



**ENGINEERING DEPARTMENT**

**Michael G. Lewis**  
*Director of Public Works / City Engineer*

414/302-8360  
414/302-8366 (Fax)

City Hall  
7525 West Greenfield Avenue  
West Allis, Wisconsin 53214

[www.westalliswi.gov](http://www.westalliswi.gov)  
[mlewis@westalliswi.gov](mailto:mlewis@westalliswi.gov)

## MEMORANDUM

**TO:** Gary Barczak, Chair, Board of Public Works  
Vincent Vitale, First District  
Cathleen M. Probst, Second District  
Thomas G. Lajsic, Fourth District  
Rosalie Reinke, Fifth District

**FROM:** Peter C. Daniels P.E., Principal Engineer

**DATE:** August 2, 2016

**RE:** **Communication from Principal Engineer regarding West Allis Bike Share Station Location Memorandum**

The City of West Allis has received federal funding through the Transportation Alternatives Program (TAP) to implement a bike sharing system. This project is part of a larger set of bike share studies that includes the City of Wauwatosa and the Village of Shorewood. Bublr will be solely responsible for funding the costs of operating the bike share system once it is built through a combination of user fees, advertising, sponsorships, and charitable contributions. No local tax dollars will be used in the construction or operation of the bike share system.

Thirteen locations were reviewed in the attached memorandum as potential site locations for this project based on input from City of West Allis staff, Bublr staff and project staff from R.A. Smith National, Inc. and Toole Design Group. No right of way or easements would be acquired for this project, so locations that require right of way acquisition were not considered. Station locations were focused on creating spines along W. Greenfield Avenue, W. National Avenue, and S. 70th Street since those corridors contain many of the destinations in eastern West Allis and the density of commercial and residential properties is higher in this area than other parts of West Allis.



The following nine locations have been recommended for construction pending the results of the environmental investigations; these locations should be prioritized for installation subject to the constraints of the project construction budget:

1. Location #3: W. Washington Street at Summit Place Business Park
2. Location #5: S. 76th Street & W. Greenfield Avenue (City Hall)
3. Location #6: S. 70th Street & W. Greenfield Avenue
4. Location #7: S. 63rd Street & W. Greenfield Avenue
5. Location #8: S. 60th Street & W. National Avenue
6. Location #10: S. 75th Street & W. National Avenue (Library)
7. Location #11: S. 70th Street & W. National Avenue
8. Location #12: S. 66th Street & W. National Avenue (Farmer's Market)
9. Location #13: Six Points Crossing & W. Greenfield Avenue

The following four locations were not recommended for implementation with this project:

1. Location #1: S. 70th Street and W. Walker Street
2. Location #2: 800 Block of S. 60th Street (Renaissance Place)
3. Location #4: S. 82nd Street & W. Greenfield Avenue
4. Location #9: S. 84th Street & W. National Avenue

These sites could be considered as potential station locations for future system expansion, although further study is recommended to assess any operational or safety issues that may need to be addressed.

# Memo

**DATE:** July 14, 2016

**TO:** Peter Daniels, City of West Allis

**FR:** Rachel DeSombre, R.A. Smith National, Inc.  
Jim Blackwood, R.A. Smith National, Inc.

**CC:** Stan Lukasz, DAAR Corporation  
Spencer Gardner, Toole Design Group

**RE:** Station Location Initial Screening  
West Allis Bike Share  
Various Locations  
City of West Allis  
Milwaukee County  
ID 2995-01-06

## **Background**

The City of West Allis has received funding through the Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program (TAP) to implement a bike sharing system. This project is part of a larger set of bike share studies that includes the City of Wauwatosa and the Village of Shorewood.

## **Preliminary Locations**

Thirteen locations were reviewed as potential site locations for this project based on input from City of West Allis staff and project staff from R.A. Smith National, Inc. and Toole Design Group. Several alternatives were identified and evaluated at some of the locations. No right of way or easements would be acquired for this project, so locations that require right of way acquisition were not considered. The following sites were evaluated as potential locations:

1. S. 70<sup>th</sup> Street & W. Walker Street - (1 alternative considered)
2. 800 Block S. 60<sup>th</sup> Street (Renaissance Faire) - (1 alternative considered)
3. W. Washington Street at West Allis Towne Center – (2 alternatives considered)
4. S. 82<sup>nd</sup> Street & W. Greenfield Avenue – (1 alternative considered)
5. S. 76<sup>th</sup> Street & W. Greenfield Avenue (City Hall) – (2 alternatives considered)
6. S. 70<sup>th</sup> Street & W. Greenfield Avenue – (2 alternatives considered)
7. S. 63<sup>rd</sup> Street & W. Greenfield Avenue – (1 alternative considered)
8. S. 60<sup>th</sup> Street & W. National Avenue – (2 alternatives considered)
9. S. 84<sup>th</sup> Street & W. National Avenue – (1 alternative considered)
10. S. 75<sup>th</sup> Street & W. National Avenue (Library) – (3 alternatives considered)
11. S. 70<sup>th</sup> Street & W. National Avenue – (2 alternatives considered)
12. S. 66<sup>th</sup> Street & W. National Avenue / Farmer's Market – (3 alternatives considered)
13. Six Points Crossing & W. Greenfield Avenue (1 alternative considered)

Deliver excellence, vision, and responsive service to our clients.

Station locations were focused on creating spines along W. Greenfield Avenue, W. National Avenue, and S. 70<sup>th</sup> Street since those corridors contain many of the destinations in eastern West Allis and the density of commercial and residential properties is higher in this area than other parts of West Allis.

Bike sharing stations are typically spaced so that a user will have to walk no more than ¼ mile from the station to their destination or to another station. Station locations for this project were located within these distances when feasible.

Each station location was evaluated to determine if there were any easily identifiable environmental impacts including wetlands, hazardous materials, and archeological and historic resources. Once final station locations are determined a Categorical Exclusion Check list environmental document will be prepared and the station locations will be provided to the Wisconsin DNR to verify that there will be no environmental impacts.

The potential for wetlands was determined using the Wisconsin Wetland Inventory on the Wisconsin Department of Natural Resources (DNR) Surface Water Data Viewer internet application. The Wisconsin Wetland Inventory indicated that no wetlands were present at any of the station locations.

The potential for hazardous materials was determined using the Bureau for Remediation and Redevelopment Tracking System (BRRTS) on the Wisconsin DNR website. No open sites were identified immediately adjacent to any of the station locations. An Initial Site Reconnaissance Checklist will be prepared for all final station locations. Excavation depths are expected to be 2 feet or less so hazardous materials are not expected to be encountered at any of the station locations.

The potential for historic resources was determined using the National Register of Historic Places and a 2007 Historic and Architectural Resources Survey. UWM Cultural Resources Management will review potential station locations to determine if there are additional resources that were not identified using the previously identified resources. Station locations immediately adjacent to designated historic locations and within historic districts were avoided. All site alternative locations will be evaluated to determine if there are any historic resources within the Area of Potential Effects (APE).

UWM Cultural Resource Management will also evaluate if there are any archeological resources present within the APE by conducting a Cultural Resources Literature Review.

Potential station locations were field reviewed on March 22, 2016 to visually assess conditions and obtain detailed measurements where necessary.

Electrical service would be provided in one of three ways: connection to the City's traffic signals system, connection to the City's street lighting system with a battery backup or solar powered. Stations would only be able connected to the street lighting system in the downtown areas where the system runs on 240 volts. Older portions of the City street lighting system run on 5000 watts and are not compatible with the power needed to power the bike sharing stations.

### **Station Evaluations**

A description of each location, as well as the results of the preliminary review process is provided below. Each potential bike share site location is shown on the attached Bike Share Station Location Map. An exhibit has been prepared for each location showing the location of each alternative as well as a driver's eye view of each station location.

#### Location #1: S. 70th Street & W. Walker Street

This location is near the Hank Aaron State Trail and would also serve several nearby commercial uses. It would be the northernmost station in the West Allis system and, depending on locations selected in Wauwatosa, could be within a bike-able distance of stations there. The potential station locations in West Allis are organized around three spines: 70<sup>th</sup> Street, Greenfield Avenue, and National Avenue. This station would form the northern end of the 70<sup>th</sup> Street spine. Milwaukee County Transit System (MCTS) provides bus service here on Route 76.

The project team only considered one location for station placement in the terrace on the south side of W. Walker Street just west of the intersection. The terrace has sufficient space and access would occur via the curb ramp at the corner. Depending on the size of the station and the necessary distance from the stop sign, a tree may need to be removed or relocated.

Electrical service may be provided by the street lighting pole in the median of S. 70<sup>th</sup> Street. Solar power may also be an option as there are no large buildings or trees to the south of the station.

This location is not recommended for construction with this project because it does not have many destinations immediately adjacent to the station and is the farthest station north on the S. 70<sup>th</sup> Street spine.

#### Location #2: 800 Block of S. 60th Street (Renaissance Place)

There are several significant employers at this location, including Johnson Controls, CBS 58, and Advance Boiler & Tank. In addition, the Hank Aaron Trail is a short distance to the north. Like Location #1, this location could be another connection north to the bike share system in Wauwatosa, although this location would be somewhat more distant since Wauwatosa's system is situated further west.

Unfortunately, no suitable placement could be identified at this site. Terraces along this stretch of S. 60<sup>th</sup> Street are too narrow to accommodate a station. Furthermore, construction is scheduled a couple of years after this project that would create a new east-west street immediately south of the large parking lots here that continues across the street where the old Roosevelt School building exists. The new street may have space for a station but placement could not occur until construction is complete.

The terrace in front of the former Roosevelt School building (932 S. 60<sup>th</sup> Street) could accommodate a station, however, this site may be redeveloped which would eliminate the possibility of constructing a station here.

This location is not recommended for construction as part of this project because no suitable location could be identified near Renaissance Place for this phase of the system. If redevelopment of the former Roosevelt School site does not move forward, it is recommended to move Location #2 forward for construction.

#### Location #3: W. Washington Street at Summit Place

This location serves the Summit Place Business Park, several large employers on the north side of W. Washington Street, and other nearby businesses. A station at the north side of the Summit Place Business Park continues the S. 70<sup>th</sup> Street bike share spine.

Two alternatives were considered at this location. Alternative 1 is in the terrace on the south side of W. Washington Street between the driveway immediately west of the Summit Place building entrance and the driveway further west that leads between the Summit Place building and the large parking lot. Alternative

2 is also on W. Washington Street in the terrace on the north side of the road closer to the intersection with S. 70<sup>th</sup> Street.

Alternative 1 more closely serves Summit Place and many of the other commercial uses on this block. It is also more visible from the building entrance. However, the length of terrace available for a bike share installation is limited, especially if existing trees are to be left in place. A station here would also be less visible from S. 70<sup>th</sup> Street, which forms the north-south spine in the planned bike share system. This alternative is located along the north side of the former Allis Chalmers site which is a local landmark designated by the West Allis Historical Commission. This alternative location will be reviewed by UWM-CRM to verify if there may be concerns for locating a station here related the historic nature of the property.

Alternative 2 also serves Summit Place and other buildings reasonably well while providing improved access to establishments along S. 70<sup>th</sup> Street including Milwaukee Area Technical College. It is also closer to S. 70<sup>th</sup> Street, reinforcing the planned spine. The terrace provides the ability for a larger station here. A tree may need to be removed or relocated depending on the recommended station size. Access can occur from the adjacent driveway.

Electrical service may need to be solar powered because it appears that the street lighting system in the vicinity in the older 5000 watt system and the nearest traffic signal is at the intersection of S. 70<sup>th</sup> Street and W. Washington Avenue which is 550 feet from Alternative 1 and 300 feet from Alternative 2. A cost comparison would need to be completed to determine the preferred power source.

Alternative 1 is the preferred placement because the terrace is wide enough to accommodate the station and is adjacent to several major employers in West Allis. This station is recommended for construction as part of this project because it would serve a major commercial center and boosts the density of the core bike share system.

#### Location #4: S. 82<sup>nd</sup> Street & W. Greenfield Avenue

This location is near the southwest corner of State Fair Park and is near an entrance that is open during the state fair. There are some retail properties nearby along S. 84<sup>th</sup> Street and along W. Greenfield Avenue which would be served by a station here. The residential areas to the south and west would also be within the market area for this station. A hotel was recently constructed adjacent to this location which would provide a transportation alternative for visitors looking to shop or dine in the commercial areas east of this station.

While the station may see heavy usage during events at the fairgrounds, the fairgrounds leave a large void during normal operation. This would be expected to impact the overall usage of the station. However, there is some new development in the area and the existing destinations may generate enough usage to make a station viable.

The City is planning to reconstruct S. 82<sup>nd</sup> Street within a couple of years of the completion of this project, so improvements at this intersection should be minimized to reduce the amount of material that would be thrown away. Station locations that required bump-outs or other expensive improvements were not considered.

One alternative was considered at this location in the terrace on the east side of 82<sup>nd</sup> Street south of the intersection.

Electrical service would need to be solar power because the street lighting system is the older 5000 watt system. Solar power would also reduce the amount of work that would need to be redone with the reconstruction of S. 82<sup>nd</sup> Street. The station could be connected to the street lighting system during the reconstruction if the street lighting is upgraded to 240 volt.

This location is not recommended for construction as part of this project because it is at the far edge of the W. Greenfield Avenue spine and this project will focus on creating the dense core of the bike share system in West Allis. This site would be a good location for future expansion of the system in West Allis as it would serve a mix of residential and commercial properties, including new developments.

#### Location #5: S. 76<sup>th</sup> Street & W. Greenfield Avenue (City Hall)

This location anchors a significant community center and a cluster of commercial development along W. Greenfield Avenue. The area features numerous retail establishments and other commercial uses, and also includes the City Hall building in the southeast quadrant of the intersection. This location adds to the density of the planned core of the system centered on the W. Greenfield Avenue/S. 70<sup>th</sup> Street/W. National Avenue triangle. There is a strong mix of housing and commercial properties, which is a good indicator of the potential station usage. This is also a relatively important node in the transit system with MCTS routes 44, 56, and 76 making stops here.

Two alternatives were considered here. Alternative 1 is in a landscaped planter in the city parking lot on the east side of City Hall on S. 75<sup>th</sup> Street adjacent to the alley. Alternative 2 is behind the sidewalk on the west side of City Hall immediately south of the bus stop.

Alternative 1 would require paving the landscaped planter that exists between the alley and the parking lot. A curb cut would also be required to facilitate access. Initial inspection indicates there is sufficient space for a station, but the dimensions are very constrained. Electrical service may need to be solar powered unless the street lighting system in the parking lot has been recently upgraded.

Alternative 2 is much less constrained. There is ample space in the grass for even the largest station. This placement also better serves the transit stop and is more visible from nearby destinations than Alternative 1. Station access may require a mid-block curb ramp. A mid-block crossing is not ideal, but traffic volumes on S. 76<sup>th</sup> Street are low enough, around 6,000 vehicles per day, that bicyclists crossing traffic to access the station should not be significantly deterred. Electrical service could be obtained from City Hall. This location serves a number of transit routes and provides bike share service to a significant community destination. It is also surrounded by a mix of relatively dense residential and commercial uses that signal good potential for station usage.

Alternative 2 is the preferred station placement at this location because it is more visible, provides room for a larger station, and provides better connections to transit.

This location is recommended for construction as part of this project because it serves as a critical station location along the W. Greenfield Avenue spine.

#### Location #6: S. 70<sup>th</sup> Street & W. Greenfield Avenue

This location is at the heart of the planned West Allis bike share system, anchoring service spines on both 70<sup>th</sup> Street and Greenfield Avenue. The intersection is at the southwest corner of the West Allis Towne Center, a significant activity center. This site was once the Allis Chalmers factory site which is a local landmark designated by the West Allis Historical Commission Places. A historical marker has been placed in the northeast corner of this intersection. This is also a significant intersection for transit

operations. MCTS operates bus service on routes 23, 56, 76, and the Metro Express Blue Line, providing high potential for last mile transit connections.

One alternative behind the sidewalk in the northeast corner of the intersection was reviewed for this location. The station would need to be split to avoid a utility vault and would potentially need to be a curved station to minimize the size of the station pad required. Bublr has confirmed that B-Cycle can produce curved station segments.

Electrical service may be provided by connecting to the adjacent street lighting pole, the traffic signal cabinet in the southwest corner of the intersection, or solar power.

This location is recommended for construction as part of this project because it anchors a connection of two spines of the bike share system and provides excellent connections to mass transit.

#### Location #7: S. 63<sup>rd</sup> Street & W. Greenfield Avenue

This location is a block west of Six Points in the heart of the City of West Allis. A bike share station here would continue the spine of bike share service on W. Greenfield Avenue. This area is dense with retail destinations and is also served by MCTS routes 23 and 56.

The only alternative reviewed for this location is in the city-owned parking lot at the northeast corner of the intersection. The southeast corner of the lot has sufficient space for a double-sided station. This space is otherwise unusable for vehicular parking and currently sits empty. Access to the station can occur via the parking lot entrance on 63<sup>rd</sup> Street or the driveway apron just east of the station.

Electrical service may be provided by connection to a street lighting pole across the sidewalk from the station. Solar power may not be sufficient at this location because of the taller buildings to the south of the station.

This location is recommended for construction as part of this project because of its important placement in the bike share network and the high density of nearby destinations.

#### Location #8: S. 60<sup>th</sup> Street & W. National Avenue

This location is on the opposite side of Six Points from Location #7. This is also a relatively dense area of the city with many nearby retail destinations. It is also another important intersection for transit service, with MCTS routes 23, 64, and MetroExpress Blue making stops here.

One alternative was considered at this location. The station would be located in the city-owned parcel of open space at the northeast corner of the intersection. The placement would be behind the sidewalk on S. 60<sup>th</sup> Street. This parcel is noted in the West Allis Comprehensive Park and Outdoor Recreation Plan as a mini-park. Since this is a park location, placement of a station here would require a programmatic Section 4(f) evaluation under the Department of Transportation Act of 1966 and subsequent federal transportation legislation.

Electrical service may be provided by connecting to the traffic signal cabinet in the southeast corner of the intersection or by solar power.

The central location of the station, its contribution to the density of the system, and the presence of several bus routes make this an important location to serve. This location is recommended for construction as part of this project.

#### Location #9: S. 84<sup>th</sup> Street & W. National Avenue

A station at this intersection would extend bike share service to neighborhoods southwest of the downtown. There is a new skate park here, as well as some businesses to the north on S. 84<sup>th</sup> Street. This would be the furthest station from the core of the system if built.

The only alternative reviewed for placement at this location is within the skate park. Since this is a park location, placement of a station here would require a programmatic Section 4(f) evaluation under the Department of Transportation Act of 1966 and subsequent federal transportation legislation. Raised medians on S. 84<sup>th</sup> Street and W. National Avenue would limit access for riders and may encourage riders to perform unsafe maneuvers to access the station.

Electrical service may be provided from a nearby street lighting unit or solar power.

This station location is somewhat remote and would be expected to underperform compared to most other locations in the system. This location is not recommended for construction as part of this project.

#### Location #10: S. 75<sup>th</sup> Street & W. National Avenue (Library)

The West Allis Public Library sits on the southeast corner of the intersection of S. 75<sup>th</sup> Street and W. National Avenue. There are also nearby commercial properties and higher density residential areas. This location would extend the W. National Avenue bike share spine to the southwest and serve areas outside of the downtown core. Transit connections could occur via MCTS route 54.

Three alternatives were considered at this location. Alternative 1 is in the green space behind the sidewalk along W. National Avenue just east of the intersection. Alternative 2 is in the green space behind the sidewalk on the south side of the library next to the parking lot. Alternative 3 is in the green space behind the sidewalk along S. 75<sup>th</sup> Street just south of the intersection.

The size of station that can be installed under the placement in Alternative 1 is somewhat constrained by the library sign at the corner of the lawn. The station would also partially block the library sign from the sight of drivers.

Alternative 2 offers plenty of space for a large station and is also near the building entrance. The placement would not be visible from either W. National Avenue or S. 75<sup>th</sup> Street, which is less desirable.

Alternative 3 has ample space for a station and visibility from the intersection is good. It also avoids blocking the library sign at the corner of the lawn.

Electrical service for Alternative 1 and Alternative 3 may be connected to the traffic signal cabinet in the southeast corner of the intersection or by solar power. Electrical service for Alternative 2 may be either solar power or could potentially be connected to the library building.

Irrigation heads are present at all three alternatives. Irrigation heads and underground conduit would potentially need to be relocated with construction of the station. The cost to relocate the irrigation facilities should be approximately the same with each alternative.

The library is an important community destination that is a natural attractor for bike share trips. In addition, the relatively high density of residences and the presence of some commercial destinations make

this location viable for bike share. Alternative 2 at this location is recommended for construction as part of this project as it is a more visible station and provides enough space for a large station.

#### Location #11: S. 70<sup>th</sup> Street & W. National Avenue

This location continues the bike share spines along W. National Avenue and S. 70<sup>th</sup> Street, serving Veterans Memorial Park. Residential areas near the intersection are relatively dense. There are also commercial destinations along W. National Avenue. MCTS operates routes 23, 54, 76, and MetroExpress Blue service at this intersection.

Two alternatives were evaluated in the terrace along the north side of W. National Avenue adjacent to Veterans Memorial Park. Alternative 1 is in the northeast corner of the intersection. Alternative 2 is east of the intersection near the parking lot entrance.

The terrace is very wide at the Alternative 1 location and this location is also more visible from the intersection. Access to the station at this location may be problematic because of the right turn lane for turning traffic from westbound W. National Avenue to northbound S. 70<sup>th</sup> Street. Station users heading southbound on S. 70<sup>th</sup> Street or eastbound on W. National Avenue may be inclined to turn into the slip lane to access the curb ramp nearest the station.

Alternative 2 somewhat is less visible from the intersection. Placement here may require the removal or relocation of trees or splitting the station to avoid impacting the trees depending on the size of the station. The terrace narrows closer to the parking lot so it would not be possible to place a station immediately adjacent to the driveway apron. Station placement should be as near to the parking lot as possible without impacting the sidewalk to make access to the station from the parking lot the most obvious option for users. This alternative avoids the problems associated with the right turn lane and is the preferred station placement.

Electrical service for Alternative 2 would likely be solar power because the traffic signal cabinet is in the southeast corner of the intersection which is quite a distance from the proposed station. Powering the station from the lighting system in the park could also be an option if that system is compatible with power requirements for the station.

This location is recommended for construction as part of this project because it fills out the W. National Avenue and S. 70 Street bike share service spines and boosts density in the core of the system.

#### Location #12: S. 66<sup>th</sup> Street & W. National Avenue (Farmer's Market)

This location is at the Farmer's Market, which operates several days a week from May through November. The Farmer's Market is a popular community destination and a natural destination for bike share users. There is also significant future development planned for nearby blocks that would add more residences and commercial destinations near this location.

The Farmer's Market was evaluated during the 2007 Historical and Architectural Resources Survey and was determined to no longer maintain enough historical elements to remain on the National Register of Historic Places so there should not be issues with installing a station at this location.

Three alternatives were considered at this location. Alternative 1 is behind the sidewalk on the south side of W. National Avenue in the southeast quadrant of the intersection. Alternative 2 is perpendicular to the entry gate on 66<sup>th</sup> Street against the trees lining the walkway. Alternative 3 is in the northeast corner of the Farmer's Market parking lot.

Alternative 1 is highly visible from the roadway and would have no impact on market operations. However, the available space is smaller than the other alternatives and can only provide a 14 dock station, which may not be large enough for a destination like the Farmer's Market.

Alternative 2 is less visible from the roadway but is placed in a prominent location next to one of the market entrances. There is space for a station against the trees and potential for a second bay of docks on the other side of the trees to the north if a larger station is needed. This placement doesn't significantly impede pedestrian movement but may impact the space available for vendors, depending on the market layout.

Alternative 3 provides the same station size as Alternative 2 and is more visible than Alternative 2, but this alternative would require the removal of 4 parking stalls in the Farmer's Market parking lot. One benefit is that by removing 4 car parking stalls, 22 bike share parking stalls would be added for Farmer's Market patrons, potentially increasing access to the Farmer's Market.

Electrical service may be provided by connecting to the nearest light pole, the traffic signal cabinet in the northwest corner of the intersection, or by solar power.

Alternative 3 is the preferred placement because it accommodates a larger station without impacting operations of the Farmer's Market. This alternative would need to be coordinated with the development of the proposed kiosk to be constructed at the northeast corner of the parking lot. Any alternative at the Farmer's Market will be coordinated with the Health Department to avoid or minimize any impacts on operation of the market

This location is recommended for construction as part of this project because this is a significant community destination and also due to the expected high density development on adjacent blocks.

#### Location #13: Six Points Crossing & W. Greenfield Avenue

This location is located at the southwest corner of Six Points Crossing and W. Greenfield Avenue. This location would increase the density of the bike share system along W. Greenfield Avenue and serves the many existing and planned apartments and commercial businesses. The location is also within walking distance of the Farmer's Market and West Allis Towne Center shopping center. This location is one block from a transit stop at S. 65<sup>th</sup> Street and W. Greenfield Avenue on the #23 and #56 routes.

There is a planned development at this location that would construct apartments and commercial businesses, which would help to maximize utilization of this station.

One alternative was considered at this location. It is located in the southwest quadrant of the intersection behind the sidewalk on a parcel owned by the City of West Allis Community Development Authority. This location could accommodate a large station (21 stalls).

Electrical service would be provided by the adjacent street lighting system.

This location is recommended for construction because it helps to increase the density of the W. Greenfield Avenue spine of bike share stations and would serve a densely populated area.

### **Locations Selected for Construction**

The following nine locations have been recommended for construction pending the results of all environmental investigations and an approved environmental document, these locations should be prioritized for installation subject to the constraints of the project construction budget:

- Location #3: W. Washington Street at Summit Place Business Park
- Location #5: S. 76<sup>th</sup> Street & W. Greenfield Avenue (City Hall)
- Location #6: S. 70<sup>th</sup> Street & W. Greenfield Avenue
- Location #7: S. 63<sup>rd</sup> Street & W. Greenfield Avenue
- Location #8: S. 60<sup>th</sup> Street & W. National Avenue
- Location #10: S. 75<sup>th</sup> Street & W. National Avenue (Library)
- Location #11: S. 70<sup>th</sup> Street & W. National Avenue
- Location #12: S. 66<sup>th</sup> Street & W. National Avenue (Farmer's Market)
- Location #13: Six Points Crossing & W. Greenfield Avenue

#### **Locations Not Recommended for Advancement**

The following four locations were not recommended for implementation with this project:

- Location #1: S. 70<sup>th</sup> Street and W. Walker Street
- Location #2: 800 Block of S. 60<sup>th</sup> Street (Renaissance Place)
- Location #4: S. 82<sup>nd</sup> Street & W. Greenfield Avenue
- Location #9: S. 84<sup>th</sup> Street & W. National Avenue

These sites could be considered as potential station locations for future system expansion, although further study is recommended to assess any operational or safety issues that may need to be addressed. If redevelopment of the former Roosevelt School site at 932 S. 60<sup>th</sup> Street (Location #2) does not move forward, it is recommended to move Location #2 forward for construction and to not advance Location #7 S. 63<sup>rd</sup> Street & W. Greenfield Avenue to construction.

# Bike Share Station Location Alternatives Map



# Location No. 1 — S. 70th Street & W. Walker Street



**Alternative 1:**  
Located in the terrace on the south side of W. Walker Street in the southwest quadrant of the intersection.

# Location No. 2 — 800 Block of S. 60th Street (Renaissance Faire)



**Alternative 1:**  
Located on the east side of S. 60th Street south of W. Walker Street

# Location No. 3 — W. Washington Street at Summit Place

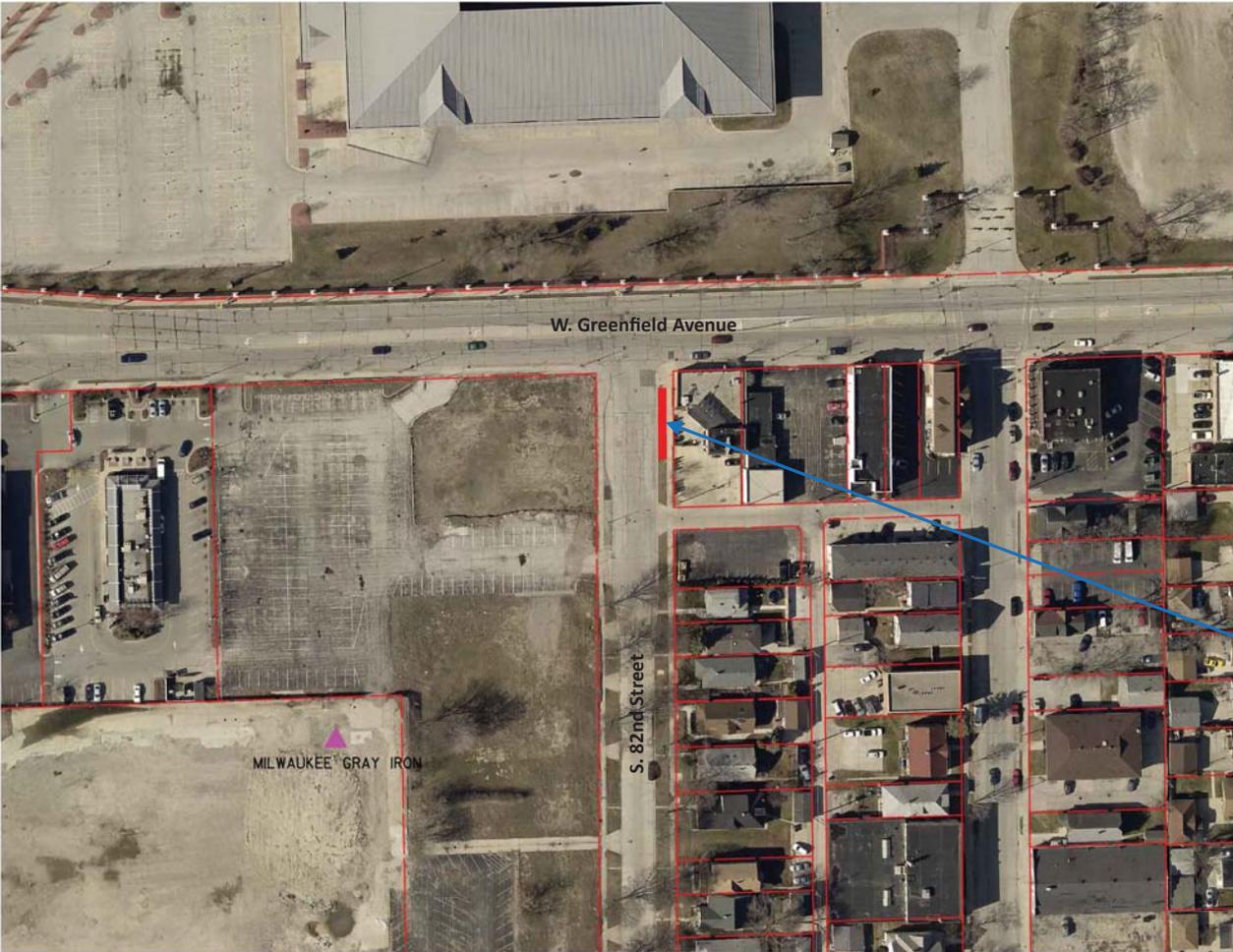


Alternative 2:  
Located in terrace along north side of W. Washington Street east of S. 70th Street



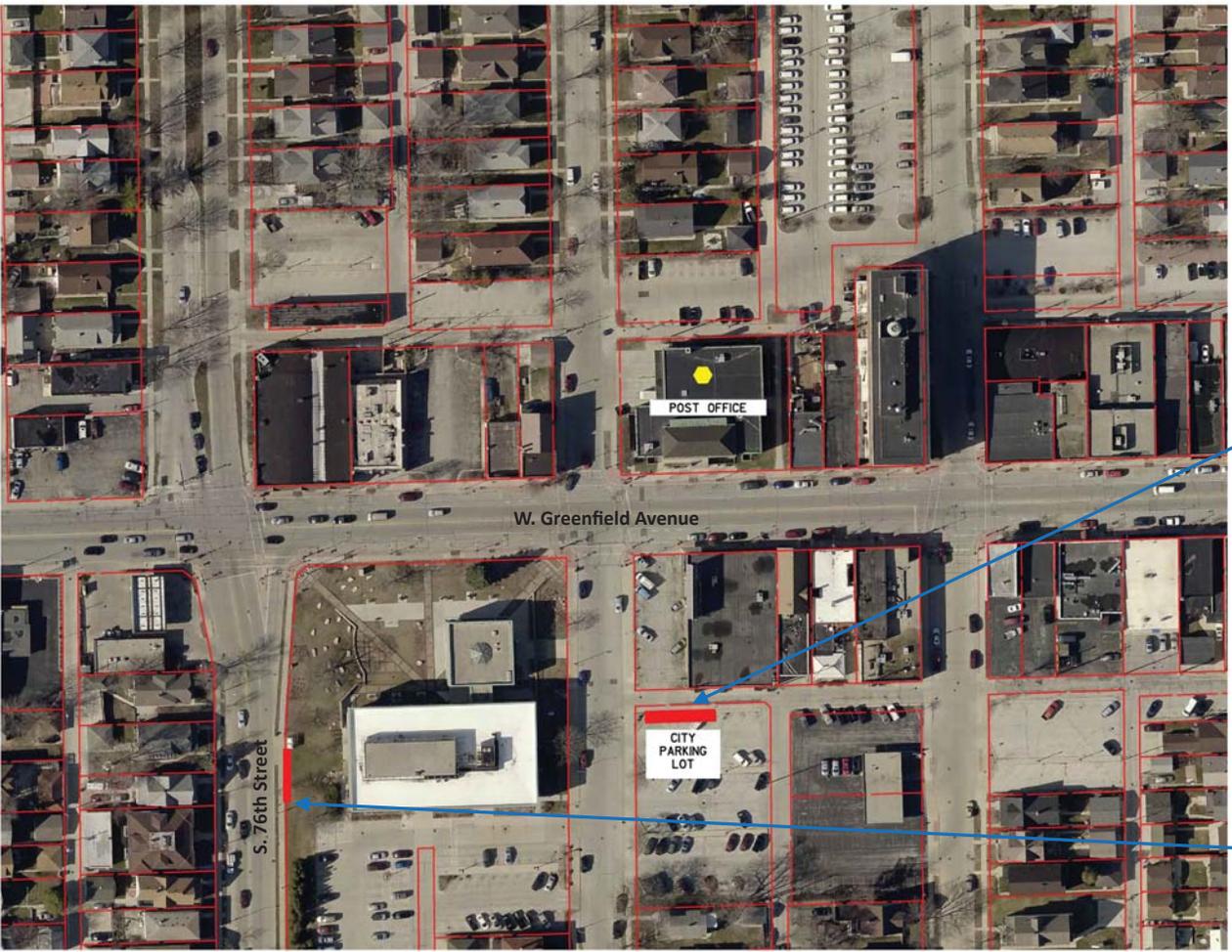
Alternative 1:  
Located in the terrace along the south side of W. Washington Street east of S. 70th Street

# Location No. 4 — S. 82nd Street & W. Greenfield Avenue



**Alternative 1:**  
Located in the terrace on the east side of S. 82nd Street south of W. Greenfield Avenue.

# Location No. 5 — S. 76th Street & W. Greenfield Avenue (City Hall)



**Alternative 1:**  
Located in landscaping planter between city owned parking lot and public alley



**Alternative 2:**  
Located behind the sidewalk on the east side of S. 76th Street south of intersection



 Property on National Register of Historic Places (NRHP)

# Location No. 6 — S. 70th Street & W. Greenfield Avenue



Alternative 1:  
Located behind the sidewalk in the northeast corner  
of the intersection

# Location No. 7 — S. 63rd Street & W. Greenfield Avenue



Alternative 1:  
Located in city owned parking lot in the northeast quadrant of the S. 63rd Street and W. Greenfield Avenue intersection

# Location No. 8 — S. 60th Street & W. National Avenue



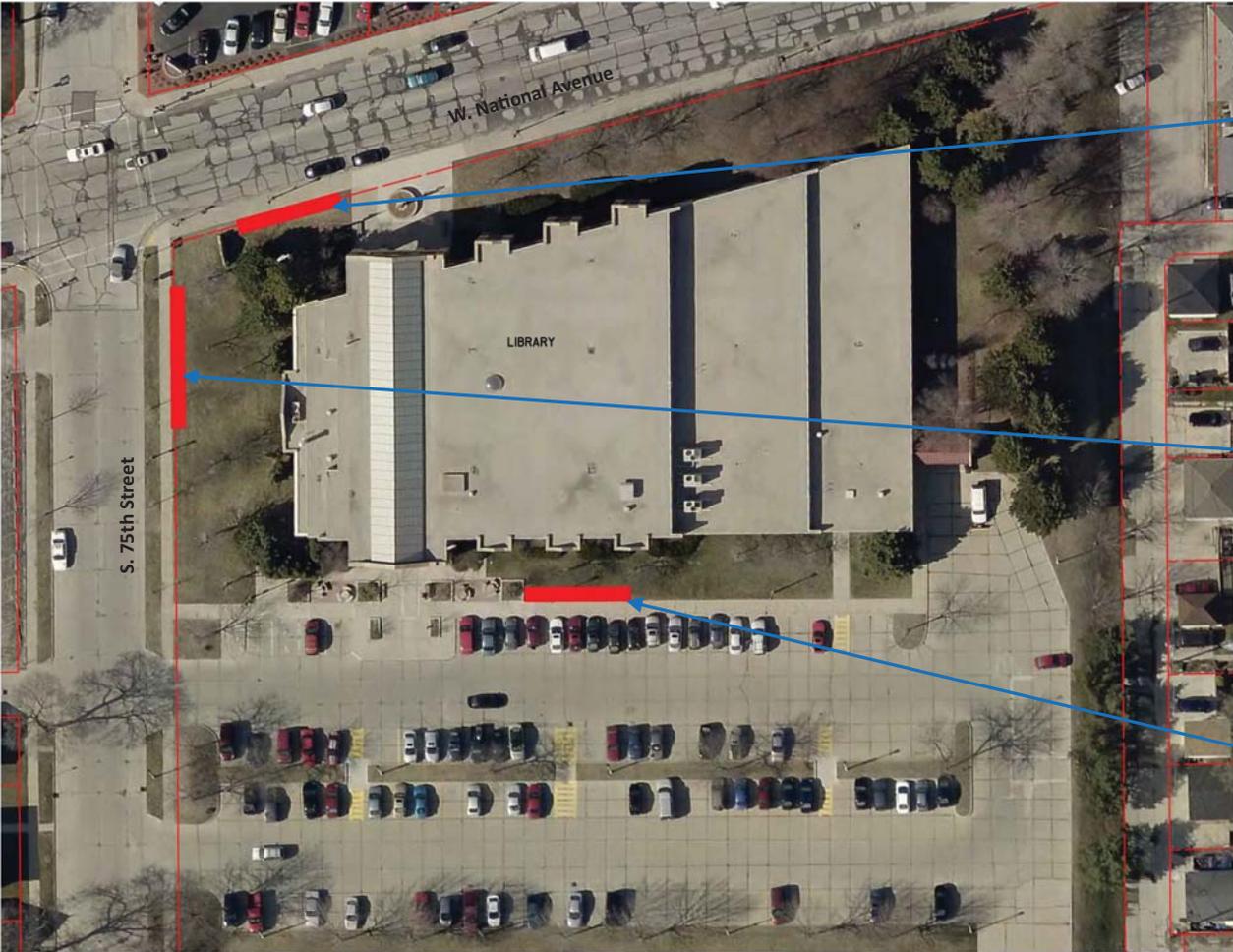
**Alternative 1:**  
Located behind the sidewalk on the east side of S. 60th Street north of W. National Avenue

# Location No. 9 — S. 84th Street & W. National Avenue



Alternative 1:  
Located behind the sidewalk on the east side of S. 84th Street north of the intersection

# Location No. 10 — S. 75th Street & W. National Avenue (Library)



**Alternative 1:**  
Located behind the sidewalk on the south side of W. National Avenue east of the intersection



**Alternative 2:**  
Located behind the sidewalk on the east side of S. 75th Street south of the intersection



**Alternative 3:**  
Located north of the sidewalk just east of the library rear entrance



# Location No. 11 — S. 70th Street & W. National Avenue



**Alternative 2:**  
Located in the terrace on the north side of W. National Avenue east of the intersection



**Alternative 1:**  
Located in the terrace on the north side of W. National Avenue in the northeast corner of the intersection

# Location No. 12 — S. 66th Street & W. National Avenue (Farmer's Market)



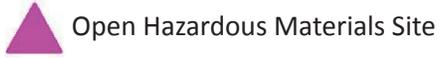
**Alternative 3:**  
 Located in the northeast corner of the Farmer's Market parking lot



**Alternative 1:**  
 Located behind the sidewalk on the south side of W. National Avenue east of the intersection



**Alternative 2:**  
 Located in near the entry gate along the east side of S. 66th Street south of W. National Avenue



# Location No. 13 — Six Points Crossing & W. Greenfield Avenue



**Alternative 1:**  
Located behind the sidewalk on the west side of Six Points Crossing south of W. Greenfield Avenue on a City of West Allis Community Development Authority owned parcel