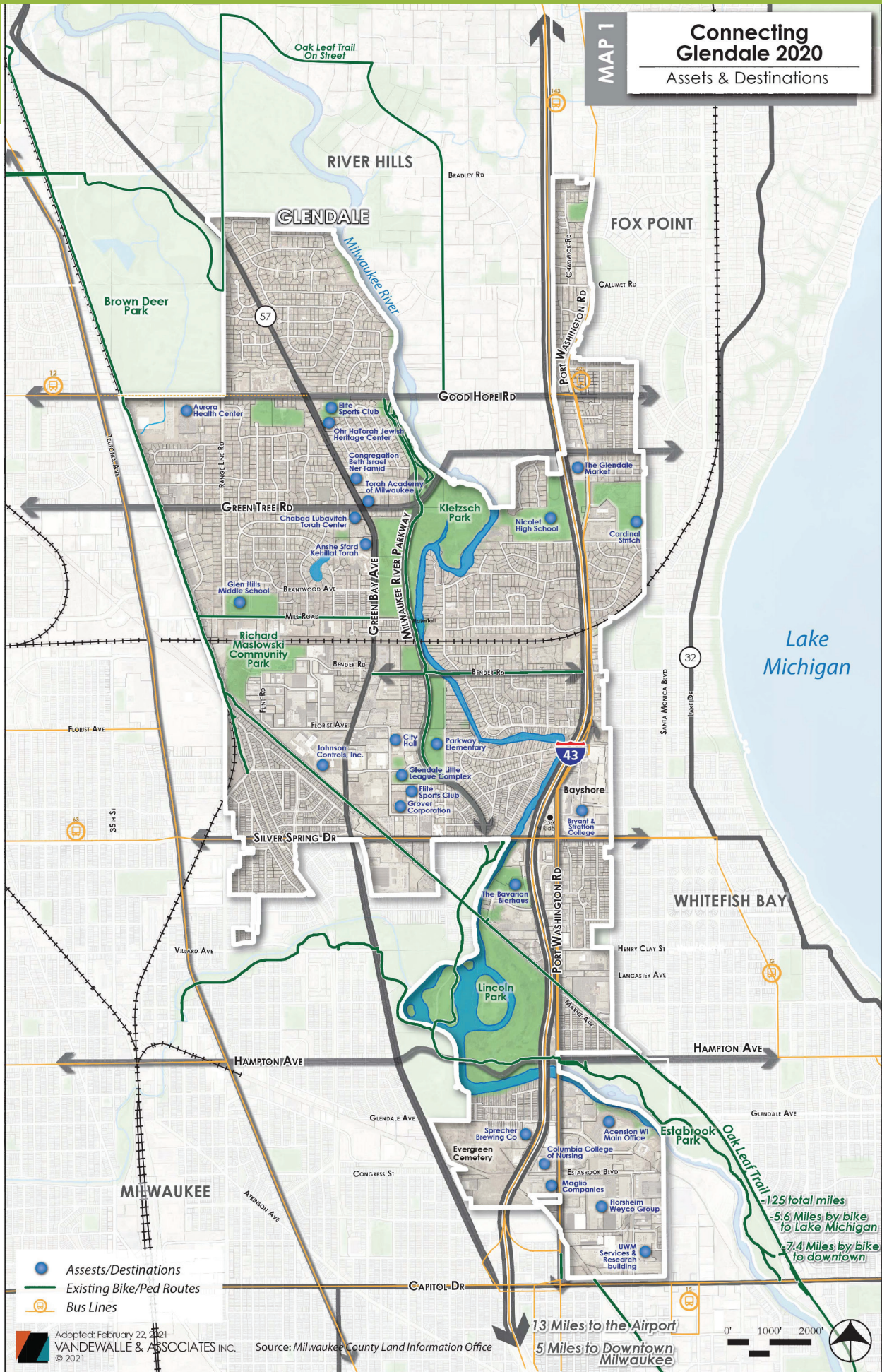


24% OF
GLENDALE WORKERS
HAVE ACCESS TO ONE
VEHICLE OR LESS



4% OF GLENDALE RESIDENTS
USE ACTIVE TRANSPORTATION TO
COMMUTE TO WORK

(Including Public Transportation, Walking,
Biking, or Non-Automobile Modes)



2: Planning Process and Public Input



Connecting Glendale 2020 was launched based on public input and interest in bicycle and pedestrian issues and included several opportunities for public input in the Planning process. Consultants worked with City Planning, administration, public works, and public safety staff to develop Plan recommendations that meet community goals and align with the Plan vision. Public input opportunities included:

PUBLIC INPUT OPPORTUNITY	DATE
Stakeholder Focus Groups	August 26
Plan Outreach Table at Richard E. Maslowski Community Park & Oak Leaf Trail	August 29
Virtual Public Meeting	September 9
Public Comment Form/Survey	September 10-23
Digital Interactive Map	September 10-23
Public Open House	January 5

Public Input Opportunities

STAKEHOLDER FOCUS GROUPS

Four issue-focused stakeholder focus groups were convened to discuss bicycle and pedestrian concerns and interests. These groups included leaders in education, faith communities, small business and economic development, and non-profit advocacy. Issues raised in these discussions included the importance of pedestrian safety and the current lack of continuous sidewalks, particularly to popular destinations like schools and synagogues. The importance of regional trail connections to trails like the Oak Leaf and Beerline were also discussed. The small business and economic development focus group pointed out the economic opportunities that having a more walkable and bikeable community can bring as well as the potential to attract visitors and hotel users to bike in Glendale and the region.

PLAN OUTREACH TABLE

Outreach was completed by Plan consultants at the entrance to the Oak Leaf Trail at Richard E. Maslowski Community Park as well as at other points along the Oak Leaf Trail in Glendale. Consultants discussed bicycle and pedestrian issues with trail and park users to get their input and ideas on existing and proposed facilities, as well as to inform them of the Plan and other public input opportunities. Of the walkers and bikers that consultants engaged, many commented on how much they use the Oak Leaf Trail, the benefit of the new trail access point at Richard E. Maslowski Community Park, and the great park and recreation options in Glendale. Concerns about safety and the lack of sidewalks and bike lanes on Good Hope Road and Green Bay Avenue were shared by many users.

VIRTUAL PUBLIC MEETING

Due to public health restrictions during the COVID-19 pandemic, the City hosted a virtual meeting via Zoom that replicated the in-person workshop experience. Nearly 40 members of the public logged in to the virtual meeting. Plan consultants provided a presentation of the Plan's purpose and observations regarding existing conditions. Consultants also reviewed the potential facility recommendations that might be included in the Plan. The meeting was recorded and posted to the City's website for other members of the public to view. Following the meeting, input materials were provided to collect feedback from the public, including a Public Comment Form/Survey and Digital Interactive Map. Both the Map and the Comment Form were available to the public on the City's website for a period of two weeks to allow additional public feedback and to solicit input from residents who were unable to attend the live virtual meeting. Input gathered by these resources is described below.

PUBLIC COMMENT FORM/SURVEY

The City of Glendale conducted an online survey for the Bicycle and Pedestrian Plan from September 9 to 23, 2020. The survey was posted on the City's website and built on the content of the Virtual Public Meeting. The survey was partially or completely filled out and submitted by 39 respondents. A summary of survey responses is included below, and full survey results are found in "Appendix B: Public Input" of this Plan. Overall, the survey results reveal that survey respondents strongly support bicycle and pedestrian facilities that make traveling along and across busy corridors safer and more comfortable, that address missing connections between existing facilities, and that connect key destinations such as shopping areas, schools, and parks.

When asked which issue in the Plan is of most personal interest, about 30 percent selected "bicycle," about 12 percent selected "pedestrian," about two percent selected "mobility and accessibility," while about 53 percent selected "all of the above."

A presentation map delineated 18 sub-neighborhoods within the City. Survey participants tended to come from the west side of the City. About 24 percent of respondents live in subarea 3, which encompasses the area west of Green Bay Avenue and north and south of Green Tree Road. Nearly 19 percent of respondents live in subarea 10, which is the area west of Green Bay Avenue and north of Silver Spring Drive. When asked with subareas they often travel to, Bayshore was the most commonly selected area (subarea 14), with about 26 percent of the responses. Subarea 3, a westside neighborhood just north of the railroad tracks, was the next most common destination, with 17 percent of responses. Shopping at Bayshore, general recreation, parks, trails, and Parkway Elementary School were identified as common destinations.

With regards to existing barriers to walking or biking to desired destinations, respondents commonly identified major corridors such as Green Bay Avenue, Good Hope Road, Port Washington Road, and others. Challenging intersections or street crossings were also identified, with some examples being Hampton Avenue at Port Washington Road, Silver Spring Drive at Port Washington Road, and Good Hope Road at Port Washington Road.

WALKING IN GLENDALE

When asked to name the reason or purpose they choose to walk, 93 percent of participants indicated they walk for exercise/recreation. About 48 percent walk to community events, 42 percent walk for shopping, nearly 40 percent walk to restaurants and bars, and 30 percent walk to visit friends or family. (Respondents could select as many options that applied to them.) When asked to select the top three locations that needed better pedestrian connections, the top response was parks and trails. The next most-selected responses were shopping and restaurants/bars. Respondents were asked to select the top three reasons that they do not walk. Top responses included the fact that crossing the street feels dangerous (receiving 24 percent of all votes), the sidewalks or paths don't connect to where they want to go (23 percent), and that motorized traffic isn't safe (17 percent). Respondents were asked to select the top three things that would improve their walking experience. Top responses included adding or improving crossing signals that make crossing busy roads easier (receiving 28 percent of all votes), adding connections to existing sidewalks and paths (27 percent), and slowing down traffic (nine percent).

BIKING IN GLENDALE

Most respondents identified themselves as "enthused and confident" bicyclists (53 percent), while 34 percent considered themselves "interested but concerned." About 12 percent described themselves as "strong and fearless." No respondents selected the "no way, no how" option, although not every respondent answered this question. When asked to name the reason or purpose they choose to bike, 75 percent indicated they bike for exercise/recreation. About 15 percent bike to community destinations (parks, library, etc.). Respondents indicated that they choose bicycling over other modes of transportation for exercise (37 percent), for a fun way to experience the community (28 percent), and to reduce their carbon footprint (12 percent).

When asked to select the top three locations that needed better bicycle connections, the top response was parks and trails. The next second most-selected response was shopping, and the third most-selected was schools. These responses were in alignment with a similar question asked about walking, above. Respondents were asked to select the top three reasons that they do not ride a bicycle. Top responses included the fact that crossing the street feels dangerous (receiving 20 percent of all votes), motorized traffic isn't safe (19 percent), and paths don't connect to where they need to go (17 percent). These responses were similar to responses to a similar question above about barriers to walking. Respondents were asked to select the top three things that would improve their bicycling experience. Top responses included adding bike lanes (receiving 22 percent of all votes), adding connections to existing sidewalks and paths (17 percent), and adding or improving traffic lights that make crossing busy roads easier (13 percent).

Good Hope Road was identified as the part of Glendale most in need of improved pedestrian and/or bicycle facilities, with 32 percent of votes. The Bayshore area (26 percent) and Green Tree Road/Green Bay Avenue area (22 percent) were also top choices. When asked to rate their comfort biking on corridors in Glendale. The most comfortable corridors were Bender Road, Milwaukee River Parkway, and Lydell Avenue. The least comfortable were Capitol Drive, Good Hope Road, and Silver Spring Drive.

REGIONAL DESTINATIONS

Respondents were provided with a list of nearby communities and were asked to select which they would bike to if a safe bicycle connection was made. Of these, respondents identified Whitefish Bay, Shorewood, and Milwaukee as top destinations. Shopping on Silver Spring in Whitefish Bay was identified as desirable destination.

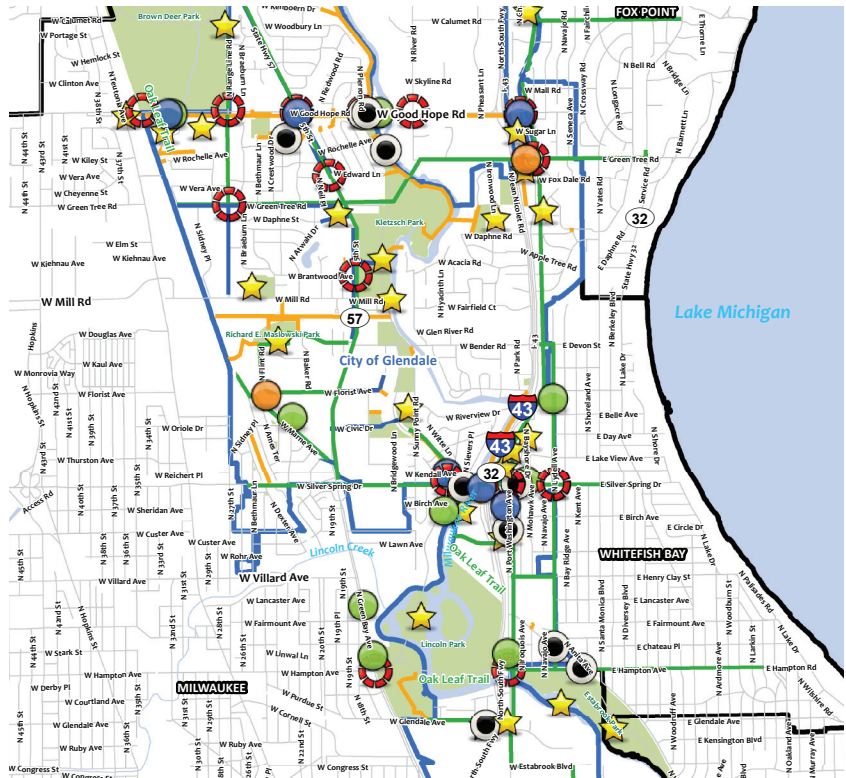
TYPES OF BICYCLE FACILITIES

Respondents generally viewed more protected bicycle facilities as more comfortable to use. Two-way protected cycle tracks were considered to be “Comfortable” or “Very Comfortable” by nearly 94 percent of respondents. One-way protected cycle tracks were considered to be “Comfortable” or “Very Comfortable” by 78 percent of respondents. Nearly 42 percent of respondents felt the same way about buffered bike lanes, and over 38 percent felt that way about bicycle boulevards. Only 28 percent of respondents rated conventional bike lanes as “Comfortable” or “Very Comfortable.”

DIGITAL INTERACTIVE MAP

A digital interactive map was also presented on the City of Glendale website to solicit public feedback on specific locations in the City. The map enabled members of the public to collectively add numerous features to the map to highlight areas of concern where walking, biking, and crossing the street feels dangerous, as well as areas where they would like to see new infrastructure, including on- and off-street bicycle facilities and pedestrian paths. More than 159 comments were received from contributors. The map below highlights the features added to the map.

- On- and off-street bicycle lanes and paths were recommended for major traffic corridors, including Good Hope Road, Green Bay Avenue, Silver Spring Drive, and Green Tree Road
- Bicycle facilities were also recommended for lower traffic and lower stress areas like Lydell Avenue, Hampton Avenue, and Bender Road which could help fill in connections to the bicycle network.
- Good Hope Road was identified as a dangerous place for walking with numerous unsafe intersections. This corresponds with other feedback received in the stakeholder focus groups and comment form.
- Residents also identified important destinations in Glendale where they would like to walk and bike. A few top destinations included Bayshore, schools like Nicolet High School, Parkway Elementary, and Glen Hills Middle School. Religious destinations including the synagogues and schools on Green Tree Road. Parks and recreation destinations like Richard E. Maslowski Community Park. This information is important for the recommendations of this Plan to make sure it prioritizes network connections that can take people where they want to go. Additionally, these destinations are important for consideration in the City's bicycle wayfinding and signage system.



PUBLIC OPEN HOUSE

In November 2020 the City of Glendale hosted a Virtual Open House to share an update on the draft Connecting Glendale 2020 plan and its key recommendations. Due to continued public health restrictions due to the COVID-19 pandemic, the Open House was held over Zoom teleconference. More than 20 members of the public attended the meeting which was recorded and uploaded to the City's website. The recording was available online along with a public comment form through early December. Members of the public completed a comment form to share their feedback on the draft Plan. The full comment form results are included in "Appendix B: Public Input".

"AS A RESIDENT OF RANGE LINE ROAD WITH A PRESCHOOLER AND TWO DOGS I WOULD LOVE SIDEWALKS...IT'S NOT SAFE WHEN CARS ARE SPEEDING OR NOT PAYING ATTENTION."

- Glendale Resident Draft Comment Form

3: Existing Conditions

Public input and discussions with City staff coupled with fieldwork and data collection form the basis for the review of existing bicycle and pedestrian conditions in Glendale. Reviewing the existing roadway network, major infrastructure, recent investments, existing bikeways and paths, existing sidewalk networks, traffic and crash patterns, and community land use patterns provided the following key observations. These observations are used to develop Connecting Glendale 2020's vision and goals, as well as the Plan's recommendations.

Key Observations:

1. NO ON-STREET BIKE NETWORK

Glendale's streets primarily serve cars and are oriented for the efficient movement of vehicles. The City's largest active transportation asset, the Oak Leaf Trail, is primarily an off-street trail, and the City currently lacks an extensive, connected network of on- or off-street bicycle facilities.

2. RECENT INVESTMENTS ARE A GREAT STARTING PLACE

The City of Glendale has recently installed bike lanes on Mill Road and Bender Road. These investments improve east-west connections through the City and are great examples of safe, comfortable, context sensitive bike facilities.

3. DISCONNECTED SIDEWALK NETWORK PRESENTS SAFETY CONCERNS

Unlike some of its North Shore neighbors, Glendale was not initially designed with a network of sidewalks. Gaps in connection leave areas of major roads without sidewalks, leaving pedestrians, including families, to walk in the street or in other unsafe situations.

4. MAJOR REGIONAL INFRASTRUCTURE PREVENTS CONNECTIVITY

Interstate 43, H 57, the Union Pacific rail corridor, and other major corridors connect the City of Glendale to the greater Milwaukee region and enable it to be a diverse, economically vibrant community. However, this infrastructure can increase traffic volume and create barriers within the community, preventing connectivity and through travel across these areas, particularly where local streets run into I-43.

5. SUBURBAN NEIGHBORHOOD STREET DESIGN

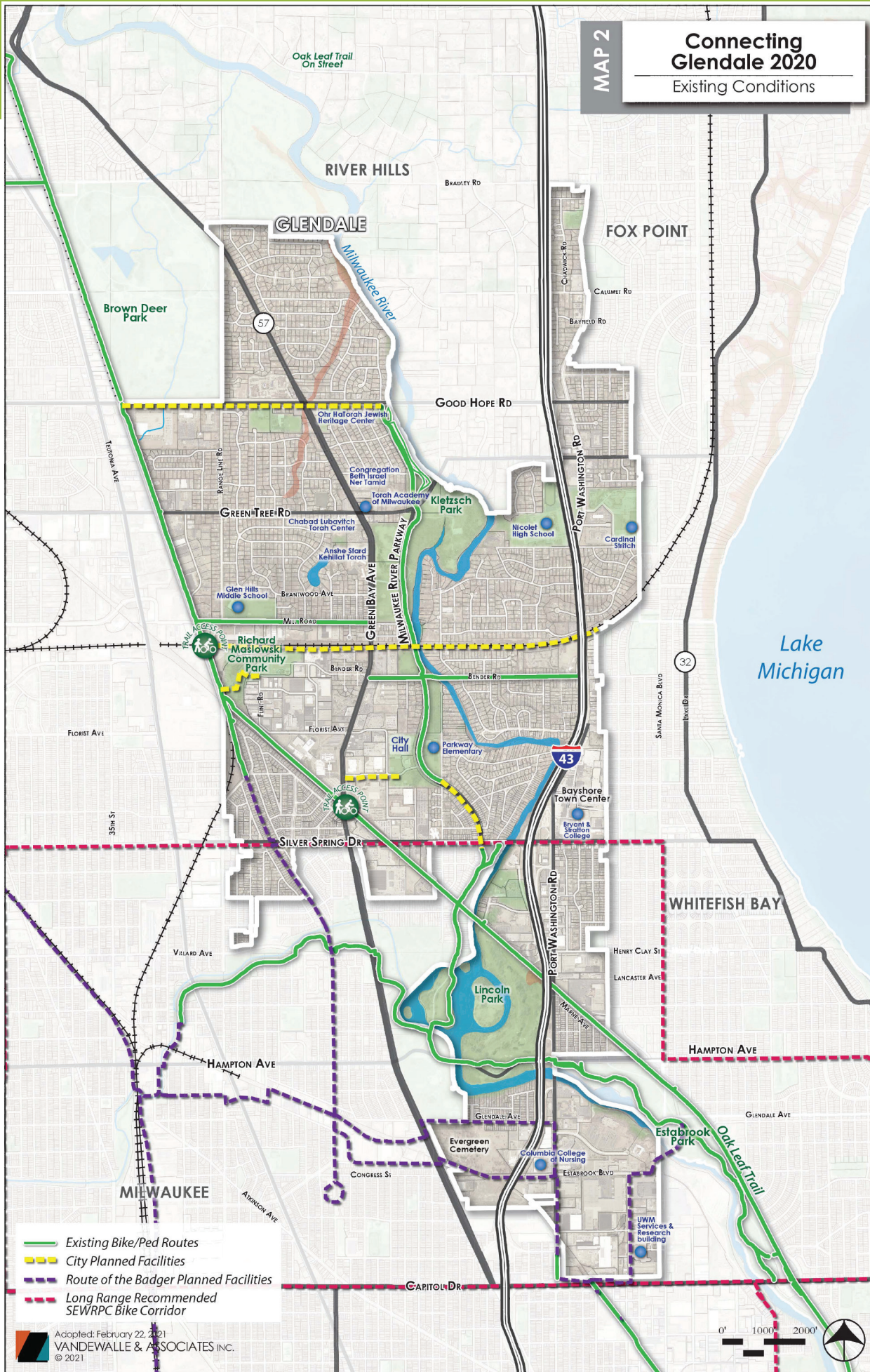
Many neighborhoods and residential areas in Glendale are designed with winding streets and cul-de-sac rather than on a traditional grid. This street design can present challenges for bicycle and pedestrian routing and connecting separate neighborhoods.

6. DESTINATIONS POSITIONED FOR CONNECTION

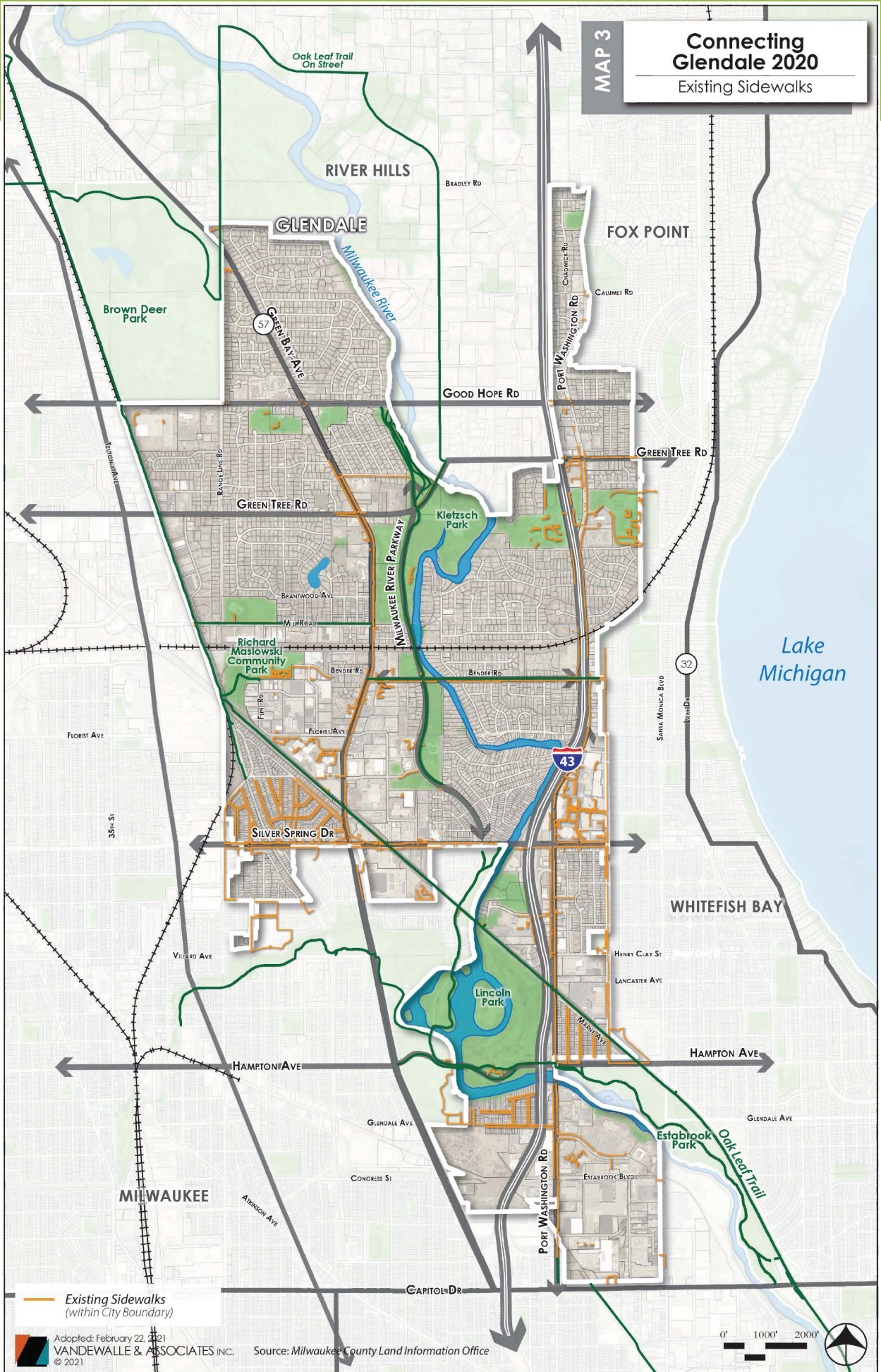
Glendale's commercial and entertainment opportunities, from regional shopping centers like Bayshore to restaurants and breweries like Sprecher and the Bavarian Bierhaus, are well positioned to be connected by bicycle and pedestrian facilities. These destinations are trip-generators for visitors from around the region. Wayfinding, mapping, and signage with key destinations will be useful to bringing bicycle and pedestrian traffic to Glendale businesses.

7. POTENTIAL IN GLENDALE'S PARKS AND PARKWAY

Glendale has several parks within its borders that provide residents with invaluable green space and access to nature. These parks also act as destinations for visitors from around the region, particularly Richard E. Maslowski Community Park and its new playground, ball fields, and amphitheater. These parks and the Milwaukee River Parkway present new opportunities for bicycle and pedestrian connections and should be considered as key destinations for Plan recommendations.



Adopted: February 22, 2021
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MAP 3
Connecting Glendale 2020
 Existing Sidewalks

Existing Sidewalks
 (within City Boundary)

Adopted: February 22, 2021
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 Source: Milwaukee County Land Information Office



Transit in Glendale

Transit and public transportation is important components of the overall transportation system and is an important consideration in the development of a bicycle and pedestrian plan. Transit and bicycle and pedestrian systems present opportunities for integration. Often transit trips involve another mode of travel, including biking or walking to or from transit stops.

The Milwaukee County Transit System (MCTS) provides local public transit to the City. A grid of east-west and north-south transit routes provides effective and efficient transit options to many City residents. However, a gap in service in the north central portion of the community leaves some residents without access to transit. Bicycle and pedestrian facilities can help address ‘first/last mile connection’ issues, providing a safe way for transit users to travel from their home to transit stops or from transit stops to their final destination, effectively closing coverage gaps for some users.

All MCTS buses are equipped with bike racks on the front for riders to easily switch between transit and bicycling. While most of the MCTS bus stops in Glendale are located in areas with sidewalks in the immediate area, breaks in the continuity of the sidewalk network can impact accessibility between bus stops and desired destinations.

ROAD CLASSIFICATION	MILES	PERCENT OF TOTAL
Principal Arterial	4	6%
Minor Arterial	2	4%
Collector	5	8%
Local Street	51	82%
Total	62	

Source: Wisconsin Department of Transportation WISLR, 2020

Traffic and Streets

As previously noted, the City of Glendale is fortunate to have a variety of infrastructure and transportation assets that connect it to the region and enable varied economic opportunities within the city. These transportation assets include I-43 and other major corridors that connect primarily vehicular traffic across the city.

Street classifications, as identified and defined by the Wisconsin Department of Transportation include the following:

- **Principal Arterial:** Serving major economic activity centers, Principal Arterials are primarily designed to move vehicular traffic, accounting for some of the highest average daily trips (ADT) of the roadway system. Principal Arterials are often the entrance/exit routes into the City and are generally extensions of the highest roadway classifications.
- **Minor Arterial:** Serving both intra-community and local traffic, Minor Arterials are designed for traffic mobility, but primarily serve intercommunity trips, connecting traffic to desired land uses and economic activity centers.
- **Collector:** Providing direct access to neighborhoods, commercial and industrial areas, Collectors serve moderate to low daily traffic. These roads collect and distribute traffic between Local Streets and Arterials.
- **Local Street:** Local Streets are designed to primarily provide access to adjacent land uses; they are often the beginning and end segments of trips.

Principal Arterials account for a small amount of the overall roadway system but represent some of the largest obstacles to through travel in the city and a connected, safe bicycle and pedestrian network. These barriers, including I-43 and major corridors like Green Bay Avenue, and Silver Spring Drive, can have the effect of splitting Glendale into isolated subareas – neighborhoods or areas of the community that are difficult to move between – hindering at times a unified sense of community.

Collector and Local Streets represent 90 percent of the roadway system in Glendale. These roads have some of the greatest potential for bicycle and pedestrian facilities and the expansion of the bicycle and pedestrian network throughout the community. Bicycle Routes and Bicycle Boulevards may be some of the most appropriate bicycle facilities for local streets that connect neighborhoods and different subareas. These streets are well suited for these improvements because of their low traffic counts and emphasis on access to land uses, particularly residential and community uses like parks.

Estimated Daily Traffic Counts for the City of Glendale are shown on [Map 5](#). This data provides insight into the level of stress a pedestrian or bicyclist may experience on the street segment and how comfortable they might feel traveling outside a car on that road. Major corridors like Silver Spring Drive and Good Hope Road can see 20,000 and 37,000 estimated daily vehicular trips. The map also includes estimates of daily traffic on the I-43 off/on ramps, demonstrating the volume of vehicles entering the Glendale roadway system from the highway.

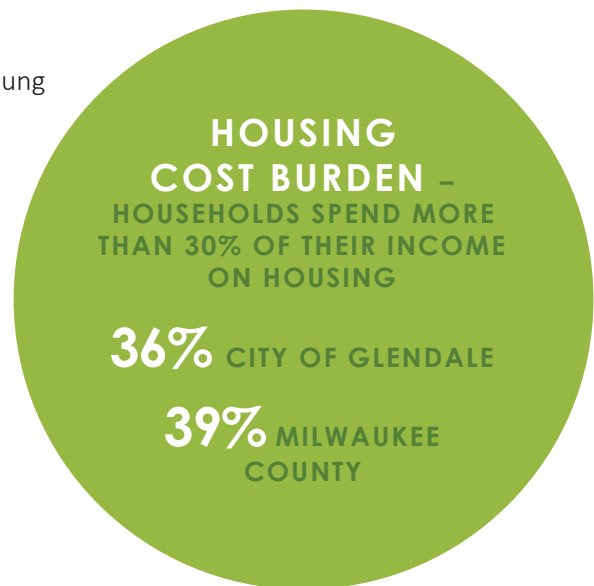
See the Bicycle and Pedestrian Infrastructure section for additional details on Bicycle Routes and Bicycle Boulevards.

Safety Issues in Glendale's Existing Transportation Network

Safety is among the top concerns residents in Glendale raised while creating Connecting Glendale 2020. Safety issues, lack of safe or comfortable infrastructure, and traffic levels and traffic speeds on key corridors were the top reasons residents choose not to walk and bike in Glendale. Refer to [Map 6](#) for documented bicycle and pedestrian accidents since 2010.

Specifically, residents and City staff have identified particular areas of concern for pedestrians. The area surrounding Green Tree Road, Good Hope Road, and Green Bay Avenue is home to a number of synagogues, temples, schools and community centers serving Glendale's Jewish community. This community is particularly at risk as pedestrians, often walking to evening religious services each week and on holidays. North Green Bay Avenue lacks sidewalks on either side of the street north of West Bernard Lane and Good Hope Road lacks sidewalks on both sides of the road while pedestrians are required to cross seven lanes of traffic.

Vulnerable pedestrian populations also include families with young children, seniors, and residents with disabilities and mobility issues. Expanding the sidewalk network to provide continuous, well-maintained walking paths will serve to expand accessibility and safety in Glendale. These improvements are also an opportunity to increase facilities compatible with the Americans with Disabilities Act (ADA), including curb ramps and intersection signals.



Existing Plans and Concurrent Efforts

2040 Glendale Comprehensive Master Plan

In 2020, the City of Glendale completed an update to its Comprehensive Master Plan which guides future policies and prioritizes future investment for land use, transportation, natural resource preservation, recreational opportunities, and many other topics that are directly related to this Plan.

The Comprehensive Master Plan provides goals, objective, strategies, recommendations, and implementation action items for each of these topic areas. In fact, the development of this Plan was both a recommendation and action item outlined in the Comprehensive Master Plan.

Some of the most relevant goals, objectives, and policies as detailed in the Comprehensive Master Plan include:

- Glendale will pursue a transportation system that is safe, reliable, efficient, convenient, equitable, affordable, and includes infrastructure for transit and active transportation alternatives.
- Utilize scheduled transportation improvements, including resurfacing or reconstruction to enhance pedestrian and bicycle infrastructure to create context-sensitive Complete Streets that serve all users, regardless of age, ability, and mode.
- Expand safe biking and walking routes in the City to serve all neighborhoods, schools, parks, playgrounds, places of worship, and activity centers
- Consider pedestrian and bicycle accessibility when selecting sites for new public facilities such as schools, parks, libraries, and community centers.
- Work with local, county, and state agencies to provide the highest quality regional bike and pedestrian trails and connections, including the Oak Leaf Trail.

City of Glendale Comprehensive Outdoor Recreation Plan (2018)

The 2018 Comprehensive Outdoor Recreation Plan (CORP) outlines Glendale's existing park system, including its path and trail system. The City of Glendale is home to a total of 436.5 acres of parkland, including 365 acres of county owned parkland. The park system also includes 26 acres of municipal parks, including five mini parks, one neighborhood park and its community park, Richard E. Maslowski Community Park. School district recreation and parkland represents nearly 45 acres of the Glendale system. CORP recommendations relevant to the Connect Glendale Plan include:

- Make the Milwaukee River the focal part of the community by developing a river walk Plan to provide access where possible as well as a Plan for biking/walking trails and river walkways in the City.
- Provide safe accessibility to existing parks through connections to the Oak Leaf Trail, providing safe, high visibility crossings at roads adjacent to parks, provide an east-west pedestrian route for the north of the City, complete trail gaps in the Oak Leaf Trail to complete a loop around the City.

SEWRPC Vision 2050

The City of Glendale is located within the area served by the Southeastern Wisconsin Regional Planning Commission (SEWRPC). As the region's Planning commission, SEWRPC produces regional land use and transportation Plans for the seven counties that make up southeast Wisconsin. Vision 2050 is exactly that. It provides a long-range vision to help shape and guide land use development and transportation improvements including public transit, arterials streets and highways, freight, and bicycle and pedestrian facilities. In total, it provides a regional vision, alternative development scenarios, and recommendations for implementation. Many of Vision 2050's goals, objectives, and recommendations have been reflected and mirror those of this Plan in relation to both on-street and off-street bicycle and pedestrian facilities, improvements, and development over the next 20 years.

Milwaukee River Greenway Master Plan (2010)

The Milwaukee River runs through Glendale and has large sections of greenways along its banks throughout the Metro Area. The Milwaukee River Greenway Master Plan focuses on a seven-mile section that runs from Lincoln County Park south to North Avenue in the City of Milwaukee. The Plan establishes a vision, priorities, and direction for future work along this stretch of the river and sets forth an action Plan for a river renaissance. A significant element of the Plan explores the trail system to connect the entire corridor through a loop and link along each side of the banks of the river. Two of the action items in the Plan outline action items for Glendale. They include streetscaping on Silver Spring Drive and North Edgewater Lane and streetscaping on West Glendale Avenue and West Estabrook Boulevard.

Milwaukee County Parks Trail Network Plan (2007)

In 2005, the Milwaukee County Trails Council was established to provide long-term Planning, policy recommendations, and help in identifying existing and future users. They act as an advisory committee to the Milwaukee County Department of Parks, Recreation, and Culture. The Plan details the benefits of trails, goals and objectives, different types of facilities, proposed trail corridors, completed projects, trail development guidelines, and funding, construction, and maintenance approaches. Of importance to Glendale, this Plan prioritizes the development a new trail corridor on the existing rail line that runs partially through the City on the southern end from Estabrook to Brown Deer as a connection to the Oak Leaf Trail.

Interstate 43 Expansion

Running north-south through Glendale and connecting the community to the greater Milwaukee Metro Area and beyond is Interstate 43. The Wisconsin Department of Transportation (WisDOT) has recently announced Plans to reconstruct the interstate between Milwaukee and Grafton because the roadway was built over 50 years ago and is no longer feasible to maintain. As part of the reconstruction, an interstate expansion is planned to bring the roadway to six lanes (now only four) in addition to interchange improvements, bridge replacements, and an expansion of Port Washington Road in Glendale from two lanes to four lanes. Construction is likely to begin in the fall of 2021. It is important that these roadway projects be considered and planned for through the lens of future bicycle and pedestrian connections, improvements, and accessibility both during construction and following it.

Route of the Badger

The Route of the Badger is a vision to strive for healthy, thriving communities in Southeast Wisconsin centered around a world-class, 700+ mile regional trail system connecting people across towns and counties to provide opportunities for physical activity, tourism, recreation, and economic development. When complete, the trail system will stretch from Milwaukee to Dousman and from Sheboygan to Kenosha. The initiative aims to expand transportation options, fuel strong economies, improve health and wellness, enhance regional competitiveness, and promote social equity. Rails to Trails and the Wisconsin Bike Fed are leading these efforts. Glendale has the potential to make numerous connections to the Route of the Badger vision through expansion of its on- and off-street network.

4: Vision, Goals, and Objectives

Connecting Glendale 2020 Vision

Led by a sustained commitment to expanding bicycle and pedestrian facilities, Glendale is a well-connected city for all modes of transportation – serving all people of all ages and abilities; providing safe and comfortable access to all areas of the community; and offering expansive opportunities for recreational walking and biking. By fostering a culture of walking and biking in the community, Glendale is known throughout the region as a biking, walking, and recreation destination.

Goals and Objectives

GOAL 1: BUILD AND MAINTAIN A CONNECTED BICYCLE AND PEDESTRIAN NETWORK THAT SERVES ALL GLENDALE RESIDENTS AND USERS

Objectives:

- Address the needs of all users of various ability levels.
- Increase both walking and bicycle ridership for recreation and transportation.
- Add bicycle parking to existing destinations.
- Provide pedestrian and bicycle access to all parks and recreational facilities.
- Enhance bicycle and pedestrian safety with upgraded intersections, signaling, signage, and paint.
- Work with MCTS and other partners to concurrently grow the transit and bicycle and pedestrian systems in Glendale by closing identified gaps in coverage.
- Provide safe and convenient bike connections between park and open space facilities should be emphasized in ongoing City Planning and acquisition efforts and should follow State and AASHTO design standards.
- Preserve railroad corridors for future recreational trails.
- During the Certified Survey Map (CSM) review process, require right-of-way dedication for all Planned trails.
- Establish a policy to review transportation improvement and maintenance projects for opportunities to implement bicycle and pedestrian infrastructure.
- Continue to update and implement the City's capital improvement program to help ensure funding for upgrading and expanding the bicycle and pedestrian network.
- Maintain existing bicycle and pedestrian facilities.

EQUITY AND THE VISION FOR CONNECTING GLENDALE 2020

Key to the central vision for Connecting Glendale 2020 is providing a bicycle and pedestrian system for all residents of Glendale, all street users in Glendale, and in all areas of the City. Equity considerations are necessary in this Planning process because it can help alleviate disparity in allocation of active transportation infrastructure for all people regardless of age, race or ability. This Plan looks at the transportation system and its impacts and connections to users holistically and aims to consider broad user experiences, destinations, and needs to create a system that works for all users.

Understanding historical patterns of development and their impacts on vulnerable populations can help reduce existing barriers to safe, comfortable, and accessible biking and walking for all users and create safe streets. The concept of safe streets goes beyond infrastructure and traffic calming; it is about all people feeling safe to be on the street, one of society's critical public spaces, without fear of violence, profiling, or mistrust. The Glendale community must work together, beyond the scope of this Plan, to ensure safe streets for all.

GOAL 2: BUILD LOCAL CONNECTIONS TO REGIONAL ASSETS AND DESTINATIONS

Objectives:

- Focus on creating safe connections to regional assets like the Oak Leaf and Beerline Trails.
- Create community-wide wayfinding and signage that is engaging and informs bicyclists and pedestrians about their location and how to connect to Glendale's destinations.
- Prioritize connections between regional destinations and institutions such as libraries, community centers, schools, churches and temples, jobs, shopping, and dining.
- Pursue partnerships with neighboring jurisdictions, agencies, and organizations to develop bicycle facilities among and through multiple communities and jurisdictions.

GOAL 3: IMPROVE AND EXPAND THE EXISTING SIDEWALK NETWORK, FOCUSING ON KEY CONNECTIONS

Objectives:

- Improve pedestrian crossings, particularly in areas of high traffic or where safety issues are present.
- Connect gaps in the sidewalk network to ensure a safe, continuous pedestrian experience, particularly on Good Hope Road, Green Tree Road, and Green Bay Avenue.
- Work with local pedestrian stakeholders and interest groups to discuss on going needs and experiences.
- Improve the pedestrian experience in Glendale through lighting, public art and streetscaping with trees and benches.
- Require infill development projects to provide sidewalks where presented in this Plan.

GOAL 4: ESTABLISH GLENDALE'S IDENTITY AS A BIKING & WALKING-FRIENDLY COMMUNITY

Objectives:

- Leverage regional facilities to expand Glendale's bicycle and pedestrian facilities.
- Work with regional partners to connect Glendale residents to regional assets and infrastructure, including regional trails and infrastructure in adjacent municipalities.
- Support continued investment in neighborhoods through transportation alternatives such as bike lanes, sidewalks, and regional trail access points.
- Use bicycle and pedestrian infrastructure to connect residents across community barriers, both physical and social, to bring Glendale together.
- Coordinate with partner organizations in the region to provide bicycle and pedestrian safety education to Glendale residents.
- Promote bicycle and pedestrian activities and safety in Glendale schools and with other civic organizations.
- Provide safe opportunities for bicycling and walking as an alternative to vehicular travel and to promote a healthy lifestyle.

GOAL 5: CONNECT BICYCLING AND TOURISM AS AN ECONOMIC DEVELOPMENT TOOL

Objectives:

- Connect recreational and tourist destinations such as Bayshore, Richard E. Maslowski Community Park, Kletzsch Park, Lincoln Park and destination businesses like the Bavarian Bierhaus, Sprecher Brewery, Glendale Market and Fairfield and Residence Inns.
- Consider establishing a bikeshare program to serve Glendale users.
- Host cycling, running, and walking events in the City.
- Create a user-friendly bike map for residents and tourists and distribute it to local businesses and destinations.
- Integrate community branding efforts into the design, development, and marketing of bicycle and pedestrian facilities and wayfinding.
- Encourage public awareness of the City's parks, trails, outdoor recreational facilities, and other bicycle and pedestrian facilities by promoting them through maps, signage, and other materials.

5: Bicycle and Pedestrian Facilities and Infrastructure

This section describes the various types of bicycle and pedestrian facilities – both on-street and off-street – that were reviewed and considered in developing the recommendations contained in this Plan. This facility typology forms the basis for recommendations in Connecting Glendale 2020 and present a starting place for design and implementation.

On-Street Facilities

Bike Routes and Sharrows

Bike Routes are preidentified and preferred streets for bicycle travel along existing streets with low daily traffic volume. These are roadways where bicycling already occurs or is currently comfortable for most riders. Bike routes typically require no additional infrastructure other than signage that identifies the route. Sharrows are painted markings on the pavement to indicate to motorists that bicycles may use the full travel lane and can be incorporated into bike route design. Overall, these facilities help divert cyclists away from high-speed roads through quiet neighborhoods.



Bike Boulevards

Bike boulevards are also facilities placed on low-volume, neighborhood streets and give bicycle travel priority in which signs, pavement markings, and speed and volume management measures are put in place to discourage through trips by motor vehicles. Specific speed and volume management design elements might include median islands, channelized right-in/right-out islands, speed cushions or speed humps, curb bump outs, and raised crosswalks.



Bike Lanes

On-Street Bike Lanes are located on the side of the road and are identified with a painted stripe and bicycle symbols on the pavement. Bike lanes must be at least five feet wide. Existing streets are often able to accommodate bike lanes without resurfacing. The designated space provided by bike lanes reduces bicycle-vehicle conflicts and gives bicyclists room to stop in case of a breakdown or safely bike uphill at a slow speed without worrying about rear end collisions. Where bike lanes are provided, head-on crashes, sideswipe crashes, fixed object crashes, and pedestrian crashes are all greatly reduced compared to narrow roads with no bike lanes. In some cases, pedestrians may also use bike lanes when no sidewalks are present. Bike lanes should not contain rumble strips or other obstacles.



Bike lanes are typically identified with a painted stripe, bicycle symbols on the pavement, signage, and sometimes are painted completely in a distinct, easily identifiable color such as green. Additional elements that can be added to on-street bike lanes to increase safety include painted buffer stripping, bollards, or on-street vehicle parking as a traffic-separating buffer. Typically, these on-street features are located on the right side of the roadway to accommodate bicycle traffic flow in the same direction as vehicle travel, however in some cases they can be used on the left side of one-way vehicle travel roadways to accommodate counter bicycle travel flow. See the Cycle Track description below for more information.

Cycle Tracks

Cycle tracks are dedicated on-street facilities for two-way bicycle flow through a separated infrastructure often in the form of painted lines, buffer stripping, bollards, and/or signage. They provide even greater safety by physically separating bicycle and vehicular traffic, reducing conflicts with vehicles, thereby encouraging use by more intermediate level riders. Cycle tracks can also be elevated from the vehicle roadway surface or curbed to further separate bicycle and vehicle travel.



Intersection Improvements

Intersection improvements include a variety of design features that increase safety when crossing the street. Examples include curb bump-outs, improved crosswalk paint, and pedestrian-activated crossing signals. Curb bump-outs reduce the distance a pedestrian must walk from one end of a crosswalk to another. They reduce the perceived width of a street from a motorist's perspective, and therefore cause traffic to move more slowly than it otherwise would. Finally, pedestrian-activated crossing signals feature signs and strobing lights that warn motorists to stop for pedestrians in a crosswalk.

The specific intersection improvement selected for a given intersection will depend on the unique characteristics and needs of each intersection which will need to be evaluated on a case by case basis. Additional treatments could include paint, signage, bicycle-activated cameras and signals, pedestrian-activated signals, raised crosswalks, high visibility crosswalk markings, curb extensions or bump-outs, prominent pedestrian islands, sidewalk connections where missing, mid-block crossings in busy pedestrian areas, advance stop/yield lines.

INDUSTRY BEST PRACTICES AND REFERENCE GUIDES: AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES

The Guide for the Development of Bicycle Facilities from the American Association of State Highway and Transportation Officials (AASHTO) provides guidance to roadway designers and planners through a range of recommended design values and approaches that balance safety and mobility for all street users. While it is an industry standard bearer, this guide does not attempt to dictate design solutions or serve as an engineering manual. Instead it encourages sufficient flexibility to find safe, convenient, well-designed facility solutions to accommodate and encourage bicycling. Source: https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf

NACTO URBAN BIKEWAY DESIGN GUIDE

National Association of City Transportation Officials (NACTO) produces industry-leading facility design guidelines in their Urban Bikeway Design Guide. The NACTO Urban Bikeway Design Guide's purpose is to "provide cities with state-of-the practice solutions that help create complete streets that are safe and enjoyable for bicyclists." The Guide recognizes the complex contexts of urban streets and advocates a tailored treatment and recommendation for each street segment. Source: <https://nacto.org/publication/urban-bikeway-design-guide/>

Off-Street Facilities

Multi-Use Paths



Off-Street Multi-Use Paths, (sometimes referred to more generally as “trails”), accommodate two-way bicycle and pedestrian traffic on a paved or gravel surface.

As paths are completely separated from vehicular traffic, they are among the safest facilities and tend to be the preferred choice of recreational users and users of all ages or abilities. Multi-use paths are typically 10 to 14 feet wide, may share a right-of-way with a nearby road, or may be located entirely within its own right-of-way. A center stripe may be added to the center of these paths, and careful design should minimize the number of dangerous road crossings that path users will encounter. In combination with the on-street facilities described above, it is key to connect on- and off-street facilities throughout the community in order to provide an interconnected system for bicycle and pedestrian travel.

Trailheads

Trailheads can provide visible access points to major off-street paths in the community’s system and help connect off-street and on-street facilities. They generally provide a parking area, locational and directional maps or other information about the trail system. Some might contain restroom facilities, picnic tables, or benches for snacks or breaks. Such facilities should be sited with easy and direct access to the trail system.

Sidewalks

Sidewalks are the primary pedestrian infrastructure, providing safe separation for pedestrians from vehicular traffic. Paved sidewalks help make pedestrians more visible to motorists and keep pedestrians out of the roadway. Well maintained and designed sidewalks are crucial to the mobility of users in the community, particularly those with disabilities and individuals who require mobility aids, like wheelchairs. ADA compliant sidewalks must be at least 6 feet wide, including the curb, although 8 feet width in areas of higher pedestrian traffic can help accommodate larger volumes safely. Careful design must be considered at street corners and intersections as well as mid-block conflict points like residential and commercial driveways.

The table below provides a brief summary of the described on- and off-street facilities and their critical design elements:

WHAT IS A ROAD DIET?

A road diet is a technique used to provide improve how a road functions, commonly to improve safety and provide additional bicycle and pedestrian infrastructure. While there are many variations, it typically involves re-striping a stretch of road to remove at least one vehicular lane in order to create space for facilities such as bike lanes or multi-use trails.



ON-STREET FACILITIES	
BIKE ROUTES, BIKE BOULEVARDS, AND SHARROWS	<p>GENERAL DESCRIPTION:</p> <ul style="list-style-type: none"> • Preidentified and preferred routes for bicycle travel on existing streets • Low-speed and low-volume streets under 2,000 vehicles per day
	<p>ELEMENTS:</p> <ul style="list-style-type: none"> • Signage • Speed and volume management measures to discourage through trips by motor vehicles • Painted pavement markings (Sharrows)
BIKE LANES	<p>GENERAL DESCRIPTION:</p> <ul style="list-style-type: none"> • Defined portion of the roadway designed and designated for one-way bicycle travel only • Must be a minimum of 5 feet wide on roadways of at least 32 feet in width • When used with on-street parking, must be a minimum of 12 feet wide combined
	<p>ELEMENTS:</p> <ul style="list-style-type: none"> • Signage • Stripping, painted lanes, or bicycle symbols • Painted buffer stripping, bollards, or on-street parking buffer (sometimes)
CYCLE TRACKS	<p>GENERAL DESCRIPTION:</p> <ul style="list-style-type: none"> • Defined portion of the roadway designed and designated for two-way bicycle travel only • Must be a minimum of 5 feet wide per travel lane
	<p>ELEMENTS:</p> <ul style="list-style-type: none"> • Signage • Stripping, painted lanes, or bicycle symbols • Painted buffer stripping, bollards, or on-street parking buffer
INTERSECTION IMPROVEMENTS	<p>GENERAL DESCRIPTION:</p> <ul style="list-style-type: none"> • Design features to increase safety when crossing roadways for pedestrians and bicyclists • Typically, customized per intersection
	<p>ELEMENTS:</p> <ul style="list-style-type: none"> • Bump-out curbs or painted bike boxes • Crosswalk paint, raised surface, or alternative materials used on roadway surfaces to call attention to the crosswalk • Signaled crossings, pedestrian-activated flashing beacons and signage • Pedestrian crossing islands • Mid-block crossings

OFF-STREET FACILITIES	
MULTI-USE PATHS	<p>GENERAL DESCRIPTION:</p> <ul style="list-style-type: none"> • Dedicated off-road facility for two-way bicycle and pedestrian travel on a paved or crushed rock surface • Safest facility for recreational users of all ages and abilities • Typically, 10-14 feet wide
	<p>ELEMENTS:</p> <ul style="list-style-type: none"> • Paved or crushed rock surface • Center stripe to separate oncoming traffic • Typically, within its own dedicated right-of-way
TRAILHEADS	<p>GENERAL DESCRIPTION:</p> <ul style="list-style-type: none"> • Direct access points to major off-street paths and trails • Helps connect on-street facilities with off-street facilities
	<p>ELEMENTS:</p> <ul style="list-style-type: none"> • Signage • Vehicle and bike parking area • Maps, kiosk, or other information materials are provided • Restrooms, picnic tables, benches, or shelters (sometimes)
SIDEWALKS	<p>GENERAL DESCRIPTION:</p> <ul style="list-style-type: none"> • Off-street, pedestrian-oriented facilities • Minimum of 6 feet wide
	<p>ELEMENTS:</p> <ul style="list-style-type: none"> • Paved surface • Accessible and marked intersection crossings • Typically, a portion of the right-of-way

6: Recommendations

Recommendations for infrastructure improvements were considered based on best practices and industry design standards as well as the specific context of individual street sections. The following factors were considered in making facility recommendations:

- Road Width
- Traffic Volume
- Destinations and Community Context
- Adjacent Land Use
- Connections to Major Corridors or Regional Assets

Major corridor-level recommendations for Glendale's future bicycle and pedestrian network are shown in [Map 7](#). Additional details on recommendations for street segments are found in the section below. Following the major corridor-level recommendations, a full list of the recommendations shown on Map 7 (including smaller street segments and recommended intersection improvements) are provided in [Figure 1](#).

Recommendations corresponding to Glendale's corridors are organized in this Plan as North-South and East-West. These recommendation descriptions include both bicycle and pedestrian recommendations, as these should ideally work in conjunction to create a more complete street that serves all users. This Plan provides facility recommendations, but further analysis of each street segment and intersection will be required to determine the detailed design and engineering feasibility. As Connecting Glendale 2020 is implemented, the City will review the specific environmental factors of each road segment to create detailed engineering and facility design that is safe, effective, and efficient. Final designs may differ from the recommendations found in this Plan. This Plan also includes general recommendations for policies, programs, and initiatives that support Glendale's bicycle and pedestrian goals ([page 37](#)).

North-South Corridors

Range Line Road

As a lower volume road with primarily residential land uses, Range Line Road presents an opportunity to create a north-south connection between Mill Road and Good Hope Road. Range Line Road is also important because it provides access to Glen Hills Middle School.

SEGMENT RECOMMENDATIONS:

- Construct a sidewalk along the east right-of-way of North Range Line Road to provide access to Glen Hills Middle School.
- Create an on-street bike lane on North Range Line Road from the Middle School to the Oak Leaf Trail in Brown Deer Park.

Green Bay Avenue

West Green Bay Avenue is a critical thoroughfare in Glendale. As a principal arterial, it is chiefly designed to move vehicles as quickly as possible. However, it also represents an important opportunity to connect bicyclists and pedestrians to important community destinations. Challenges in this corridor include high traffic volumes and speeds, missing sidewalks beneath train bridge overpasses, and gaps in the sidewalk network.

SEGMENT RECOMMENDATIONS:

- Complete the sidewalk on both sides of the entire Green Bay Avenue corridor.
 - Explore options to create a sidewalk under railroad overpasses, specifically on the west side of the street.

- For the length of the corridor, replace the sidewalk along the east right-of-way with a 10-foot wide multi-use path to serve both bicyclists and pedestrians.
- Close missing sidewalk gaps:
 - West Side: Marne Avenue to Florist Avenue
 - West Side: North of Bender Road to Green Tree Road
 - West Side: North of Bernard Lane to Glendale City Limit
 - East Side: North of Edwards Lane to City Limit
- Explore a trail access point to the Oak Leaf Trail north of Marne Avenue.

Milwaukee River Parkway

Milwaukee River Parkway is not only a green boulevard through residential areas and Kletzsch Park, it also connects residents to destinations like City Hall and Parkway Elementary and is an on-street segment of the Oak Leaf Trail. Ensuring complete connections to Parkway Elementary can help establish safe routes to school and connect transit along Silver Spring Drive to destinations on the Parkway. Milwaukee River Parkway's wide vehicular travel lanes, green median, low speeds, and low traffic volume make it ideal for a number of bicycle and pedestrian investments.

SEGMENT RECOMMENDATIONS:

- Work with the City of Milwaukee and Milwaukee County to extend the Oak Leaf Trail to Silver Spring Drive.
- Explore the feasibility of a multi-use path to serve pedestrians and bicyclists from Silver Spring Drive to North Sunny Point Road, completing the connection to Parkway Elementary. A multi-use path could be accommodated in the Parkway's boulevard median or in excess road right-of-way, following a road diet. The feasibility study would evaluate cross section options while working to avoid existing trees and light poles.
- Widen the existing Oak Leaf Trail path from Bender Road to North Sunny Point Road on east side of the road.
- Construct on-street bike lanes from Silver Spring Drive to Good Hope Road.
 - To create space for bike lanes, remove parking on the east side, with an exception for existing parking bump outs.
 - Designate the segment from Bender Road to Green Tree Avenue as a Bike Boulevard.
- Consider opportunities to phase improvements on the Parkway, starting with bike lane striping to improve safety, and then consider the best multi-use path alternative.
- Final infrastructure designs will require consideration of the Parkway's mature trees, street lights and other potential obstacles as well as coordination with Milwaukee County who has jurisdiction regarding the potential path extension.

Jean Nicolet Road

Nicolet High School is an important destination in Glendale and in the region. Providing safe access to Nicolet High School and its facilities should be a top priority for the City of Glendale. With better bicycle and pedestrian access, students, families, and residents can safely bike or walk to school or school events, providing transportation options without the need for regular access to a car. Enabling biking and walking to school facilities will also reduce parking demand and congestion on school grounds. Continuing or enhancing existing sidewalks, including the emergency access path north of the school driveway, and providing bicycle route signage to navigate the surrounding neighborhood area will better connect Glendale to its high school.

SEGMENT RECOMMENDATIONS:

- Extend existing off-street path from Nicolet High School to Bender Road along the west side of North Jean Nicole Road, creating a 10-foot multi-use path. In locations where the existing path is narrower, widen the path to 10 feet in width.

Port Washington Road

Interstate 43 presents a major barrier in Glendale, effectively separating the eastern and western portions of the City. North Port Washington Road is a parallel alternative to the interstate, providing north-south arterial access on the eastern side of the City. High traffic volumes, high traffic speeds, and changing street composition present strong challenges to providing safe bicycle and pedestrian connections. However, incorporating multi-modal infrastructure in the corridor is necessary for equitable distribution of investment and connecting residents to transit as well as shopping destinations like Bayshore.

SEGMENT RECOMMENDATIONS:

- Complete the sidewalk network on Port Washington Road by closing gaps in sidewalks on both sides of the street, except for segments where a west side sidewalk would run adjacent to Interstate 43. In these segments, the sidewalk should stop at a location to provide a safe crossing and continue on the east side of the street
 - Close missing sidewalk gaps:
 - West side: West Olive Street to West Estabrook Boulevard
 - West side: West Sugar Lane to West Bradley Road
 - West side: West Coventry to mid-block
 - East side: West Green Tree Avenue to West Calumet Road
- Explore a connection to the Oak Leaf Trail north of West Marne Avenue
- Extend on-street bike lanes from Capitol Drive to Silver Spring Drive
- In locations where Port Washington Road is four lanes, explore the feasibility of a road diet, which would reduce the road to three lanes and create space for a multi-use path along the east side of the road

WHAT IS A ROAD DIET?

A road diet is a technique used to provide improve how a road functions, commonly to improve safety and provide additional bicycle and pedestrian infrastructure. While there are many variations, it typically involves re-striping a stretch of road to remove at least one vehicular lane in order to create space for facilities such as bike lanes or multi-use trails.

Lydell Road

North Lydell Road is one of Glendale's best opportunities for a north-south bicycle connection due to its very low traffic volumes. It could provide excellent access to Bayshore for those looking to avoid busier corridors like Silver Spring Drive and North Port Washington Road. Creating a bike boulevard will provide a designated route for bicyclists, preserve existing on-street parking, and create traffic calming effects. Constructing the recommended facilities will require communication and coordination with the Village of Whitefish Bay, as North Lydell Road is a community boundary.

SEGMENT RECOMMENDATIONS:

- Create a bike boulevard on North Lydell Road from West Hampton Avenue to West Bender Road
- Maintain one-way southbound traffic on segment along Union Cemetery but allow contra-flow bicycle traffic (i.e., allow bicycles to travel in both directions)
- Complete the sidewalk network by closing missing sidewalk gaps:

- West side: West Marne Avenue north to midblock
- West side: West Lancaster Avenue to West Henry Clay Street
- West side: West Lexington Boulevard to Silver Spring Drive
- West Side: Silver Spring Drive to Union Cemetery

East-West Corridors

Good Hope Road

Public input during the Connecting Glendale 2020 planning process identified Good Hope Road as one of the corridors most in need of safety improvements, including critical sidewalks. The lack of sidewalks on Good Hope Road represents a major hole in Glendale’s networks and walkability as a community. Good Hope Road’s lack of sidewalks, high traffic speeds and wide road design also make it a barrier to bicyclists and pedestrians trying to cross its numerous intersections, either from residential areas to the north or at the Oak Leaf Trail. The wide right-of-way does provide the City opportunities to build substantial infrastructure while still accommodating vehicular traffic. The critical role that Good Hope Road plays in the regional transportation system presents a unique opportunity for multi-jurisdiction collaboration to pursue grant funds or other resources to construct continuous infrastructure across multiple municipalities.

SEGMENT RECOMMENDATIONS:

- Create a regional multi-use path along south side of Good Hope Road, west of Port Washington Road. This could be a cycle track and sidewalk pair depending on right-of-way availability. Putting the path on the south side of Good Hope reduces the number of conflict points with residential driveways
- Establish a bike route east of Port Washington Road
- Explore constructing a sidewalk on the north side of the road from Range Line Road to Milwaukee River Parkway
- Construct sidewalks on either side of the street east of Port Washington Road
- Improve intersection facilities with pedestrian crossing, pedestrian actuated signals, and refuge islands at the Oak Leaf Trail, Range Line Road, Green Bay Avenue, and Milwaukee River Parkway intersections

Green Tree Road

Green Tree Road is an accessible east-west corridor with lower traffic volumes than Good Hope Road and Silver Spring Drive, making it a useful alternative for on-street bicycle facilities as well as sidewalks. Green Tree Road’s intersection with Green Bay Avenue has a high number of community and commercial uses that attract large numbers of pedestrians, including schools, synagogues, apartment complexes, and businesses. Providing safe, clearly designated space for pedestrians is critical to improving the City’s walkability.

SEGMENT RECOMMENDATIONS:

- Create sidewalk connections along either side of Green Tree Road from the Oak Leaf Trail to the Glendale city limits
- Construct on-street bike lanes from the Oak Leaf Trail to Glendale city limits and east of North Port Washington Road

Silver Spring Drive

Silver Spring Drive serves Glendale as a major arterial that provides access to a number of commercial nodes, including Bayshore, and includes a heavily trafficked I-43 interchange where intra-regional traffic enters the community and the local street network. Numerous segments of Silver Spring Drive see more than 20,000 average daily vehicle trips, and its large number of businesses and homes create significant conflict points for bicyclists

and vehicles. Much of Silver Spring Drive’s cross-section has two traffic lanes in each direction, but numerous bridges and highway underpasses and overpasses restrict the street width, making on-street facilities unfeasible without a substantial road redesign. For these reasons, Connecting Glendale 2020 recommends positioning Silver Spring Drive as a pedestrian corridor, focusing investments on pedestrian access and identifying safer parallel alternatives for bicyclists, like Bender Road.

SEGMENT RECOMMENDATIONS:

- Extend the sidewalk network along both sides of the street where feasible, connecting all gaps in the existing network
- Review intersection safety at Green Bay Avenue, Milwaukee River Parkway, the I-43 interchange underpass and interchange, North Port Washington Road and at pedestrian access points to Bayshore like Mohawk Avenue, Navajo Avenue, and Lydell Avenue. Potential intersection improvements include pedestrian signaling, pedestrian refuge islands, and speed reduction efforts
- Explore new Oak Leaf Trail access points south of Silver Spring Drive

Bender Road

Bender Road provides an east-west corridor through the center of Glendale and connects key north-south corridors including Green Bay Avenue, Milwaukee River Parkway, and Port Washington Road. The City of Glendale invested in on-street bike lanes on Bender Road that serve as a model for implementing Connecting Glendale 2020 and constructing future bicycle and pedestrian facilities. The existing facilities on Bender Road include painted bike lanes with parking lanes on both the north and south sides of the street. While the current facilities stretch from east of Green Bay Avenue to Jean Nicolet Road, Connecting 2020 recommends completing the bicycle connection to the west to fully serve destinations along Bender, including Richard E. Maslowski Community Park and Port Washington Road.

SEGMENT RECOMMENDATIONS:

- Construct on-street bike lanes from Green Bay Avenue west to Flint Road
- Add sidewalk along the north side of Bender Road between Green Bay Avenue and Interstate 43

Civic Drive

West Civic Drive presents a unique opportunity for high impact bicycle and pedestrian connections, linking Green Bay Avenue to Glendale City Hall, Parkway Elementary School and Milwaukee River Parkway.

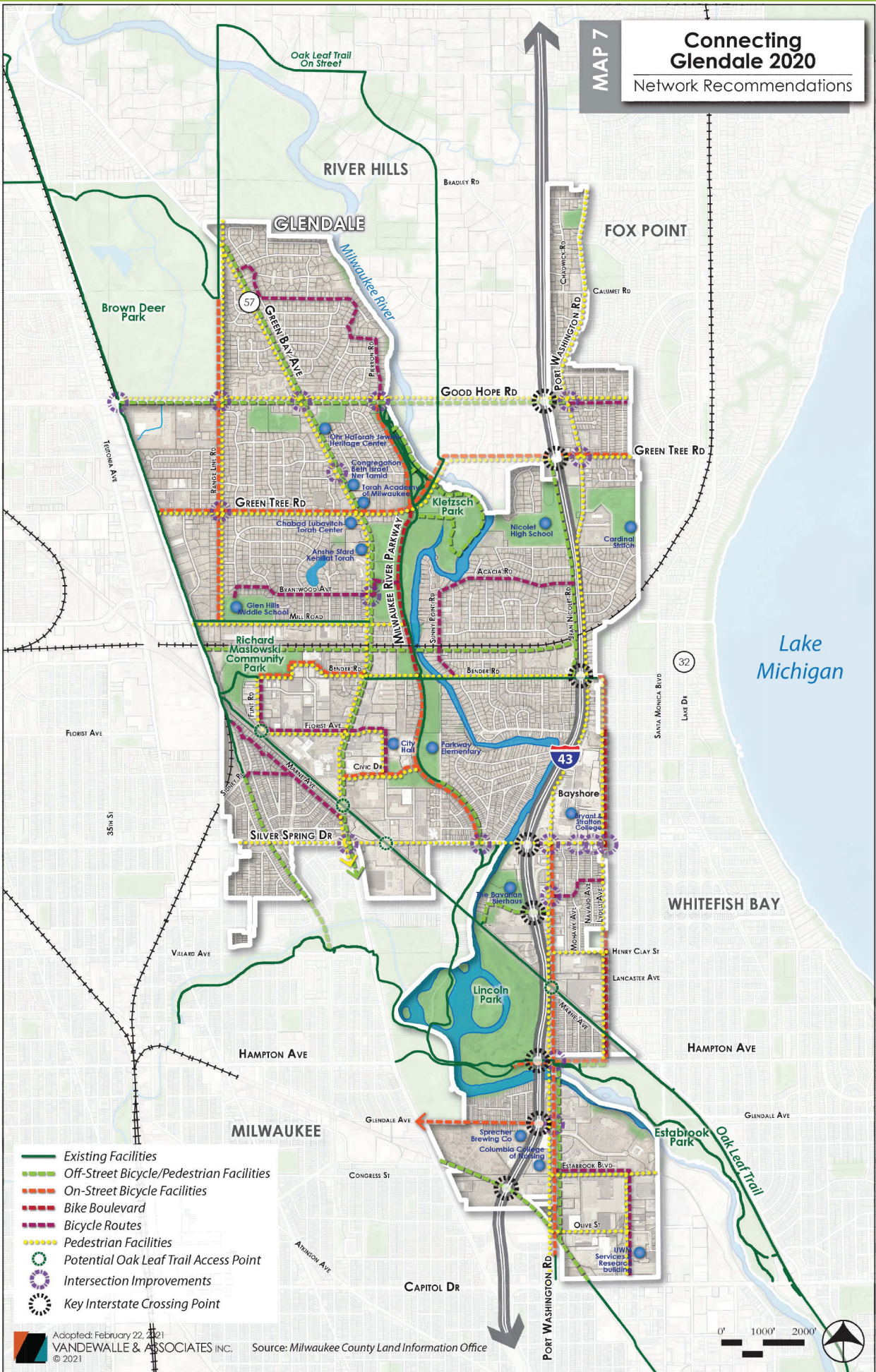
- Extend the sidewalk along the south side of Civic Drive from Green Bay Avenue to Milwaukee River Parkway
- Construct on-street bike lanes from Milwaukee River Parkway to Glen Park Road
- Construct on-street bike lanes with on-street parking from Glen Park Road to Green Bay Avenue

Figure 1 contains the bicycle and pedestrian facility recommendations outlined in this chapter as well as those featured on **Map 7**. This table can be used as a quick reference guide for future implementation.

FIGURE 1. BICYCLE AND PEDESTRIAN FACILITY RECOMMENDATIONS

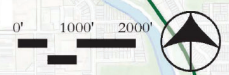
PEDESTRIAN FACILITIES	I-43 Interchange Areas: Evaluate Conflict Points
Major Pedestrian Corridor: Complete Sidewalk on Both Sides	Good Hope Rd.
Green Bay Ave.	Silver Spring Dr.
Good Hope Rd.	Hampton Ave.
Silver Spring Dr.	ON-STREET BICYCLE FACILITIES
Port Washington Rd.	Low Stress Collectors: Bike Boulevard
Neighborhood Pedestrian Corridor: Complete Sidewalk on One Side	Lydell Rd.
Range Line Rd.	New Bike Corridors: Bike Lanes (Various Facilities)
Green Tree Rd.	Range Line Rd.
Mill Rd.	Green Tree Rd.
Bender Rd.	Bender Rd.
Henry Clay St.	Civic Dr.
Florist Ave.	Green Bay Ave.
Flint Rd.	Hampton Ave.
Lydell Rd.	Milwaukee River Parkway
Civic Dr.	Florist Ave.
INTERSECTION IMPROVEMENTS	Port Washington Rd.
Major Corridor Crossings: Evaluate Safety Improvements	Glendale Ave.
Good Hope Rd. & Oak Leaf Trail (West)	Neighborhood Bicycle Connections: Bike Routes
Good Hope Rd. & Range Line Rd.	Acacia Rd. to Sunny Point Rd.
Good Hope Rd. & Green Bay Ave.	Marne Ave. to Sidney Pl. & Oak Leaf Trail
Good Hope Rd. & Milwaukee River Parkway/Perrion Rd.	1st St./Lydell Rd. to Estabrook Blvd.
Good Hope Rd. & Port Washington Rd.	Birch Ave & Richter Pl.
Port Washington Rd. & Green Tree Rd.	Flint Rd. to Florist Ave. to Glen Park Rd.
Port Washington Rd. & Hampton Ave.	Perrion Rd. to Green Bay Ave.
Port Washington Rd. & Glendale Ave.	Kletzsch Park to Glen Hills Middle School
Silver Spring Dr. & Milwaukee River Parkway	OFF-STREET BICYCLE FACILITIES
Silver Spring Dr. & Lydell Rd.	Major Corridors: Multi-Use Off-Street Path
Silver Spring Dr. & Green Bay Ave.	Jean Nicolet Rd.
Silver Spring Dr. & Port Washington Rd.	Lexington Blvd.
Silver Spring Dr. & Mohawk Ave.	Milwaukee River Parkway
Green Bay Ave. & Hampton Ave.	Hampton Ave. to Lydell Ave.
Mid-Block Crossings: Evaluate Crossing Improvements	Good Hope Rd.
Range Line Rd. & Green Tree Rd.	Kletzsch Park
Green Bay Ave. & Edward Ln.	Oak Leaf Trail/WE Energies ROW Extension
Green Bay Ave. & Brantwood Ave.	Port Washington Rd. I-43 Underpass
Silver Spring Dr. & Navajo Ave.	Rails to Trails Railroad Trail
Port Washington Rd. & Richter Pl.	

MAP 7
Connecting Glendale 2020
 Network Recommendations



- Existing Facilities
- - - Off-Street Bicycle/Pedestrian Facilities
- - - On-Street Bicycle Facilities
- - - Bike Boulevard
- - - Bicycle Routes
- . . . Pedestrian Facilities
- Potential Oak Leaf Trail Access Point
- Intersection Improvements
- Key Interstate Crossing Point

Adopted: February 22, 2021
 VANDEWALLE & ASSOCIATES INC. © 2021
 Source: Milwaukee County Land Information Office



General Recommendations

Adopt Implementation Policies

Taking the recommendations of Connecting Glendale 2020 from plan to construction will require the City to take a number of implementation steps. Incorporating progressive policies that facilitate bicycle and pedestrian friendliness sends a message that the City prioritizes this form of transportation and helps develop a culture of promoting biking and walking trips. Establishing procedures and policies for the implementation of the City's bicycle and pedestrian priorities will consistently advance projects and provide criteria for identifying implementation opportunities. These policies should be developed in collaboration with the City's leadership, elected officials, administration, and department heads.

RECOMMENDED ACTIONS:

- Develop a Complete Streets Policy that promotes the inclusion of bicycle and pedestrian safety measures and infrastructure in all new roadway maintenance and reconstruction projects
- Develop strong infrastructure maintenance protocols to protect the City of Glendale's investment and preserve the bicycle and pedestrian network's safety, efficiency, and integrity
- Improve sidewalks as recommended on [Map 7](#) in concert with road reconstruction or expansion whenever feasible
- Evaluate key road segments for independent project initiatives
- Explore grant funding and multi-jurisdictional partnership opportunities to expand network
- Work with Glendale schools on building a strong Safe Routes to School Program
- Expand pedestrian and bike connections at Interstate 43 overpass/underpass locations
- Where bike lanes are constructed with on-street parking and where feasible, utilize the parking lane as the separation barrier between vehicular and bicycle traffic
- Evaluate detailed road designs for the recommended segment improvements to determine specific road cross sections and infrastructure designs
- Establish data collection and performance metric protocols to track progress in implementing Connecting Glendale 2020's recommendations
- Seek designation as a Bicycle Friendly Community by the League of American Bicyclists

BICYCLE AND PEDESTRIAN PERFORMANCE MEASURES AND DATA COLLECTION

Collecting a variety of data and establishing performance metric protocols can help track the implementation of Connecting Glendale 2020 and the City's advancement towards its bicycle and pedestrian goals. The following is a list of potential data points for measuring bicycle and pedestrian investments:

- Baseline totals for existing bicycle and pedestrian infrastructure (linear feet or miles)
- Construction totals per facility type (linear feet or miles)
- Intersection improvements
- ADA compliance
- Bike parking installation
- Signage installation
- Commute data and public mode share
- Access to jobs and community destinations
- Property values
- Crashes
- Vehicle Miles Traveled
- Population access to bicycle and pedestrian facilities
- Community Walk Score

Develop a Community Wayfinding and Signage Plan

The ability to navigate a community safely and effectively is just as important as providing infrastructure to facilitate travel. A key to improving bicycle and pedestrian navigation throughout Glendale can be accomplished by increased signage, particularly through wayfinding signage that directs users to key destinations. Bicycle and pedestrian-oriented signage assists not only users in finding and navigating bike routes, bike lanes, trails, and trailheads, it also helps notify drivers of areas where those users are more prevalent. Additionally, providing important destination-oriented signage gives all people the ability to find key locations within the City, which increases safe travel along designated routes, boosts economic activity at key locations, and provides the community with opportunities to brand itself through unique signage.

RECOMMENDED ACTIONS:

- Develop a signage plan that identifies key locations for bicycle and pedestrian signage, in addition to being focused on key destinations in the community
- Work with Welcome Glendale to develop the signage plan and identify key destinations to include in the wayfinding plan
- Work with the Milwaukee County Parks Department to find opportunities for the Glendale signage plan to align with the County-wide signage plan
- Following the completion of the City's branding and identity-planning process, pursue development of unique and distinct wayfinding signage that includes aspects of the community's new brand

Establish a Communitywide Bike Racks and Parking Program

Without the ability to park a bicycle, it is nearly impossible to make daily trips, recreational trips, or commute to work via a bicycle. Just like a motor vehicle, parking is a key component of accessibility. Bike racks are a simple, inexpensive addition to private development, institutional locations, and even the right-of-way that can go a long way to promoting bicycle trips and increasing accessibility. Additionally, bike racks not only serve a utilitarian use, but also can be employed to increase public art or be integrated into existing public art. Installing and integrating bike racks throughout Glendale is one of the easiest and most effective ways to promote increased ridership, stimulate economic development, and increase the streetscaping aesthetic of the community.

RECOMMENDED ACTIONS:

- Establish a policy that requires all new or updated multi-family and commercial development to include a minimum number of bicycle parking spaces. This requirement could be integrated into other City building, landscape, or design requirements.
- Work with local artists to develop public art that can also be used as a bike rack.
- During streetscaping or street repaving projects along key corridors, install bike racks.
- Purchase and install City-branded bike racks throughout Glendale. For example, the City of West Allis utilized grant funding and private donations to purchase and install over 50 bike racks throughout the community at key locations between 2013-2016.

Create an Education and Enforcement Program

Another way for the City to increase bicycle and pedestrian trips and make them as safe as possible is through enhanced education and enforcement. Prioritizing and developing programming to increase bicycle safety, especially with children, is one of the most effective ways to promote bicycle trips and keep riders safe on the road. Additionally, without enforcement of roadway laws for both bicycles and vehicles, an unsafe environment persists. There are several different methods that can be leveraged and utilized to increase education and enforcement that promote safe, efficient, and smart bicycle, pedestrian, and vehicle travel throughout the City.

RECOMMENDED ACTIONS:

- Work with the Police Department to develop bicycle education training sessions for children and adults. For children, the most common approach is through a bicycle rodeo hosted in a local parking lot that features education and application-based training. Another approach could be through a partnership with the School District and the Safe Routes to School program to teach bicycle safety as part of the curriculum.
- Increase enforcement of both bicycle and vehicle traffic on key roadways. Informing users of the right and wrong way to travel cohesively on local roadways is a key first step to increasing safety for all users.
- Collaborate with regional communities to build on existing education and enforcement strategies and practices to increase bicycle and pedestrian safety across the North Shore.

Work with Local Partners to Develop Economic Development and Marketing Programs Connected to Bicycle and Pedestrian Opportunities in Glendale

Increased bicycle and pedestrian trips are a proven and effective economic development strategy that is being applied throughout the Milwaukee Metro Area and the state. People who bike or walk tend to spend more time at certain destinations which can promote business expansion, retention, and attraction along key routes or near trailheads. Marketing the bicycle and pedestrian opportunities, amenities, and connections in the community is a crucial component of encouraging more trips and ultimately sparking economic development in the City.

RECOMMENDED ACTIONS:

- Partner with Welcome Glendale and other tourism entities to highlight bicycle and pedestrian opportunities within existing and future visitor and tourism marketing efforts
- Work with hotels and other lodging businesses to provide bicycle and pedestrian maps and information about key local destinations as well as establish bike share or bike rental programs for hotel guests and visitors
- Explore establishing a bike share program in Glendale
- Establish and promote bicycle and pedestrian events, including charity rides and walks, National Bike Month and Bike to Work celebrations, that encourage residents and visitors to bike and walk in Glendale
- Develop an interactive online tourism map that highlights destinations, provides route details, and functions as a guide to biking or walking throughout the City
- Provide printed bicycle map brochures to local businesses and civic destinations to increase knowledge of Glendale's bicycle and pedestrian assets among residents and tourists

Project Prioritization and Implementation

The recommendations presented in this Connecting Glendale 2020 will be implemented over time, rather than occurring all at once. In some cases, the timing of implementation will be based on the City priorities detailed below. In other cases, phasing will be dictated by several factors, including private landowner decisions to redevelop or sell their property, planned road reconstruction, and the availability of City funding or grants to make necessary system expansions or improvements.

In general, bicycle and pedestrian investments should be prioritized as follows:

1. Improve the existing bicycle and pedestrian system by closing gaps in the network.
2. Expand the existing bicycle and pedestrian system by developing new connections to other local destinations.
3. Improve the existing bicycle and pedestrian system by addressing ongoing safety issues, particularly dangerous intersections and Interstate 43 overpasses and underpasses.
4. Expand the existing bicycle and pedestrian system to align with economic development and tourism efforts.

Short-term Recommendations

Short-term recommendations address immediate safety concerns or gaps in the existing bicycle and pedestrian network. Bike routes and signage related recommendations are all short-term recommendations because they can be implemented relatively quickly and at lower cost. High-priority short-term recommendations include:

- Green Bay Avenue
- Lydell Road
- Green Tree Road
- Bender Road
- Jean Nicolet Road

Long-term Recommendations

Long-term recommendations involve implementing projects as opportunities arise, which may require cooperation with surrounding jurisdictions and regional trails. State laws prohibit the City from condemning land like it historically could to improve public facilities, so it is important to take advantage of every opportunity possible to acquire land for expanding the public right-of-way to improve the bicycle and pedestrian network. High-priority long-term recommendations include:

- Good Hope Road
- Port Washington Road
- Silver Spring Drive
- Milwaukee River Parkway

Costs and Funding

TYPICAL COSTS OF BICYCLE AND PEDESTRIAN FACILITIES

Typical costs, depicted in Figure 2, were developed based on a combination of real-world examples and industry averages. These costs are provided in 2020 dollars, rounded to the nearest thousand. They include only the cost of the infrastructure investment, (including engineering, design, and contingency) and do not include costs for right-of-way acquisition, additional amenities (signs, kiosks, bike racks, etc.) or other improvements specific to a given project.

FIGURE 2. TYPICAL FACILITY COSTS

FACILITY	ESTIMATED COST PER MILE (2020 DOLLARS) ¹
On-Street Bike Route ²	\$17,000
On-Street Bike Lane ³	\$102,000
Off-Street Multi-Use Path ⁴	\$140,000
Concrete Sidewalk ⁵	\$162,000 (\$31 per linear foot)

1. Costs include engineering (25%), design (20%), and contingency (15%) allowances.
2. Assumes signage every 400 feet in each direction.
3. Assumes lanes are five feet wide.
4. Assumes paths are eight feet wide.
5. Assumes sidewalks are five feet wide and four inches thick.

On-street and off-street facilities will require regular maintenance and repair. On-street facilities are often maintained as part of a community's regular roadway maintenance program. In some cases, additional maintenance will be needed such as plow in the winter, clear of debris from the bike lanes, or trim overgrown vegetation. In general, asphalt paths will need repaving every seven to 15 years; concrete paths will require replacement every 25 years.

FUNDING SOURCES AND STRATEGIES

There are several funding sources available to help finance implementation of improvements or expansions of the bicycle and pedestrian network, including include parkland acquisition impact fees and state and federal grant programs. It should be noted that funds from many of these programs are subject to change due to fluctuations with current federal, state, and local budgets. The City may qualify for grant funds through the Federal Land and Water Conservation Fund (LAWCON), the State Acquisition and Development of Local Parks Program (ADLP), and the State of Wisconsin the Knowles-Nelson Stewardship Program. A listing of available grant programs is found in "Appendix A: Funding Sources".

The bicycle and pedestrian infrastructure improvements recommended in this Plan should continue to be incorporated into the City's biennial capital improvement plan and programming. The City has successfully maintained and improved its existing bicycle and pedestrian network by outlining the general schedule within which public improvements are proposed to be undertaken.

The City of Glendale should continue to utilize its existing planning framework and regulations and develop new procedures as recommended in this Plan to implement Connecting Glendale 2020.

Finally, the City should coordinate efforts with other units of government (ex. Milwaukee County, adjacent municipalities, etc.), governmental departments and public agencies (ex. school districts, Wisconsin Department of Transportation, and Wisconsin Department of Natural Resources), and private and non-profit agencies to help fund, leverage funds, and implement the recommendations presented in the Connecting Glendale 2020 Plan.

Appendices



Appendix A: Funding Sources
Appendix B: Public Participation Responses

Appendix A: Funding Sources

Adopted: 2.22.2021

44 Connecting Glendale 2020: Bicycle and Pedestrian Plan

PROGRAM	PURPOSE	FUNDING DETAILS	DEADLINE	NOTES	ADMIN. AGENCY	CONTACT
WISCONSIN STEWARDSHIP PROGRAMS						
Aids for the acquisition and development of local parks (ADLP)	To acquire or develop public nature-based outdoor recreation areas and facilities.	<ul style="list-style-type: none"> 50% local match per project. \$4M available each year. 	May 1	<ul style="list-style-type: none"> A comprehensive outdoor recreation plan is required. Priority for land acquisition of regional/statewide significance. Projects must comply with ADA. 	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Greenspace Program (UGS)	To acquire land to provide natural open space and community gardens within or near urban areas, or to protect scenic or ecological features.	<ul style="list-style-type: none"> 50% local match per project. \$1.6M available each year. 	May 1	<ul style="list-style-type: none"> A comprehensive outdoor recreation plan is required. Projects must comply with ADA. 	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Acquisition of Development Rights (ADR)	To acquire development rights for nature-based outdoor recreation areas and facilities.	<ul style="list-style-type: none"> 50% local match per project. \$1.6M available each year. 	May 1	<ul style="list-style-type: none"> Funds are available to acquire development rights (easements) in areas where restrictions on residential, industrial, or commercial development are in place. May include enhancements of nature-based outdoor recreation. 	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Urban Rivers Grant Program (UR)	To acquire lands, or rights in lands, adjacent to urban rivers for the purpose of preserving or restoring them for economic revitalization or nature-based outdoor recreation activities..	<ul style="list-style-type: none"> 50% local match per project. \$800,000 available each year. 	May 1	<ul style="list-style-type: none"> A comprehensive outdoor recreation plan is required to participate. Projects must comply with ADA. 	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704

PROGRAM	PURPOSE	FUNDING DETAILS	DEADLINE	NOTES	ADMIN. AGENCY	CONTACT
FEDERAL PROGRAMS						
Land and Water Conversation Fund (LAWCON)	To acquire or develop public outdoor recreation areas and facilities in local communities.	<ul style="list-style-type: none"> 50% local match per project. Land acquisition. Development of recreational facilities. 	May 1	<ul style="list-style-type: none"> A comprehensive outdoor recreation plan is required to participate. 	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704
Recreational Trails Program (RFP)	To provide funds for maintenance, development, rehabilitation, and acquisition of land for motorized, non-motorized, and diversified trails.	<ul style="list-style-type: none"> 50% local match per project. Maintenance and restoration of existing trails. Development and rehabilitation of trailside and trailhead facilities and trail linkages. Construction of new trails (with certain restrictions on federal lands). Acquisition of easement or property for trails purchase. 	May 1	<ul style="list-style-type: none"> Funds may only be used on trails which have been identified in or which further a specific goal of a local, county or state trail plan Funds may be used on trails which are referenced in a statewide comprehensive outdoor recreation plan. 	Wisconsin DNR	Sara deBruijn Southeast Region (414) 263-8704

PROGRAM	PURPOSE	FUNDING DETAILS	DEADLINE	NOTES	ADMIN. AGENCY	CONTACT
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)						
Transportation Alternatives Program (TAP)	Providing facilities for pedestrians and bicyclists. This program includes construction, planning, and design of on-road and off-road trail facilities and infrastructure for safe use by for pedestrians, bicyclists, and other non-motorized forms of transportation.	<ul style="list-style-type: none"> Funded through FAST Act. 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed). 	October-January	<ul style="list-style-type: none"> Infrastructure projects over \$300,00 Non-infrastructure projects over \$50,000 	WisDOT Regional Transportation Management Area Authority (MPO)	Jacob Varnes Southeast Region (262)548-8789
Surface Transportation Program (STP)	Road improvement funds, which can be spent on a wide variety of projects, including roadway projects, bridges, transit facilities, and bicycle and pedestrian facilities.	<ul style="list-style-type: none"> Funded through FAST Act 80%/20%. 20% required match (funds are not awarded upfront but are reimbursed). 	July – 6-year project cycle	<ul style="list-style-type: none"> Facilities for pedestrians and bicycles. System-wide bicycle planning. Three sub-programs: Urban; Rural; Bridges 	WisDOT	Jacob Varnes Southeast Region (262)548-8789
FEDERAL TRANSIT ADMINISTRATION FUNDS						
Capital Investment Grants	Transit capital projects; includes intermodal facilities such as bicycle racks on buses and bicycle parking at transit stations; most funds are to be directed toward transit itself.	<ul style="list-style-type: none"> Discretionary local match 	Early spring	<ul style="list-style-type: none"> Funding for this program is allocated on a discretionary basis and requires a multi-year process. 	WisDOT Division of Transportation Investment Management	Aileen Switzer (608)266-5791
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	Funds projects which will reduce vehicle trips and miles; reduce emissions due to traffic congestion; or reduce the per mile rate of vehicle emissions.	<ul style="list-style-type: none"> 20% local match per project (funds are not awarded upfront but are reimbursed). 	April- June	<ul style="list-style-type: none"> Limited to Milwaukee, Kenosha, Racine, Ozaukee, Waukesha, Washington, Sheboygan, Kewaunee, Manitowoc, Walworth, and Door Counties. 	Federal Transit Authority WisDOT SEWRPC	Jason Varnes Southeast Region (262)548-8789

PROGRAM	PURPOSE	FUNDING DETAILS	DEADLINE	NOTES	ADMIN. AGENCY	CONTACT
FEDERAL HIGHWAY ADMINISTRATION SAFETY FUNDS						
Highway Safety Improvement Program (HSIP)	Funds safety projects at sites that have experienced a high crash history. Emphasis is on low-cost options that can be implemented quickly, including intersection improvements.	<ul style="list-style-type: none"> 10% local match per project 	August	<ul style="list-style-type: none"> Communities must include 5 years of crash data. 	WisDOT Division of Transportation Investment Management	Jason Varnes Southeast Region (262)548-8789
US DEPARTMENT OF TRANSPORTATION						
Better Utilization Investments to Leverage Development (BUILD)	Investment in road, rail, transit, and port projects. Funding for multi-modal, multi-jurisdictional projects.-	<ul style="list-style-type: none"> 20% local match per project 	May	<ul style="list-style-type: none"> Eligible for transit agencies, port authorities, MPOs, and state and local governments. 	US DOT	202-366-0301
OTHER PROGRAMS						
Wisconsin Main Street and Connect Community Program	Comprehensive downtown revitalization program, which includes streetscape improvements.	<ul style="list-style-type: none"> Technical assistance in the planning, management and implementation of downtown development projects 	Spring	<ul style="list-style-type: none"> May benefit trail enhancements through streetscaping. 	WEDC	Jason Scott (608) 210-6790
Bicycle Infrastructure & Advocacy Grant	Grants to build infrastructure that makes it easier for all people to ride bikes in their communities, including bike paths, bike lanes, trails, bridges, parking, and storage. Can also fund programs and initiatives that advocate for bikes and transform streets for bikes.	<ul style="list-style-type: none"> Up to \$10,000 or up to 50% of project cost No specific match amount, but leverage required 	April and October	<ul style="list-style-type: none"> Applications should include performance metrics for measuring project success 	People for Bikes	Zoe Kircos (702) 726-3335

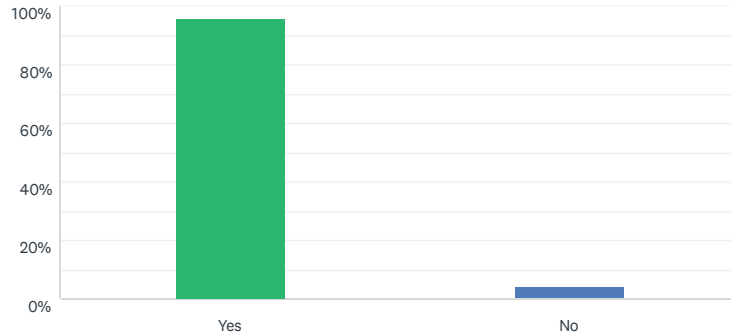
Appendix B: Public Input

City of Glendale 2020 Bicycle and Pedestrian Plan Community Comment Form

SurveyMonkey

Q1 Are you a Glendale resident?

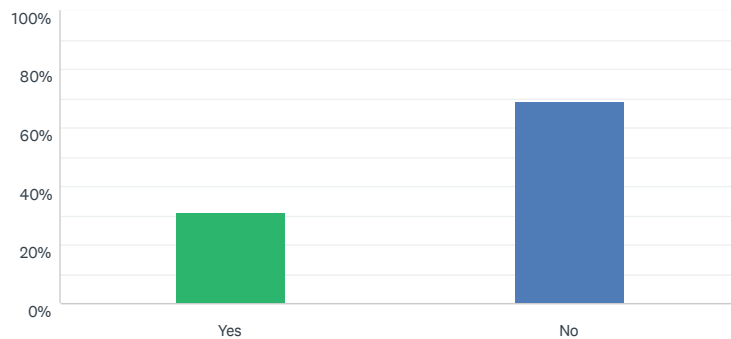
Answered: 48 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	95.83% 46
No	4.17% 2
TOTAL	48

Q2 Did you participate in the September 9th Virtual Public Meeting and complete the polling questions?

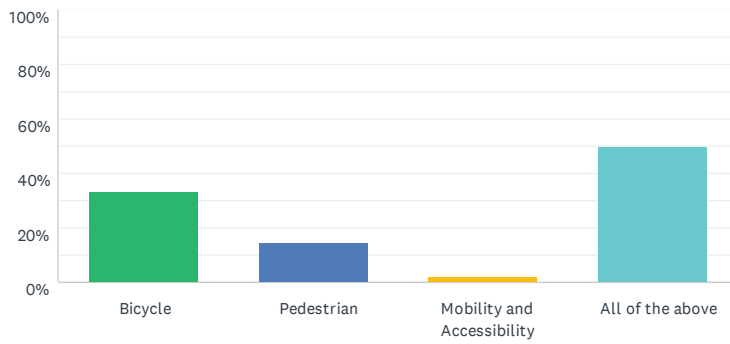
Answered: 48 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	31.25% 15
No	68.75% 33
TOTAL	48

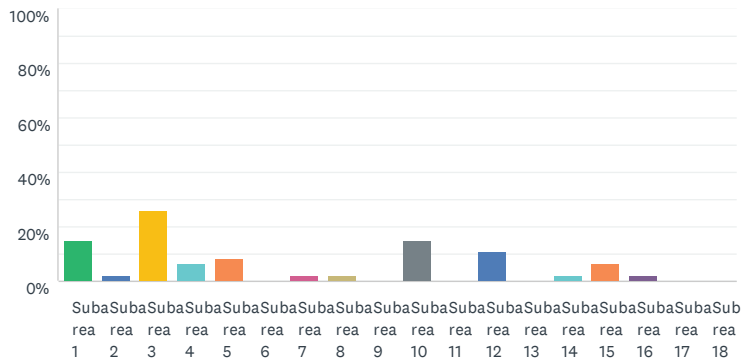
Q3 Which issue in this Plan is of most personal interest to you?

Answered: 48 Skipped: 0



Q4 Please review the Sub-Neighborhood Map. Which subarea do you live in?

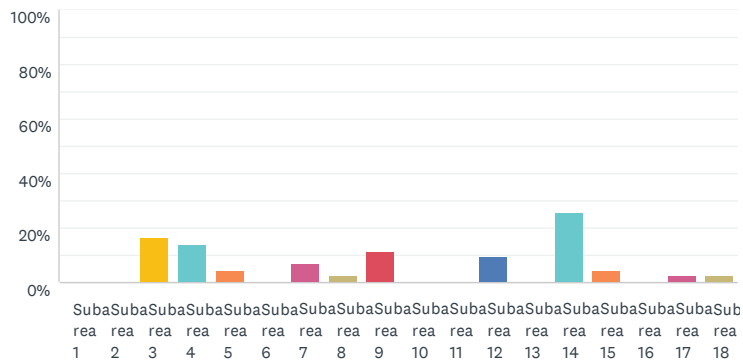
Answered: 46 Skipped: 2



ANSWER CHOICES	RESPONSES	
Subarea 1	15.22%	7
Subarea 2	2.17%	1
Subarea 3	26.09%	12
Subarea 4	6.52%	3
Subarea 5	8.70%	4
Subarea 6	0.00%	0
Subarea 7	2.17%	1
Subarea 8	2.17%	1
Subarea 9	0.00%	0
Subarea 10	15.22%	7
Subarea 11	0.00%	0
Subarea 12	10.87%	5
Subarea 13	0.00%	0
Subarea 14	2.17%	1
Subarea 15	6.52%	3
Subarea 16	2.17%	1
Subarea 17	0.00%	0
Subarea 18	0.00%	0
TOTAL		46

Q5 Please review the Sub-Neighborhood Map. Which subarea do you most often try to get to?

Answered: 43 Skipped: 5



ANSWER CHOICES	RESPONSES	
Subarea 1	0.00%	0
Subarea 2	0.00%	0
Subarea 3	16.28%	7
Subarea 4	13.95%	6
Subarea 5	4.65%	2
Subarea 6	0.00%	0
Subarea 7	6.98%	3
Subarea 8	2.33%	1
Subarea 9	11.63%	5
Subarea 10	0.00%	0
Subarea 11	0.00%	0
Subarea 12	9.30%	4
Subarea 13	0.00%	0
Subarea 14	25.58%	11
Subarea 15	4.65%	2
Subarea 16	0.00%	0
Subarea 17	2.33%	1
Subarea 18	2.33%	1
TOTAL		43

#	PLEASE PROVIDE THE MAIN REASON FOR TRAVELING TO THIS SUBAREA (WORK, RECREATION, SHOPPING, ETC.).	DATE
1	Shopping	9/28/2020 9:19 AM
2	Shopping	9/25/2020 6:07 AM
3	recreation	9/24/2020 4:03 PM
4	Shopping and visiting friends	9/24/2020 1:47 PM
5	Access to the River walkway	9/24/2020 6:56 AM
6	I live in Subarea 12, but I like to bike in every direction. I would like to bike for shopping to the east on Silver Spring, but that corridor is a death trap. I go almost every direction for recreation (mostly to visit parks).	9/23/2020 8:29 PM
7	Recreation	9/23/2020 5:17 PM
8	Walking or biking to the parkway and Kletczh Park for recreation.	9/22/2020 9:24 PM
9	Kletczh Park is in subarea 4. It's a great spot for recreation -- we bike there and walk our dog there from our neighborhood in subarea 1.	9/22/2020 7:58 PM
10	Heading to Bayshore and WAC from my house on Glendale Ave. , also for going north on Port Washington Road for bike rides to Cedarburg, Oak Leaf Trail both directions .	9/21/2020 11:08 AM
11	Safe accessibility to ALL 18 Subareas for a variety of purposes	9/17/2020 11:29 PM
12	Recreation, shopping, library access.	9/17/2020 4:28 PM
13	access to Maslowski	9/16/2020 12:32 PM
14	Dining, shopping and entertainment	9/14/2020 7:07 PM
15	As a year-round bike commuter, Subarea 3 provides the safest access to the Oak Leaf Trail.	9/14/2020 7:06 PM
16	Recreation. My husband and I both like to bike on the oak leaf trail both south and north bound.	9/14/2020 4:59 PM
17	Shopping	9/14/2020 11:16 AM
18	Shopping for food, garments, recreational goods, books and so on.	9/14/2020 9:30 AM
19	shopping	9/12/2020 6:05 PM
20	Shopping, e.g. the Bayshore Trader Joe's for groceries.	9/12/2020 4:04 PM
21	Shopping, recreation, family visits	9/12/2020 10:35 AM
22	Recreation	9/11/2020 9:17 PM
23	shopping	9/11/2020 7:26 PM
24	Recreation	9/11/2020 6:19 PM
25	Parks	9/11/2020 4:45 PM
26	Library! Bay shore is a close secons	9/11/2020 3:02 PM
27	Parkway School, Kletzsck Park	9/11/2020 1:47 PM
28	to connect with bus for work	9/11/2020 1:35 PM
29	Parkway school/ playground.	9/11/2020 10:47 AM
30	Recreation - general cycling around different areas towards downtown and the Hank Aaron trail-head.	9/11/2020 10:39 AM
31	We like to ride our bikes to The Brick. We actually like to ride our bikes everywhere, including into Whitefish Bay, but Silver Spring is NOT bike friendly at all, and is in fact dangerous with the speeders.	9/11/2020 10:23 AM
32	recreation	9/11/2020 9:56 AM
33	Visiting friends	9/11/2020 9:55 AM
34	Access Maslowski park for recreation.	9/11/2020 9:50 AM
35	I ride my bike to go food shopping, library and some businesses there.	9/11/2020 9:33 AM
36	This is my way of getting from my neighborhood to Kletzsck Park.	9/11/2020 9:01 AM

37	shopping	9/10/2020 2:49 PM
38	Shopping and recreation, Bayshore, Silver Spring shops, Port Washington shops	9/10/2020 11:25 AM
39	The parks along the river. Biking to school (Parkway: tricking Milwaukee River Parkway section) Glenhills: smooth sailing on the OakLeaf once the detour is gone) and Nicolet: dangerous on Jean Nicolet Rd.	9/10/2020 8:13 AM
40	Middle School	9/9/2020 8:21 PM
41	Shopping at Bayshore and also on my way to work	9/9/2020 7:12 PM
42	Home	9/9/2020 7:10 PM
43	Community connection, Friday night dinners, Shabbath services and connecting with friends Saturday afternoons and during holidays	9/9/2020 7:05 PM

Q6 What, if anything, keeps you from getting there? Do you experience any barriers to walking or biking to your desired destination?

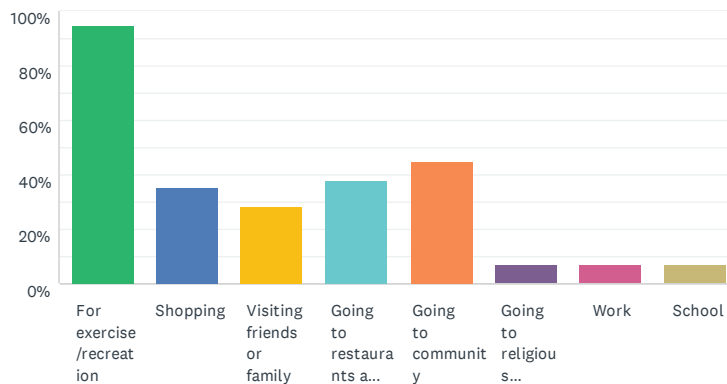
Answered: 43 Skipped: 5

#	RESPONSES	DATE
1	Bayshore is difficult to get to on a bike, have to use sidewalks to not get hit by a car. Would love a dedicated path from oak leaf throughout bayshore	9/28/2020 9:19 AM
2	Have to go out of the way. Too much traffic to ride bike on main roads.	9/25/2020 6:07 AM
3	walking/running on Range Line with no sidewalks is a bit scary	9/24/2020 4:03 PM
4	I prefer to bike or walk. The lack of a sidewalk is very troubling, especially considering how fast people drive on Range Line Road.	9/24/2020 1:47 PM
5	Jaywalking Goodhope	9/24/2020 6:56 AM
6	Unestablished bike/pedestrian corridors are the main barrier. Safety along the route is number two concern. Traffic is most important if the first two are missing.	9/23/2020 8:29 PM
7	Crossing Good Hope Road is sometimes a challenge due to the high volume of traffic. Crossing on foot can be a challenge.	9/23/2020 5:17 PM
8	Crossing Good Hope Road from Pierron Road. It's a gauntlet!	9/22/2020 9:24 PM
9	Crossing Good Hope Road at Pierron Road is treacherous. Whether on bike or on foot, crossing six lanes of traffic that's often moving at 55 mph is dangerous. Adding a crosswalk here to help people safely exit the neighborhood and access subarea 4 and ultimately Kletzch Park is needed.	9/22/2020 7:58 PM
10	Port Washington Road north of Glendale Ave has at least 3 intersections that can be difficult or dangerous from cards - Hampton@Port Washington Road, Silver Spring @Port Washington Road, Good Hope Road @ Port Washington Road. I try to fully avoid Hampton @ GreenBay Ave, but I think this is City of Milwaukee Intersection.	9/21/2020 11:08 AM
11	No bicycle or pedestrian paths	9/17/2020 11:29 PM
12	No sidewalks, lack of crosswalks at key intersections, deteriorating curbs and roads.	9/17/2020 4:28 PM
13	The RR track is a large barrier which could make more frequent access to the park possible. Recently completed access from the OLT is a huge benefit because Green Bay Ave is just not an option with kids on bikes	9/16/2020 12:32 PM
14	There should be pedestrian sidewalk all along Port Washington Road.	9/14/2020 7:07 PM
15	Nothing prevents me from accessing this Subarea, however, crossing the Green Bay Rd heading east can be challenging because many drivers are unaware that cyclists are not required to hug the curb if going across Green Bay Rd.	9/14/2020 7:06 PM
16	Concerns going North on the oak leaf trail from River's Edge (Sub Area 1): 1. It is TOO dangerous to ride a bike on Good Hope, so I bike up Green Bay (also VERY dangerous, but not as bad as Good Hope) and catch the trail in Brown Deer park. I do not feel comfortable or safe riding my bike on Green Bay Road either. It would be ideal to have an off street path for both pedestrians and bikers. Otherwise a designated bike lane would be nice. Concerns going southbound on the Oak Leaf trail (sub area 1 to sub area 18). 1. There's no convenient way to catch the trail near River's Edge when trying to go south on the Oak Leaf trail. Because it is too dangerous to ride west bound on Good Hope I have to bike through Kletzsch park, down the parkway and cross silver spring (not safe either) and catch the trail entrance near lincoln park. For those living in River's Edge there is no convenient way to get to any park we live by. There are no side walks on Green Bay or Good Hope, so you cannot safely walk to either park. We pay a lot in taxes and cannot fully utilize the amenities in our neighborhood. If I want to walk my dog or run in any of the parks I have to drive there.	9/14/2020 4:59 PM
17	Traffic	9/14/2020 11:16 AM
18	Pedestrian or bicycle travel through the Silver Spring, I-43, Port Washington road and Milwaukee river is far from easy. The sidewalk over the river bridge is only on the South Side and is narrow. The road crossings are not pedestrian friendly. I suggest a pedestrian and bike bridge from Silver Spring west of the Milw. River to the Bayshore area. Elevated and isolated from traffic, locate on the north side of Silver Spring.	9/14/2020 9:30 AM
19	having to cross a 6 lane intersection from a road that has sidewalks that end.	9/12/2020 6:05 PM
20	There aren't a ton of issues for me personally as I'm a daily urban cyclist, but in accessing this subarea from the south, Lydell Ave. seems like it could benefit from some improvements at the intersection of the OLT (lighting, perhaps additional stop signs) and possibly some bike boulevard type treatments to make it more comfortable to a broader range of users, especially with the redevelopment of Bayshore with more residential units.	9/12/2020 4:04 PM

21	Crossing Port Washington/Silver Spring is a death trap	9/12/2020 10:35 AM
22	Green Bay and bender intersection	9/11/2020 9:17 PM
23	walking and biking are both difficult on port washington heading north from bayshore. Going to / from home to Bayshore another way, Silver spring drive is very difficult for walking and riding a bike.	9/11/2020 7:26 PM
24	Green Bay road needs sidewalks.	9/11/2020 6:15 PM
25	Crossing Green Bay road	9/11/2020 4:45 PM
26	Yes, biking on port Washington feels very dangerous, either to library or bay shore. Feels very inaccessible by bike or by foot. A protected bike lane would a great add on, even better would be a bridge or underpass to bay shore or over port	9/11/2020 3:02 PM
27	I have young children. Bender is a busy road. I wish they could safely bike or walk to school at Parkway, but there is no way to get there without crossing a busy road	9/11/2020 1:47 PM
28	walking along Good Hope Road is not safe - sidewalk would help, or better yet a bus down Good Hope to connect to Pt Washington Rd or Teutonia - after all, isn't Glendale part of MKE County that deserves better public transportation?	9/11/2020 1:35 PM
29	There is not a good bike path to get to parkway. We have to go down to Lydell to pick up the oak leaf trail. Then come back up to get around 43, then ride up MKE river parkway. Since riding on silver spring is not safe for kids.	9/11/2020 10:47 AM
30	No barriers currently. Would be nice to have marked bike lanes and improved pothole repairs that could positively impact cycle riding.	9/11/2020 10:39 AM
31	Getting to The Brick, there is no sidewalk on that side of the street. We have to cross at an unconventional location. Also, using the Oak Leaf trail to go North is a mess. When is the sink hole going to get fixed? It is ridiculous how much time it is taking.	9/11/2020 10:23 AM
32	Intersection of Bender and Green Bay is not bike friendly.	9/11/2020 9:56 AM
33	the traffic lane on Green tree is too narrow for bikes to ride safely	9/11/2020 9:55 AM
34	Damage to Oak Leaf Trail	9/11/2020 9:50 AM
35	Green Tree in Riverhills is dangerous because it's so narrow and there's a sign at Green Tree Court Rd stating no bikes on the sidewalk, but what choice do biker have if traffic is bad, also that stretch is where I've seen the most drivers leaving their lane, probably due to cell phone usage .	9/11/2020 9:33 AM
36	Heavy & sometimes reckless traffic on Good Hope. I understand this is a county road but even with River Hills heavy patrolling of this road motorist often push the speed limits and then speed up when they clear River Hills. This makes crossing Good Hope a big challenge and a traffic light or pedestrian crossing would be much appreciated at Pierron.	9/11/2020 9:01 AM
37	Highway, river, traffic	9/10/2020 11:25 AM
38	No room on Jean Nicolet. street riding with no marked spaces enroute to Parkway.	9/10/2020 8:13 AM
39	It's not safe for my kids to walk alone in the street to get to school on Range Line Rd.	9/9/2020 8:21 PM
40	Safety along Silver Spring, need sidewalks on both side of the street and a need for an off street path along Milwaukee River Parkway from Silver Spring to Sunny Point for safety because traffic backs up a lot on Milwaukee River Parkway from Kendall to Silver Spring.	9/9/2020 7:12 PM
41	n/a	9/9/2020 7:10 PM
42	except a few lights on Green Tree West of Green Bay and on dark nights, it's really pitch black, there are no sidewalks and frequently cars come up Green Tree quite fast and don't see pedestrians, so we step to the side and wait until they pass. We wear safety vests. Once, during a winter night, walking back I was followed by a car up to Crestwood and Green Tree. I stopped, turned around and looked at the driver (or where the driver would have been, couldn't see anything) after several seconds, the car slowly passed by and I realized, likely thanks to an open garage door at the nearby house. It was very scary and made me realize the safety vest can also make us a target. So, I don't always wear it anymore.	9/9/2020 7:05 PM
43	No problems accessing the Bike Path. However, once the path connection through Maslowski Park was established it's important to maintain it. There is already a severe bump at both sides of the bridge. Experience with similar conditions along the bike path up thru Grafton are very rarely addressed even over a ten year time span.	9/9/2020 7:00 PM

Q7 For what purposes do you walk? Select all that apply

Answered: 42 Skipped: 6



ANSWER CHOICES	RESPONSES	Count
For exercise/recreation	95.24%	40
Shopping	35.71%	15
Visiting friends or family	28.57%	12
Going to restaurants and bars	38.10%	16
Going to community events	45.24%	19
Going to religious services	7.14%	3
Work	7.14%	3

Q8 Choose the top 3 locations that you would like to see better pedestrian connections to.

Answered: 39 Skipped: 9



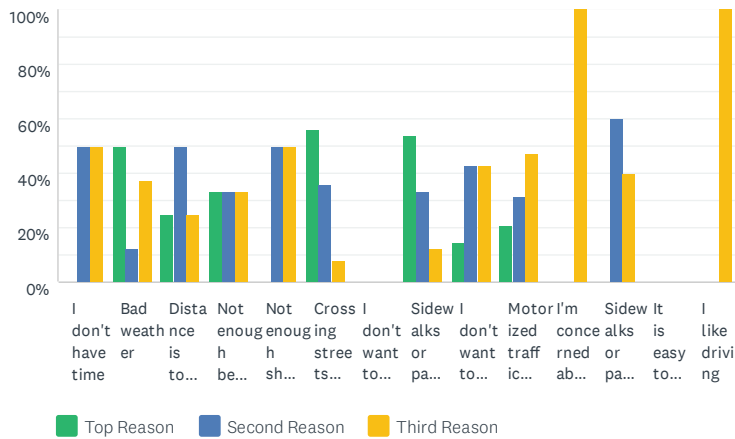
	FIRST CHOICE LOCATION	SECOND CHOICE LOCATION	THIRD CHOICE LOCATION	TOTAL	WEIGHTED AVERAGE
Schools	54.55% 6	27.27% 3	18.18% 2	11	1.64
Public Library	41.67% 5	8.33% 1	50.00% 6	12	2.08
Shopping	27.78% 5	44.44% 8	27.78% 5	18	2.00
Restaurants and Bars	15.79% 3	42.11% 8	42.11% 8	19	2.26
Parks and Trails	53.57% 15	35.71% 10	10.71% 3	28	1.57
Homes or Apartments	40.00% 2	40.00% 2	20.00% 1	5	1.80
Work/Employment in Glendale	50.00% 1	0.00% 0	50.00% 1	2	2.00
Work/Employment outside Glendale	40.00% 2	0.00% 0	60.00% 3	5	2.20

#	COMMENTS FOR "SCHOOLS"	DATE
1	schools have pretty good access already	9/28/2020 9:23 AM
2	Glen Hills	9/24/2020 4:05 PM
3	Glen Hills School	9/24/2020 1:50 PM
4	Parkway	9/11/2020 9:19 PM
5	Parkway	9/11/2020 9:51 AM
6	Milwaukee River Parkway from Silver Spring to Sunny Point	9/9/2020 7:17 PM
#	COMMENTS FOR "PUBLIC LIBRARY"	DATE
1	North Shore Library	9/23/2020 8:31 PM
2	North shore library	9/11/2020 9:19 PM
#	COMMENTS FOR "SHOPPING"	DATE
1	Bayshore Mall	9/23/2020 8:31 PM
2	Bayshore	9/21/2020 11:11 AM
3	Bay Shore	9/17/2020 11:34 PM
4	Bayshore	9/14/2020 7:09 PM
5	Bayshore area from the west	9/14/2020 9:32 AM
6	bayshore	9/11/2020 7:28 PM
7	Bayshore	9/11/2020 4:47 PM
8	Pick & save, Aldi	9/11/2020 1:40 PM
9	Sidewalks on birch and Mowhawk. There is lots of traffic. And I don't feel safe walking on them.	9/11/2020 10:52 AM
10	Our new and improved BAYSHORE.	9/11/2020 10:43 AM
11	Bayshore	9/10/2020 11:29 AM
12	Sidewalks on both sides of Silver Spring east of Milwaukee River Parkway to Port Washington Road	9/9/2020 7:17 PM

#	COMMENTS FOR "RESTAURANTS AND BARS"	DATE
1	need sidewalks on greenbay both sides	9/28/2020 9:23 AM
2	Silver Spring stretch	9/23/2020 8:31 PM
3	Bayshore area from the west	9/14/2020 9:32 AM
4	Bayshore area	9/11/2020 1:40 PM
5	The Brick	9/11/2020 10:25 AM
6	Bayshore	9/11/2020 9:51 AM
7	The Brick, Bayshore	9/10/2020 11:29 AM
8	Area along Green Bay Avenue from Bender to Mill Road needs to be safer	9/9/2020 7:17 PM
#	COMMENTS FOR "PARKS AND TRAILS"	DATE
1	Better access to maskloski from greenbay with sidewalks west side of greenbay	9/28/2020 9:23 AM
2	Brown Deer Park	9/24/2020 1:50 PM
3	Kletczh Park	9/22/2020 9:27 PM
4	to Oak Leaf Trail	9/21/2020 11:11 AM
5	Kletzsich	9/14/2020 7:09 PM
6	Sidewalk access on Green Bay Rd between Good Hope Rd and Edward Ave.	9/14/2020 7:08 PM
7	North Entrance of Kletzsich (Good Hope and Milwaukee River Parkway)	9/14/2020 5:03 PM
8	Anywhere east of subarea 10	9/14/2020 9:32 AM
9	Oak leaf south of silver spring	9/11/2020 9:19 PM
10	Maslowski and kletzsich	9/11/2020 4:47 PM
11	Oak Leaf Trail - all of it.	9/11/2020 10:25 AM
12	Maslowski Park	9/11/2020 9:51 AM
13	Path to Lake, Down town, other northshore communities	9/10/2020 11:29 AM
#	COMMENTS FOR "HOMES OR APARTMENTS"	DATE
1	Range Line/Green Tree Area	9/24/2020 1:50 PM
2	Greenwood Road	9/22/2020 9:27 PM
3	Sidewalks on Mohawk and birch. The roads are very busy. And I don't feel safe walking. On those streets.	9/11/2020 10:52 AM
4	Green Tree Rd West of Green Bay Rd	9/9/2020 7:09 PM
#	COMMENTS FOR "WORK/EMPLOYMENT IN GLENDALE"	DATE
1	Access to Bayshore	9/9/2020 7:17 PM
2	400 W river woods pkwy	9/9/2020 7:13 PM
#	COMMENTS FOR "WORK/EMPLOYMENT OUTSIDE GLENDALE"	DATE
1	Mequon	9/24/2020 6:59 AM
2	Brown Deer	9/22/2020 9:27 PM
3	to connect to bus	9/11/2020 1:40 PM

Q9 Choose the top 3 reasons that keep you from walking.

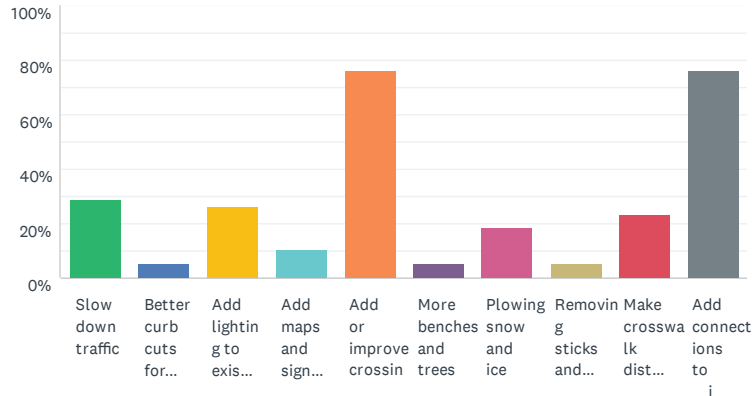
Answered: 38 Skipped: 10



	TOP REASON	SECOND REASON	THIRD REASON	TOTAL	WEIGHTED AVERAGE
I don't have time	0.00% 0	50.00% 2	50.00% 2	4	2.50
Bad weather	50.00% 4	12.50% 1	37.50% 3	8	1.88
Distance is too far	25.00% 1	50.00% 2	25.00% 1	4	2.00
Not enough benches or places to rest	33.33% 1	33.33% 1	33.33% 1	3	2.00
Not enough shade or trees	0.00% 0	50.00% 1	50.00% 1	2	2.50
Crossing streets feels dangerous	56.00% 14	36.00% 9	8.00% 2	25	1.52
I don't want to go by myself	0.00% 0	0.00% 0	0.00% 0	0	0.00
Sidewalks or paths don't connect to where I need to go	54.17% 13	33.33% 8	12.50% 3	24	1.58
I don't want to walk on snow and ice	14.29% 1	42.86% 3	42.86% 3	7	2.29
Motorized traffic isn't safe	21.05% 4	31.58% 6	47.37% 9	19	2.26
I'm concerned about crime	0.00% 0	0.00% 0	100.00% 2	2	3.00
Sidewalks or paths are too dark at night	0.00% 0	60.00% 3	40.00% 2	5	2.40
It is easy to get lost	0.00% 0	0.00% 0	0.00% 0	0	0.00
I like driving	0.00% 0	0.00% 0	100.00% 1	1	3.00

Q10 Choose the top 3 things that would improve your walking experience. Please only select three options.

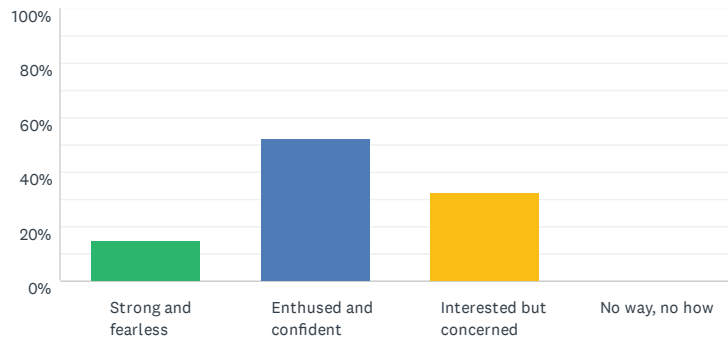
Answered: 38 Skipped: 10



ANSWER CHOICES	RESPONSES	
Slow down traffic	28.95%	11
Better curb cuts for handicap or stroller access	5.26%	2
Add lighting to existing sidewalks and paths	26.32%	10
Add maps and signs that give directions	10.53%	4
Add or improve crossing signals that make crossing busy roads easier	76.32%	29
More benches and trees	5.26%	2
Plowing snow and ice	18.42%	7
Removing sticks and leaves from surface	5.26%	2
Make crosswalk distances shorter so crossing is easier	23.68%	9
Add connections to existing sidewalks and paths	76.32%	29
Total Respondents: 38		

Q11 How would you describe yourself as a bicyclist?

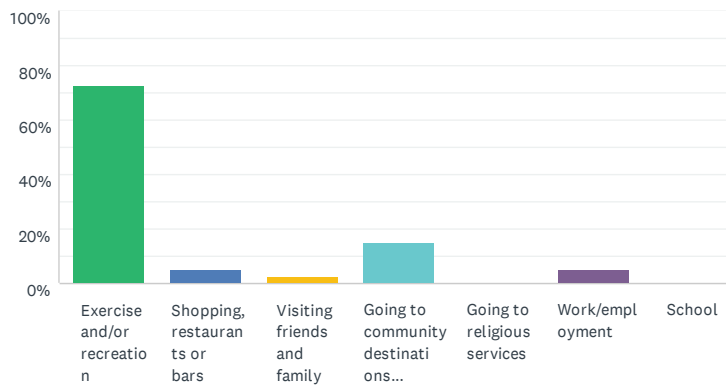
Answered: 40 Skipped: 8



ANSWER CHOICES	RESPONSES	
Strong and fearless	15.00%	6
Enthused and confident	52.50%	21
Interested but concerned	32.50%	13
No way, no how	0.00%	0
TOTAL		40

Q12 What is your primary purpose for biking?

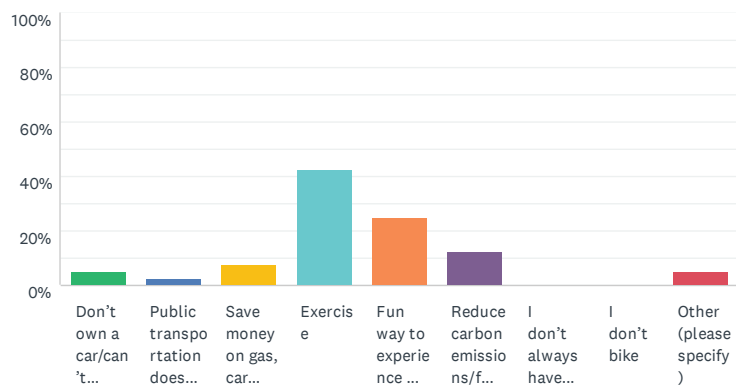
Answered: 40 Skipped: 8



ANSWER CHOICES	RESPONSES	
Exercise and/or recreation	72.50%	29
Shopping, restaurants or bars	5.00%	2
Visiting friends and family	2.50%	1
Going to community destinations (parks, library, etc.)	15.00%	6
Going to religious services	0.00%	0
Work/employment	5.00%	2
School	0.00%	0
TOTAL		40

Q13 What reason do you choose to ride a bike over other modes of transportation?

Answered: 40 Skipped: 8

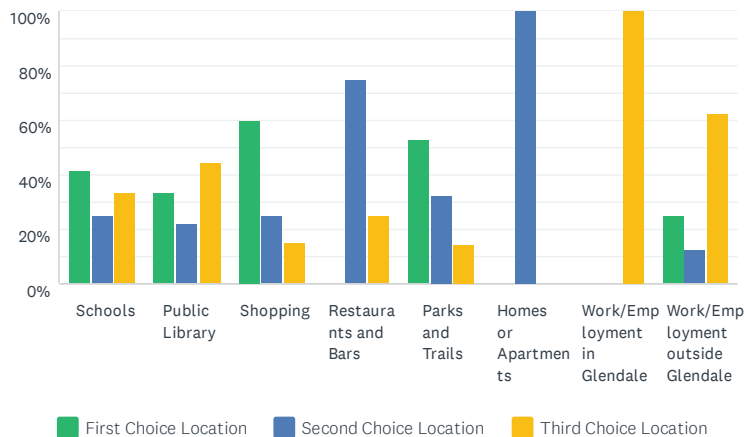


ANSWER CHOICES	RESPONSES
Don't own a car/can't drive	5.00% 2
Public transportation does not connect to desired destinations	2.50% 1
Save money on gas, car insurance, transportation expenses	7.50% 3
Exercise	42.50% 17
Fun way to experience the community	25.00% 10
Reduce carbon emissions/footprint	12.50% 5
I don't always have access to car (1-car household, share car, or not always available)	0.00% 0
I don't bike	0.00% 0
Other (please specify)	5.00% 2
TOTAL	40

#	OTHER (PLEASE SPECIFY)	DATE
1	A life-long cyclist. Grew up in 60's and we rode everywhere as children!	9/21/2020 11:53 AM
2	Several reasons apply: Exercise, reduce carbon emissions, fun.	9/14/2020 7:21 PM

Q14 Choose the top 3 locations that you would like to see better bicycle connections to.

Answered: 40 Skipped: 8



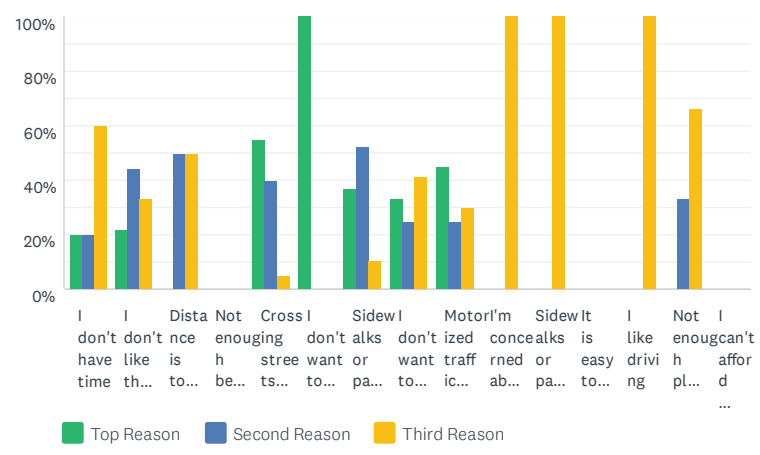
	FIRST CHOICE LOCATION	SECOND CHOICE LOCATION	THIRD CHOICE LOCATION	TOTAL	WEIGHTED AVERAGE
Schools	41.67% 5	25.00% 3	33.33% 4	12	1.92
Public Library	33.33% 3	22.22% 2	44.44% 4	9	2.11
Shopping	60.00% 12	25.00% 5	15.00% 3	20	1.55
Restaurants and Bars	0.00% 0	75.00% 9	25.00% 3	12	2.25
Parks and Trails	52.94% 18	32.35% 11	14.71% 5	34	1.62
Homes or Apartments	0.00% 0	100.00% 2	0.00% 0	2	2.00
Work/Employment in Glendale	0.00% 0	0.00% 0	100.00% 2	2	3.00
Work/Employment outside Glendale	25.00% 2	12.50% 1	62.50% 5	8	2.38

#	COMMENTS FOR "SCHOOLS"	DATE
1	Glen hills	9/11/2020 9:27 PM
2	Parkway	9/11/2020 11:07 AM
3	Parkway	9/11/2020 9:55 AM
#	COMMENTS FOR "PUBLIC LIBRARY"	DATE
1	North Shore Library	9/14/2020 9:44 AM
2	North shore library	9/11/2020 11:07 AM

#	COMMENTS FOR "SHOPPING"	DATE
1	bayshore access	9/28/2020 9:41 AM
2	Bayshore	9/21/2020 11:53 AM
3	Bayshore area from the west	9/14/2020 9:44 AM
4	Bayshore	9/11/2020 9:27 PM
5	bayshore	9/11/2020 7:36 PM
6	Bayshore	9/11/2020 4:52 PM
7	Bayshore Mall	9/11/2020 11:02 AM
8	Bayshore	9/11/2020 10:31 AM
#	COMMENTS FOR "RESTAURANTS AND BARS"	DATE
1	Silver Spring stretch	9/23/2020 8:42 PM
2	Port Washington/Bayshore Mall area	9/14/2020 5:20 PM
3	Bayshore area from the west	9/14/2020 9:44 AM
4	Both The Brick and Whitefish Bay Restaurants/Bayshore	9/11/2020 10:31 AM
#	COMMENTS FOR "PARKS AND TRAILS"	DATE
1	More dedicated bike trails are always nice	9/28/2020 9:41 AM
2	Kletczh Park	9/22/2020 9:39 PM
3	Oak Leaf trail	9/21/2020 11:53 AM
4	Facilities that clearly designate bike lanes, esp. at intersections.	9/14/2020 7:21 PM
5	Northern entrance of Kletzsck Park (Good Hope and Mke River Parkway	9/14/2020 5:20 PM
6	Kletzch	9/11/2020 4:52 PM
7	Additional access to oak leaf trail East of port Washington.	9/11/2020 11:07 AM
8	That stupid sink hole on the trail.	9/11/2020 10:31 AM
9	Oak Leaf Trail, Maslowski Park	9/11/2020 9:55 AM
10	oak leaf	9/10/2020 2:57 PM
#	COMMENTS FOR "HOMES OR APARTMENTS"	DATE
1	Greenwood Road	9/22/2020 9:39 PM
#	COMMENTS FOR "WORK/EMPLOYMENT IN GLENDALE"	DATE
1	400 W river woods pkwy	9/9/2020 7:27 PM
#	COMMENTS FOR "WORK/EMPLOYMENT OUTSIDE GLENDALE"	DATE
1	Mequon	9/24/2020 7:09 AM
2	Oak Leaf Trail Zip Line connection	9/23/2020 8:42 PM
3	Brown Deer	9/22/2020 9:39 PM
4	Safe east-west access	9/14/2020 7:21 PM
5	Oak leave trail south	9/11/2020 9:27 PM
6	Bus #12 to downtown (Good Hope Rd/Teutonia stop)	9/9/2020 8:53 PM

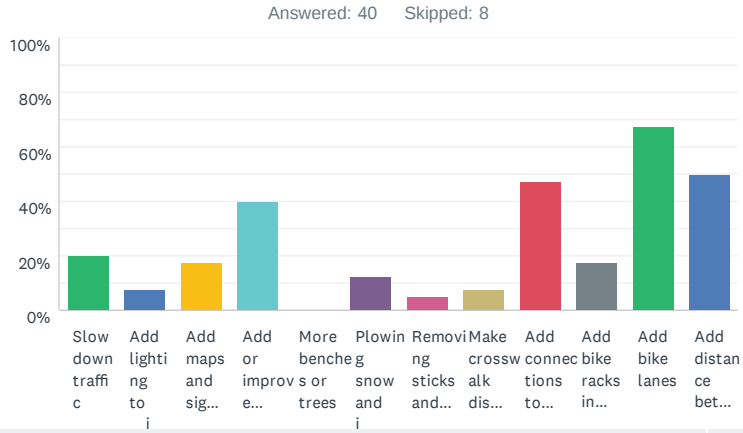
Q15 Choose the top 3 reasons that keep you from riding a bicycle.

Answered: 36 Skipped: 12



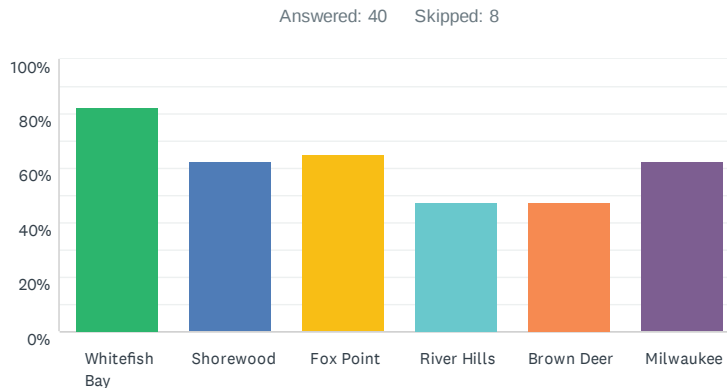
	TOP REASON	SECOND REASON	THIRD REASON	TOTAL	WEIGHTED AVERAGE
I don't have time	20.00% 1	20.00% 1	60.00% 3	5	2.40
I don't like the weather	22.22% 2	44.44% 4	33.33% 3	9	2.11
Distance is too far	0.00% 0	50.00% 1	50.00% 1	2	2.50
Not enough benches or trees	0.00% 0	0.00% 0	0.00% 0	0	0.00
Crossing streets feels dangerous	55.00% 11	40.00% 8	5.00% 1	20	1.50
I don't want to go by myself	100.00% 1	0.00% 0	0.00% 0	1	1.00
Sidewalks or paths don't connect to where I need to go	36.84% 7	52.63% 10	10.53% 2	19	1.74
I don't want to ride on snow and ice	33.33% 4	25.00% 3	41.67% 5	12	2.08
Motorized traffic isn't safe	45.00% 9	25.00% 5	30.00% 6	20	1.85
I'm concerned about crime	0.00% 0	0.00% 0	100.00% 2	2	3.00
Sidewalks or paths are too dark at night	0.00% 0	0.00% 0	100.00% 1	1	3.00
It is easy to get lost	0.00% 0	0.00% 0	0.00% 0	0	0.00
I like driving	0.00% 0	0.00% 0	100.00% 1	1	3.00
Not enough places to lock my bike	0.00%	33.33%	66.67%		

Q16 Choose the 3 top things that would improve your bicycle experience. Please only select three options.



ANSWER CHOICES	PERCENTAGE	RESPONSES
Slow down traffic	20.00%	8
Add lighting to existing sidewalks and paths	7.50%	3
Add maps and signs that give directions	17.50%	7
Add or improve traffic lights that make crossing busy roads easier	40.00%	16
More benches or trees	0.00%	0
Plowing snow and ice	12.50%	5
Removing sticks and leaves from surface	5.00%	2
Make crosswalk distances shorter so crossing is easier	7.50%	3
Add connections to existing sidewalks and paths	47.50%	19
Add bike racks in certain locations	17.50%	7
Add bike lanes	67.50%	27

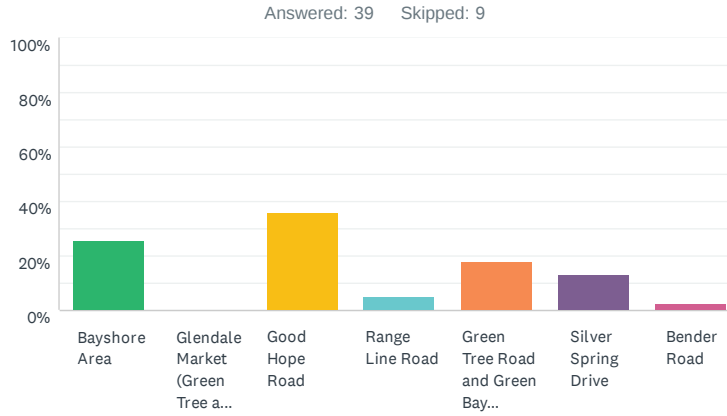
Q17 Which of the following communities do you bike to, or would you bike to if a safe bicycle connection was made? Select all that apply.



ANSWER CHOICES	RESPONSES	
Whitefish Bay	82.50%	33
Shorewood	62.50%	25
Fox Point	65.00%	26
River Hills	47.50%	19
Brown Deer	47.50%	19
Milwaukee	62.50%	25
Total Respondents: 40		

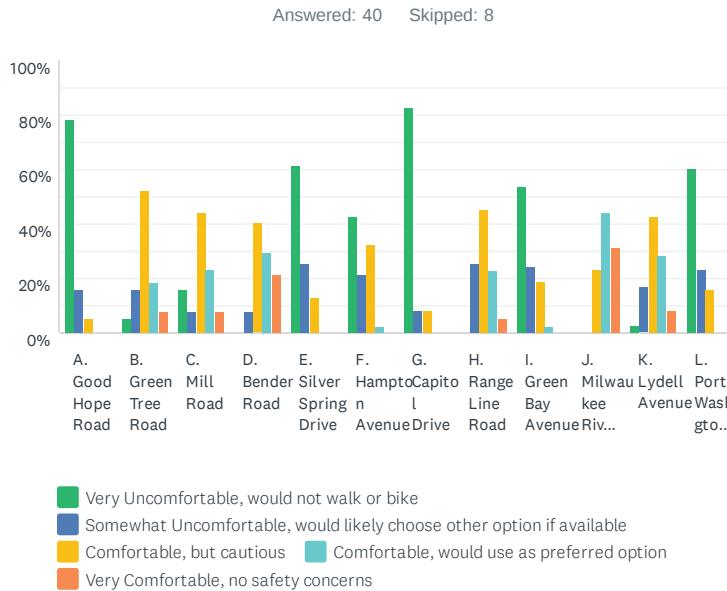
#	CAN YOU IDENTIFY SPECIFIC DESTINATIONS IN OTHER COMMUNITIES THAT YOU WOULD BIKE TO?	DATE
1	biking to lake at doctors park and klode park would be great to have trails	9/28/2020 9:41 AM
2	River Point Shopping Center	9/25/2020 6:25 AM
3	Mequon city market	9/24/2020 7:09 AM
4	Schlitz Audobon, Klode/Silver Spring/Big Bay Parks, Riverside Urban Ecology Center, Havenwoods State Forest	9/23/2020 8:42 PM
5	Lake shore drive, Oakland ave, River Road in river hills, Brown Deer Park, Brady Road to Oak leaf trail near 92nd street	9/22/2020 9:39 PM
6	WAC North Shore. Downtown MKE, Lakeshore area	9/21/2020 11:53 AM
7	Parks along the lake.	9/17/2020 4:40 PM
8	Access west - currently the closest trail is the Hank Aaron.	9/14/2020 7:21 PM
9	Mequon (Mequon Public Market)	9/14/2020 5:20 PM
10	Parks, shops, restaurants.	9/14/2020 9:44 AM
11	Klode, Doctors park, St Eugene's, Rite Hite YMCA, Milwaukee downtown, Atwater	9/11/2020 9:27 PM
12	Whitefishbau/shorewood lakefront Parks	9/11/2020 3:09 PM
13	Klode Park, Shops on Silver Spring Dr in WFB, Brown Deer Park, my work place on the south side of MKE	9/11/2020 1:58 PM
14	Bayshore Mall	9/11/2020 1:51 PM
15	Brookfield and beyond.	9/11/2020 11:02 AM
16	I bike to the lakefront, but the Oak Leaf Trail is fine going south. The detour going north is a pain. Totally ridiculous how long it is taking to fix that sink hole.	9/11/2020 10:31 AM
17	list the most common destinations where fold drive to and those are most likely the ones i bike to. I find access/parking/hassles easier with my bike than car.	9/11/2020 10:14 AM
18	Lakefront, Shops on Silver Spring in Whitefish Bay, Brown Port in Bayside. Library and Brown Deer park.	9/10/2020 11:38 AM
19	Bus #12 to downtown (Good Hope Rd/Teutonia stop)	9/9/2020 8:53 PM
20	Purple Door ice cream in any location. Lakefront.	9/9/2020 7:27 PM
21	Thiensville, Grafton, Lion's Den National Park and other Parks	9/9/2020 7:19 PM
22	Cedarburg, Grafton, Port Washington, western Milwaukee via Hank Aaron trail	9/9/2020 7:10 PM

Q18 Which part of Glendale needs pedestrian and/or bicycle improved facilities the most? Choose one option.



ANSWER CHOICES	RESPONSES	
Bayshore Area	25.64%	10
Glendale Market (Green Tree and Port Washington)	0.00%	0
Good Hope Road	35.90%	14
Range Line Road	5.13%	2
Green Tree Road and Green Bay Avenue	17.95%	7
Silver Spring Drive	12.82%	5
Bender Road	2.56%	1
TOTAL		39

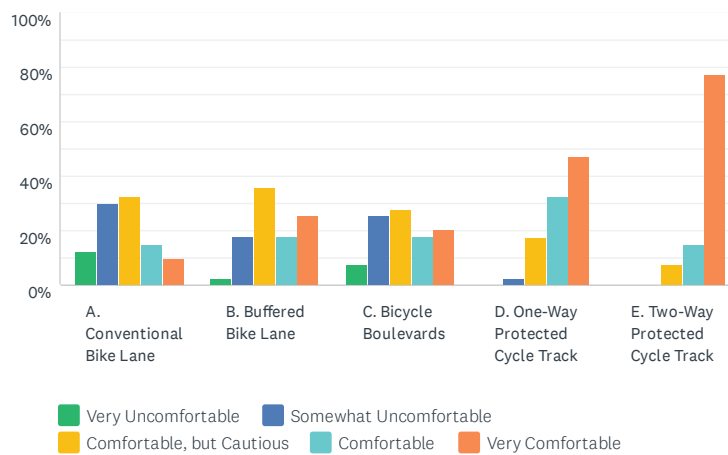
Q19 Rate your comfort biking on the corridors identified on the Major Corridors Map.



	VERY UNCOMFORTABLE, WOULD NOT WALK OR BIKE	SOMEWHAT UNCOMFORTABLE, WOULD LIKELY CHOOSE OTHER OPTION IF AVAILABLE	COMFORTABLE, BUT CAUTIOUS	COMFORTABLE, WOULD USE AS PREFERRED OPTION	VERY COMFORTABLE, NO SAFETY CONCERNS	TOTAL	WEIGHT AVERAGE
A. Good Hope Road	78.38% 29	16.22% 6	5.41% 2	0.00% 0	0.00% 0	37	
B. Green Tree Road	5.26% 2	15.79% 6	52.63% 20	18.42% 7	7.89% 3	38	
C. Mill Road	15.79% 6	7.89% 3	44.74% 17	23.68% 9	7.89% 3	38	
D. Bender Road	0.00% 0	8.11% 3	40.54% 15	29.73% 11	21.62% 8	37	
E. Silver Spring Drive	61.54% 24	25.64% 10	12.82% 5	0.00% 0	0.00% 0	39	
F. Hampton Avenue	43.24% 16	21.62% 8	32.43% 12	2.70% 1	0.00% 0	37	
G. Capitol Drive	82.86% 29	8.57% 3	8.57% 3	0.00% 0	0.00% 0	35	
H. Range Line Road	0.00% 0	25.71% 9	45.71% 16	22.86% 8	5.71% 2	35	
I. Green Bay Avenue	54.05% 20	24.32% 9	18.92% 7	2.70% 1	0.00% 0	37	
J. Milwaukee River Parkway	0.00% 0	0.00% 0	23.68% 9	44.74% 17	31.58% 12	38	
K. Lydell Avenue	2.86% 1	17.14% 6	42.86% 15	28.57% 10	8.57% 3	35	
L. Port Washington Road	60.53% 23	23.68% 9	15.79% 6	0.00% 0	0.00% 0	38	

Q20 Review the photos of on-street bicycle infrastructure and facilities. Rate your level of comfort using the following.

Answered: 40 Skipped: 8



	VERY UNCOMFORTABLE	SOMEWHAT UNCOMFORTABLE	COMFORTABLE, BUT CAUTIOUS	COMFORTABLE	VERY COMFORTABLE	TOTAL	WEIGHT AVERAG
A. Conventional Bike Lane	12.50% 5	30.00% 12	32.50% 13	15.00% 6	10.00% 4	40	2
B. Buffered Bike Lane	2.56% 1	17.95% 7	35.90% 14	17.95% 7	25.64% 10	39	3
C. Bicycle Boulevards	7.69% 3	25.64% 10	28.21% 11	17.95% 7	20.51% 8	39	3
D. One-Way Protected Cycle Track	0.00% 0	2.50% 1	17.50% 7	32.50% 13	47.50% 19	40	4
E. Two-Way Protected Cycle Track	0.00% 0	0.00% 0	7.50% 3	15.00% 6	77.50% 31	40	4

Q21 What Glendale destinations would you like to see highlighted on wayfinding or signage in the City or along regional trails (i.e., restaurants, parks, shopping)?

Answered: 27 Skipped: 21

#	RESPONSES	DATE
1	kletzsck Park, masklowski, bayshore, the brick, kopps, bavarian, chic fil a	9/28/2020 9:41 AM
2	Restaurants, parks	9/24/2020 7:09 AM
3	Bayshore Mall, North Shore Library (might be moving though...), Lincoln Park, Kletsch Park, Zipline connection, Milwaukee River Parkway	9/23/2020 8:42 PM
4	Bayshore, City Hall, Police Station, Library.	9/23/2020 5:31 PM
5	I do not have a good answer for this- have not generally seen this used on trails on have not noticed it. But I think it is a good idea. For sure there should be more easy to use maps to direct people to frequent destinations and popular areas.	9/21/2020 11:53 AM
6	Parks, the library, public buildings like City Hall, schools, shopping destinations.	9/17/2020 4:40 PM
7	We don't really have that many besides Kletch, OTL, Maslowski, Parkway, Nicolet and Bayshore.	9/16/2020 12:43 PM
8	Parks, restaurants	9/14/2020 8:56 PM
9	Shopping, restaurants, parks, businesses	9/14/2020 11:25 AM
10	Parks, shopping, bicycle shop, restaurants	9/14/2020 9:44 AM
11	I'm an east side Milwaukee resident, but I find myself biking up the OLT between downtown and Mequon 3-4 days a week, but generally unless I'm stopping at Bayshore for groceries I don't find myself in Glendale much. This isn't because I don't want to stop in or visit Glendale, but I don't have much of an idea of possible destinations outside of that. I know the county recently went through a design process and is now implementing new wayfinding for the OLT system; has Glendale considered working with the county or adjacent municipalities on wayfinding in a similar manner? In short, tell us (non-Glendale or North Shore residents) what's out there.	9/12/2020 4:30 PM
12	Bayshore, the Brick, Parkway school	9/11/2020 9:27 PM
13	Restaurants attractiond	9/11/2020 4:52 PM
14	Bay shore, archery ranger library	9/11/2020 3:09 PM
15	Maslowski Park, Glen Hills Middle School, Parkway Elementary school, Bayshore Mall	9/11/2020 1:58 PM
16	not needed - you should plan out your destination before starting out	9/11/2020 1:51 PM
17	Maslowski park, parkway school, bayshore.	9/11/2020 11:07 AM
18	I know where everything is, so I don't think signs are necessary.	9/11/2020 10:31 AM
19	shortcuts off of a dead end road.	9/11/2020 10:14 AM
20	not applicable	9/11/2020 10:09 AM
21	Sprecher Brewery	9/11/2020 9:55 AM
22	County & City Park, City Hall, Schools, and shopping.	9/11/2020 9:12 AM
23	Oak leaf and other trails, Bayshore, Library, Parks, Schools	9/10/2020 11:38 AM
24	Waterfall and Archery Range	9/9/2020 8:53 PM
25	Maslowski Park. Kletsch Park. Nicolet. Bayshore. Downtown Whitefish Bay. Lincoln Park	9/9/2020 7:27 PM
26	Bayshore, Kletzsck Park, Milwaukee River Parkway	9/9/2020 7:23 PM
27	parks, access to water (river, lake), restaurants, countryside	9/9/2020 7:19 PM

Q22 Is there anything else you would like to share regarding biking and walking in Glendale?

Answered: 37 Skipped: 11

#	RESPONSES	DATE
1	can't go wrong building 6ft multiuse paths all over the city, critical to have physical barriers to cars due to dangerous driving. Also where crossing need physical barrier in median because drivers most often do not stop so need place to pause	9/28/2020 9:41 AM
2	Would like bike lanes on Green Tree Road.	9/25/2020 6:25 AM
3	In general I do not find Glendale to be a particularly pedestrian friendly city. I live on Range Line. People drive way too fast for me to be comfortable walking or bike riding with my kids. Sidewalks would be a huge help with this.	9/24/2020 1:53 PM
4	Our kids are land locked to our subdivision (rivers edge) since there is no safe way for them to cross Good Hope or Greenbay without jaywalking.	9/24/2020 7:09 AM
5	I believe there's great opportunity for biking and walking in Glendale away from some of the main corridors. If you can tackle the beasts of Silver Spring, Green Bay, and Port Washington, I think Glendale could very well become a leader in the North Shore. Taking advantage of the Rails to Trails program would be amazing. Would love if sprawling intersections became a priority in tackling pedestrian and biking connectivity.	9/23/2020 8:42 PM
6	Add Signage that it is illegal to ride bicycles on traditional Sidewalks in the state of Wisconsin if over the age of 16. Set speed limits on Multi-use trails for cyclists as some do not slow down for pedestrians. Have police enforce said speed limits on trails. Add signage to the multi-use recreation trails about etiquette for pederians and bicyclists. Add signage about dogs on multi-use recreation trails as there are many people who allow their dogs to roam freely along trails and sidewalks. Add signage about how traffic laws apply to all cyclists ove the age of 16 once they leave a trail and ride on the road. Have Police enforce traffic laws equally when encountering Cyclists on Public Roads.	9/23/2020 5:31 PM
7	Good hope road is like a freeway. It would be great to be able to cross over it safely on the way to the Milwaukee River Parkway or when riding a bike from Greentree Road to River Road in River Hills	9/22/2020 9:39 PM
8	Crossing Good Hope Road at Pierron Road is treacherous. Whether on bike or on foot, crossing six lanes of traffic that's often moving at 55 mph is dangerous. Adding a crosswalk here to help people safely exit the neighborhood and access subarea 4 and ultimately Kletzch Park is needed. Additionally, I recommend leveraging methods to slow traffic on Good Hope Road and make biking on that road safer. Rarely, if ever, are all six lanes in use; it would seem that there's an opportunity to add bike lanes (road diet) that also would help slow traffic so it's moving closer to the speed limit.	9/22/2020 8:06 PM
9	Hello - In no particular order - here are some of my observations - 1. Lighting around Bay-Shore mall area needs improvement, especially to see pedestrians/ cyclists at night (even outside of crosswalks) or bad weather. 2. Lots of foot traffic from local hotels on Port Washington Road to Bay Shore but streets/ sidewalms and crossings not set up to handle this foot traffic safely. 3. I stay on the sidewalk mostly when biking thru Glendale except for the Parkway and Oak Leaf Trail - then back on the road when I get further north. 4. A big concern of mine would be reckless driving (passing on right etc by drivers) if bike lanes were installed on major arteries. 5. Merge of drivers from Hampton West I43 exit to Port Washington Road South-Bound is very dangerous to cyclists going south-bound on Port Washington Road. 6. No one as far as drivers seems to be able to figure out how the marked crosswalks on Hampton / Lydell / Mill Road should work - maybe need blinking lights etc as I have seen done in Madison area. Good thing on these is that they are not really multi-lane which can make for very dangerous trails vs. road crossings (e.g. if one driver yields to pedestrians or cyclists and the others do not is very hazardous). Thank You, George Barker 722 West Glendale Ave #4 Glendale WI 53209	9/21/2020 11:53 AM

10	Bicyclists or Pedestrians > Field Of Dreams..."Build it they will come". Making accommodations for bicycling and walking may well increase the numbers of people participating. On this survey - there are no demographic questions relating to the number of people in households, by age, by gender, by number of bicyclists or pedestrians and the multiple purposes for which each person bicycle. On this survey - where people live in Glendale is not all that important - being a bicyclist, pedestrian or motor vehicle driver it can be assumed that wherever people live they want full safe access to all locations in the community for any purpose listed in this survey. 1. Bicycle Lanes or not - Bicyclists are invisible on the roads we blend into the environment. 2. Non-Bicyclist Motor Vehicle Drivers do not know bicycling traffic laws and require additional training. 3. Non-Bicyclist Motor Vehicle Drivers are clueless about legal bicycle riding behaviors and how very different it is from driving an automobile. 4. Non-Bicyclist Motor Vehicles Drivers are dangerous because they do not know how to interact and engage with Bicyclists on the roads. 5. No European type traffic laws that protect Bicyclists from Motor Vehicles Drivers. 6. Non-Bicyclist Motor Vehicle Drivers do not know how to engage with bicycle lanes. 7. Many bicyclists need to be educated about the traffic laws and safety. 8. Motor Vehicle Operators can be aggressive...riding within 3 feet of the curb or in a bicycle lane I and others have been told to get off the their roads. 9. Handicap Plaques and other items hanging from rear view mirrors block driver's visual field and are dangerous. 10. For Motor Vehicle Operators increase of bicyclist awarenesses signage...more Oak Leaf Trail connections - directional signage - other bicyclists have ask me how to get to the trail. Whether I ride my bicycles or walk for recreation or go to a destination for purpose - it is for me all about the fun and exercise and its benefits of which results in reduction of carbon foot print.	9/17/2020 11:44 PM
11	Add some design element(s) like a city logo or symbol to signposts and/or the sidewalks/bike lanes to unite the sub-neighborhoods. Thanks for the opportunity to add input! :)	9/17/2020 4:40 PM
12	We have got to get sidewalks on Green Bay Avenue & Good Hope so our religious populations can get to/from their houses of worship safely. It will be tragic WHEN something does happen that doesn't need to.	9/16/2020 12:43 PM
13	Not at this time	9/14/2020 8:56 PM
14	Striping at intersections that clearly designate bike right of way. Education - for drivers, cyclists, and pedestrians - that focuses on the rights and safety for all users.	9/14/2020 7:21 PM
15	Like I mentioned before the people who live in Rivers Edge are not able to safely walk or bike to the 2 near by parks. Ideally, there would be improvements made on either Good Hope Rd or Green Bay.	9/14/2020 5:20 PM
16	Make sure all mobile people - cars, trucks, motorcycles and bicyclists, know the rules of the road. And, indicate their moves. There are only three hand signals for bicycle riders but most people don't use them. Bicyclists usually don't stop at stop signs, or stop lights, they yell and make rude gestures at residents of the area who are doing the right hung but the cyclist thinks the resident is wrong.	9/14/2020 11:25 AM
17	Repair needed on the bike trail NW of Green Bay road. There is a partial collapse of an aged tunnel, and repairs are still to come. Need an innovative low cost yet safe repair.	9/14/2020 9:44 AM
18	elevated trails like the one that goes over capitol is the way of the future	9/12/2020 6:11 PM
19	This is probably outside the scope of this project, but has Glendale considered opportunities for placemaking along these bike/pedestrian corridors? As an example, further north along the OLT at Brown Deer Rd. (https://goo.gl/maps/b96t6tAbjz3i3R9) there has for the past year or so existed an outdoor popup beer garden hosting food trucks, live music, etc. on what is normally a vacant gravel lot, and from my observation biking by several days a week seems to draw a significant amount of people.	9/12/2020 4:30 PM
20	I would like to see a bikeconnection between Milwaukee River and Mill Rd running throug Kletzch. Would make kids biking to Glen Hills safer. Also, would be nice to have a sidewalk in front of Nicolet now that the path is there just north of the school.	9/11/2020 9:27 PM
21	Please especially improve Green Bay. Also Silver Spring and Port Road leading to Bayshore. Great job doing this plan!	9/11/2020 7:36 PM
22	Glendale has so many great trails but currently it is very much a car centered destination. Trails that connect to oak leaf are great but in order to connect parts of city and take advantage of all Glendale has to offer, protected bike lanes on busy throughfares are a MUST	9/11/2020 3:09 PM
23	Thank you for this project. It is so important. Despite being very close to parks, I am nervous biking or walking becasue my neighborhood (Clovernook) is boxed in by Port Washington Road and Green Bay Ave, both very non-bike-friendly roads. Also, my kids go to Parkway and Glen Hills but I have never felt comfortable having them bike or walk to school because there are not clear bike paths on Greenbay and crossing Bender is hard for kids. Also, if we had better access to the Oak Leaf trail, without having to cross Silver Spring to get there, we'd have access to a lot more destinations in WFB, Shorewood and Milwaukee.	9/11/2020 1:58 PM

24	I want to bike more with my kids. We love oak leaf. But it can be tough to get there. The sidewalks in WFB are safer for my kids on resining wheels. So we stay in WFB. Instead of riding to places in Glendale. We live close to bayshore and walk most places, since it's easier than finding parking and loading/unloading 3 kids. The pedestrian crossing for silver spring and Mohawk could be longer. For my kiddos to get across. And I would love a better pedestrian crossing at Navajo and silver spring (flashing crosswalk) and also across richter and port Washington. (Which also needs a light and protected crossing)	9/11/2020 11:07 AM
25	This is fantastic. Thank you for taking the time to compile this survey. Making Glendale more cycle-friendly will reap the rewards of happier, healthier, friendlier residents and given how disastrous this year has turned out so far, we desperately need happier residents. I would vote yes on a referendum to spend taxpayer money on building and improving our cycle infrastructure. If Miller Park can access a 1/2 percent sales tax for county stadium, why can't we do the same to finance this endeavor?	9/11/2020 11:02 AM
26	I wish there were more police to stop the speeders on Silver Spring. It makes crossing to get to the Oak Leaf Trail dangerous. It makes riding anywhere on Silver Spring unenjoyable.	9/11/2020 10:31 AM
27	If any tunnels under the freeway near Builders Square a planned, I don't think it should be done, too expensive, none to little of bike & walking traffic. I believe because Glendale is a richer on average community most biking is recreational by adults and the interurban trail along the old railroad right of way seems to fill that purpose (downtown to Sheboygan). I wish it would have been around when I went to UWM, it would have been of great use. But it seems when the Glendale kids have to go somewhere, their parents drive them instead of making them bike. Recreational biking adults with kids seems to be within Sub-neighborhoods due to busy roads, blocked off by freeway or river. I believe that if a survey question would have had as a question, does your bike have baskets, you would have had a count of less than 10. Maybe everyone uses backpacks now instead? I believe Glendale's used of bikes is least about utilitarian. Will bikes be used more for utility if the economy gets worse, probably? A question about bike use by task would have maybe been a pointer. Since I believe most of Glendale biking is by \$1000+ bikes with no baskets, mostly for recreation, I don't see a need for Glendale to spend money on intercity trails, since I believe only a few will use them, mostly to get to the Oak Leaf and Interurban. So I think the best use is of shorter paths, to let both walkers and bikers leave a dead end road to make a shot hope to another sidewalk/street, which would also create a short cut. Most walkers would look for these. As to bikers, I think it cost prohibitive to get the parents/kids in one sub-neighborhood to travel to another sub-neighborhood, a cheap shortcut might help a little. The more popular destinations might be worth the added cost. I still see parents taking their kids to the library, but Maslowski Park might attract more people if access from across the RR tracks was available.	9/11/2020 10:14 AM
28	a major education program needs to be instituted as pedestrians have no idea to face traffic when walking and to carry a flashlight when dark. I cannot tell you the close encounters I have had with dog walkers not being aware of cars as not able to see the approach and wearing dark clothing. Before putting a ton of money into creating safer lanes educate folks on the proper way to walk without sidewalks. I like that we have no sidewalks but I see no effort to enforce the safety rules. This is especially important as the daylight hours shrink.	9/11/2020 10:09 AM
29	Improve pedestrian and bicyclist crossing safety at Port Wash via Bender.	9/11/2020 9:55 AM
30	Where today my primary reason for biking is for exercise (a result of a global pandemic) I would also love to see more bike access for the whole community. The carbon footprint reduction by biking is a big pay off and we have the opportunity as a community to really connect our different neighborhoods & business in a wonderful way is we had more bike lanes and safe passage across major roads.	9/11/2020 9:12 AM
31	For safety sake I would like to see a sidewalk from Range Line rd to Green Bay ave. There are many people walking on the street to get to temple, rec walkers and students going to Glen Hills school. In addition there are very few street lights on Green Tree which adds to the danger. I feel it is only a matter of time until someone gets hurt or worse.	9/10/2020 2:57 PM
32	Thank you.	9/10/2020 11:38 AM
33	Sidewalks and bike trails need to work with existing public transportation to provide more and better access.	9/9/2020 8:53 PM
34	Biggest bang for the buck now would be to improve signal sensitivity to bikes. Especially crossing Green Bay Road in particular and the signals at Bender and Port. Given long term effect of trail closure sign a detour from Maslowski spur using MRP to trail junction south of Silver Spring.	9/9/2020 7:27 PM
35	Want to see better connections between areas with off street walkways and paths for safety	9/9/2020 7:23 PM
36	Really happy and grateful that the City is taking such a holistic approach to the planning of an active, healthy community. Would be nice if all this could lead to less segregation, more interaction between neighborhoods, too.	9/9/2020 7:19 PM
37	Sculpting bike trails for when Nicolet HS adds a Mountain Biking team (like Shorewood HS).	9/9/2020 7:10 PM